

GENERAL SUPERINTENDENT OF TRANSPORTATION INSTRUCTIONS



**NORTHERN
PACIFIC
RAILWAY**

SAFETY - COURTESY - DEPENDABILITY

Northern Pacific Ry. Co.

JAN 2 1970

TACOMA, WASH.

St. Paul, Minnesota
December 29, 1969

File: S-155

TO: ALL LOCAL FREIGHT AGENTS

W. L. Wood - Duluth	Personal
R. O. Hammerstrom - Mpls.	"
B. V. Coyer - Fargo	"
S. A. Anderson - Glendive	"
M. E. Hagen - Missoula	"
J. G. Heimsjo - Spokane	"
J. H. Hertog - Tacoma	"
<u>Yardmasters at:</u>	
Miss. St., St. Paul	
43rd Ave. Yard Office	
Park Junction	
Northtown	
Mpls. Lower Yard	

<u>Yardmasters at:</u>	<u>Yardmasters at:</u>
Duluth	Helena
Brainerd	Butte
Staples	Missoula
Dilworth	Yardley
East Grand Forks	Pasco
Jamestown	Yakima
Fargo	Auburn
Mandan	Seattle
Dickinson	Tacoma
Glendive	Centralia
Laurel	Everett
Billings	Vancouver
Livingston	Portland

Attached is a copy of Amendment No. 3 to I.C.C. Service Order No. 1025 which extends the expiration date of that order from 11:59 P.M. December 31, 1969 to 11:59 P.M. March 31, 1970 unless otherwise modified, changed or suspended by order of the Commission.

This order sets forth certain regulations for the return of covered hopper cars.

Provisions of order must be strictly complied with.

C. N. Thompson
General Superintendent Transportation

cc Messrs:

N M Lorentzen	W R Shannon
E M Stevenson	G A Webster
D H King	A B Johnson
J O Davies	Car Distributors
L J King	Car Service Agents

TITLE 49 - TRANSPORTATION SERVICE DATE
CHAPTER X - INTERSTATE COMMERCE COMMISSION DECEMBER 23, 1969
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

Amendment No. 3 To

SERVICE ORDER NO. 1025

REGULATIONS FOR RETURN OF COVERED HOPPER CARS

At a Session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D. C., on the 22nd day of December 1969.

Upon further consideration of Service Order No. 1025 (34 F.R. 7451, 9870) as amended, and good cause appearing therefor:

It is ordered, That:

§ 1033.1025 REGULATIONS FOR RETURN OF COVERED HOPPER CARS

Service Order No. 1025 be, and it is hereby, amended by substituting the following paragraph (f) for paragraph (f) thereof:

(f) Expiration date. This order shall expire at 11:59 p.m., March 31, 1970, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1969.

(Sec. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Sec. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2)).

It is further ordered, That copies of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board

H. NEIL GARSON
Secretary

(SEAL)

Northern Pacific Ry. Co.
JAN 16 1970
TACOMA, WASH.

St. Paul, Minnesota
December 29, 1969

File: S-157

TO: ALL LOCAL FREIGHT AGENTS

W. L. Wood - Duluth	Personal
R. O. Hammerstrom - Mpls.	"
B. V. Coyer - Fargo	"
S. A. Anderson - Glendive	"
M. E. Hagen - Missoula	"
J. G. Heimsjo - Spokane	"
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Yardmasters at:

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Fargo
Mandan
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Glendive
Laurel
Billings
Livingston

Yardmasters at:

Helena
Butte
Missoula
Yardley
Pasco
Yakima
Auburn
Seattle
Tacoma
Centralia
Everett
Vancouver
Portland

Please refer to your General Superintendent Transportation Instruction Book Section IV, Pages D-1 and D-2, Special Car Order No. 41 which applies to all gondolas 61 ft. or longer, except cars with mechanical designation GBR, GBS or GBSR.

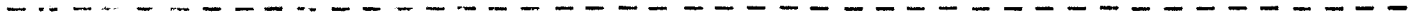
This order was due to expire December 31, 1969. We have now been advised by the A.A.R. that order has been extended until further notice.

Provisions of this order must be strictly complied with.

C. W. Thompson
General Superintendent Transportation

cc Messrs:

N M Lorentzsen	W R Shannon
E M Stevenson	G A Webster
D H King	A B Johnson
J O Davies	Car Distributors
L J King	Car Service Agents



ST. PAUL, MINN. DIST.
JAN 2 1970
TACOMA, WASH.

St. Paul, Minnesota
December 26, 1969

File: S-148

TO: ALL LOCAL FREIGHT AGENTS

W. L. Wood - Duluth	Personal
R. O. Hammerstrom - Mpls.	"
B. V. Coyer - Fargo	"
S. A. Anderson - Glendive	"
M. E. Hagen - Missoula	"
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Yardley
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Yakima
Auburn
Seattle
Tacoma
Centralia
Everett
Vancouver
Portland

Attached is a copy of Amendment No. 1 to Revised Service Order No. 1009, effective 11:59 P.M. December 31, 1969 and expiring 11:59 P.M. June 30, 1970 unless otherwise modified, changed or suspended by order of the Commission.

This order prescribes certain regulations concerning freight car movement, and clarifies the Commission's position with respect to the handling of loaded and empty freight cars.

Provisions of this order must be strictly complied with.

C. W. Thompson
General Superintendent Transportation

cc Messrs:

N M Lorentzen	W R Shannon
E M Stevenson	G A Webster
D H King	A B Johnson
J O Davies	Car Distributors
L J King	Car Service Agents

SERVICE DATE
DECEMBER 23, 1969

TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

AMENDMENT NO. 1 TO
REVISED SERVICE ORDER NO. 1009

RAILROAD OPERATING REGULATIONS FOR FREIGHT CAR MOVEMENT

At a Session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D. C., on the 22nd day of December 1969.

Upon further consideration of Service Order No. 1009 (34 F.R. 12392), and good cause appearing therefor:

It is ordered, That:

§ 1033.1009 RAILROAD OPERATING REGULATIONS FOR FREIGHT CAR MOVEMENT

Revised Service Order No. 1009 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) Expiration date. This order shall expire at 11:59 p.m., June 30, 1970, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1969.

(Sec. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Sec. 1(10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2)).

It is further ordered, That copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
Secretary

(SEAL)

Pacific Ry. Co.
JAN 2 1970
 TACOMA, WASH.

St. Paul, Minnesota
 December 29, 1969

File: S-157

TO: ALL LOCAL FREIGHT AGENTS
 W. L. Wood - Duluth Personal
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 Livingston

Yardmasters at:
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 Butte
 Missoula
 Yardley
 Pasco
 Yakima
 Auburn
 Seattle
 Tacoma
 Centralia
 Everett
 Vancouver
 Portland

Please refer to your General Superintendent Transportation Instruction Book Section IV, Pages D-1 and D-2, Special Car Order No. 41 which applies to all gondolas 61 ft. or longer, except cars with mechanical designation GBR, GBS or GBSR.

This order was due to expire December 31, 1969. We have now been advised by the A.A.R. that order has been extended until further notice.

Provisions of this order must be strictly complied with.

C. W. Thompson
 General Superintendent Transportation

cc Messrs:
 N M Lorentzsen W R Shannon
 E M Stevenson G A Webster
 D H King A B Johnson
 J O Davies Car Distributors
 L J King Car Service Agents

TRANSPORTATION DATA BOOK

Contents:

- Section I | Circulars and General Instructions issued by General Superintendent of Transportation.
- Section II | Department of Transportation, Interstate Commerce Commission, and Western Weighing and Inspection Bureau Directives, Orders and Instructions.
- Section III | AAR Car Service and Per Diem Rules.
- Section IV | AAR and ICC Special Car Orders.
- Section V | Miscellaneous.

Each supplemental sheet issued will be numbered by section, subsection, and sheet number of the subsection. A new table of contents for each section will be issued periodically as the need arises. **Supplemental sheets will not always be mailed with a cover letter,** but will have section and page number in upper right hand corner.

KEEP THIS BOOK UP TO DATE

This Book is Assigned

To: Local Freight Agent
Tacoma, Wash

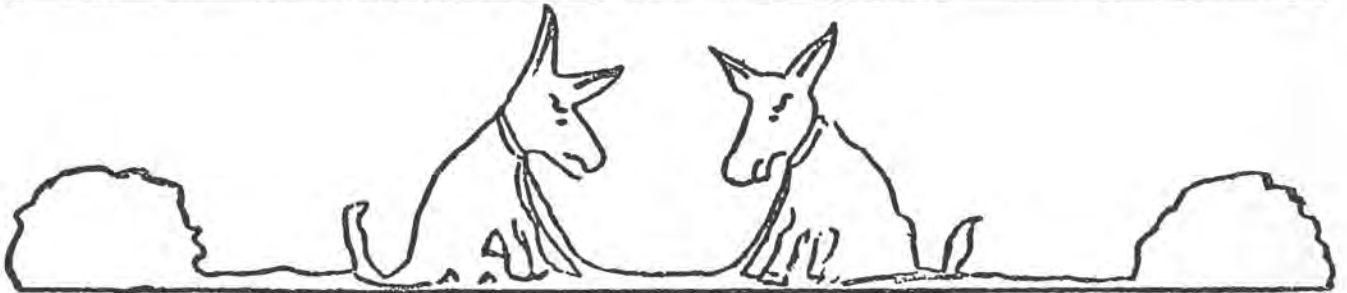
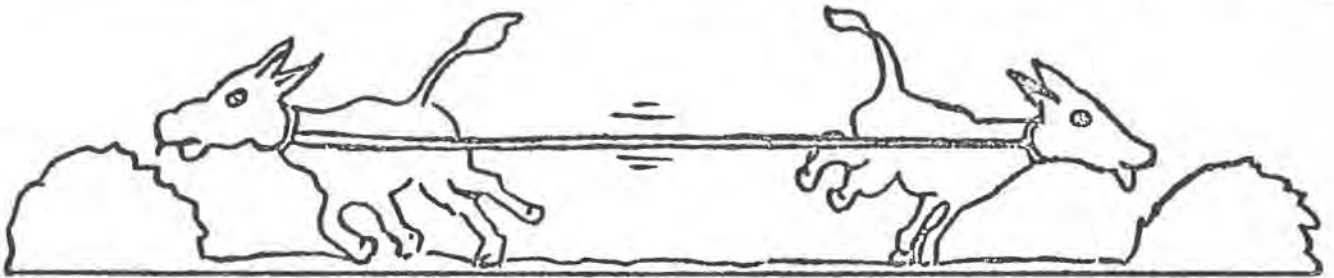
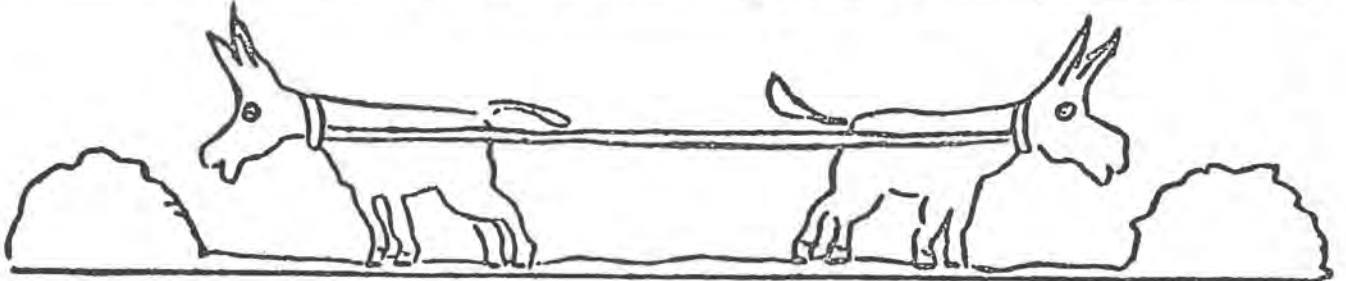
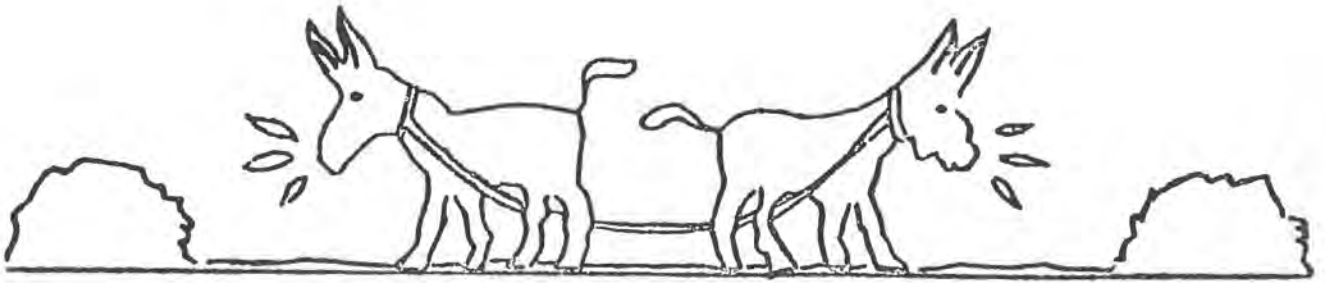
Book No. 16032

S E C T I O N I

CIRCULARS AND GENERAL INSTRUCTIONS ISSUED BY
GENERAL SUPERINTENDENT OF TRANSPORTATION

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I N T R O D U C T I O N

Do you know the AAR mechanical designation is shown immediately after the weight capacity on the side of a car and therefore, immediately below the car initial and number?

Do you know the Northern Pacific may be liable for per diem and/or mileage reclaims if empty cars are not routed in accordance with car service rules?

Do you know an empty car card is not a non-revenue waybill and must not be used in lieu thereof?

Do you know all refrigerator cars bearing reporting marks of many roads (For example, NYC, RI, LN, MP, UP, and many others) are not on mileage but are on per diem?

Do you know that commodity cards on cars will be effective for only thirty (30) days from day applied or until first loaded regardless of date on car?

Do you know per diem is earned on a calendar day basis and that every system per diem car delivered prior to midnight will earn dollars for the Northern Pacific and every foreign per diem car will save dollars for the Northern Pacific?

Do you know per diem applies on both loaded and empty cars and whether standing still or moving?

Do you know per diem rates vary from \$2.16 per day to \$12.18 per day, and that the per diem rate on multi-level auto rack cars varies from \$16.50 to \$18.75 per day?

Do you know that per diem applies on bad order cars?

Do you know private car lines and leasees prepare embarrassing bills against the NP when their equipment is mishandled, appropriated and/or unnecessarily delayed?

Do you know crossmembers in damage free cars cost \$32.00 each and that the interior equipment in the average DF car is worth over \$1000.00?

Do you know the log book in the mechanical refrigerator cars should be properly filled out?

Do you know detention charges on mechanical refrigerators apply at both origin and destination?

Do you know the agent at the unloading point where revenue waybill is taken into account is responsible for making out empty return non-revenue waybills?

Do you know that when preparing a waybill on an assigned car, revenue waybill must be stamped to return via reverse routing as well as attaching waybill for return movement to loaded car waybill?

Do you know only the agent at destination has a record of the complete reverse routing (from the inbound revenue waybill) and, therefore, is the only party with sufficient information to properly reverse bill the car in accord with car service rules?

Do you know car owners may order unassigned special equipped cars to other locations than origin, but that cars moving to other lines for loading must be accompanied by an order number furnished by the connecting line and that this order number should show on the non-revenue waybill?

Do you know previous contents in empty (Class "L" car types) and tank cars must be shown on the non-revenue waybill?

Do you know a special loading charge applies when cars covered by CSD 439 (heavy duty flats, well cars etc.) are loaded on the Northern Pacific?

Do you know cars should not be furnished for the loading of commodity that would contaminate the car, making it unsuitable for any other commodity when cars assigned for such contaminating commodities are not available?

Do you know per diem Rule 21 outlines the procedure to be followed when setting up loading charges, and that this rule is found on Page 13, Section III of this book?

Do you know if a connecting line cannot accept cars available for them, that a per diem Rule 15 reclaim must be made and that the connecting line must be notified prior to midnight that Rule 15 reclaim will be filed?

Do you know if we cannot accept cars from a connecting line, that a Rule 15 reclaim will be filed against us?

Do you know our per diem cost can be reduced by proper handling of both system and foreign equipment?

Do you know the average number of cars per day on the Northern Pacific is 33,558 cars?

Do you know if we are able to save only 1 car day per car per month, the Northern Pacific's net income before federal taxes would increase \$1,200,000. annually?

Do you know that as we increase car utilization and decrease our car "inventory" we also reduce congestion at terminals?

Do you know that by proper and prompt car handling we could do much better than the \$1,200,000. savings annually?

Do you know that empty foreign cars delivered to the Northern Pacific in error should be promptly returned to the connection line and per diem reclaim filed against the connecting line accordingly?

Do you know Rule 22 reclaims on foreign special equipped cars held for loading on the Northern Pacific should be filed against the owners in accordance with per diem Rule 22?

Do you know foreign special equipped cars should not be accepted for movement out of the switching district unless accompanied by a non-revenue waybill?

Do you know there are exceptions to the 48 hour demurrage free time and these exceptions are provided for in the tariff?

Do you know free time begins at the first 7:00 a.m. following actual or constructive placement and therefore we should endeavor to have cars placed prior to 7:00 a.m.?

Do you know demurrage charges start after the free time has expired?

Do you know that when a track, or portion thereof, owned by this railroad is leased to a shipper or consignee, that leased portion is considered private track?

Do you know that Average Demurrage Agreements are an incentive for shippers to release cars more promptly and that there is no charge made by the carrier for an Average Agreement?

Do you know other railroads will charge us \$10.00 if we fail to weigh a revenue carload that requires scale weights for assessment of freight charges?

Do you know we are required to spot cars at industries as per placarded information on sides of cars?

Do you know that shipper - or stop-off consignees - are responsible for the proper breaking down and leveling of loads that are stopped for completion or partial unloading in order that car may move safely to next destination?

NORTHERN PACIFIC RAILWAY COMPANY
Office of General Superintendent of Transportation

I-B1

CIRCULAR NO. 251 REVISED February, 1968

RULES GOVERNING THE DISTRIBUTION OF CARS AT STATIONS

St. Paul, Minn., February 1, 1968

ALL CONCERNED:

1. The intent of these rules is to secure a fair distribution of equipment between shippers.

2. (a) Each station will open an account with each car-load shipper by classes of cars and record all car orders and cancellations.

(b) This record for non-agency stations will be kept by the agent especially assigned by the Division Superintendent to do so.

3. Agents will require shippers to file orders for cars over their signatures on Form 524 (F.5) which is provided for that purpose and will give each order a number.

4. Agents on Eastern District will transmit to Office of General Superintendent of Transportation, St. Paul; Agents on Western District will transmit to Office of Assistant General Superintendent of Transportation, Seattle, Washington and record all orders whether there are cars on hand to apply or not.

5. Car Distributor will arbitrarily cancel all unfilled orders at close of business on Friday of each week and Agents must check and re-order on that day, giving reference to date originally ordered. (Shippers will not be required to renew orders.)

6. Agents must, before accepting orders for cars, satisfy themselves that the shipper ordering has loading and can load the number and capacity of cars ordered within the time specified.

7. Where any shipper's orders for cars exceed his capacity to load, the distribution will be made on the basis of his capacity to load. Where the order for cars is less than his capacity to load, the distribution will be made on the basis of cars ordered.

8. Except as may be especially directed for certain commodities in certain territories, orders for cars (except stock cars when ordered for livestock) will be filled as follows:

(a) One car each class, to each shipper according to date of order until each shipper receives one car for each week, or as soon as they can be supplied.

(b) If, after supplying each shipper one car as above, there are more cars to distribute during any week, the balance will be apportioned among the shippers in same ratio as such shipper's car orders bear to the total cars ordered by all shippers at the station.

9. If a class of car different from that ordered is substituted, the record of cars ordered must be changed to the class substituted and distribution will be the same as if of the class ordered; record must, however, show class of cars actually furnished.

10. DURING PERIODS OF CAR SHORTAGE the following rules will govern the distribution between shippers of cars available for grain loading at all country stations.

(a) Each shipper of grain will advise the carrier's agent each Friday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading.

(b) Each shipper of grain shall make written order on the Carrier's agent for cars wanted for grain loading, showing the following information:

- A. Date of order.
- B. Number of cars wanted. If for sacked grain order should so state.
- C. Destinations.
- D. Date wanted to load.
- E. Quantity of each kind of grain on hand and conveniently located for prompt loading tendered for rail shipment.
- F. Name of shipper.

(c) Orders from shippers served by more than one railroad shall be placed jointly when cars are required from more than one road. Copies of all orders, whether single or joint, shall be sent as information to each of the other roads serving the industry. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment. Cars will not be furnished in excess of a shipper's ability to load and ship promptly.

NOTE: The term "prompt loading", as used in these rules, is intended to mean that a car placed for loading not later than 12:00 Noon must be loaded and billing instructions tendered on or before 10:00 AM the following business day, failing which, such a car will be charged against the shipper's allotment as an additional empty for each succeeding day held for loading, or for billing instructions.

(d) When a shipper's pro rata share of the available car supply is a fraction of a car, the fraction will be carried to his credit, and he will be entitled to car supply on the basis of the aggregate of such fractional credits.

(e) In case one or more elevators at a station are blocked, the available cars shall be distributed as follows; the first car to first elevator blocked and thereafter during such time as elevators remain blocked cars shall be distributed consecutively to blocked elevators in the order in which they become blocked until the blocked condition in all elevators is relieved.

NOTE: The term "blocked elevator" as used in these rules, shall be held to mean an elevator containing grain to at least 90% of its rated capacity and that the railroad agent has been notified to this effect in writing and other shippers have been given an opportunity for verification. The term "rated capacity" shall be held to mean the capacity filed with state authorities as basis for license.

11. Where a shipper owns, leases, operates or manages more than one grain loading facility served by one common carrier at a given station all such facilities shall be considered as a unit and the term "elevator" shall be construed accordingly.

STOCK SHIPMENTS

12. For the reason that entire shipments of stock must be loaded at the same time, stock cars for stock shipments will be distributed on following plan:

(a) Each applicant will be required to place written order as per rule 3, above.

(b) Priority in date and time of filing order will not be considered, except that if two or more orders are received to load on a given date, priority will be given according to date and time of filing for such given date only.

(c) Any shipment not ready to load on date ordered will be considered as cancelled and if replaced to load on a future date will rank behind all orders previously placed for such future date.

(Agents may allow 48 hours grace when assured stock has been delayed on account of stress of weather or conditions which shipper could not control.)

(d) If cars are not available on date ordered to load, all orders so delayed will retain their relative position until filled or cancelled.

C. W. THOMPSON
General Superintendent of Transportation

St. Paul, Minnesota
March 21, 1968

CIRCULAR NO. 278
(Supercedes Circular No. 278 dated August 9, 1965)

DIVERTING LIVESTOCK SHIPMENTS

ALL AGENTS AND YARDMASTERS:

When requests are received to divert livestock shipments, which means any change on the waybill, authorized by Northern Pacific Tariff 770-D, Item 120, Section 1, General Rules and Charges, place these requests jointly with C. W. Thompson, St. Paul; W. J. Galt, Billings; General Yardmasters and/or Yardmasters at terminals or yards involved. On shipments destined connections east of Laurel, Montana also address message to R. J. Leahy, Chief Dispatcher, Minneapolis, Minnesota.

Diversion messages should show car initial and number with each numeral in car number spelled out, also origin, date of waybill, consignee, destination, route and junction point. Then show changes requested. Message should carry file prefix and number, and show initials of all parties receiving copies.

When a diversion has been accomplished, message should be addressed and forwarded to this office and all other persons to whom original diversion message was addressed indicating place and time where diversion was accomplished.

EXAMPLE

"NP 82345 eight two three four five cattle Billings, Montana March 21, 1968 consigned Walter C. Smith, Davenport, Iowa route NP PkJct CB&Q. Change shipper to Walter C. Smith and divert to John J. Jones, Milwaukee, Wisconsin route NP Mpls C&NW. Advise done.
Jt CMT WJG HAR RJL L-191"

Cars of stock originating west of Laurel destined Minneapolis, St. Paul, South St. Paul or east, feed at Laurel, Montana and after feeding, add to train 604 and again feed at Minnesota Transfer stock yards, New Brighton, Minnesota.

When placing stock diversion messages refer to schedule No. 604 below and place diversion requests to Yards sufficient in advance to insure time for diversion to be properly accomplished at that yard.

	<u>Arrives</u>	<u>Departs</u>	
Laurel	5:15 PM	9:00 PM	1st Day
Glendive	4:25 AM	5:05 AM	2nd Day
Mandan	11:55 AM	1:40 PM	2nd Day
Dilworth	8:35 PM	9:00 PM	2nd Day
Northtown	4:00 AM		3rd Day
Minnesota Transfer	9:00 AM		3rd Day

When placing stock diversion messages for cars having arrived billed destinations such as Minneapolis, St. Paul, South St. Paul or Minnesota Transfer, address such wires jointly with Agent and General Yardmasters at that point, R. J. Leahy, Chief Dispatcher at Minneapolis and C. W. Thompson.

Please acknowledge and destroy old copy of Circular No. 278 dated August 9, 1965.

C. W. Thompson
General Superintendent of Transportation

cys
All Superintendents
C E Tollas
" J Gould - Seattle
" J Galt - Billings

NORTHERN PACIFIC RAILWAY COMPANY
Office of General Superintendent of Transportation

St. Paul, Minnesota
March 21, 1968

CIRCULAR NO. 279
(Supercedes Circular No. 279 dated August 9, 1965)

DIVERTING PERISHABLE FREIGHT SHIPMENTS

ALL AGENTS AND YARDMASTERS:

When requests are received to divert perishable freight shipments, which means any change on the waybill, authorized by Northern Pacific Tariff 770-D, Item 320, Section 3, place these requests jointly with C. W. Thompson, St. Paul; General Yardmasters and/or Yardmasters at terminals or yards and agents involved.

Diversion messages should show car initial and number with each numeral in car number spelled out, also origin, date of waybill, consignee, destination, route and junction point where car is to be delivered to connection. Then show changes requested. Message should show initials of all parties receiving copies, also carry file prefix and number.

Avoid abbreviations in diversion messages especially proper names, cities, states and provinces.

When diversions are accomplished, parties making the waybill change will advise this office and all other persons to whom the original diversion message was addressed indicating place and time where diversion was accomplished.

EXAMPLE

"NP 91815 nine one eight one five apples Yakima, Washington March 21, 1968 consigned John J. Jones, Milwaukee, Wisconsin route NP Mpls C&NW. Change shipper to John J. Jones and divert to East Coast Produce Company, Albany, New York route NP Park Jct CB&Q NYC. Protective service now Rule 240. Change to Rule 247 reice Laurel, Montana and Dilworth, Minnesota. Advise done. Jt CWT JBC HAW RAC HAB A-555"

For cars destined to off line points, the General Yardmaster at yards where interchange is made should be included in all diversion messages. In the majority of diversions, this would be Laurel and Northtown.

Diversion messages for perishable carloads having left Northern Pacific rails should be directed to this office only.

On cars arriving local points on our line and being held for disposition, Agents or Yardmasters at such locations should address wire to this office and agent at originating station jointly in effort to secure diversion instructions to expedite the disposition of such cars.

Please refer to mainline schedule below and when placing diversion messages with General Yardmasters and/or Yardmasters involved with perishable carloads moving in mainline Manifest trains allow sufficient time prior to arrival of these trains so yard forces can properly handle these requests. Avoid placing requests at yard offices where Manifest trains have little dead time which would cause train delay. Address diversion messages for cars in mainline trains to the General Yardmaster at the following yards: Pasco, Yardley, Laurel, Dilworth and Northtown.

MAINLINE SCHEDULES EASTBOUND

	<u>602</u>		<u>600</u>	
<u>AUBURN:</u>				
Arrives				
Departs			1:30 AM	1st Day
<u>PASCO:</u>				
Arrives			7:50 AM	1st Day
Departs	12:01 PM	1st Day	8:35 AM	1st Day
<u>YARDLEY:</u>				
Arrives	6:00 PM	1st Day	12:25 PM	1st Day
Departs	7:00 PM	1st Day	1:00 PM	1st Day
<u>LAUREL:</u>				
Arrives	7:40 PM	2nd Day	7:20 AM	2nd Day
Departs	10:20 PM	2nd Day	8:35 AM	2nd Day
<u>DILWORTH:</u>				
Arrives	8:55 PM	3rd Day	1:40 AM	3rd Day
Departs	9:35 PM	3rd Day	3:15 AM	3rd Day
<u>NORTHTOWN:</u>				
Arrives	5:00 AM	4th Day	8:30 AM	3rd Day
TO				
CONNECTIONS:	9:00 AM	4th Day	11:00 AM	3rd Day

Please acknowledge and destroy old copy of Circular No. 279 dated August 9, 1965.

C W Thompson
General Superintendent of Transportation

cys
All Superintendents
C E Tollas
W J Gould

NORTHERN PACIFIC RAILWAY COMPANY

CIRCULAR NO. 280
(Revised September 21, 1964)

INSTRUCTIONS TO AGENTS FOR RELOADING NPM CARS IN THEIR JURISDICTION
WITH LESS THAN 150 HOURS SINCE LAST REGULAR PRETRIP INSPECTION

NPM cars are frequently loaded for short trips, the duration of which does not constitute a sufficient number of hours to require a pretrip inspection of the engine and refrigeration equipment before the car is released.

When an agent or authorized representative of an agent has a car in his jurisdiction which has not operated over 150 hours or has not been loaded twice since the last regular pretrip and there is nothing in the log book to indicate that any trouble existed in the refrigeration equipment or engine which required the attention of a regularly assigned mechanic, the car distributor will be so notified and car will be held for disposition by the car distributor. The agent should determine by test that the engine will start readily and the compressors will come on the line. If it is determined that the equipment will operate, the loading compartment and engine room should be cleaned.

Cars which have arrived, been unloaded, and operated in excess of 150 hours or have been loaded twice since they last received pretrip inspection or if there is evidence that there has been trouble with the equipment since last pretrip inspection, shall be immediately ordered to the closest regular pretrip inspection point.

When a car meets the specifications for reloading as outlined herein and is ordered to be reloaded without a regular pretrip inspection, the agent or his authorized representative will fill out the log record of car as follows:

Across the log record of previous trip he will write in the space headed "En Route Inspections" below final entry the following:

"Car reloaded without P.T. Inspection" and sign his name to this entry. This sheet should then be forwarded to the Manager of Perishable Freight in St. Paul.

He shall then prepare log record for next trip, filling in the following blanks on log sheet heading:

Trip No. - This should be the next highest number from that which appears in the same space on preceding page.

Car Initial and No. - This is self-explanatory.

Station and RR: - This is self-explanatory.

Date - This should be the date car was ordered to loading dock.

Thermostat Setting - Degree of temperature at which equipment is to control at, by order of the shipper. This must conform with information on waybill.

Fuel in Tanks - Actual amount of fuel left in tanks after preceding trip.

Engine Hours - Number of hours shown on running time meter on instrument panel of engine. If this motor is bad order or inoperative, write "B.O." in this space.

Engine hour, Read. Last Oil Change - This should be copied from same space on preceding page.

The agent or his representative should sign his name in space headed "Signature".

Loading data must be filled in completely and accurately.

When car is loaded, and just prior to departure, equipment should be checked and performance logged in first space for such recording under "En Route Inspections", giving box temperature, date, and time of day, in proper columns.

Should a car with 150 hours or less be returned to a pretrip track for any reason, this fact should be written across face of log sheet with a complete explanation of the reason why it was returned and this entry properly signed.

E. S. ULYATT
Genl. Supt. Transportation

G. A. WEBSTER
Supt. Car Department

Northern Pacific Railway Company,
St. Paul, Minnesota.
September 21, 1964.

NORTHERN PACIFIC RAILWAY COMPANY

ENGINEERING DEPARTMENT CIRCULAR ED-18

GENERAL SUPERINTENDENT TRANSPORTATION CIRCULAR NO. 281

Instructions for Determining the Handling of High, Wide, Heavy, High Center of Gravity, and Extra-Long Loads.

The Engineering Department shall review, analyze and recommend special handling or restrictions for any potential or actual loads to be consigned over lines of the Northern Pacific Railway which, because of their construction, fall in the following categories:

- A. Any load whose dimensions exceed those authorized under the latest Railway Line Clearance Publication, or exceed the allowances in the current Division Special Instructions.
- B. Any load with a center of gravity above top of rail exceeding 84 inches.
- C. Any load which exceeds the weight allowed as published for the route shown in the latest issue of Railway Line Clearance Publication, or Current Special Instructions for the Division involved. Such loads shall be reviewed by the Bridge Engineer in St. Paul.
- D. Any load which, due to its size or construction, might require special handling and which might be affected by excessive wind loads.

Normally, all requests for handling unusual loads will be telegraphed to the General Superintendent of Transportation by Division Superintendents. Such requests and those received from other railroads will be referred to the Chief Engineer, St. Paul. The Chief Engineer will advise the General Superintendent of Transportation as quickly as possible any restrictions less than the usual 6 inches allowed. Loads which will pass with 4-1/2 inches to 6 inches of clearance can be handled, but special notification covering restrictions will be issued.

When it is important, because of traffic considerations, that clearances be secured immediately for certain loads on the Western District, particularly on the Tacoma Division, and requests for handling are received by Superintendent too late for the Chief Engineer's office in St. Paul to handle the same day, or in case of failure of communications, such cases shall be referred by the Superintendent to the Assistant to General Superintendent of Transportation, Seattle, and by him to Assistant Chief Engineer, Seattle, for review. Assistant Chief Engineer will advise minimum clearances and special handling required and, on receipt of this information (providing approval of the General Superintendent of Transportation is not required, and further providing interline movement is not involved) Assistant to General

Superintendent of Transportation at Seattle may advise interested parties whether or not such shipments are acceptable for movements over the Northern Pacific lines, giving copy of this advice to the General Superintendent of Transportation at St. Paul. Final instructions covering movement of all such shipments shall be issued by the General Superintendent of Transportation.

Any data which the Assistant Chief Engineer, Seattle, furnishes to the Assistant to General Superintendent of Transportation concerning minimum clearances and special handling required, shall also be filed with the Chief Engineer's office for review the following day.

Data concerning the handling of heavy, high or wide loads shall include the following information:

1. Car number complete, including light or tare weight.
2. Contents being handled.
3. Complete dimensions, including axle and truck spacing, length between pulling faces of couplers, and height of center of gravity above top of rail where it exceeds 84 inches.
4. Full routing including junctions (if routing is open, so state).

Interline shipments will always be cleared through the General Superintendent of Transportation who will make necessary contacts for handling shipments with connecting lines.

The approval of the General Superintendent of Transportation is required for handling the following loads:

1. Loads 12'-4" and wider.
2. Loads clearing obstructions by less than 4-1/2".
3. Loads with lading 6 inches or less above top of rail (well cars or well-depressed cars).
4. Unusual loads, such as triple loads, high center of gravity loads, etc., which, due to their length or width, affect the safety of operations.
5. Heavy loads requiring approval by Bridge Engineer at St. Paul.

It shall be the responsibility of the Division Superintendents to advise the District Engineer immediately when any work is undertaken which affects the clearance on any route. This includes ballasting, relay, change of superelevation, adjustment to tracks either vertically or laterally, temporary obstructions or any work which might affect the normal handling of traffic. The District Engineers shall be charged with immediately obtaining up-to-date clearance information and transmitting same to the Chief Engineer's office in St. Paul and the Assistant Chief Engineer's office

in Seattle. The St. Paul and Seattle Offices of the Engineering Department will keep up-to-date records of clearances on all lines over which the Northern Pacific Railway operates, and the Bridge Engineer in St. Paul shall keep up-to-date records of bridge capacities.



Chief Engineer



General Superintendent of Transportation

Approved:



Vice President

St. Paul, Minnesota
July 17, 1963
Rev. June 17, 1964

CIRCULAR NO. 282

CODE WORDS AUTHORIZED FOR USE IN MESSAGES REGARDING DIVERSIONS, TRACERS & MISCELLANEOUS SUBJECTS.

In order to develop brevity in the transmission of messages, standard code words have been adopted. These code words must be used when possible in telegraph transmissions. The message will consist of the car initial and number, followed by the code word (or words) and any other necessary information.

CODE WORD

APE Now enroute via _____.

BABOON Wire time & date received from connection.

BADGER Wire date of billing.

BEAR Wire train, date & time of forwarding

BISON Wire passing, train, time & date.

BUCK Wire arrival, train, time & date.

CALF Wire time & date delivered connection.

CAMEL Wire time & date placed for unloading.

CANINE Wire time & date constructively placed.

CAT See delivered connection promptly as possible.

CHIMERA See placed for unloading promptly as possible.

CHIPMUNK Wire time & date released after partial unloading.

COLT Diversion accomplished, close file.

*COUGAR If non-restricted load, give prompt movement.

*COYOTE Make special effort get to destination quickly as possible.

*CUB See not delayed unless bad order.

DEER Furnish full explanation of delay by wire quickly.

DOE Advise by wire quickly if any delay, giving cause.

DOG Make special effort forward in train No. _____.

ELK Locate quickly & change routing to read via _____.

FELINE No change in destination.

FOX Hold _____, or first available point, for orders, advising when and where held. See demurrage properly protected.

FROG If accomplishment of diversion involves backhaul or movement out of line, hold for orders, advising.

GIRAFFE Cancel instructions to hold for orders. Forward as originally billed. Confirm cancellation of hold orders.

GOAT Divert to same consignee.

GOPHER No change in route.

HARE _____ Divert only if moving in train breaking tonnage your station & waybills accessible.

HAMSTER Locate waybill & forward best service _____, advising by wire.

HYENA Furnish disposition quickly.

KANGAROO Will advise when shipper's order bills of lading are surrendered.

KID Wire date delivery order surrendered.

LAMB Deliver only upon surrender of original bill of lading.

LEMUR We hold original shipper's order lading or ladings on the following car or cars (List initial & number of each car).

LION Deliver without surrender of original bill of lading.

CODE WORD

LLAMA Now hold shipper's order bills of lading on following car or cars (List initial & number of each car).

LYNX Deliver without surrender of original bill of lading on consignor's written order only.

MARE Provided straight lading, protecting through rate.

MARMOT Reconsigning & additional charges to be prepaid.

MINK Protect reconsigning charges, if applicable.

MULE Answer by wire quickly (date of wire must be given) regarding _____.

MUSKRAT See my wire _____ (date) to divert _____ (car number) confirm diversion by wire quickly.

MUTT Advise by wire when these instructions have been complied with.

NEWT Advise promptly why car handled in violation of _____.

OKAPI See given very careful handling account high value.

OTTER See given very careful handling account commodity easily susceptible to damage.

OXEN Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.

PANDA If not previously reweighed, arrange reweigh, wiring old & new gross, tare and net weight, when & where weighed, quickly.

POLECAT If empty, or when empty, arrange weigh light & restencil. Wire old & new weights, date & station where weighed. If car no longer on hand, advise disposition.

POSSUM _____ (Shipper or Consignee) requests car be reweighed. Arrange, wiring weights, date & place weighed, protecting charges per tariff.

RACCOON _____ (Shipper or Consignee) requests car be reweighed light when empty. Arrange, wiring weights, date & place weighed, protecting charges per tariff.

RAT Locate car & forward promptly _____, advising by wire.

RHINO Mail copy scale ticket to _____, advising done by wire.

SEAL Wire complete waybill data joint _____ to permit movement of car on copy bill.

SHREW Mail regular waybill to agent destination first available service, advising by wire when done.

SIMIAN Forward duplicate waybill to destination agent, advising by wire when done.

SKUNK Car & waybill now together. OK close file.

TERRIER OK move without reducing if car mechanically OK, has sufficient side bearing clearance and load evenly distributed.

TOAD Advise by wire when car & waybill together.

WARTHOG Return promptly on non-revenue waybill in accord CSD 145 advising by wire when done.

WOLF _____ (car number) out _____ (station & date). If not previously weighed, arrange weigh, wiring gross, tare & net weights quickly.

ZEBRA Arrange to protect reclaim.

* Use only one per wire.

REFER TO FOLLOWING SUPPLEMENTAL CIRCULARS
AND BOOKLETS FOR FURTHER INFORMATION

Foreign Cars Assigned on NP

System Cars Assigned To Industries

TOFC Instructions and Information Notebook (Issued March 1966)

CIRCULAR NO. 9B:

Instructions Governing the Handling of Perishable Freight
(Form 7459 Revised January 1, 1960)

Instructions for Inspecting, Classifying, Carding and Supplying Empty Cars
for Various Commodity Loading (Form 1358 Revised November 1, 1966)

Accounting Rules and Instructions to Govern Freight and Passenger Agents
(Loose Leaf Notebook Form 4058)

Freight Traffic Department Industry List (Loose Leaf Notebook)

FREIGHT TRAFFIC DEPARTMENT CIRCULAR 10-J:

Assignment of Freight Territories



NP 9473
11/67

MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

**WIRE
PROMPTLY**

I-D1
F-50

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 F-26 COFC TOFC Spl. Equip. _____ Other (Specify) _____ Location _____ Date _____

ADDRESSEES:

ST. PAUL - _____
SEATTLE - _____
OTHERS: _____
OTHERS: _____

TRAILER/CONTAINER/CAR - INITIAL & NUMBER	CONTENTS	ORIGIN - CITY AND STATE	SHIPPING DATE
------------------------------------------	----------	-------------------------	---------------

1. COMPLETE ROUTE (Standard Abbreviations)

2. CONSIGNEE _____ CIRCLE IF ORDER NOTIFY _____

3. FINAL DESTINATION _____ 5 WAYBILL NUMBER _____ REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER _____

4. CIRCLE ONE _____ FLAT CAR - INITIAL AND NUMBER _____ PLAN NUMBER _____

5. TOFC - COFC _____ INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY _____

6. PERISHABLE SHIPMENT _____ RULE: _____

7. PERISHABLES OR LIVESTOCK _____ CONSIGNOR _____ DEPARTURE TIME _____ DATE _____ TRAIN _____ LIVESTOCK LOADING TIME _____

8. STOP _____ REASON: C.L, PU, TRLD, INSP. _____ CONSIGNEE OR CONSIGNOR _____ STOP OFF - CITY AND STATE _____

8. STOP _____
8. STOP _____
8. STOP _____
8. STOP _____
8. STOP _____

	TRAILER/CONTAINER/CAR-INT. & NO.	CONSIGNEE	DESTINATION	WAYBILL NO.	REPEAT INITIAL & NUMBER
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					

MISCELLANEOUS INSTRUCTIONS:

10. _____

COPIES TO:	FILE REFERENCE	SENDER
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INSTRUCTIONS:
This format will be used to wire special equipment, COFC, TOFC, livestock and perishable loadout reports to the General Superintendent of Transportation and others as required. Multiple use of this wire report demands that this format be followed and transmitted accurately. The line number and information will be wired and care must be taken not to exceed 60 characters per line. Telegrapher will transmit only lines containing information.

Information will be shown for the message header and Lines 1 through 4 on all shipments. Line 5 will be used only when trailers and/or containers are shipped. Line 6 will be used on perishable shipments (F-26). Line 7 will be used on perishable (F-26) and livestock shipments (F-13), and only on other shipments if required for traffic information. A Line 8 will be used for each stop to complete load (CL), part unload (PU), transload (TRLD), or inspection (INSP). Where two or more cars, trailers or containers are moving from the same origin to the same consignee, destination via the same route and moving under the same perishable instructions, a Line 9 will be used for each subsequent car, trailer, or container initial and number. The word same must appear for the consignee and destination followed by waybill number and repeat of the car, trailer, or container initial and number on the same line. A Line 10 will be used for any general information and instructions necessary to protect the movement not previously provided for in this format.

St. Paul, Minnesota
December 13, 1967

File: W-2484

Mr. W. L. Wood:
Mr. J. G. Heimsjo:
Mr. B. V. Coyer:
Mr. S. A. Anderson:
Mr. R. D. Thompson:
Mr. G. W. Thompson:
Mr. J. H. Hertog:
Mr. F. S. Barlow - SP&S - Portland

INSTRUCTIONS FOR PROPER USAGE OF F-50 MULTIPLE

USE EQUIPMENT MOVEMENT FORM 9473

This F-50 Form will be used effective January 1, 1968, and was designed to consolidate the format in reporting various movement information to the General Superintendent of Transportation and others as required. It is intended that considerably less verbiage will be wired when using the F-50 format and its use will also force brevity in certain fields such as contents and consignor. The waybill number is required for ready reference with the origin agent should billing errors or detailed information on a shipment be required.

Use straight numeric date (120767 not December 7, 1967) and use military time (0028 not 12:28 AM, 2359 not 11:59 PM) in the body of this report. Be sure to repeat the car (or trailer) initial and number. Lines 1 through 9 are self-explanatory. Miscellaneous instructions (Line 10) should contain code words for brevity unless wiring foreign roads.

The local freight agent (or others as designated by the division superintendent) will be responsible for the prompt and proper issuance of the various formats and will be responsible for properly addressing the messages in accordance with the addressees listed for each type of report. He will also see loadout reports are wired promptly. Wired messages will be double spaced between lines wired. Only those lines containing information will be wired in accordance with instructions shown on the bottom of the F-50 format.

If the local freight agent uses his file copy of the waybill to prepare the F-50 format, there is no need to retain a separate file. A notation on the waybill copy, such as F-50 1600 12/7, will suffice to verify if message was issued. The sender should be the name of the local freight agent or the other designated party preparing the report. Specific instructions of the type of message and addresses are as follows:

F-13 (Circle F-13 on message header line)

This report will be addressed to:
St. Paul - CWT, RWS
Billings - WJG
(Sample 1 attached)

F-26 (Circle F-26 on message header line)

This report will be addressed as follows:
 St. Paul - CWT, DVE
 (Sample 2 attached)

F-26 SE (Circle special equipment if perishable is moving in RP, RPL, RB or RBL cars, i.e., NPM cars, NP 96000, 97000, 98000 series cars)

This report will be addressed as follows:
 St. Paul - CWT, DVE
 Destination off line general agent
 (Sample 3 attached)

F-26 TOFC (Circle TOFC (or COFC) if perishable shipment is moving in TOFC (or COFC) service)

This report will be addressed as follows:
 St. Paul - CWT, DVE, WHB, CLK
 Seattle - RLM
 Destination Local Freight Agent
 Destination ramp point (if other than destination local freight agent)
 Intermediate inspection points if required
 Destination off line general agents
 (Sample 4 attached)

Certain accepted abbreviations will be used to indicate perishable condition of contents for brevity. These abbreviations are confirmed by rule and temperature setting on Line 6.

Fresh Beef - FH Beef
Frozen Berries - FZ Berr
Canned Fruit - CD Frt
Dried Fruit - DR Frt

DO NOT HOLD WIRE FOR TRAIN HANDLING INFORMATION IF NOT READILY AVAILABLE.

COFC - TOFC (Circle COFC (or TOFC) on message header line)

Loads other than perishable should be addressed to:
 St. Paul - WHB, CLK
 Seattle - RLM
 Destination Agent
 Destination ramp point (if other than destination agent)
Off Line destination general agent

Empty trailers or containers should be addressed to:
 St. Paul - WHB
 Seattle - WJN (if west of Livingston origin and/or destination)
 Others as required

SE (Circle special equipment on message header)

- 3 -

A SE loadout report should be wired on all NP cars in the following series when loaded:

NPM cars (May be F-26 SE)
 NP 96000-96199, 97000-98749 (May be F-26 SE)
 NP 1000-1298
 NP 2900-2919
 NP 57500-57530

A SE report should be wired on the following series of cars when loaded to destinations off line and return non-revenue waybills should accompany the revenue waybills in addition:

NP 75000-76999
 NP 67000-67525

All SE reports should be wired to CWT and off line destination general agents. Foreign cars assigned at origin station should be handled in the same manner, showing assignment on Line 10.

This same F-50 format will be used when this office issues instructions on foreign and system cars. Please become familiar with the general format and refer to General Superintendent of Transportation Circular 282 for identity of code words.

It is no longer necessary to wire special equipment loadout reports to A. B. Johnson and T. W. Rolland, but they will be wired to the off line destination general agent. These reports must be carefully and clearly prepared but need not be typewritten.

Superintendents acknowledge.

J. O. Davies

ccs
 Mr. E. M. Stevenson
 Mr. D. H. King
 Mr. N. M. Lorentzen
 Mr. D. C. Hill
 Local Freight Agents



NP 9473
11/67

EXAMPLE NO. 1

MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

WIRE
PROMPTLY

F-50

I-D5

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 F-26 COFC TOFC Spl. Equip. _____ Other (Specify) _____ W. Fargo, North Dakota _____ 010268 _____
Location Date

ADDRESSEES:

ST. PAUL - CWT RSW
SEATTLE - OTHERS:
OTHERS:
Billings WJG

TRAILER/CONTAINER/CAR - INITIAL & NUMBER	CONTENTS	ORIGIN - CITY AND STATE	SHIPPING DATE
1. NP 84307	hogs	W. Fargo, N.D.	010268

COMPLETE ROUTE (Standard Abbreviations)

2. NP
3. Consignee King Packing CIRCLE IF ORDER NOTIFY

FINAL DESTINATION	WAYBILL NUMBER	REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER
4. Seattle, Wn.	5 510	NP 84307

CIRCLE ONE	FLAT CAR - INITIAL AND NUMBER	PLAN NUMBER
5. TOFC - COFC		

PERISHABLE SHIPMENT	RULE:	INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY
6.	King Packing	

PERISHABLES OR LIVESTOCK	CONSIGNOR	DEPARTURE TIME	DATE	TRAIN	LIVESTOCK LOADING TIME
7.	King Packing	1750	010268	603	1700

REASON: C.L., PU, TRLD, INSP.	CONSIGNEE OR CONSIGNOR	STOP OFF - CITY AND STATE
8. STOP		
8. STOP		
8. STOP		
8. STOP		
8. STOP		

TRAILER/CONTAINER/CAR-INT. & NO.	CONSIGNEE	DESTINATION	WAYBILL NO.	REPEAT INITIAL & NUMBER
9. MULTIPLE NP 84309	Same	Same	8511	NP 84309
9. MULTIPLE NP 84312	Same	Same	8512	NP 84312
9. MULTIPLE				
9. MULTIPLE				
9. MULTIPLE				

10. MISCELLANEOUS INSTRUCTIONS:

COPIES TO:	FILE REFERENCE	SENDER
CWT, RSW, FJG	----	----

INSTRUCTIONS:
This format will be used to wire special equipment, COFC, TOFC, livestock and perishable loadout reports to the General Superintendent of Transportation and others as required. Multiple use of this wire report demands that this format be followed and transmitted accurately. The line number and information will be wired and care must be taken not to exceed 60 characters per line. Telegrapher will transmit only lines containing information.
Information will be shown for the message header and Lines 1 through 4 on all shipments. Line 5 will be used only when trailers and/or containers are shipped. Line 6 will be used on perishable shipments (F-26). Line 7 will be used on perishable (F-26) and livestock shipments (F-13), and only on other shipments if required for traffic information. A Line 8 will be used for each stop to complete load (CL), part unload (PU), transload (TRLD), or inspection (INSP). Where two or more cars, trailers or containers are moving from the same origin to the same consignee, destination via the same route and moving under the same perishable instructions, a Line 9 will be used for each subsequent car, trailer, or container initial and number. The word same must appear for the consignee and destination followed by waybill number and repeat of the car, trailer, or container initial and number on the same line. A Line 10 will be used for any general information and instructions necessary to protect the movement not previously provided for in this format.

NP 9473
11/67SAMPLE NO. 2
MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

WIRE
PROMPTLYF-50
I-D6

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 **F-26** COFC TOFC Spl. Equip. _____ Grandview, Wn. _____ 010268
Other (Specify) _____ Location _____ Date _____

ADDRESSEES:

ST. PAUL - CWT DVE
SEATTLE - _____ OTHERS: _____
OTHERS: _____

TRAILER/CONTAINER/CAR - INITIAL & NUMBER	CONTENTS	ORIGIN - CITY AND STATE	SHIPPING DATE
1. NP 91752	apples	Grandview, Wn.	010268

COMPLETE ROUTE (Standard Abbreviations)

2. NP Park Jct. CBQ NYC
3. CONSIGNEE Grand Union Co. CIRCLE IF ORDER NOTIFY

4. FINAL DESTINATION Mt. Kisco, N.Y. 5 WAYBILL NUMBER 17 REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER NP 91752

5. CIRCLE ONE TOFC - COFC FLAT CAR - INITIAL AND NUMBER PLAN NUMBER

6. PERISHABLE SHIPMENT RULE: 515 INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY PIVC

7. PERISHABLES OR LIVESTOCK CONSIGNOR Snowkist Grws. DEPARTURE TIME 1935 DATE 010268 TRAIN EX 253 LIVESTOCK LOADING TIME

REASON: C.L, PU, TRLD, INSP.	CONSIGNEE OR CONSIGNOR	STOP OFF - CITY AND STATE
8. STOP		
8. STOP		
8. STOP		
8. STOP		
8. STOP		

	TRAILER/CONTAINER/CAR-INT. & NO.	CONSIGNEE	DESTINATION	WAYBILL NO.	REPEAT INITIAL & NUMBER
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					
9. MULTIPLE					

10. MISCELLANEOUS INSTRUCTIONS:

COPIES TO: CWT DVE FILE REFERENCE SENDER

INSTRUCTIONS:
This format will be used to wire special equipment, COFC, TOFC, livestock and perishable loadout reports to the General Superintendent of Transportation and others as required. Multiple use of this wire report demands that this format be followed and transmitted accurately. The line number and information will be wired and care must be taken not to exceed 60 characters per line. Telegrapher will transmit only lines containing information.

Information will be shown for the message header and Lines 1 through 4 on all shipments. Line 5 will be used only when trailers and/or containers are shipped. Line 6 will be used on perishable shipments (F-26). Line 7 will be used on perishable (F-26) and livestock shipments (F-13), and only on other shipments if required for traffic information. A Line 8 will be used for each stop to complete load (CL), part unload (PU), transload (TRLD), or inspection (INSP). Where two or more cars, trailers or containers are moving from the same origin to the same consignee, destination via the same route and moving under the same perishable instructions, a Line 9 will be used for each subsequent car, trailer, or container initial and number. The word same must appear for the consignee and destination followed by waybill number and repeat of the car, trailer, or container initial and number on the same line. A Line 10 will be used for any general information and instructions necessary to protect the movement not previously provided for in this format.

NP 9473
11/67SAMPLE NO. 3
MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

WIRE
PROMPTLYF-50
I-D7

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 F-26 COFC TOFC Spl. Equip Arlington, Wn. 010268
Other (Specify) Location Date

ADDRESSEES:

ST. PAUL - CWT DVE
SEATTLE - OTHERS:
OTHERS:
Kansas City KATTRAILER/CONTAINER/CAR - INITIAL & NUMBER CONTENTS ORIGIN - CITY AND STATE SHIPPING DATE
1. NPM 942 fz fds Arlington, Wn. 010268

COMPLETE ROUTE (Standard Abbreviations)

2. NPMpls MNS CGW ATSF delivery
3. A. Bonner Inc. c/o Inland Cold Storage CIRCLE IF ORDER NOTIFYFINAL DESTINATION WAYBILL NUMBER REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER
4. Kansas City, Kansas 5 713 NPM 942CIRCLE ONE FLAT CAR - INITIAL AND NUMBER PLAN NUMBER
5. TOFC - COFCPERISHABLE SHIPMENT RULE: 705 INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY
6.PERISHABLES OR LIVESTOCK CONSIGNOR DEPARTURE TIME DATE TRAIN LIVESTOCK LOADING TIME
7. Twin City Foods 1820 010268 932REASON: C.L, PU, TRLD, INSP. CONSIGNEE OR CONSIGNOR STOP OFF - CITY AND STATE
8. STOP C.L. Twin City Foods Ellensburg, Wn.8. STOP
8. STOP
8. STOP
8. STOPTRAILER/CONTAINER/CAR-INT. & NO. CONSIGNEE DESTINATION WAYBILL NO. REPEAT INITIAL & NUMBER
9. MULTIPLE
9. MULTIPLE
9. MULTIPLE
9. MULTIPLE
9. MULTIPLE

MISCELLANEOUS INSTRUCTIONS:

10.

COPIES TO: FILE REFERENCE SENDER
CWT DVE KAT ----

INSTRUCTIONS:

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NP 9473
11/67

SAMPLE NO. 4

MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

WIRE
PROMPTLY

F-50

I-D8

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 (F-26) COFC (TOFC) Spl. Equip. Yakima, Washington 010268
Other (Specify) Location Date

ADDRESSEES:

ST. PAUL - CWT DVE WIB GLK

SEATTLE - RLM

OTHERS: Los. Ang. Loc. Frt. Agt. SP SAJ

Agt. PFE Eugene

Los. Ang. TOFC Ramp SP

Agt. PFE Roseville

TRAILER/CONTAINER/CAR - INITIAL & NUMBER	CONTENTS	ORIGIN - CITY AND STATE	SHIPPING DATE
1. NPZ 50327	FH Beef	Yakima, Washington	010268

2. COMPLETE ROUTE (Standard Abbreviations)
NP Portland SP3. CONSIGNEE
Service Packing 3217 E. 44th St. CIRCLE IF
ORDER NOTIFY4. FINAL DESTINATION
Los Angeles, Calif. 5 WAYBILL NUMBER 50713 REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER
NPZ 50327

5. CIRCLE ONE TOFC - COFC FLAT CAR - INITIAL AND NUMBER TTX 601879 PLAN NUMBER 2

6. PERISHABLE SHIPMENT RULE: 825 INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY
33 degrees

7. PERISHABLE OR LIVESTOCK CONSIGNOR Swift DEPARTURE TIME 1930 DATE 010268 TRAIN 603 LIVESTOCK LOADING TIME

8. STOP REASON: C.L., PU, TRLD, INSP. P/U CONSIGNEE OR CONSIGNOR Western Packers STOP OFF - CITY AND STATE
250 W. 116th St. Los Angeles

TRAILER/CONTAINER/CAR - INT. & NO.	CONSIGNEE	DESTINATION	WAYBILL NO.	REPEAT INITIAL & NUMBER
9. MULTIPLE				
9. MULTIPLE				
9. MULTIPLE				
9. MULTIPLE				
9. MULTIPLE				

MISCELLANEOUS INSTRUCTIONS:

10. 170 long hooks - 150 short hooks

COPIES TO CWT, DVE, WIB, GLK, RLM, LFA, RAMP LA FILE REFERENCE SENDER

INSTRUCTIONS PFE SAJ

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NP 9473
11/67

SAMPLE NO. 5

MULTIPLE USE EQUIPMENT MOVEMENT FORM

(No More Than 60 Characters Per Numbered Line)

WIRE
PROMPTLYF-50
I-D9

MESSAGE HEADER - CIRCLE APPLICABLE DESCRIPTIONS

F-13 F-26 COFC TOFC Spl. Equip. Longview, Washington 010268
Other (Specify) Location Date

ADDRESSEES:

ST. PAUL - CWT

SEATTLE -

OTHERS:

ATLANTA - JAN -

OTHERS:

1. TRAILER/CONTAINER/CAR - INITIAL & NUMBER	CONTENTS	ORIGIN - CITY AND STATE	SHIPPING DATE
NP 67518	ingots	Longview, Washington	010268

COMPLETE ROUTE (Standard Abbreviations)

2. NP CWT LSTL. SOU

CONSIGNEE

3. keynolds

CIRCLE IF
ORDER NOTIFY

FINAL DESTINATION

4. Listerhill, Al.

5

WAYBILL NUMBER

5872

REPEAT-TRAILER/CONTAINER/CAR-INITIAL & NUMBER

NP 67518

CIRCLE ONE

FLAT CAR - INITIAL AND NUMBER

PLAN NUMBER

5. TOFC - COFC

PERISHABLE
SHIPMENT

RULE:

INSTRUCTIONS (Temperature Setting, Icing, Vents, Etc.) IF NECESSARY

PERISHABLES
OR
LIVESTOCK

CONSIGNOR

DEPARTURE TIME

DATE

TRAIN

LIVESTOCK LOADING TIME

8. STOP

REASON: C.L, PU, TRLD, INSP.

CONSIGNEE OR CONSIGNOR

STOP OFF - CITY AND STATE

8. STOP

8. STOP

8. STOP

8. STOP

8. STOP

9. MULTIPLE

TRAILER/CONTAINER/CAR-INT. & NO.

NP 67521

CONSIGNEE

same

DESTINATION

same

WAYBILL NO.

5873

REPEAT INITIAL & NUMBER

NP 67521

9. MULTIPLE

NP 67524

same

same

5874

NP 67524

9. MULTIPLE

9. MULTIPLE

9. MULTIPLE

MISCELLANEOUS INSTRUCTIONS:

10. Assd. - Warthog to origin

COPIES TO:

CWT JAN

FILE REFERENCE

SENDER

INSTRUCTIONS:

This format will be used to wire special equipment, COFC, TOFC, livestock and perishable loadout reports to the General Superintendent of Transportation and others as required. Multiple use of this wire report demands that this format be followed and transmitted accurately. The line number and information will be wired and care must be taken not to exceed 60 characters per line. Telegrapher will transmit only lines containing information.

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KIND OF CAR CODES

AIRC (PARTS & SERVICE)

40 FT	A4
50 FT	A5
60 FT	A6
OVER 60 FT	A7

ICV	40FT	50FT	60FT & OVER
DAMAGE FREE (INCL. XL, XP, XR, YML, YMR, ETC.)	B0---	B1---	B2---
SINGLE DOOR PLUG WITH GRAIN ACCESS	B3		
6 and 7 FT SINGLE DOOR	B4---	B5---	B6---
8 FT OR MORE SINGLE DOOR	B7---	B8---	B9---
PLUG DOOR	B0---	B1---	B2---
DOUBLE DOOR	B3---	B4---	B5---
SPECIAL (ALL DOOR- ROOF HATCH ETC.)	B6		
PASSENGER BOX	B7		

FLAT	40FT	50FT	60FT
BULKHEAD	F1		
81-LEVEL	F2		
91-LEVEL	F3		
40 FT to 49 FT	F4		
50 FT to 59 FT	F5		
60 FT or MORE	F6		
T.O.F. SHORT	F7		
T.O.F. LONG	F8		
ARTICULATED	F9		
CONTAINER FLAT	F0		
CHAIN TIE DOWN, PERM, STAKES ETC.	F1		
LOG	F2		
SPECIAL (FULL, DEPRECIATED OR OVER 100 TON)	F3		

COKE RACK	40FT	50FT	60FT
GONDOLA	G2---	G1---	G0---
SOLID BOTTOM FIXED END (HILL)	G2---	G1---	G0---
SOLID BOTTOM DROP END	G3		
DROP BOTTOM	G4---	G3	
FINE COAL DROP BOTTOM	G5		
COVERED	G6		
SPECIAL (CONTAINERS, PERM, STAKES ETC.)	G7		

HOPPERS	COVERED	OPEN
ORE CARS	H1	
AIRSLIDE	H2	
HOPPERS REGULAR	H3---	H4---
50 TON	H5---	H6---
70 TON	H7---	H8---
90 TON	H9---	H0---
UNIQUE OR EXPERIMENTAL SVC.	H1	

HART SELECTIVE	40FT	50FT	60FT
REFRIGERATORS	R2---	R1---	
REGULAR	R2---	R1---	
MECHANICAL	R4---	R3---	R7
INSULATED BOX	R6---	R5---	R9
BULK POTATO	R8		
PASSENGER	PR		
RACKS OR RAILS	RR		

STOCK CARS	36ft	40FT	50FT	60FT & OVER
SINGLE DECK	S1---	S3---	S5	
DOUBLE DECK	S2---	S4---	S6	
SHUTTERED	S7---	S8---	S9	

TANKS (CAPACITY UP TO)	40FT	50FT	60FT
30 TON	T3		
40 TON	T4		
50 TON	T5		
70 TON	T7		
90 TONS & OVER	T9		
SPECIAL (GLASS LINED, INSULATED, OTHERS)	T5		

TRAILERS T.O.F.C.	UNDER 40FT	OVER 40FT
REGULAR	V1	V2
FLAT BED	V3	V4
OPEN TOP	V5	V6
REFRIGERATOR	VR	
CONTAINERS	VC	

COMPANY SERVICE CARS	(ALL 200000 SERIES*)
BOX	L3
COVERED HOPPERS	L4
AIR PUMPS	L5
FLATS	L6
GONDOLA OR OPEN HOPPER	L7
OUTFIT (TOOL, BUNK, DINERS, KITCHEN, UNIVANS, WATER, ETC)	L8
REFRIGERATOR	L9
WHEELS PILE DRIVERS, LOCOMOTIVE CRANES ETC.	L0

CARBOUSES	
WORKING	X
DEADEND	XD

ENGINES	
PRIMARY ENGINE (LEADING UNIT)	EP
SECONDARY ENGINE (TRAILING UNIT)	ES
ENGINE MOVING DEAD IN TRAIN	EO
ENGINE SUPPORT EQUIPMENT (AIR CARS, HEATER CARS, ETC.)	EY

*AIR PUMPS ARE IN EP 60000 SERIES

INSTRUCTIONS FOR SHOWING COMMODITY
CARDING IN COLUMNS 18 AND 19
(CONTENTS COLUMN) ON MECHANIZED REPORTS

March 11, 1968

File: U-94

Effective March 15, 1968, all yards now under Data Processing system arrange to indicate commodity coding, i.e., AA, A, B, CC, C and D in contents field, Columns 18-19, of IBM card of all empty equipment. For cars not suitable for loading without conditioning, indicate CO.

Drop bottom gondolas suitable for fine coal or comparable commodities indicate as "A". Those suitable for scrap, pulpwood or comparable commodities indicate as "D". Solid bottom gondolas suitable for fine coal or ore indicate as "A". Those suitable for limerock and comparable commodities indicate as "B". Billets and other steel products indicate as "C". Those suitable for scrap or pulpwood indicate as "D".

Cars carded Home Shop and Bad Order for Shop on our line, should be shown in Columns 18 and 19 as HS and SS, respectively.

Yards not under Data Processing will indicate this same information in contents column of train consists and wired lists.

As previously instructed, a concerted effort must be made to coordinate information between Car Foremen and Yards so that this information will appear on train consists and wired lists on all empty equipment.

This information must be followed strictly by Supervisors to determine 100% compliance.

C. W. THOMPSON
Genl. Supt. Transportation

LOADOUT REPORTS (F-50) ON SPECIAL EQUIPMENT

In order to maintain our perpetual inventory system on our special equipped cars, it is imperative that this office is promptly notified by wire when system owned RBL's (NP 96000, 97000, 98000 series), XL's (NP 1000, 1100, 1200, 2900 series), XP's (NP 1350 - 1499), GBR's (NP 57500 series), GBS's (NP 57900 series), LG's (NP 56500 and NP 57000 series) cars are loaded on the NP, SP&S, Walla Walla Valley and Camas Prairie Railroads. This information is to be wired using the F-50 Format.

In addition traffic information on all covered hoppers (NP 75000, 76000, 175000 series) loaded off line is to be wired to this office as outlined above. All system owned RP and RPL's (NPM 100 and 975 series), XL's (NP 1700, 1800, 1900, 4600, 5000-5699 series), XP's (NP 1350-1499 series) are to have return non-revenue waybills attached to revenue waybills returning cars to agent NP Yardley, Washington with reverse route shown unless car is assigned in which case return non-revenue billing should show assigned station as destination. This is in accord with existing instructions.

Bulkhead flats (NP 67000, 67100, 67500 series) and NP assigned MTTX and ZTTX cars are to have return non-revenue waybills attached showing assigned station as destination with reverse of loaded routing shown in accordance with instructions previously issued covering NPM and 5000 series XL cars

Foreign cars assigned on the Northern Pacific should also have return non-revenue waybills attached showing assigned station as destination with reverse of loaded routing shown on the return billing.

ALL RETURN NON-REVENUE WAYBILLS SHOULD BE PLACED IN AN ENVELOPE MARKED "RETURN NON-REVENUE WAYBILL ENCLOSED" FOLLOWED BY CAR NUMBER AND THIS ENVELOPE SHOULD BE STAPLED TO REVERSE SIDE OF REVENUE WAYBILL ACCOMPANYING SHIPMENT. REVENUE WAYBILLS MUST BE ENDORSED ACCORDING TO INSTRUCTIONS.

The success of this program and improved utilization of these cars depends upon your full cooperation.

C. W. THOMPSON

WHEEL REPORT INSTRUCTIONS TO OPERATING PERSONNEL

1. Show on wheel report 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.
3. 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 outside 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. Milepost numbers are not to be shown. 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".

Station _____

Date _____ 19 _____

Mr. C. W. Thompson:

The following special equipped cars were held at this station for the month of _____ 19 _____.

Initial Number Date of Arrival Date Set Date Released Destination & Route

<u>Initial Number</u>	<u>Date of Arrival</u>	<u>Date Set</u>	<u>Date Released</u>	<u>Destination & Route</u>

USE THIS FORM WHEN REPORTING CARS HELD FOR LOADING OR ON INSTRUCTIONS OF OWNERS IN ACCORD WITH PER DIEM RULE 22 RECLAIMS

Agent _____

558 NORTHERN PACIFIC RAILWAY COMPANY 558

FREIGHT WAYBILL

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD

Car Initials and Number NP 75534	Kind C3	WEIGHT IN TONS			LENGTH OF CAR		MARKED CAPACITY OF CAR	
		Gross	Tare	Net	Ordered	Furnished	Ordered	Furnished

STOP THIS CAR

C.L. Transferred to or L.C.L. Loading No.	Date JUL 2 1968	Waybill No.
-------------------------------------------	---------------------------	-------------

At _____			Consignee and Address at STOP		
At _____					
At _____					

To No.	Station	State or Prov.	From No.	Station	State or Prov.
	DECATUR, IL			SEATTLE, WN	

Station No. 15235	Route (Show each Junction and Carrier in Route order to destination of waybill) NP PKJLT CBQ CHGO NW	Route Code No.	Station No. 5630	Full Name of Shipper, and, for C.O.D. Post Office Address, and Invoice No. AGT	Code No.
-----------------------------	----------------------------------------------------------------------------------------------------------------	----------------	----------------------------	------------------------------------------------------------------------------------------	----------

Show "A" if Agent's Routing or "S" if Shipper's Routing	Reconsigned to	Station	State or Prov.	Origin	Waybill Reference

Authority	Consignee and Address
	AGT

Final Destination and Additional Routing

On C. L. TRAFFIC—INSTRUCTIONS (Regarding Icing, Ventilation, Etc. If Iced, Specify to Whom Icing Should be Charged)

THIS IS AN EXAMPLE OF A NON-REVENUE WAYBILL.
 THIS FORM MUST BE USED WHEN MOVING EMPTY TANK
 CARS OR CARS MOVING UNDER CSD 145-U, 435, 439,
 or 461. TANK CARS AND CARS COVERED BY CSD 435
 MUST SHOW PREVIOUS CONTENTS ON THIS NON-REVENUE
 WAYBILL FORM. DO NOT FAIL TO SHOW COMPLETE ROUTE
 AND DESTINATION. YOU WILL ONLY DELAY THE CAR
 IF YOU DO NOT SHOW ALL OF THE INFORMATION
 REQUIRED.

On L.C.L. Traffic Transfer Stamps to be Shown in This Space

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	Freight	Advances	Prepaid
-----------	-------------------------------------------------------	--------------------	---------	----------	---------

**EMPTY COVERED HOPPER RETURNING
FREE UNDER PROVISIONS OF CSD 435
LAST CONTAINED STARCH**

Outbound Junction Agent Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and all Yard Stamps to Be Placed on Back Hereof.

First Junction	Second Junction	Third Junction	Fourth Junction	Destination Agent Will Stamp Herein Station Name and Date Reported

EMPTY CAR CARD

N.P. 1476
8-51NORTHERN PACIFIC RAILWAY COMPANY
EMPTY CAR CARDInitials NP No. 6789Kind of Car B7 O.K. For CFrom NORTH TOWN MNTo INT. FALLS MN.

Deliver to _____ R. R.

Lightweight _____

Authority CWT Date 9/5/68For loading by MAND O PAPER

FILL IN ORDER NUMBER AS DIRECTED

Northern Pacific Railway Order No. B27

_____ R.R. Order No. _____

FOR LOADING HOME
 DISPOSITION REPAIRS

Place X in square applicable.

HOME ROUTE

Received from _____

Station _____ Date _____

INSTRUCTIONS

This Empty Car Card for use in moving empty cars only. A separate card must accompany each empty car. Cards will not be used more than once. If diverted enroute, authority should be noted on card. On arrival destination, cards should be kept on file for period of one year.

Gen'l Supt. of Transportation

N.P. 1476
8-51NORTHERN PACIFIC RAILWAY COMPANY
EMPTY CAR CARDInitials ATSF No. 168015Kind of Car G6 O.K. For _____From AUBURN WNTo LAUREL MTDeliver to CBQ R. R.

Lightweight _____

Authority ABJ Date 9/5/68

For loading by _____

FILL IN ORDER NUMBER AS DIRECTED

Northern Pacific Railway Order No. _____

_____ R.R. Order No. _____

FOR LOADING HOME
 DISPOSITION REPAIRS

Place X in square applicable.

HOME ROUTE

Received from CBQStation LAUREL MT Date 8/15/68

INSTRUCTIONS

This Empty Car Card for use in moving empty cars only. A separate card must accompany each empty car. Cards will not be used more than once. If diverted enroute, authority should be noted on card. On arrival destination, cards should be kept on file for period of one year.

Gen'l Supt. of Transportation

These are examples of Empty Car Cards (NP Form 1476) and must be used when moving General Service Cars to another station for loading, disposition, home route or repairs. You will note this form is not to be used for movement of cars under GSD 145U, 435, 439, 461, TTX Circular No. 1 or tank cars. If this form is properly filled out and used, you will greatly assist the Northern Pacific in expediting movement of the car. Empty cars are not to be moved from station to station on IBM cards.

LOADED CAR CARD

N. P. 1695
6-50

LOADED CAR CARD

CAR SLIP No. 16

NORTHERN PACIFIC RAILWAY COMPANY

FROM CBR PK JCT, MN

DATE BILLED 9/5 19 68

INITIAL CBR CAR No. 49510

PERISHABLE OR NOT MDSE

CONSIGNEE TAYLOR EDWARDS

DESTINATION SEATTLE WN

INSTRUCTIONS TO AGENTS AND CONDUCTORS

This slip should be used for carload shipments which it is desired to move without delay for regular waybill.

This form must not be used for cars completing loads after leaving the starting point of this slip.

The consignee and destination of car slip must be distinctly written in space provided.

The billing agent should insert as the destination of this slip, the point at which seals will first be broken; but in no case should the destination of the slip be made to a point beyond this line. Under such circumstances the junction point must be indicated as the destination of slip.

Agents must indicate in proper space on car slip whether or not the goods are perishable.

Car slips should be numbered consecutively, commencing with number one each month, and copy made for station record.

Regular billing, covering contents of car, must be sent on first passenger train to agent at destination shown on slip.

Conductors will regard this slip as substitute for Waybill.

On arrival of car at destination shown on slip, this slip must be delivered to agent, who should note in space below the numbers of the waybills covering the contents of the car, and send slip under cover to Auditor of Freight Receipts. If any shipments in the car are intended for points beyond his station the Agent must see that they go forward on the regular Waybills.

LOAD	WEIGHT OF CAR	TOTAL
15	28	43 TONS

REG WAYBILL AHEAD
AT PASCO.

This is an example of a Loaded Car Card and must be used only as provided in the instructions shown on the card. Be sure all information is shown. Do not use an Empty Car Card to protect movement of loads. Read the instructions printed on the Loaded Car Card. Regular waybill must be forwarded by best available means to destination. (U.S. Mail, etc.)

PLACE SPECIAL SERVICE PASTERS
HERE

Printed in U.S.A.

Form 1578 Rev. 10-57

A. I-E5

558 NORTHERN PACIFIC RAILWAY COMPANY 558

FREIGHT WAYBILL

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD

Car Initials and Number NP 1353 BF	Kind BF	WEIGHT IN TONS			LENGTH OF CAR		MARKED CAPACITY OF CAR	
		Gross	Tare	Net	Ordered	Furnished	Ordered	Furnished

STOP THIS CAR

C.L. Transferred to or
L.C.L. Loading No.

Date

Waybill No.

(ER)

Consignee and Address at STOP

At

At

At

To No. Station State or Prov.
YARDLEY, WASHINGTON
Station No.

From No. Station State or Prov.
Station No. **JACKSON, MISS**

Route (Show each Junction and Carrier in Route order to destination of waybill)

Route Code No.

IC - KCS - CBQ - NP

Full Name of Shipper, and, for C.O.D. Shipments, Street, Post Office Address, and Invoice Number

Code No.

AGENT

Show "A" if Agent's Routing or "S" if Shipper's Routing

Reconsigned to Station State or Prov.

Origin and Date, Original Car, Transfer Freight Bill and Previous Waybill Reference and Routing When Rebilled.

Authority

Consignee and Address

**AGENT
NORTHERN PACIFIC R.R.**

Code No.

C. Amount

Final Destination and Additional Routing

On C. L. TRAFFIC—INSTRUCTIONS (Regarding Icing, Ventilation, Milling, Weighing, Etc. If Iced, Specify to Whom Icing Should be Charged.)

THIS IS AN EXAMPLE OF THE NON-REVENUE WAYBILL WHICH MUST BE ATTACHED TO THE REVENUE WAYBILL WHEN SPECIAL EQUIPPED CARS OF NORTHERN PACIFIC OWNERSHIP, BUT NOT ASSIGNED TO A SPECIFIC INDUSTRY OR OTHER STATION, ARE LOADED ON THE NP. THIS FORM SHOULD BE PLACED IN AN ENVELOPE MARKED "RETURN NON-REVENUE WAYBILL ENCLOSED" AND THIS ENVELOPE SHOULD BE AFFIXED TO THE REVERSE SIDE OF THE REVENUE WAYBILL.

On L.C.L. Traffic Transfer Stamps to be Shown in This Space

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	*	Weight	Rate	Freight	Advances	Prepaid
-----------	-------------------------------------------------------	--------------------	---	--------	------	---------	----------	---------

WHEN CAR RELEASED EMPTY, USE THIS NON REVENUE WAYBILL TO PROMPTLY RETURN THIS EQUIPMENT HOME UNDER PROVISIONS OF AAR CIRCULARS SCO-104 OR CSD-145U.

Destination Agent's Freight Bill No.

Outbound Junction Agent Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and all Yard Stamps to Be Placed on Back Hereof.

Destination Agent Will Stamp Herein Station Name and Date Reported

First Junction

Second Junction

Third Junction

Fourth Junction

TWO BRIEF BUT NECESSARY REPORTS FOR CAR DISTRIBUTION IN ADDITION TO CS REPORTS

N.P. 524
5-24

NORTHERN PACIFIC RAILWAY COMPANY

TELEGRAPH SERVICE:

ORDER FOR CARS

F-5

Agents will require shippers over their signature to supply full information hereon for cars wanted, and will give each order a number. Check all orders daily; cancel immediately if requirements change. All unfilled orders expire at 3 p. m. Saturday and must be renewed and reference given to date previously ordered. Shippers will not be required to renew orders.

(STATION)

(w)

(x)

FROM _____ DATE _____ 19 ____ TO _____ AT _____

ORDER NO.	WANTED							CAN USE				DESTINATION	ROUTE	DATE PREVIOUSLY ORDERED	ON HAND TO APPLY	
	A1	DATE		HOUR	NO.	KIND	COMMODITY	SMALLEST		LARGEST						
	B	C	R					L'GTH	CAP'Y	L'GTH	CAP'Y					
A				W	D	F	S	G	H	J	K	M	N	Q	U	

(NA) (NS)

THIS ORDER REC'D AT _____ M _____ 19 ____ SHIPPER _____

AGENT NOR. PAC. R. R. _____ M _____ 19 ____ TIME _____

N.P. 1486

5-24 SIG F.3

19 ____



SUPT. AT _____

Y. M. AT _____

TRAIN _____ COND'R _____

AB HEAD END REAR END } OF TRAIN AT TOP OF PAGE

STOCK PER'BLE	SPL. & TIME	D. F.	EMPT'S	TONS	CONTENTS OF LOADS	DESTINATION		
							AC	AB

SHOW TOTAL NUMBER OF EACH LENGTH AND KIND OF EMPTIES IN COLUMN "AJ," AND SHOW LENGTH AND KIND, AND INITIAL IF FOREIGN, IN COLUMN "AR."

S E C T I O N I I

DEPARTMENT OF TRANSPORTATION, INTERSTATE COMMERCE
COMMISSION AND WESTERN WEIGHING AND INSPECTION
BUREAU DIRECTIVES, ORDERS AND INSTRUCTIONS

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11-A1
Rev. 9-1-69

EXCERPTS FROM DEPARTMENT OF TRANSPORTATION REGULATIONS FOR TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT APPLYING TO THE HANDLING OF CARS PLACARDED "EXPLOSIVES", "DANGEROUS", "POISON GAS", "DANGEROUS-RADIOACTIVE MATERIAL", "FLAMMABLE-POISON GAS", "DANGEROUS-EMPTY FLAMMABLE POISON GAS OR RESIDUE" AND "CAUTION-RESIDUAL PHOSPHORUS"

HANDLING CARS

Sec. 174.589. (a) Definitions.

- (1) "Person" means any individual, partnership, corporation, association, joint stock company, business trust or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any Department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity;
- (2) "Railroad" means any person engaged in transportation as a common carrier by rail and includes its agents or employees;
- (3) "Engine" means any locomotive, propelled by any form of energy, used by a railroad;
- (4) "Freight car" means any vehicle used for the transportation of property by rail;
- (5) "Passenger car" means any vehicle used for the transportation of passengers by rail;
- (6) "Combination car" means any vehicle used for the transportation of both property and passengers by rail;
- (7) "Occupied caboose" means any vehicle used by railroad employees, caretakers, or others authorized to ride therein;
- (8) "A train" is one or more engines coupled together with or without cars displaying markers;
- (9) "Freight train" means one or more engines coupled with one or more freight cars, displaying markers;
- (10) "Passenger train" means one or more engines coupled with one or more passenger cars carrying passengers, displaying markers;
- (11) "Mixed train" means one or more engines coupled with one or more freight cars and passenger cars carrying passengers, displaying markers;
- (12) "Placarded car" shall be construed to embrace also any car which under this part is required to be placarded;
- (13) "Pickup and/or setoff service" shall be construed to mean trains in service that pick up and/or set off one or more cars at three or more stations enroute; trains having cars from which less-than-carload freight is loaded or unloaded enroute; or trains regularly scheduled to perform pickup and/or set-off service which on some days make less than three stops.

PLACARDS ON CARS

- (b) Placards on cars. A car requiring car certificates and "Explosives", "Dangerous", "Dangerous-Radioactive Material", "Poison Gas", "Flammable Poison Gas", "Dangerous-Empty Flammable Poison Gas", "Dangerous-Empty Poison Gas" or "Caution-Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.
- (1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

SWITCHING CARS CONTAINING EXPLOSIVES, POISON GAS, OR FLAMMABLE POISON GAS OR PLACARDED TRAILERS ON FLAT CARS

- (d) Switching cars containing explosives, poison gas, or flammable poison gas or placarded trailers on flat cars. A car placarded "Explosives", "Poison Gas", or "Flammable Poison Gas" or any flat car carrying a trailer placarded "Explosives", "Poison Gas", "Dangerous", or "Dangerous-Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives", "Poison Gas", or "Flammable Gas", or any flat car carrying a trailer placarded "Explosives", "Poison Gas", "Dangerous", or "Dangerous-Radioactive Material" nor shall any such car be coupled into with more force than is necessary to complete the coupling.
- (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.
- (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

SWITCHING OF CARS CONTAINING DANGEROUS ARTICLES

- (d) In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.
- (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

PLACEMENT OF FREIGHT CARS CONTAINING EXPLOSIVES IN YARDS, ON SIDINGS, OR SIDETRACKS

- (e) Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

NOTICE TO CREWS OF CARS CONTAINING EXPLOSIVES IN FREIGHT TRAINS OR MIXED TRAINS

- (f) At all terminals or other places where trains are made up by crews other than those crew accompanying the outbound

movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES

- (g) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:
 - (1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.
 - (2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.
 - (3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (L) of this section.

SEPARATING CARS PLACARDED "EXPLOSIVES" FROM OTHER CARS IN TRAINS

- (h) Separating cars or flat cars carrying trailers or containers placarded "EXPLOSIVES" from other cars in trains. In a freight train or a mixed train either standing or during transportation thereof, a car or flat car carrying trailers or containers placarded "EXPLOSIVES" must not be handled next to:
 - (1) Occupied passenger car; except as provided in paragraph (L) of this section.
 - (2) Occupied combination car; except as provided in paragraph (L) of this section.
 - (3) Any car placarded "Dangerous" or "Dangerous-Radioactive material".
 - (4) Engine.
 - (5) Any car placarded "Poison Gas" or "Flammable Poison Gas."
 - (6) Wooden underframe car (except on narrow gauge railroads).
 - (7) Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)
 - (8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
 - (9) Car with automatic refrigeration or heating apparatus in operation; car with open flame apparatus in service or with internal combustion engine in operation.
 - (10) Car containing lighted heaters, stoves, or lanterns.
 - (11) Car loaded with live animals or fowl, occupied by an attendant.
 - (12) Occupied caboose, except as provided in paragraph (L) of this section.

POSITION IN TRAIN OF LOADED PLACARDED TANK CAR

- (i) In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.
 - (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.
 - (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

SEPARATING LOADED TANK CARS PLACARDED "DANGEROUS" FROM OTHER CARS IN TRAINS

- (j) In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:
 - (1) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
 - (2) Occupied combination car, other than car occupied by gas handlers and authorized personnel accompanying shipment.
 - (3) Any car placarded "Explosives".
 - (4) Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).
 - (5) Any car placarded "Poison Gas" or "Flammable Poison Gas."
 - (6) Wooden under-frame car (except on narrow gauge railroads).
 - (7) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See paragraph (k) of this paragraph.)
 - (8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car

- ends is liable to shift so as to protrude beyond the car ends.
- (9) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engine in operation.
- (10) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.
- (11) Car loaded with live animals or fowl, occupied by an attendant.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS PLACARDED "POISON GAS", "FLAMMABLE POISON GAS", OR CONTAINING POISON LIQUIDS, CLASS A

- (k) Position in freight train or mixed train of cars placarded "POISON GAS", "FLAMMABLE POISON GAS", or containing poison liquids, class A. In a freight train or mixed train either standing or during transportation thereof, a car placarded "POISON GAS", "FLAMMABLE POISON GAS", or containing poison liquids, class A, shall not be next to other freight cars placarded "EXPLOSIVES" or cars placarded "DANGEROUS".
 - (1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS", or "FLAMMABLE POISON GAS", must not be handled next to:
 - (i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
 - (ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
 - (iii) Any car placarded "EXPLOSIVES".
 - (iv) Engine or occupied caboose.
 - (v) Any car placarded "DANGEROUS."
 - (vi) Wooden under-frame car (except on narrow gauge railroads).
 - (vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)
 - (viii) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
 - (ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engine in operation.
 - (x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.
 - (xi) Car loaded with live animals or fowl, occupied by an attendant.

POSITION IN FREIGHT TRAIN OR MIXED TRAIN OF CARS PLACARDED "EXPLOSIVES" OR "POISON GAS", OR BOTH, AND CARS PLACARDED "FLAMMABLE POISON GAS" WHEN ACCOMPANIED BY CARS CARRYING GUARDS OR GAS HANDLING CREWS

- (4) A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

CARS CONTAINING EXPLOSIVES, POISON GAS, OR FLAMMABLE POISON GAS AND TANK CARS PLACARDED "DANGEROUS" IN PASSENGER OR MIXED TRAINS

- (m) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.
 - (1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (L) of this section.
 - (2) When a car containing explosives, class B, or dangerous articles other than explosives requiring labels (not including class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by this part.

POSITION IN TRAIN OF CARS CONTAINING RADIOACTIVE MATERIALS

- (n) In a freight train or mixed train, either standing or during transportation thereof, a car placarded "Dangerous-Radioactive Material" must not be handled next to cars placarded "Explosives" or carload shipments of undeveloped film.

BUREAU OF EXPLOSIVES

ASSOCIATION OF AMERICAN RAILROADS

63 VESEY STREET

NEW YORK, N. Y. 10007

FILE NUMBER

T. C. GEORGE, DIRECTOR AND CHIEF INSPECTOR

25-3 §74.590

CAG-M

February 8, 1966

B.C.L. No. 383

TO ALL MEMBER ROADS:

Section 74.590 of the Code of Federal Regulations as republished in my Tariff No. 15 requires in part that when a car seal is changed on a car placarded "Explosives" while enroute or before being delivered to a consignee, a record must be made on the waybill or other suitable form or memorandum showing specific information that will accompany the car to destination. For your convenience, the attachment quotes the subject section.

It has recently been called to my attention by the Interstate Commerce Commission that some railroads for reasons of economy or expediency have discontinued attempting to comply with this section of the Regulations. As a point of information, the military advises it is also one of their requirements that prior to accepting a car at destination all seal changes must be recorded and accounted for. Obviously, non-compliance with these Regulations will account for undue delays.

It is requested that you review with your operating personnel the importance of complying with this portion of the Interstate Commerce Commission Regulations and thus preclude any possibility of having your railroad criticized for unduly delaying cars of explosives.

Yours truly,

T. C. George
Director and
Chief Inspector

Attach.

BCL 383

\$74.590 Record of change of seals of cars of explosives to be made. (a) When a car seal is changed on a car placarded "Explosives" while en route or before delivery to a consignee, a record must be made showing the following information which shall be shown on or attached to waybill or other form of memorandum which shall accompany car to destination.

..... Railroad	..... Place	..... Date
..... Car Initials	..... Car Number	
Number or description of seal broken		
.....		
Number or description of seal used to reseal car		
.....		
Reasons for opening car		
.....		
Conditions of load.....		
.....		
Name and occupation of person opening car		
.....		

To All Supts., Local Frt. Agents, General Yardmasters: Be Governed Accordingly.

BUREAU OF EXPLOSIVES C. W. Thompson

ASSOCIATION OF AMERICAN RAILROADS

TWO PENNSYLVANIA PLAZA

NEW YORK, N. Y. 10001

T. C. GEORGE, DIRECTOR AND CHIEF INSPECTOR

G-D

July 26, 1968

B.C.L. No. 402

TO MEMBER RAILROADS

Shippers of dangerous articles are becoming increasingly concerned over the handling of dangerous articles of their manufacture by rail, particularly when such materials are involved in derailments, collisions or fires while in transportation. Their concern is increased by the adverse and sometimes irresponsible publicity given when such accidents do occur as well as the tendency on the part of local governments and Civil Defense Groups to evacuate persons from areas in which accidents occur. Experience over the many years during which railroads have handled dangerous articles safely is ignored and much of the publicity predicts catastrophes of the kind which have never been known to occur and probably never will occur as the result of rail transportation.

For years the railroads have carried on an active educational program through their support of the activities of the Bureau of Explosives. The staff of the Bureau is anxious to continue to do all it can to avoid not only loss of property and life, but needless embarrassment of the railroads as well.

Recently, it has come to our attention that shippers are addressing railroad officials with requests that they contact certain of their personnel in emergencies and apparently they are taking this action in the belief that no proper procedure for handling such matters has been established by the railroads. Actually, each Inspector of the Bureau has been furnished with a list of the names of people in industry who are qualified to assist the Inspectors whenever this kind of help is needed. This list contains the names and telephone numbers of one or more persons in each type of producer company who can be reached on a round the clock basis, Sundays and holidays included.

The Regulations of the Department of Transportation (formerly the ICC Regulations) have always required and still require that accidents involving explosives or other dangerous

C. W. Thompson

BCL 402

-2-

articles be reported to the Bureau of Explosives. Thru the use of the list when circumstances warrant it we have the best practical means for us to be in a position to supply emergency assistance to the railroads. In fact, the method has worked out very well indeed in a number of instances. By employing this system, it is only necessary that railroads remember to contact the Bureau headquarters or the nearest Bureau representative in an emergency rather than to attempt to keep track of a number of special arrangements. Additionally, we have arranged so that our phone at area code 212-565-2710 is covered by an answering service which can and will reach the proper Bureau representative at any time outside of normal office hours. Thus, should the District representative of the Bureau be unavailable we can arrange to dispatch another representative to the scene of the accident and even before that can be accomplished we can generally advise of the best means of keeping the losses to a minimum.

In summary; in order to keep the method of reporting accidents as simple as possible and in order to assure compliance with the requirements of the Department of Transportation Regulations, I would recommend that railroads make no attempt to comply with shippers' requests that they disseminate instructions to contact anyone other than the Bureau of Explosives until and unless they are advised to do so by the Bureau representative. This Bureau is not at all adverse to soliciting the assistance of shippers when needed but it has been demonstrated that simple instructions for reporting accidents are the best and that confusion will result if railroad personnel are expected to maintain records of a number of persons to contact.

Yours truly,


Director

To All Supts., Local Frt. Agents, General Yardmasters: Be Governed Accordingly.

II-A6

BUREAU OF EXPLOSIVES

C. W. Thompson

ASSOCIATION OF AMERICAN RAILROADS
TWO PENNSYLVANIA PLAZA
NEW YORK, N. Y. 10001

T. C. GEORGE, DIRECTOR AND CHIEF INSPECTOR

G-D

August 2, 1968

B.C.L. No. 403

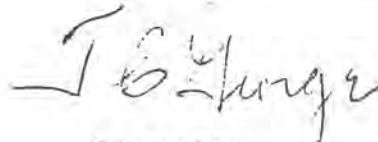
TO MEMBER RAILROADS

There is a recognizable hazard in receiving into Military installations cars containing explosives which do not have the seals intact and which do not have a clear seal record. Thus, it has been necessary for the Military to set up procedures for inspecting cars with broken or missing seals outside of the receiving installation. The complete inspection of the load which is necessary in such cases is not only costly but can result in serious delays to shipments of munitions going overseas.

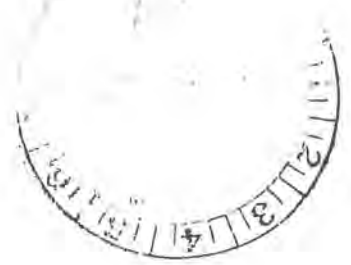
In order to improve safety and reduce the number of such cars arriving at destinations without complete seal records, your assistance is solicited in making certain that cars are being properly sealed and recorded at points of origin on your railroad since it is felt that in many of the reported instances the cars have not been initially properly sealed. Your assistance is also requested in making certain that the record of changes on sealed cars of explosives required by §174.590 of Tariff No. 19 is made whenever it is necessary to open cars of munitions while in transportation on your railroad.

Inspectors of this Bureau have been instructed to assist in carrying out this necessary educational program but in order to get the fastest possible action, your help is also needed.

Sincerely yours,



Director



TO: All Superintendents, local freight agents, general yardmasters to
be governed accordingly. C. W. Thompson

BUREAU OF EXPLOSIVES

ASSOCIATION OF AMERICAN RAILROADS
TWO PENNSYLVANIA PLAZA
NEW YORK, N. Y. 10001

T. C. GEORGE, DIRECTOR AND CHIEF INSPECTOR

G-D

August 30, 1968

B.C.L. NO. 405

TO MEMBER ROADS:

Flammable liquids and other dangerous articles which are commonly shipped in tank cars are frequently loaded at points some distance from the billing office or the receiving office of the railroad. I understand that in some instances it has been the practice of railroads to accept tank car shipments on telephone advice and that cars have been moved without the railroad having in its possession any shipping paper bearing the commodity description, the classification of the commodity or the shipper's certification.

Paragraph (c) of §174.510 of the Department of Transportation Regulations amended effective December 1, 1967 requires that the conductor of each train transporting dangerous articles must have in his possession a copy of the shipping paper showing the information required in paragraph (a) of the section.

Section 174.511 of the Regulations requires that "carriers must not accept for transportation nor transport any dangerous article" unless it has been properly certified by the shipper and signed by the shipper.

A switching ticket, switching memorandum or switch list bearing the shipper's certificate can be accepted as a shipping paper at points where it is impractical to have a fully executed bill of lading in the hands of the railroad at the time the cars are picked up, but it is apparent that carriers accepting shipments merely on telephone advice are not in compliance with the Regulations and the Department of Transportation may subject them to penalties for failure to comply.

While the Inspectors of this Bureau have been handling at all points where this condition is known to exist, your assistance is needed in calling this matter to the attention of your employees.

Yours truly,

T. C. George
Director

TO: SUPERINTENDENTS, YARDMASTERS, LOCAL FREIGHT AGENTS. BE GOVERNED
 ACCORDINGLY. C. W. THOMPSON
 FILE: W-7

BUREAU OF EXPLOSIVES

ASSOCIATION OF AMERICAN RAILROADS
 TWO PENNSYLVANIA PLAZA
 NEW YORK, N. Y. 10001

T. C. GEORGE, DIRECTOR AND CHIEF INSPECTOR

G-D

December 30, 1968

B.C.L. NO. 411

TO MEMBER ROADS:

Effective December 31, 1968 the Department of Transportation Regulations governing transportation of explosives and dangerous articles have been amended to require that "each car used for transporting low specific activity radio materials in carload lots must be surveyed with appropriate radiation detection instruments after each use. Carriers must not return such cars to service until the radiation dose rate at any accessible service is not more than 0.5 millograms per hour and there is no significant removable radioactive surface contamination". This same paragraph makes further exceptions for cars used and stenciled for "Radioactive Materials Only". The matter is contained in §174.566(b) in Supplement 7 to Tariff 19.

Before this proposal became effective the Association of American Railroads filed objection on the basis that carriers were not equipped to perform the necessary measurements of contamination but these objections were not heeded by the Department of Transportation. It therefore will be necessary for carriers to require consignees to certify in writing that necessary precautions have been taken before accepting cars released by them. Certification in the following form is suggested:

"This is to certify that car no. _____
 has been surveyed with appropriate radiation
 detection instruments and that the radiation
 dose rate at any accessible surface is within
 the limits prescribed by §174.566(b)(1) of the
 Department of Transportation Regulations".

Yours truly,

T. C. George
 Director

St. Paul, Minnesota
August 30, 1965

W-1852

Mr. W. L. Wood:
Mr. J. O. Davies:
Mr. R. K. Mossman:
Mr. S. A. Anderson:
Mr. W. W. Walters:
Mr. D. H. King:
Mr. I. W. Brewer:

For your information, following from Western Weighing and Inspection Bureau under Circular D-343, dated August 24, 1965:

"Your attention is directed to subparagraph (6) Note 1, to Rule 1, Section B, paragraph 4 (a) defining a private track as follows:

'A private track is a track outside of this railroad's right-of-way, yard and terminals and of which this railroad does not own either rail, ties, roadbed or right-of-way.'

The rule further provides that:

'When a track or portion thereof owned or operated by this railroad is assigned to the purpose of its user through a written lease or a written agreement, such lease or agreement will be considered as equivalent to ownership and the track or portion thereof treated as a private track.'

Our field men have found a number of cases where a railroad track or portion thereof is leased to industries for the purpose of holding privately owned or leased equipment free of demurrage but in some instances the cars are not being held on the tracks covered by the written lease but are held on various other railroad tracks with the understanding that this is done for railroad convenience.

Recently Service Agents of the Interstate Commerce Commission severely criticized one railroad for this practice, pointing out to the railroad that this was in direct violation of the demurrage tariff and ordered its discontinuance."

Please acknowledge.

E S Ulyatt

WESTERN WEIGHING AND INSPECTION BUREAU

00-1

R. C. KNIEWEL
MANAGER
J. J. MURPHY, JR.
ASSISTANT MANAGER
E. J. CLARK
ASSISTANT MANAGER
J. R. HAILEY
ASSISTANT TO MANAGER

ROOM 450 UNION STATION
517 WEST ADAMS STREET

TELEPHONE 726-6900

CHICAGO 60606

May 24, 1968 File: DE - Special Free Time &
Demurrage Provisions
Attached to Particular
Freight Rates, etc.

CIRCULAR NO. D-361

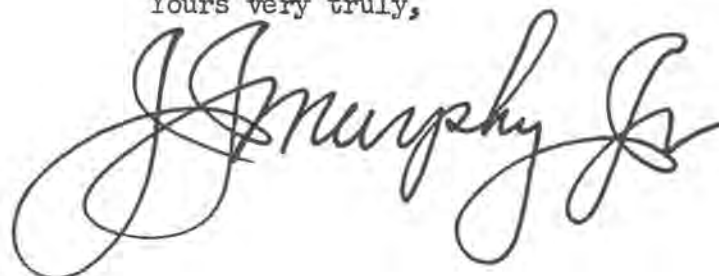
TO MEMBER RAILROADS:

Freight Tariff 4-I, issued April 22, 1968, by B. B. Maurer, Agent, naming General Car Demurrage Rules and Charges, Storage Rules and Charges, and Special Car Detention Rules and Charges, effective June 1, 1968, should be in your possession by now and in connection therewith, we wish to call your particular attention to the new Section 3 of this tariff.

Briefly, Section 3 is an effort to bring together in one tariff the special demurrage (detention) rules and charges that are attached to particular freight rates most generally used throughout the country; thus making such rules and charges readily accessible to personnel charged with compiling and computing demurrage records. The only time, however, that the rules and charges of this new Section 3 are applicable is when they are specifically referred to by Item Number in the freight rate tariff; therefore your forces should be alerted accordingly.

Freight Tariff 4-I makes no changes in the (Section 1) General Car Demurrage Rules and Charges or (Section 2) Storage Rules and Charges as now published in Freight Tariff 4-H, I.C.C. 28.

Yours very truly,



cc: File: D-1-O-TA
cc: File: DC-1657

WESTERN WEIGHING AND INSPECTION BUREAU

00-1

R. C. KNIEWEL
MANAGER
J. J. MURPHY, JR.
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E. J. CLARK
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ROOM 450 UNION STATION
517 WEST ADAMS STREET

TELEPHONE 726-6900

CHICAGO 60606

July 2, 1968

File: D-1-0
cc: D-9-0
cc: DC 1706-1707

CIRCULAR NO. D-363

TO MEMBER RAILROADS:

The effective date of the average agreement rule requiring two credits to offset one debit published in Supplement No. 1 to Agent B. B. Maurer's Freight Tariff 4-I, Item 940-A, Sections "A" and "D" prefixed by circle reference mark "19", effective July 1, 1968, has been deferred to January 31, 1969, unless otherwise ordered by the Interstate Commerce Commission.

As information the Commission's Order bringing about this deferrment is quoted below:

"At a Session of the INTERSTATE COMMERCE COMMISSION, Board of Suspension, held at its office in Washington, D.C., on the 26th day of June, 1968.

INVESTIGATION AND SUSPENSION DOCKET NO. 8419

RULES GOVERNING AVERAGE DEMURRAGE AGREEMENT

It appearing, That there have been filed with the Interstate Commerce Commission tariff schedules setting forth new provisions, and new rules, regulations and practices affecting charges, applicable on interstate or foreign commerce, to become effective July 1, 1968, designated as follows:

B. B. MAURER, AGENT, I.C.C. H-36:
In SUPPLEMENT 1,
On pages 2 and 3,
In ITEM 940-A,
SECTIONS "A" and "D" prefixed
by encircled reference mark "19";

also, the cancellation of ITEM 940 insofar as it would affect matter continued in force by reason of the suspension herein;

And it further appearing, That upon consideration of the said schedules and protests thereto there is reason to believe that they would, if permitted to become effective, result in charges, rules, regulations or practices which would be unjust and unreasonable in violation of the Interstate Commerce Act;

and good cause appearing therefor:

- 2 -

D-363

"It is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the rules and regulations contained in said schedules, with a view to making such findings and orders in the premise as the facts and circumstances shall warrant. In the event the said schedules are changed, amended or reissued upon termination of the suspension period and the investigation having not been concluded, such changed, amended or reissued schedules will be included in this investigation.

It is further ordered, That the operation of the said schedules be and it hereby is suspended, and that the use thereof on interstate and foreign commerce be deferred to and including January 31, 1969, unless otherwise ordered by this Commission.

It is further ordered, That the investigation in this proceeding shall not be confined to the matters and issues hereinbefore stated as the reason for instituting this investigation, but shall include all matters and issues with respect to the lawfulness of the said schedules under the Interstate Commerce Act.

It is further ordered, That neither the schedules hereby suspended nor those sought to be altered thereby shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

And it is further ordered, That a copy of this order be filed with the schedules in the office of the Interstate Commerce Commission, and that copies hereof be served upon the carriers parties to the said schedules and that the said carriers be, and they are hereby, made respondents to this proceeding.


By the Commission, Board of Suspension."

(SEAL)

"H. NEIL GARSON
Secretary"

JJM-Y

Yours very truly,



C. W. Thompson
AMERICAN RAILROADS

13190

OPERATIONS AND MAINTENANCE DEPARTMENT • OPERATING-TRANSPORTATION DIVISION
1030 TRANSPORTATION BUILDING • WASHINGTON, D. C. 20006

R. R. MANION
Vice-President
Operations and Maintenance Department

May 3, 1968

CIRCULAR NO. OT-11

OFFICERS OF DIVISION
W. D. LAMPRECHT
Chairman
A. M. HARRIS
Vice-Chairman
C. A. LAUBY
Executive Vice-Chairman
and Secretary

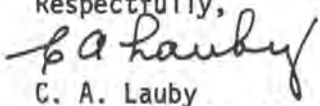
APPLICATION OF DEMURRAGE RULES TO CARS
AFFECTED BY STRIKES OF RAILROAD EMPLOYEES

To the Members:

Demurrage rules should be applied in the following manner on railroads actually involved in strikes of their employees as well as other railroads on whose rails cars are detained because of strikes of railroad employees:

1. Cars for unloading:
 - (a) Demurrage rules apply on cars which are actually or constructively placed for unloading, and continue until cars are made empty and available to the carrier.
 - (b) Exclude delay in actual placement attributable to strikes of railroad employees on cars that have been held on constructive placement, or held for placing instructions, surrender of bill of lading or payment of charges, except if consignee had cars on his tracks containing similar freight as cars held out and cars actually placed were not unloaded, no allowance will be made.
2. Cars for loading:
 - (a) Cars placed on order or appropriated for loading prior to strikes of railroad employees will be released for demurrage purposes as of the date and time loading is completed and forwarding directions tendered to the railroad or its agent. (See Paragraph 2 (b)). When forwarding directions cannot be received for any reason attributable to the railroad, cars will be considered released as of date and time claimed by shipper. When forwarding directions are mailed, cars will be released as outlined in governing tariff rules.
 - (b) Cars appropriated in face of strike of railroad employees and loaded by shipper contrary to an embargo will be subject to the provisions of AAR Circular No. OT-14, dated January 1, 1962.
3. Allowances under conditions not contemplated by Paragraphs 1 and 2 should be based on existing facts. It should be emphasized that there is no blanket exemption simply because railroad did not operate.

On behalf of the General Committee.

Respectfully,

C. A. Lauby
Executive Vice-Chairman

Supersedes Circular No. OT-11,
dated January 1, 1962.

Association of American Railroads

OPERATIONS AND MAINTENANCE DEPARTMENT
OPERATING - TRANSPORTATION DIVISION

CODE OF CAR SERVICE RULES

CODE OF PER DIEM RULES

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IN EFFECT AS OF JANUARY 1, 1968.

EXCEPT AS NOTED

ASSOCIATION OF AMERICAN RAILROADS
1030 Transportation Building
Washington, D. C. 20006

Northern Pacific Ry. Co.
OCT 28 1968
TACOMA, WASH.

ASSOCIATION OF AMERICAN RAILROADS

CAR SERVICE AND PER DIEM AGREEMENT

The subscribing railroad company promises and agrees with each railroad company severally which subscribes and files a counterpart hereof with the Secretary of the Operating—Transportation Division, Association of American Railroads, that the subscriber will abide by and enforce the rules prescribed for the handling of and settlement for freight cars and included in the Codes of Car Service and Per Diem Rules, promulgated by the Association.

Further, That the subscribing railroad company agrees to the creation of a Car Service Division with plenary powers, as provided in Per Diem Rule 19, and which Division shall be established and maintained at Washington, and shall co-operate with the Interstate Commerce Commission in all car service matters on and between all railroads; and generally to act for the subscriber as its Agent in all such car service matters as fully and as effectually as could the subscriber.

Further, That the said Car Service Division is hereby designated and appointed as the agent of the subscribing railroad company, upon which service of all orders and directions with respect to car service, in accordance with the provisions as to car service of the Act to Regulate Commerce in force at the time, may be made by the Interstate Commerce Commission for and in the subscriber's behalf; a duplicate original of this agreement being filed by the subscriber with the Interstate Commerce Commission to evidence such designation.

This agreement to continue until withdrawn by three months previous notice in writing to the Secretary of the Operating—Transportation Division of the Association.

DEFINITIONS.

- Home Car.....**A car on the road to which it belongs.
Foreign Car.....A car on a road to which it does not belong.
Private Car.....A car having other than railroad ownership.
Home.....A location where a car is in the hands of its owner.
Home Road.....The road which owns a car, or upon which the home of a private car is located.
Home Junction..A junction with the home road.
Subscriber.....A road which is a subscriber to the Car Service and Per Diem Agreement.
Non-Subscriber..A road which is not a subscriber to the Car Service and Per Diem Agreement.

CODE OF CAR SERVICE RULES—FREIGHT

(In effect April 1, 1968.)

RULE 1

Foreign cars, empty at a junction with the home road, must be:

- (a) Loaded at that junction to or via home rails, or,
- (b) Delivered empty at that junction to home road, except in instances where Rule 6 has been invoked, or unless otherwise agreed by roads involved.

RULE 2

Foreign empty cars other than those covered in Rule 1 shall be:

- (a) Loaded to or via owner's rails.
- (b) Loaded to a destination closer to owner's rails than is the loading station or delivered empty to a short line or switch loading road for such loading. (Car Selection Chart is designed to aid in so selecting cars for loading)
- (c) Delivered empty to the home road at any junction subject to Rule 6.
- (d) Delivered empty to the road from which originally received under load, at the junction where received, EXCEPT that when handled in road haul service, cars of direct connection ownership may not be delivered empty to a road which does not have a direct connection with the car owner.
- (e) Returned empty to the delivering road when handled only in switching service.

NOTE: Box cars covered by Car Service Division Special Car Order No. 90 should be handled as provided therein.

NOTES TO CAR SERVICE RULES 1 AND 2:

- (A) 1. "Junction" as used in these rules means stations where roads interchange cars at a common point or within switching limits over their own lines, or an intermediate line or lines, or a car ferry or float within such limits. Roads so interchanging cars shall be considered direct connections.
2. This information should be published in THE OFFICIAL RAILWAY EQUIPMENT REGISTER, and when the interchange is other than over their own rails, the channel through which the interchange is effected must be shown.
- (B) Inequities resulting from these rules should be resolved by negotiations between the roads involved, and exception to the rules is permitted following such resolution and concurrence by the Car Service Division.

RULE 3

Each originating carrier must use reasonable diligence to see that foreign cars are loaded or handled in accordance with provisions of Car Service Rules.

RULE 4

Cars of railway ownership must not be loaded for or delivered to a steamship, ferry or barge line for transportation by water, except for transportation in interstate commerce by common carriers by water between points within the continental United States (not including Alaska), without permission of the owner filed with the Car Service Division.

RULE 5

Empty cars may be short-routed at a reciprocal rate of eight cents (8¢) per mile plus switching charges, with a minimum of one hundred (100) miles for each road handling the car, the road requesting the service to pay the charges and per diem or mileage allowance costs accruing to the handling line or lines.

NOTE A: "Empty cars, when short-routed in accordance with car service rules, should be moved on empty car waybill, the road arranging for the service to pay the charges through bill and voucher plan. Under no circumstances, should revenue waybill be issued with charges for such movement." (A. A. R. Accounting Division Rule.)

NOTE B: The term "switching charges" is defined as charges assessed under applicable tariffs by a railroad which does not perform any line haul in the process of a short route movement.

(CHANGE)

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED

RULE 5—Continued.**INTERPRETATIONS**

Question: Does the loading or use of a car being handled under Rule 5 nullify the right of road performing the service to collect for all or any portion of the service rendered?

Answer: Yes. (October 1, 1925.)

RULE 6

If a movement of traffic requires return of empty cars to home road via the junction at which cars were delivered in interchange under load, the home road may demand return of empty cars at such junction, except that cars offered a home road for repairs, in accordance with the Interchange Rules of the Mechanical Division, must be accepted by owners at any junction point.

Note: Notice of an intent on the part of any road to invoke the provisions of this Rule should be issued by the designated transportation officer to the designated transportation officer of the road to which the notice is addressed such notice to specify the type of cars and particular junction points involved.

Such notice may not limit acceptance to the individual cars previously delivered but may require the return of an equivalent number of home cars of the type specified, at junction point where delivered loaded.

INTERPRETATIONS.

1. The words "Movement of Traffic" in this Rule mean the movement regularly through any junction point of any kind of traffic in (or on) the same class of car.

2. Car Service Rule 6 gives to a railroad which may deliver regularly, to a connection through any junction, traffic of any kind in (or on) its cars of the same class, the right to require connection participating in the handling of traffic from the junction point, to use that point of interchange for the return of the class of empty cars engaged in the service, instead of returning them at some other junction less favorable to the receiving (owning) railroad. (April 25, 1923.)

RULE 7

(A) Cars shall be considered as having been delivered to a connecting railroad when placed upon the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by necessary data for forwarding and to insure delivery, and accepted by the car inspector of the receiving road.

Notwithstanding the foregoing paragraph, the receiving road shall be responsible for the cars, contents and per diem after receipt of the proper data^① for forwarding and to insure delivery. This responsibility shall continue as respects cars rejected by the car inspector of the receiving road until such cars have been returned to the delivering road. The effect of this paragraph may be altered by special arrangements made between the roads concerned.

①Note: The character of the necessary data will be determined by each receiving road in accordance with the conditions of its service.

(B) (1) Each railroad, with due regard for efficient and economical railroad operating practices or conditions beyond the carriers control will interchange within 24 hours after arrival or release at interchange station, all cars which it properly may interchange in accordance with the provisions of Section (A) of this rule, subject to the following exceptions (2) to (4) inclusive:

- (a) Cars covered by an embargo;
- (3) Cars covered by written or telegraphic notice given by the intended receiving line stating that it is unable to receive.
- (4) Cars which cannot be placed physically upon the designated interchange track.

(C) When interchange required by Section (B), Paragraph (1) of the rule cannot be accomplished, the provisions of Per Diem Rule 15 will apply.

INTERPRETATIONS

Question: After a car has been accepted by the inspector of the receiving road, is the delivering road relieved from responsibility for damage to car and contents?

Answer: Yes. (June 20, 1924.)

Question: Where a car has been accepted by the inspector of the receiving road, but is not accompanied or preceded by proper data for forwarding and to insure delivery, is the receiving road relieved from responsibility for damage to the car and contents?

Answer: No; but the rule gives the right to receiving road to refuse to accept in interchange cars which are not accompanied or preceded by proper data for forwarding and to insure delivery, and when such cars are not accepted in interchange they are still in the possession of the delivering road. (June 20, 1924.)

③When a loaded freight car containing a shipment destined to a non-agency station (a station at which there is no freight agent), billed collect or insufficiently prepaid, is offered in interchange, it shall be accepted from the connecting carrier and forwarded to destination. (January 25, 1926.)

④Note: Rules of the A. A. R. Accounting Division make provision for the adjustment of freight charges between the originating and the delivering carrier.

RULE 8

The placing of advertisements or banners of any kind upon any freight or passenger car or locomotive (including permanent stakes which are a part of open-top cars), is prohibited except:

(a) Advertisements or banners may be placed thereon for photographic purposes only, while such equipment is at rest on private tracks, or on service tracks of the railroad and when so placed must be removed prior to movement of the equipment, the placement and removal to be by and at the expense of the shipper or consignee.

(b) Advertisements may be painted upon passenger equipment used in special train movements, the expense of painting and removal to be borne by the user.

This does not prohibit the placing of advertisements or banners on the lading or attaching them to temporary stakes used to secure the lading on open-top cars.

Note: See Mechanical Division Interchange Rule 86.

RULE 9

When private tank cars are unloaded, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading, prior to the time the car is made empty, to either hold or forward the car, the agent is authorized to forward the empty car to the origin point via the reverse of the loaded route. Shipping instructions must show name of commodity last loaded in car. The agent will bill^① each car to final destination showing name of the consignee and full route including junction and name of commodity last loaded in car, using standard form of revenue waybill. The word "consignee" in this connection signifies the party to whom the empty tank car is forwarded.

①The word "bill" in this connection covers non-revenue billing which must be on the standard form of waybill.

RULE 10

Unless otherwise agreed, the cost of transferring or rearranging the lading of freight cars shall be assumed as follows: (See Mechanical Division Interchange Rules 2, 107-A and 107-B.)

1. **BY THE DELIVERING ROAD**—When transfer or rearrangement of load at junction point is due to:

- (a) Defective equipment that is not safe to run according to the Interchange Rules of the Mechanical Division, except where the repairs can be made under load as per Mechanical Division Interchange Rule 2.
- (b) Contents improperly loaded (not complying with the Rules Governing the Loading of Commodities on Open Top Cars or General Rules 1 to 6 inclusive of Operating-Transportation Division Circular No. 42-D, covering Loading of Carload Shipments of Commodities in Closed Cars, or the Interstate Commerce Commission regulations for the Transportation of Explosives and Other Dangerous Articles by Freight and by Express), even though the load may have originally conformed to such rules, except as provided in Paragraph 2 (a).

Note: It is not intended that closed cars be opened at junction point for interior inspection of loads unless the car shows exterior evidence of distress apparently due to lading conditions, or unless there is reason to believe that car had not been loaded in accordance with the above rules.

- (c) Delivering road not desiring its equipment to go beyond junction point.

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 10—Continued.

2. **BY THE ROAD ON WHICH CAR WAS LOADED—**(Originating roadhaul carrier)—When transfer or rearrangement of load at junction or intermediate point is due to:
- Load exceeding the stenciled load limit of car, or
 - Gross weight of car and lading in excess of the published weight restrictions indicated in the current issue of the RAILWAY LINE CLEARANCES publication, or
 - Overloaded under the provisions of the A. A. R. Loading Rules, except when lading becomes a concentrated overload due to shifting of lading enroute.
- (b) Dimensions of load of open top cars being in excess of the published clearances of any of the roads indicated in the routing, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (c) Closed car having an inside length of over 50 ft. 6 in. which will not pass published clearances of any of the roads covered by the routing, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (d) Car which cannot pass the approved third rail clearances of the Association of American Railroads, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (e) Cars which cannot be handled to destination on account of exceeding the approved limited clearances of the Association of American Railroads shown in the current issue of the publication RAILWAY LINE CLEARANCE—(See Outline Diagram of Approved Limited Clearances of A. A. R. appearing on other page.)
- Note: Existing cars with door fixtures, handholds, etc., projecting beyond 10 feet 8 inches extreme width, but not beyond 10 feet 10 inches, will be considered as meeting the requirement of Paragraph (e).
- (f) Cars loaded in violation of Car Service Rule 4.

Note: The term "Originating road haul carrier" is interpreted as the road which originates the billing and participates in the road haul revenue.

3. **BY THE RECEIVING ROAD—**When transfer or rearrangement of load at junction or intermediate point is due to:
- Cars which are properly loaded in accordance with provisions of Section 2.
Note: Unless otherwise agreed, when receiving road refuses to accept car requiring transfer or adjustment of load, the delivering road may effect transfer or adjustment of load and render bill against receiving road.
 - Cars which cannot be moved through on account of any other disability of receiving line.
 - Receiving road desiring to transfer to save cost of mileage or per diem.

Note 1: Charges for actual labor and material, also for use of wrecking outfit, hoist, derrick, travelling crane or similar facilities used in the transfer or adjustment of lading under this Rule, shall be as provided for in Mechanical Division Interchange Rules 107-A and 107-B.

Note 2: Bills for work performed under this Rule may be declined if not rendered within one year from the date work is completed.

RULE 11

- Unless otherwise agreed, when carload freight is delivered in interchange without evidence of proper weight shown on billing, any participating road haul carrier may weigh the car, and the originating road haul carrier shall pay it \$13.00 per car weighed, except as provided in Paragraph (C), and except that bills under this Rule must be presented within one year from the date of waybill originating movement of car weighed.
- The point at which loading is completed will be considered as the point of origin of a stop-off car. (Rule 51 of Consolidated Freight Classification No. 16, vacated September 22, 1950, after which the provision of individual tariffs apply.)
- The first road haul carrier is responsible for proper weighing of carload freight originating on railroads less than 100 miles in length without scale facilities, and for showing evidence of proper weight on the waybill. This Paragraph does not apply to railroads less than 100 miles in length which had track scale facilities as of April 1, 1946, unless otherwise agreed as provided in Paragraph (A).
- As evidence of proper weight, notation shall be made on waybill (also on non-revenue car movement waybill if used) in accordance with the A. A. R. Accounting Division Freight Mandatory Rules No. 25, 26, 27 and 33, or as amended; except the penalty charge provided for in Car Service Rule 11 will not be applicable to shipments mov-

ing on waybills carrying in "Weighed" block (or on non-revenue car movement waybill if used) endorsement—"Do Not Weigh-Destination Agreement Weights" or "Do Not Weigh-Destination Weights Apply."

- (E) The charge prescribed in this rule is not intended to cover the cost of weighing, but is a penalty for failure to comply with applicable Mandatory Rules of the A. A. R. Accounting Division.

(F) The following Definitions will govern in the application of this Rule:—

- Originating Road Haul Carrier—(a) A road other than terminal switching road on which a carload is loaded.

(b) "Carrier Road"

as defined in the Code of Switching Reclaim Rules.

- Terminal Switching Road—The same as published in the Code of Switching Reclaim Rules.

- Switching Charge—A Switching Charge is a charge assessed on a ton or a car basis for handling a car in switching service. (This is in accord with Per Diem Rule 5, Interpretation (a).)

- Grain—All commodities listed under the Caption GRAIN in Consolidated Freight Classification No. 20 or in Uniform Freight Classification No. 2, Supplements thereto, or reissues thereof.

Note: Rule 11 does not apply to cars loaded with livestock, grain, soy beans, or perishables under refrigeration.

RULE 12

Cars containing refuse may be rejected by the receiving road when offered in interchange as empty cars.

RULE 13

When trains of one railroad use the tracks of another in avoiding washouts or other obstructions, unless other arrangements exist between the roads concerned, the detour shall be made under the terms of the Detour Agreement approved by the Association, which terms are made part of this rule. (See Note)

The road for which the train is detoured shall pay the regular per diem (or mileage), to the owners of the cars in the train, including the road owning the track, if any of its cars shall be in the detoured train. All mileage charges shall be at actual distance over the route used.

Note: When such an agreement is entered into, it should be executed on behalf of each company party thereto by an executive officer thereof.

RULE 14

- (A) Box cars classed as suitable for grain loading or better, or refrigerator cars, must not be loaded with any of the contaminating commodities listed below. If so loaded and it becomes necessary to renew floors, lining, or sheathing (including associated parts), or portions thereof, in order to restore car to previous loading classification because of contamination due to such loading, the cost of the repairs, notwithstanding any other provisions of these rules, shall be assumed by the road (either switching or roadhaul) responsible for furnishing the car for such loading.

1. Animal Products:

(a) Hides, Pelts, or Skins.

(b) Glue Stock.

(c) Manure, or Fertilizing Compounds with Contaminating Odor.

(d) Meat Refuse, Offal, Tankage, or Waste from Slaughtered Animals.

(e) Bones, or Horns with Contaminating Odor.

(f) Dried Blood.

(g) Tallow.

2. Copra.

3. Fish Scrap or Fish Meal.

4. Shell Fish in Bulk.

5. Shells (clam, mussel, or oyster) in raw state with contaminating odor.

6. Asphalt (Asphaltum) Natural, or Asphalt Compounds, by-products or Petroleum.

7. Creosote, or Creosoted Materials.

8. Lamp Black, Carbon Black (all types), Graphite (Black Lead), or Plumbago.

9. Poisonous Chemicals or Compounds in containers or bulk.

- (B) The following commodities must not be loaded in foreign box cars classed as suitable for grain loading or better, or refrigerator cars, except that such cars of any road participating in the haul may be used when such usage is authorized by the owner.

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 14—Continued.

1. Battery parts such as cylinders, frames, or plates, burned out or scrap.
2. Charcoal, in bulk or cloth bags.
3. Coal, coke, lignite or briquettes.
4. Containers, empty, such as barrels, cans, drums or pails when previous use was for acids, asphalt, chemicals, creosote, grease, oils, tar, tankage and similar contaminating commodities, unless properly cleaned inside and outside to prevent contamination.
5. Cotton or other seeds, hulls, fibre or shavings, when oily or dyed, in bulk or in containers which would result in contamination.
6. Glass, crushed, ground or powdered, in containers or in bulk.
7. Graphite in containers, which would result in contamination.
8. Greasy or oily products in bulk or in containers which would result in contamination, such as:
 - (a) Metal borings and turnings.
 - (b) Bearings.
 - (c) Chains.
 - (d) Electrical apparatus.
 - (e) Iron or steel bars, plates or shapes.
 - (f) Machine parts.
 - (g) Machinery.
 - (h) Pipe and pipe fittings.
 - (i) Scrap.
 - (j) Tin plate (oiled).
 - (k) Vehicle parts, including farm implements and tractors.
9. Insecticides, fungicides, insect repellents, vermin exterminators, poisonous, in containers or bulk.
10. Peat, or peat moss in bulk.
11. Tar and tar products in barrels, and tar refuse.
12. Acids
13. Grease.
14. Molasses.
15. Oils.
16. Petroleum or petroleum products, including compounded oils or greases having a petroleum base.

RULE 15

- (1) Carriers shall record all requests for cars for loading, which shall include the following information if available:
- (a) Date and time.
 - (b) Name of party.
 - (c) Name of person receiving request.
 - (d) Kind and size of cars wanted.
 - (e) Number of cars wanted.
 - (f) Date wanted (See Note 1 below).
 - (g) Commodity to be loaded.
 - (h) Destination and route.

Note 1—If order covers more than one date it must state number of cars wanted separately for each day.

- (2) Request for cars shall be accepted only by the road on which the car is to be loaded.
- (3) On cars originating in switching service, the road performing the switching service shall, if cars of suitable ownership under these rules are immediately available, furnish cars for loading for road-haul via another carrier. If such cars are not immediately available, the switching carrier shall immediately order suitable cars from the designated road-haul carrier in the manner required by paragraph (1). Cars ordered by switching carriers from road-haul carriers for return loading in road-haul service will be furnished by road-haul carriers in the same manner and to the same extent as cars ordered by industries directly served by it.
- (4) Switching carriers are obligated to furnish or arrange for cars required for loading to destinations within the same switching limits.

RULE 16

- (A) When, after the effective date of these rules, specific cars covered by CSD 145 and 435 series are assigned to a shipper for his exclusive use, such assignment shall be made subject to the following conditions:

1. Shipper must request in writing of originating road-haul carrier(s) assignment at least ten (10) days before their intended use of a specific number of cars. If originating carrier(s) agrees to such assignment but desires other road-haul carriers to participate in assignment, it will advise shipper accordingly and will make request on such other carriers. A road-haul carrier may assign cars but must have the concurrence of the originating carrier which may or may not be a switching carrier.

2. Pools of assigned cars including cars of ownership other than the originating road-haul carriers may be expanded only upon the acceptance by the originating road-haul carriers.
 3. When cars are assigned in accordance with this Rule, they shall remain and be treated as assigned cars until the shipper or owning railroad notifies the other and the originating road-haul carrier(s) in writing at least ten (10) days in advance that such assignment is modified or canceled.
- (B) Assigned cars shall not be held empty enroute to loading point, except as follows:
- (a) Upon written instructions of assignee.
 - (b) When assignee cannot immediately accept on arrival at loading point and cars cannot reasonably be held on other tracks at loading points.
 - (c) For necessary repairs (not cleaning).
- (C) The present and future assignment by a carrier of specific cars for the exclusive use of a shipper at a particular point shall be reported by such carrier to the Operating-Transportation Division of the Association of American Railroads by car initial, number, car type code and specific assignment. Each carrier assigning such cars shall advise the Operating-Transportation Division of the Association of American Railroads of any change in assignment not later than the last working day of the month in which change occurred. The Operating-Transportation Division of the Association of American Railroads will maintain a current record of cars assigned, and distribute such information to car owners assigning cars to a specific shipper at each location as well as to the roads originating traffic from such assignment, including originating switching line serving the shipper involved. The foregoing provisions of this paragraph shall not apply when all cars assigned to the exclusive use of a shipper at a particular point are system cars of a single road-haul carrier serving the shipper at such point.
- (D) Assigned cars are exempt from Car Service Rules 1 and 2 at initial loading stations.

RULE 17

Loaded cars will not be held at any point between origin and destination, with due regard for efficient railroad operating practices, except as follows:

- (a) To perform any service specifically authorized by applicable tariffs.
- (b) To make necessary repairs to cars, including adjustment of lading.
- (c) To obtain necessary authority for movement of car, or to obtain authority for transfer or rearrangement of lading, when loaded to dimensions or weights in excess of those published in RAILWAY LINE CLEARANCES.
- (d) When consignee is unable to accept immediately upon arrival and car cannot reasonably be held at destination.
- (e) Cars loaded in violation of an embargo.
- (f) When normal route of movement is blocked because of accident, high water, damage to track or other disability of this railroad.

RULE 18

1. Each railroad will undertake to:

(A) Placing of Cars:

- (1) Use reasonable diligence to place loaded cars promptly following arrival at destination.

(B) Removal of Cars:

- (1) Carriers shall use reasonable diligence to promptly remove empty cars from point of unloading or interchange tracks of industrial plants following unloading or release by consignee or shipper, unless such empty cars are ordered or appropriated by the shipper with approval of carrier for reloading.
- (2) Carriers shall use reasonable diligence to:
 - (a) Promptly remove outbound loaded freight cars from point of loading or interchange tracks of industrial plants following acceptance by carrier of shipping instructions; and
 - (b) Thereafter promptly forward such cars in line-haul service.
- (3) Cars subject to Paragraphs (B) (1) and (B) (2) which are not in fact made accessible to the carrier because of the actions of the consignee or consignor, shall be deemed not to have been released until such cars are in fact made accessible to the carrier.

2. Each railroad will, with due regard for efficient railroad operating practices, hold no more cars for prospective loading at any time for any industry which it serves, than those needed to protect current requirements.

CODE OF PER DIEM RULES-FREIGHT

(Effective January 1, 1968, except as noted.)

GOVERNING SETTLEMENT FOR THE USE OF RAILROAD OWNED FREIGHT CARS BETWEEN ALL COMMON CARRIER RAILROADS, EXCEPT AS PROVIDED FOR IN APPENDIX "B"

RULE 1

(a) The rates for use of freight cars, except as provided in paragraph (b) of this rule, shall be:

Original Cost Per Car Depreciated	Per Diem Group	Per Diem Rate
\$ 1,000 and less	1	\$ 2.16 per car per day
1,000.01 to \$ 5,000.00	2	2.79 " " " "
5,000.01 to 10,000.00	3	3.58 " " " "
10,000.01 to 15,000.00	4	4.50 " " " "
15,000.01 to 20,000.00	5	6.15 " " " "
20,000.01 to 25,000.00	6	7.11 " " " "
25,000.01 to 30,000.00	7	9.00 " " " "
30,000.01 to 35,000.00	8	10.18 " " " "
35,000.01 and Over	9	12.18 " " " "

which shall be paid for every calendar day and shall be known as the per diem rates, except that when per diem is not reported to car owner and at the correct rate within four (4) months and ten (10) days from the last day of the month in which it is earned, the rates shall be increased twenty-five (25) cents (**) per car per day for each six month period or fraction thereof that report of such per diem at the correct rate is thereafter withheld, provided that the aggregate increase in the rates shall not exceed \$1.00 per car per day.

**The twenty-five (25) cent penalty is effective for per diem earned beginning with the month December, 1968; fifteen (15) cents applied to per diem earned November, 1968 and previous months.

(b)(1) Effective April 1, 1965, the rates for the use in the Republic of Mexico of freight cars owned by United States and Canadian railroads shall be as shown below, United States currency, the amount added to the rates provided in Rule 1 (a) are to cover taxes on such per diem earnings payable to the Mexican Government, by or for account of the respective car owners.

Original Cost Per Car Depreciated	Per Diem Group	Per Diem Rates for Use in Republic of Mexico of Freight Cars Owned by U. S. and Canadian Railroads
\$ 1,000 and less	1	\$ 2.48 per car per day
1,000.01 to \$ 5,000.00	2	3.21 " " " "
5,000.01 to 10,000.00	3	4.11 " " " "
10,000.01 to 15,000.00	4	5.17 " " " "
15,000.01 to 20,000.00	5	7.07 " " " "
20,000.01 to 25,000.00	6	8.17 " " " "
25,000.01 to 30,000.00	7	10.34 " " " "
30,000.01 to 35,000.00	8	11.70 " " " "
35,000.01 and Over	9	14.00 " " " "

(b)(2) Effective April 1, 1965, the rates for the use in the United States of freight cars owned by Mexican railroads which are "Non-Resident Foreign Corporations" under the United States revenue laws, shall be as shown below, United States currency:

Original Cost Per Car Depreciated	Per Diem Group	Per Diem Rates for Use in the United States of Freight Cars Owned by Mexican railroads which are "Non-Resident Foreign Corporations"
\$ 1,000 and less	1	\$ 3.09 per car per day
1,000.01 to \$ 5,000.00	2	3.99 " " " "
5,000.01 to 10,000.00	3	5.11 " " " "
10,000.01 to 15,000.00	4	6.43 " " " "
15,000.01 to 20,000.00	5	8.79 " " " "
20,000.01 to 25,000.00	6	10.16 " " " "
25,000.01 to 30,000.00	7	12.86 " " " "
30,000.01 to 35,000.00	8	14.54 " " " "
35,000.01 and Over	9	17.40 " " " "

The amounts added to rates shown in Rule 1 (a) are to cover income taxes on such per diem earnings payable to the United States Government by or for account of the respective car owners.

Effective January 1, 1964, the rate for the use in the United States of freight cars that are not shown in the Master List and supplements thereto, owned by Mexican railroads which are "Non-Resident Foreign Corporations" under the United States revenue laws, shall be \$4.11 per car per day, \$1.23 of which will cover income taxes on such per diem earnings payable to the United States Government, by or for account of the respective car owners.

In the application of this paragraph, Mexican roads are classified as follows:

(a) Domestic (U. S.) Corporations:

- Inter-California Ry.
- Nacozari R. R.
- San Diego & Arizona Eastern Ry. Co.

(b) Non-Resident Foreign Corporations:

- F. C. de Chihuahua al Pacifico, S. A. (Chihuahua Pacific Ry.)
- F. C. Mexicano del Pacifico, S. A. (Mexican Pacific Railroad Co., Inc.)
- F. C. Nacionales de Mexico, including Interoceanic Rys. of Mexico
- F. C. Mexicano (Mexican Railway)
- F. C. Nacional de Tehuantepec (Tehuantepec National Ry.)
- Mexican Southern
- F. C. Occidental de Mexico, S. A. (Western Railways of Mexico)
- F. C. del Pacifico, S. A. de C. V. (Pacific Railroad)
- F. C. Sonora Baja California (Sonora Baja California)
- F. C. del Sureste (Sureste Railway)

(c) Individual per diem cars shall be assigned to their appropriate per diem groups shown in paragraphs (a) and (b) (1) and (2) by means of a Master List of such cars and supplements thereto issued as circulars in the "ML" series by the Operating-Transportation Division, such assignment to be effective during the month in which per diem is earned. A railroad listing its per diem cars in the Master List and supplements thereto must list all of its per diem cars used in interchange or commercial service. The per diem rates shown in paragraphs (a) and (b) (1) and (2) will apply only to such cars as are so assigned by the Master List and supplements thereto. Errors, omissions and incorrect listing shall be corrected by advice to the Operating-Transportation Division. Corrections that result in a retroactive change in the per diem value rate grouping of a car shall be adjusted to the effective date of change by car owner without penalty provided claim is presented in accordance with Per Diem Rule 11, Section 2, paragraph (a).

(d) A railroad may place its refrigerator cars of class "R" Mechanical Designations, LRC cars and tank cars upon a mileage (instead of per diem) basis at the rates provided in Per Diem Rule 18 upon notice to the Secretary, Operating-Transportation Division. The Secretary will advise all interested carriers accordingly, stating the effective date, which shall be the first day of the second month following the date of notice to the Secretary. When a railroad exercises the above option, it must place all of its refrigerator, or LRC or tank cars on a mileage basis, and such arrangement must remain in effect at least one year and thereafter may be cancelled on the first day of the second month following the date of notice to the Secretary.

(See Note 1 and Note 2 for the list of railroads which have placed cars on mileage basis under this Rule.)

RULE 1A

The per diem rates applicable to railroad freight cars interchanged by a subscriber with a common carrier by water for the days such cars are in possession of the water carrier and until such cars are again interchanged to a subscriber shall be the rate prescribed by RULE 1, subject to the free and unrestrained right of independent action accorded subscribers by Section XII of the Modified Section 5a Agreement dated February 1, 1958, or such rate as may from time to time be lawfully prescribed by the Interstate Commerce Commission.

RULE 1B

A subscriber interchanging railroad freight cars with a common carrier by water shall pay the per diem for the days such cars are in the possession of the water carrier and until such cars are again interchanged to a subscriber.

Note: 1—The following roads have placed their refrigerator cars on a mileage basis under the provisions of this rule at rates prescribed by Per Diem Rule 18:

Railroad	Date Effective
Atchison, Topeka and Santa Fe	August 31, 1920
Bangor and Aroostook	September 1, 1950
Northern Pacific	January 1, 1924
Sacramento Northern	December 1, 1961
St. Louis Southwestern	January 1, 1966
Southern Pacific	December 1, 1965
Tidewater Southern	December 1, 1957
Western Pacific	July 1, 1956

(change)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

Note 2:—The following roads have placed tank cars of their ownership on a mileage basis under the provisions of this rule at rates prescribed by Per Diem Rule 18.

Railroads electing to place their tank cars on a mileage basis must submit valuation information to the Operating-Transportation Division, A.A.R., for assignment of mileage rate groups and publication of cars in the "Freight Car Mileage Master List."

Railroad	Date Effective
Atlanta and West Point R. R.	November 1, 1964
Cape Fear Railways, Inc.	July 1, 1965
Georgia R. R.	November 1, 1964
Georgia & Florida R. R.	January 1, 1951
Laurinburg and Southern R. R.	August 1, 1962
Roscoe, Snyder & Pacific Ry.	September 1, 1959
St. Louis-San Francisco Ry.	September 1, 1963
Seaboard Coast Line R. R.	January 1, 1951
Southern Ry. System.	December 1, 1964

INTERPRETATIONS.

1 (c) Question:—Per diem is reported in error to the wrong road, and is not reported to the road owning the car in question within four (4) months and ten (10) days from the last day of the month in which the per diem is earned. Does the penalty rate apply in this case?

Answer:—Yes.

1 (d) Question:—Under Per Diem Rules 1 and 11 does the penalty rate apply in the case of per diem earned during the month of January which is reported in the Per Diem Report for April when the April report is dated to indicate it was rendered in accordance with Per Diem Rule 11, but which was actually mailed by the reporting road after the 10th day of the second month allowed by Per Diem Rule 11?

Answer:—Yes.

RULE 2

Days shall be reckoned by subtracting the date of receipt from the date of delivery. The day of receipt shall be disregarded, and payment made for day of delivery.

A road receiving and delivering a car on the same date shall not pay the per diem for that day.

Records of receipt and delivery under this rule shall be those obtained from the reports provided for in Rule 9.

RULE 3

Freight cars must be handled as prescribed by Rules 1 to 6, inclusive, of the Code of Car Service Rules of the Association of American Railroads.

RULE 4

Each railroad, including ferry lines, shall be responsible to the car owner for amounts accruing for the use of a car at the applicable per diem rate as prescribed by Rule 1, whether such car is in road or switching service.

INTERPRETATIONS.

4 (a) Question:—Should new or newly acquired cars enroute to owner empty, under revenue billing be exempt from per diem?

Answer:—Yes.

4 (c) Question:—Must per diem be paid by a road for the "use" of a car, when it is out of repair, unfit for service, or lying idle?

Answer:—Yes, except as provided in Rules 7 and 8.

4 (d) Question:—When foreign railroad freight cars are used in the service of circuses or carnival companies, should the roads over which they moved make settlement with car owners in accordance with Per Diem Rules?

Answer:—Yes.

RULE 5 (2)

(a) An amount (2) for each car in switching service, including a trap or ferry car, may be reclaimed by each individual switching road from the road for which the service was performed. In determining the amount, an average number of days shall be used, not to exceed five (5) for cars handled in Terminal Switching Service, including trap or ferry cars, except as otherwise provided in paragraph (b), actually required in such switching service to be determined annually, or at such other periods as may be agreed upon by the roads interested, by an examination of the records (2) of each individual switching road, by the roads interested, for each local territory, except that roads in any local territory shall agree, on the request of the majority of the interested roads to the settlement of terminal switching reclaims on the basis of actual time involved in handling of cars during the month for which the reclaim is made, subject to a maximum of (8) days on any one car, the reclaim on pick-up and diverted cars shall be determined by a plan to be agreed upon by the interested roads, and the total reclaim for any month shall not exceed an average of five (5) days per car.

(a) (1) When switching reclaims are based on actual time, the maximum on any one car and the maximum average of five (5) days per car shall be calculated separately for each level of per diem rate group.

(a) (2) When the mandatory provision for actual time reclaim calculation is exercised, it must remain in effect for a minimum of one year.

(b) An amount (2) equal to the actual per diem accruing on each car loaded with live stock handled in switching service (but not including cars loaded with emigrant movables or exhibition live stock, which are subject to Section (a) of this rule) may be reclaimed by each individual switching road from the road for which the service was performed, provided that such reclaim shall not exceed one (1) day on any one car.

(c) Except as provided in paragraph (d), an intermediate switching road may reclaim one (1) day's per diem only from the delivering road on any car on which per diem accrues while in intermediate switching service; however, a car handled in intermediate switching service which is delayed on the intermediate switching road over midnight of the date received on account of being held under Rule 15 is not subject to intermediate reclaim.

A terminal switching road delivering a car to an intermediate switching road for delivery to a carrier road shall pay the reclaim to the intermediate switching road and may reclaim such amount from the carrier road for which the service was performed.

(d) No reclaim shall be allowed for an inter-terminal switching movement.

(e) Unless otherwise unanimously agreed to by the interested roads, the Code of Switching Reclaim Rules of the Association of American Railroads shall govern in determining switching reclaim allowances.

(2)NOTE.—The word "amount" as used in this rule shall be the product of (1) average time established as an arbitrary, or actual time, subject to maximums provided in this Rule, and (2) the average of the Per Diem rates determined from cars actually handled in switching service during a previous period, to be determined by interested roads, except that by mutual agreement, the actual per diem rate on each car handled in switching service may be used.

(2)NOTE.—When checks for the purpose of establishing or revising arbitrations under the provisions of Per Diem Rule 5 involve roads for which no switching is performed or when checks are made under the supervision of the Association of American Railroads, the cost will be prorated among the interested lines on the basis of the number of cars handled in terminal switching service for each line during the year covered by the check, unless otherwise unanimously agreed.

When checks are made to establish arbitrations on cars handled in intermediate switching service, the cost will be prorated among the interested lines on the basis of the number of cars handled in that service for each line.

When checks are made covering cars handled in both terminal and intermediate switching service to establish arbitrations, the expense will be separately prorated among the interested lines on the basis of the number of cars handled for each line in each class of service.

When checks for the purpose of establishing or revising arbitrations under the provision of Per Diem Rule 5 are requested, the arbitrary so established or revised shall become effective on the first day of the month following such request. When a check is initiated by the Association of American Railroads, the arbitrary so established or revised shall become effective on the first day of the month following completion of the check.

(2)NOTE.—The examination of records, to determine switching reclaim allowances applicable between short line railroads less than one hundred miles in length, and connecting carriers, shall be supervised by the General Committee, Operating-Transportation Division, Association of American Railroads, and that Committee may initiate these examinations.

INTERPRETATIONS.

5 (a) Question:—Does Rule 5 apply when switching charge is assessed on a ton instead of a car basis?

Answer:—Yes.

5 (g) Question:—Carrier road "A" delivers a loaded car to road "B" to be switched by the latter to industry on its line for unloading. Before the car is unloaded and without changing the load in any manner, it is ordered to road "C" where it is unloaded at an industry located on road "C" within the same switching limits. Road "B" receives two switching charges for handling the car, and road "C" also receives a switching charge. Is road "B" entitled to a reclaim from road "A" in view of the fact that the car was not unloaded? If not, is road "C" entitled to reclaim from road "A"?

Answer:—Road "B" is entitled to reclaim from road "A." The movement from road "B" to road "C" comes within the definition of inter-terminal switching service and no reclaim should be allowed.

5 (h) Question:—Carrier road "A" delivers a loaded car to road "B" for switching movement to consignee. Consignee refuses car on account of quality and car is returned to road "A" to await disposition. Shipper orders car to an industry on road "C" within same switching limits, at which point it is unloaded. Is this an intermediate switch and reclaim due road "C," or should road "B" collect reclaim?

Answer:—Road "B" is entitled to reclaim from road "A" for the original inbound movement. The return movement from road "B" to "A" to "C" was inter-terminal switching and no reclaim should be allowed.

(change)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 5—Continued.

5 (i) Question:—Carrier road "A" delivers a loaded car to road "B" for switch movement to consignee. After car is placed for unloading, carrier road "A" instructs road "B" to re-card car to a point beyond the switching limits via road "C." Is road "B" entitled to a reclaim from road "A" on the inbound movement and another reclaim from road "C" for the outbound movement?

Answer:—Yes.

5 (j) Question 1:—If a check of the records to establish the reclaim allowance under Rule 5 has not been made within a period of one year and one of the interested roads makes a request for such check, is it the intention of the rule that the check shall be made?

Answer:—Unless there is an agreement to the contrary, a road may demand a check of the records to determine the arbitrary reclaim under Per Diem Rule 5 when such check has not been made within a period of one year, and the other roads interested at that point are obligated under the rule to participate in such check. The rules provide that the reclaim made by each switching road shall be based on the average time required by such switching road to switch cars for all roads considered as a whole.

Question 2:—If one or more of the roads involved does not agree to join in such check, what action is necessary to secure compliance with the rule?

Answer:—(a) If a road performing switching service does not agree to have its records checked, the road making the request may give notice that it will not pay reclaims accruing after the date of such notice. The switching road will have no right to present further reclaims until a check has been made in accordance with the Code of Switching Reclaim Rules and the revised reclaim allowance established, which shall then apply to reclaims presented in accordance with Rule 13 (a).

(b) If a carrier road does not agree to join in a check to establish a revised reclaim allowance, the switching road may give notice that it will check its records in accordance with the Code of Switching Reclaim Rules and thereby establish its revised reclaim allowance. After the date of such notice, the switching road will have the right to present reclaims in accordance with Rule 13 (a) at such established reclaim allowance.

5 (k) Question:—Is the intermediate switching road entitled to reclaim when the car is not handled on a switching charge?

Answer:—Reclaim may be made on any car, loaded or empty, on which per diem accrues while in intermediate switching service, except on cars handled under Car Service Rule 5, cars on which the intermediate switching road participates in the freight rate and cars in inter-terminal switching movement.

5 (l) Question:—When is an empty car, moving over an intermediate switching road considered as in inter-terminal switching service?

Answer:—An empty car is considered in inter-terminal switching service—

(a) When, after having been received loaded in inter-terminal switching service, and without having been diverted to other service, it is returned to intermediate road for movement to the originating road, to the owner, or to another road under proper authority.

(b) When furnished and used for loading in inter-terminal switching service.

5 (m) Question:—A car moving into a junction point over Road "A" is delivered to Road "B" for handling in terminal switching service in connection with stop or milling-in-transit tariff authority. Road "B" not participating in the freight rate, and the shipment is subsequently delivered by Road "B" to Road "C" for outbound road movement. Should Road "A" pay to the terminal switching road the unloading reclaim and Road "C" pay to the terminal switching road the loading reclaim?

Answer:—Yes, regardless of subsequent adjustments or switching charges.

5 (n) Question:—When a car stopped in transit under tariff authority is delivered to a switching road to partly unload or to complete loading, the switching road being allowed two terminal switching charges, i. e., one for the inbound and one for the outbound movement, is the terminal switching road entitled to two terminal switch reclaims?

Answer:—Yes.

5 (o) Question:—When a road, which participates in the freight rate, is allowed under tariff authority a terminal switching charge on a car handled in connection with stop or milling-in-transit service, is such road entitled to terminal switching reclaim?

Answer:—Yes, regardless of subsequent adjustments or switching charges.

5 (p) In considering the application of Rule 22 on cars that are handled by a switching carrier in a situation where the switching carrier is holding cars in a pool and under conditions outlined in Rule 22, the reclaims under Rule 22 will include time from receipt by the switching carrier from a connecting line to date of placement minus one (1) day.

This time has no relation to the time included in the arbitrary reclaim presented under Rule 5 and will not be included in the detention time used in arriving at the Rule 5 arbitrary days.

When a check is made of a switching line for the purpose of establishing an arbitrary under Rule 5, time to be included in the check shall be all time minus the time that has been subject to reclaim under Rule 22 or special agreement reclaim.

RULE 6

NOTE.—Rule 6 applies only to cars interchanged within Canada, Cuba or Mexico.

In case a subscriber to the Car Service and Per Diem Agreement delivers a railroad owned freight car to a non-subscriber, it shall be responsible to the owner for the per diem accruing on the car while on such non-subscriber road. The owner will accept settlement for the use of the car only from the delivering subscriber.

INTERPRETATION.

6 (a) Question:—If a road is suspended or withdraws from the Car Service and Per Diem Agreement effective December 1st, is it responsible to the car owner for per diem accruing on and after December 1st on cars delivered to such road prior to December 1st?

Answer:—Yes, the delivering subscriber road is responsible only for per diem on cars delivered on and after the effective date of withdrawal or suspension.

RULE 7

(a) When a car has been reported to the owner as destroyed, or badly damaged, the per diem shall cease from the date of such report, provided depreciated valuation statement is requested under provisions of Mechanical Division Interchange Rules.

(b) If, on receipt from owner of depreciated valuation statement provided by Mechanical Division Interchange Rules, road reporting the car decides to repair or send it home for repairs, per diem shall be reinstated from date of original report.

(c) 1. If the car is settled for at its depreciated value, or if the car owner desires to have it repaired by the road reporting it, per diem shall cease from the date of original report to owner.

2. If the road reporting car, restores it to service at owner's request, per diem will begin on the day following date on which car is released to service, but not later than sixty (60) days from date road reporting car agrees to restore it to service.

3. If the road reporting car, sends it home for repairs at owner's request, per diem shall cease from date of original report to owner until car leaves road on which damaged, whether on own wheels or loaded on another car, but not later than sixty (60) days from date owner requested car sent home.

4. Per diem shall not be paid by an intermediate road on a car moving home loaded on another car or cars.

(d) If the road reporting car orders material from owner under Mechanical Division Interchange Rules, the provisions of Per Diem Rule 8 shall apply.

INTERPRETATIONS.

7 (b) Question:—Must report to owner, or damage to car, be made by the Mechanical Department?

Answer:—No, such reports may be made by any officer on behalf of the road on which the car was damaged, but same must be addressed to the party named in the car owner's instructions published in The Official Railway Equipment Register. Where the owner does not designate such a party the report should be addressed to the party in charge of the owner's car records.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 8

(a) When a car is detained awaiting receipt of repair material, which under Mechanical Division Interchange Rules must be obtained from the owner, the per diem shall cease from the day after material is ordered from the owner until the day after it is delivered to line of road or company ordering same, as evidenced by shipping receipt or waybill.

(b) 1. When car is reported to owner under Mechanical Division Interchange Rule 120, per diem shall cease from date of report, provided Inspection Certificate required by Mechanical Division Interchange Rule 120 is furnished.

2. If owner authorizes the repair of car, and no repair material is required from owner, per diem shall begin after repairs are completed, but in no case beyond sixty (60) days from the date authority is given.

3. If repair material must be obtained from the owner under Mechanical Division Interchange Rules, per diem shall begin after repairs are completed, but in no case beyond sixty (60) days from date authority is given, plus the number of days intervening between the date material is ordered and the date on which material is shipped as evidenced by shipping receipt or waybill.

(c) If the road, on which car was damaged, at owner's request, sends the car home for repairs, per diem shall cease from date of original report to owner until date car leaves reporting road, but not to exceed sixty (60) days from date owner requested car sent home, whether on own wheels or loaded on another car.

(d) Per diem shall not be paid by an intermediate road on a car moving home on another car or cars.

(e) 1. Under paragraphs (a) and (b), if more than one order for material is made, the first order only shall stop the per diem.

2. In case all or any part of the material is duplicated by owner on account of the original shipment becoming lost before delivery to the reporting road, per diem shall cease from the date of the original order until the date on which the duplicate shipment is made as evidenced by shipping receipt or waybill.

INTERPRETATIONS.

8 (a) Question:—Material is ordered from owner under Mechanical Division Interchange Rules, but, instead of shipping the material requested, owner authorizes the reporting road to substitute other material or to weld old parts. Should per diem cease from the date material was ordered until the date on which authority was given to substitute other material or to weld old parts?

Answer:—Yes.

RULE 9

(a) The Interchange Reports shall be made for each calendar day on the prescribed form B-2 (See Note 1) shown in Appendix D of these rules. They shall close as of midnight and shall include all cars delivered on the date for which made. Columns 2, 3, 4, 5 and 10 must be filled. For days on which no cars are interchanged the reports shall read "No Cars Interchanged" except when agreed that reports shall be made only for days on which cars are interchanged.

(b) Corrections to Interchange Reports shall be made on the prescribed form (Q-1) shown in Appendix E of these rules immediately upon the discovery of errors in reports which have already been forwarded to Car Service Officers; otherwise, corrections to be made on all copies of Interchange Reports before forwarding.

(c) Both Interchange and Correction Reports shall be made in quadruplicate by the use of carbon paper, two copies for each road involved, and shall be numbered consecutively for each connecting line, commencing with the first of each month; a separate series of numbers to be used for each form of report.

(d) Unless otherwise agreed, the report shall be signed by the proper representative of the delivering road and certified to by the proper representative of the receiving road after checking. The original with one copy shall be returned to the road making the report.

(e) Car Service Rule 7 governs the delivery of cars. The date and time of delivery of cars upon interchange tracks of connecting line shall, prima facie, be the date and time given by the delivering road. In cases where there are different standards of time at a junction, the time of the more easterly reckoning shall govern.

NOTE 1.—Sequence of information and extreme dimensions of report must be maintained as shown on Form B-2. Number of lines may be varied to agree with mechanical preparation of report.

RULE 10

(a) The Junction Report, Form D-1, or Form D-2, shall be made for each day as promptly as possible after the receipt of the Interchange Report and shall be transmitted to car owners not later than the close of the second working day following receipt of Interchange Report.

(b) Junction Reports, Form D-1, will be printed on bond paper of pink color; the spaces to show the required information for each car (initials, car number, loaded or empty, kind, month, day, delivered by _____ railroad to _____ railroad at _____ station), separated by ruled lines for cut-up interchange slips and punched with perforations $\frac{3}{16}$ inch diameter.

(c) Standard Form D-1 Junction Reports must conform to the vertical and horizontal columnar dimensions shown in Appendix F of these rules.

(d) For mechanized preparation, Form D-1 may be a continuous form.

(e) Roads may agree to exchange Junction Reports on standard mechanized punch cards, Form D-2, printed on paper of red color, conforming to the fields shown by sample in Appendix F of these rules.

RULE 11**SECTION 1. INSTRUCTIONS FOR MAKING AND HANDLING REPORTS.**

(a) Per Diem reports shall be forwarded to car owners not later than the 10th day of the second month following that in which per diem accrued.

(b) A per diem report, Form G-1, separated for each rate group, shall be made on a form $8\frac{1}{2}$ in. by 11 in. with a minimum of $\frac{3}{4}$ inch binding space at the left hand side as shown in Appendix G. Report shall show the car number in full and number of days each car has been in possession of the road making report. A prefix shall not be considered a part of car number. A car earning no per diem need not be reported. The number of columns on Form G-1 may be varied to accommodate mechanical preparation.

(c) A Summary Report, Form H-1, shall be made on a form $8\frac{1}{2}$ in. by 11 in. with a minimum of $\frac{3}{4}$ inch binding space at the left hand side. The report shall show the per diem, reclaims and the total mileage earnings accruing on railroad-owned freight cars operated on a mileage basis and the total passenger equipment earnings as shown on sample report in Appendix H.

(d) Only one report shall be furnished for each month.

(e) Errors and omissions must be reported in a separate adjustment report, Form O-1, for a subsequent month. Such adjustment report shall be of the same size with the same binding space as that provided for the per diem report (Form G-1) and shall be prepared on canary colored paper as shown by Form O-1 in Appendix I. The number of cars reported on Form O-1 may be varied to accommodate mechanical preparation.

(f) The use of alternate numbers in reporting per diem does not constitute an error or omission providing one of the car numbers shown is the correct number, but each car that has earned per diem must be reported separately, either with or without an alternate number.

(g) Per diem allowed in error may be deducted in per diem reports forwarded within four (4) months and ten (10) days from the last day of the month for which the per diem was reported as having been earned, without requesting authority from car owner, but such deduction shall not be made after that period except by authority from the road to which the per diem is reported and claim therefor is presented in accordance with the provisions of this rule.

(h) Per diem reported and subsequently deducted in accordance with this rule, cancels such per diem and leaves the owner road in the same position as if the per diem had never been reported.

INTERPRETATION.

11 (1) (g) Question:—Under Paragraph (g) of Section 1 is a request for authority to deduct per diem reported as having been earned a valid claim when presented to car owner within eight (8) months from the last day of the month for which the per diem was reported?

Answer:—Yes, whether or not the overpayment is developed in an investigation of a claim or otherwise.

SECTION 2. INSTRUCTIONS FOR MAKING AND HANDLING CLAIMS.

(a) Claims covering errors, including incorrect rates, or omissions in per diem report shall be presented on either punch card Form N-3 or on manually prepared per diem claim Form N-2 as shown in Appendix J. Claim forms shall be presented after five (5) months and within eight (8) months from the last day of the month in which the per diem was earned, in compliance with the following:

(b) Claims shall not be presented until all amounts previously reported have been properly credited.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 11—Continued.

(c) Claims for per diem shortage must show the applicable per diem group; all records shown in a claim for shortage must be verified by claimant before presentation, and when claim is made against a direct connection, point of interchange must be shown.

NOTE—Reference to applicable per diem group, effective on claims for per diem earned beginning month of January 1964.

(d) If complete junction reports have not been received, claim should be filed against the road having apparently failed to furnish a report, and claimant should indicate that such information has not been received by inserting subsequent junction record.

(e) If complete junction reports have been received, claim should be filed against the road which apparently owes the per diem, as indicated by the claimant's record.

(f) A claim covering car ON HAND at beginning of month should show date of preceding junction or interchange movement instead of "OH". A claim covering car ON HAND at end of month shall show date of succeeding junction or interchange movement, and in the absence of latter, on line movement instead of "OH".

(g) A claim presented in accordance with this rule, including a claim presented to wrong road, may be continued after the period named even though the claim should eventually rest upon some road other than the one originally addressed, except that the privilege of continuance shall cease when claimant fails to return claim or present it to another road within a period of two (2) months from the last day of the month in which such claim is last received by claimant. The amount shown on original claim can be increased by the car owner if investigation develops that the per diem is due from a road other than the road to which the claim was originally addressed.

(h) Claims covering errors or omissions in reports of total mileage earnings of railroad owned freight cars shall be presented within two (2) years from the last day of the month in which the mileage was earned.

SECTION 3. INSTRUCTIONS TO ROAD RECEIVING CLAIMS.

(a) The road receiving a claim shall promptly adjust or handle as follows:

(b) Claims shall not be transmitted by the road which delivered the car to connecting road until the interchange record has been established and point of interchange shown.

(c) A road receiving a claim indicating a difference between its records and that quoted by claimant, or road from which claim is received, should verify its records by reference to interchange reports.

(d) If a comparison of the records shown in a claim with the verified records of the road receiving same indicates a difference between its record and the record of the road with which the car was interchanged, the claim shall be handled to a conclusion by them and a copy of each Transmittal Form N-4 as shown in Appendix E shall be forwarded to the claimant. In case of dispute in date of interchange, the receiving road will accept the delivering road's date or furnish proof to the contrary.

(e) If a comparison of the records shown in a claim with the verified record of the road receiving same indicates that it owes a part of the per diem and it is necessary to forward the claim to connecting line for further handling, the acknowledgment of the indebtedness and the month in which allowance will be made shall be shown on the Transmittal Form N-4 and copy sent to claimant.

(f) When a road claims no record of the car the responsibility for establishing the fact of delivery shall rest upon the delivering road.

(g) A road holding a claim at the expiration of two (2) years from the last day of the month in which per diem is claimed as having been earned must, within two (2) months, handle as provided in Paragraphs (a) to (f), inclusive, or allow the unadjusted per diem.

(h) A road receiving a claim after the expiration of two (2) years from the last day of the month in which per diem is claimed as having been earned must, within two (2) months from the last day of the month in which the claim is received, handle as provided in Paragraphs (a) to (f), inclusive, or allow the unadjusted per diem.

SECTION 4. ADJUSTMENT OF ERRORS DEVELOPED IN THE HANDLING OF CLAIMS.

(a) When per diem has been reported to other than car owner under incorrect initials or number or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall be responsible to car owner for per diem earned at the increased per diem rate in accordance with Rule 1, and shall have the privilege of continuing such claim for refund of per diem incorrectly paid irrespective of the amount shown on original claim, from the road to which it was incorrectly reported.

(b) When per diem has been reported to car owner on a car under incorrect initials or number (See Note), or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall have the right to transfer such allowance from the incorrect initials or number to the correct initials or number, or from the wrong month to the correct month, as an offset to the claim, with consequent adjustment of any over or under allowance, but will allow to the car owner the penalty rate accruing in accordance with Rule 1. Transfer of over allowance as an offset to a claim for under allowance shall not be made from or to more than one car. If in investigation of a claim for alleged shortage in per diem an over allowance is detected, the reporting road shall have the right to claim refund from car owner of per diem overpaid.

NOTE—If per diem has been allowed under incorrect number, resulting in allowance at incorrect rate, per diem or incorrect number shall be deducted at rate allowed and reallowed on correct number at correct rate.

Resulting penalty shall be allowed separately.

(c) If such transfer of per diem from one car number to another car number leaves car owner short per diem on the number from which the allowance was transferred, the car owner shall have the privilege of continuing claim under the car number from which the allowance was transferred.

SECTION 5. ADJUSTMENT OF ACCOUNTING ERRORS.

(a) Per diem deducted in error on a car on which per diem has not been earned or reported as having been earned can be restored without penalty. Penalty will not accrue on adjustments for correction of errors in addition of per diem on the per diem report or on transcription to summary report.

RULE 12

The settlement of amounts accruing for the use of cars shall be made monthly without regard to reclaims pending.

RULE 13

(a) Terminal and Intermediate Switching Reclaim Statements under Rule 5 shall be prepared separately and presented within three (3) months from the last day of the month in which the per diem accrued, except that supplementary reclaim statements covering errors and/or omissions shall be presented within six (6) months from the last day of the month in which the per diem accrued. Original and supplementary switching reclaim statements shall be allowed as presented within thirty (30) days after receipt.

The road paying a terminal or an intermediate switching reclaim may present a counter reclaim to cover errors or adjustments therein, provided it is presented within three (3) months from the last day of the month in which the reclaim on which counter reclaim is in order, was received. However, counter and supplementary reclaims in connection with adjustment of revenue affecting switching charges may be presented within three (3) months from the last day of the month in which final adjustment of charges is made, except counter reclaims will not be allowed in connection with adjustment of charges on stop or milling-in-transit service.

The privilege of continuance of the counter reclaim shall cease when either road interested fails to return it to the other road within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

NOTE—Under this rule an intermediate reclaim shall not be supplementary to an original terminal reclaim, nor a terminal reclaim supplementary to an original intermediate reclaim.

(b) Reclaim under Rule 14 shall be presented within six months from the last day of the month in which disposition of car is received by the holding road, except where demurrage adjustment is involved, in which case reclaim shall be presented within six (6) months from the last day of the month in which the demurrage is cancelled or refunded. The road receiving reclaim shall present exceptions to the claimant within four months from the last day of the month in which reclaim was received or allow the amount claimed in the next open Per Diem Report.

The privilege of continuance of reclaim thereafter shall cease when either road interested fails to return it to the other within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

(c) Reclaim under Rule 15 shall be presented within six months from the last day of the month in which cars were delivered by the holding road. The road receiving reclaim shall check and present exceptions to the claimant within four months from the last day of the month in which the reclaim was received and shall allow in the next open Per Diem Report the amount not covered by exceptions.

The privilege of continuance of reclaim thereafter shall cease when either road interested fails to return it to the other within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 13—Continued.

(d) Reclaim under Rule 12 shall be presented within 6 months from the last day of the month in which the per diem accrued (see Note), except that supplementary reclaims covering errors and/or omissions shall be presented within 9 months from the last day of the month per diem accrued. Original, supplementary and counter reclaims shall be allowed with or without deduction not later than the 10th day of the second month following month in which reclaim is received. Exceptions shall be presented to the claimant within 4 months from the last day of the month in which reclaim was received.

NOTE: In case per diem accrued in more than one month, the last calendar month will be considered as the month per diem accrued.

The privilege of continuance of reclaim thereafter shall cease when either road fails to return it to the other within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

(e) The provisions of paragraphs (a), (b), or (c) will not prevent the continuance of any reclaim after the period named if it has been previously opened when the reclaim eventually rests upon some road other than the one originally addressed, except that the reclaim shall be presented to such other road within two months from the last day of the month in which it was last received by claimant. Further handling shall be subject to the provisions of paragraphs (a), (b) and (c).

(f) Reclaims shall be made by the designated officer of the road which pays the per diem to the designated officer of the road from which the allowance is reclaimed, unless specifically agreed by the interested roads to permit the presentation and acceptance of such reclaims by local representatives.

INTERPRETATION.

13 (a) Question:—Does a blank or "nil" reclaim statement filed by a road with its connection constitute an original switching reclaim?

Answer:—No.

RULE 14

Unless otherwise agreed, reclaim for per diem or mileage on a car held by reason of a railroad error or shipper's cancellation of order shall be settled as follows:

Section 1. On a car held at any point enroute to a billed destination, or customs port. (Billed destination or customs port, means any point within the switching limits thereof.)

(a) When a freight car is held at any point enroute to billed destination or customs port by reason of a railroad error which prevents proper forwarding or proper tender or delivery, notice to secure disposition of car (See Section 9), shall be sent or given by the holding road prior to midnight of the second day after receipt of or arrival of car. Upon doing this, the holding road may reclaim against the erring road for an amount at the established per diem rate from receipt of car to and including receipt of proper data. The return of the car to the delivering road prior to midnight of the second day after receipt, instead of holding car and notifying the delivering road, constitutes notice under this rule. If holding road neglects to send or give notice prior to midnight of the second day after receipt of or arrival of car, it will be entitled to reclaim only from the date such notice is sent or given.

(b) If the holding road receives necessary data to enable it to dispose of the car before taking action prescribed in paragraph (a), it is entitled to the same reclaim as though such action had been taken on the date the necessary data is received.

(c) When a loaded car is held enroute on order received from another railroad, and such detention is due to railroad error, the holding road will be entitled to reclaim against the erring road, an amount equal to the established per diem rate from the date such car was received at the station where held to and including the date on which disposition is received by the holding road.

NOTE:—Cars moving contrary to existing embargoes are subject to reclaim against the road which made the initial error, whether billing, rebilling or reassigning carrier, regardless of wherever held provided proper notice is given.

Section 2. On a loaded car held at any point within the switching limits of billed destination or customs port.

(a) When a loaded freight car is held at any point within the switching limits of billed destination or customs port by reason of a railroad error which prevents proper tender or delivery, notice to secure disposition of car (See Section 9), must be sent or given by the holding road prior to midnight of the fifth day after receipt of or arrival of car. Upon doing this, the holding road may reclaim against the erring road for an amount at the established per diem rate from date such car was received at the station where held to and including the date on which disposition is received by the holding road.

(b) If holding road neglects to send or give notice as outlined in paragraph (a), but does send or give notice subsequent to midnight of the fifth day after receipt of or arrival of car, it will be allowed per diem for the first five (5) days, and in addition thereto, per diem for each day from date notice is sent or given to and including the date on which disposition is received.

(c) If the holding road receives necessary data for tender or delivery of car before taking action prescribed in paragraph (a) or (b), it is entitled to the same reclaim as though such action had been taken on the date the necessary data is received.

Section 3. Errors involving empty cars delivered as loaded, or cars containing load or part load delivered as empty with no destination specified, or empty cars accompanied by non-revenue waybills delivered to another carrier.

(a) When a carrier delivers to another carrier a car accompanied by regular waybill or waybilling instructions indicating that car is loaded, and it develops that car is empty, the erring road is responsible to all the carriers handling the car for per diem on mileage paid to car owner provided freight charges have been voided in accordance with Railway Accounting Overcharge Mandatory Rule 64.

(b) Empty cars delivered for home route in error, empty cars delivered for return loading in error and cars delivered as empty with no destination specified which contain load or part load are subject to reclaim against the delivering carrier, but only when held within the switching limits of station where received.

NOTE:—Under Paragraph (b) of Section 3 the procedure covering notification, etc., prescribed in Sections 1 and 9 shall govern.

(c) Errors involving empty cars delivered to a other road accompanied by non-revenue waybill showing destination and route, the erring road shall be responsible for charges as specified in Car Service Rule 5.

Section 4. Errors involving non-subscriber railroads in Canada, Cuba and Mexico.

(a) When detention is caused by error of a non-subscriber, responsibility for per diem involved shall be assumed by the subscriber accepting the car from the non-subscriber.

The non-subscriber road shall be responsible to its subscriber connection for the per diem involved.

(b) When a car is held on non-subscriber railroad because of railroad error on the part of a subscriber the delivering subscriber shall relieve the non-subscriber of the per diem involved and may reclaim under this rule from the erring road.

NOTE:—Under this section the procedure covering notification, etc., prescribed in Sections 1, 2 and 9 shall govern.

Section 5. Errors involving railroads subject to per diem settlement as prescribed in Appendix "B."

(a) When detention is caused by error of such railroad, per diem involved shall be paid by the carrier responsible for the settlement of per diem with the car owner and billed against the erring road.

(b) When a car is held on such railroad because of an error not its own, the carrier responsible for the settlement of per diem with the car owner shall relieve such railroad of the per diem involved and may reclaim under these rules against the railroad responsible for the per diem.

NOTE:—Under this section the procedure covering notification, etc., prescribed in Sections 1, 2 and 9 shall govern.

Section 6. Empty cars rejected by shipper:

When a car is delivered empty to a switching road for return loading and is returned empty by reason of shipper's cancellation of order or rejection by shipper because unsuitable for loading as specified by the switching road, the switching road may reclaim against the road which furnished the car, for an amount at the established per diem rate accruing from receipt of car to its return, but not to exceed three (3) days.

Section 7. On a car handled in terminal switching service:

The reclaim accruing under this rule on a car handled in terminal switching service, can only be made for the detention in excess of the reclaim allowable under Per Diem Rule 5.

Section 8. On a car held by reason of an improper or improperly applied permit to an embargo:

(a) When a road laying an embargo refuses to accept a car account improper or improperly applied permit to its embargo, it shall notify holding road, stating its exception to the permit, prior to midnight of the second day from date the car is delivered or tendered with necessary data for forwarding. If it neglects to give such notice, it shall be responsible for per diem for the number of days the car is held.

(change)

(change)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 14—Continued.

(b) When such notice of exception is sent or given to the holding road, it shall be sent or given by the holding road to the road on which the shipment originated, or was reconsigned or rebilled, prior to midnight of the second day after notice of exception is received. Upon doing this the holding road may reclaim against the road responsible for detention to the car, account improper or improperly applied permit, an amount at the established per diem rate, from date car is originally tendered, under paragraph (a) of this rule or under Per Diem Rule 15, to and including the date authority for delivery or disposal order is received.

(c) If the road holding car receives notice of exception from the road laying an embargo and neglects to send or give notice of exception to the road on which the shipment originated, or was reconsigned or rebilled, prior to midnight of the second day after notice of exception is received, it will only be entitled to reclaim from the date on which the notice of exception is sent or given to the road on which the shipment originated, or was reconsigned or rebilled.

Section 9. Notices:

(a) Under Section 1, 2, 4 or 5 when a notice is sent or given to other than the erring road, or under Section 8 when notice of exception to permit is sent or given by the holding road to other than the road responsible for detention to the car, and it is necessary for the road receiving the notice to transmit it to the erring road or the road from which the car was received, such notice must be sent or given not later than the next calendar day following its receipt. This procedure must be followed by each road involved until the erring road has been notified. When part of the detention to the car is chargeable to the neglect of a road to so transmit notice, the erring road may reclaim from such road for the number of days in excess of one (1) that the car was delayed due to such negligence.

(b) The notice under Section 1, 2, 4, 5 or 9 (a) of this rule shall be sent or given either by telegraph, by messenger in writing, or by telephone confirmed in writing, the same or following day, either to the agent or proper officer of the delivering or erring road, or may be sent to the agent at station where last reconsigned or rebilled, or if not reconsigned or rebilled, then to the agent at point of origin as indicated by the billing. Such notice must contain sufficient information to enable the erring road or the road to which notice is sent or given to identify the car and furnish disposition.

(c) The notice under Section 8 (a) of this rule shall be sent or given either to the agent or proper officer of the delivering road. The notice under Section 8 (b) shall be sent or given either to the agent of the road at the point where the shipment originated or was reconsigned or rebilled, or to the proper officer of such road. Notices shall be sent or given either by telegraph, by messenger in writing, or by telephone confirmed in writing, the same or following day.

(d) Disposition instructions shall be sent or given, either by telegraph, by messenger in writing, or by telephone confirmed in writing.

Section 10. General:

Rule 14 applies only to cars of railroad ownership handled on per diem basis, except for provisions of Section 3, Paragraph (c), including owner's cars on owner's tracks, but it does not apply to cars bunched in transit, cars detained on account of weather interference or cars refused by consignee due to damage in transit, nor to cars held under Car Service Rule 10.

RULE 15

(a) A road failing to receive promptly from a connection cars on which it has laid no embargo, shall be responsible to the connection for the per diem on cars so held for delivery, including the home cars of such connection.

A road failing to receive promptly from a connection empty cars at home on its road, moving home under Car Service Rules, shall be responsible to the connection for double the per diem on such cars held for delivery after the first day for which reclaim is made.

(b) If such failure to receive shall continue for more than three days, the delinquent line shall thereafter in addition be responsible for the per diem on all cars wherever in transit which are thus held back for delivery.

(c) It shall be the duty of the connection intending to reclaim to notify the delinquent line daily, prior to midnight, through the designated representative at the point where cars are offered, of the total number of cars so held for it, and within 48 hours from midnight of the day cars are offered furnish the initials and numbers of the cars.

(d) The reclaim accruing under this rule on a car handled in terminal switching service can only be made for the detention in excess of the reclaim allowable under Per Diem Rule 5.

(e) When the hour at which the receiving road clears the interchange track is so late that the delivering road cannot place on interchange track before midnight, cars which it is holding for delivery, the receiving road shall be responsible for the Per Diem on such cars for the following day, subject to local agreement as to time required to make delivery.

(f) This Rule shall apply in connection with loaded cars interchanged between a common carrier by water and a common carrier by railroad except where in conflict with applicable tariffs and divisional agreements.

(g) This Rule shall apply in connection with empty cars interchanged between a common carrier by water and a common carrier by railroad.

INTERPRETATIONS.

15 (a) Question:—In case a car held for a certain road is not delivered to that road, can reclaim be made against such road?
Answer:—No.

15 (b) Question:—Is it necessary to furnish initials and numbers of cars held which have previously been reported by initials and numbers?
Answer:—No.

15 (c) Question:—When a road cannot accept cars from a connection, is it necessary for the connection to notify the delinquent line before midnight each day of the total number of cars held for which reclaim is to be made?
Answer:—Yes.

15 (d) Question:—When a road has invoked the provisions of Car Service Rule 6 and cars are altered to that road at another junction point, is the holding road entitled to reclaim under Per Diem Rule 16?
Answer:—No.

RULE 16

(a) When a road gives notice that for any reason it cannot accept cars in any specified traffic, thereby laying an embargo, it should receive cars already loaded (See Note 1) with such traffic on the date such notice is issued, and cars loaded (See Note 1) within forty-eight (48) hours thereafter. If it does not receive such cars the road holding them may reclaim per diem under Rule 15 from the road laying the embargo for the number of days such cars are held, not exceeding the duration of the embargo. (See Note 2.)

(b) Embargoes must be issued by the embargoing road in accordance with the provisions of the Embargo Regulations as approved by the Association of American Railroads and issued by the Car Service Division.

(c) Forty-eight (48) hours after 11:59 p. m. of the date of the embargo a road must not load, or permit to be loaded, cars in such traffic; nor accept orders to divert or reassign cars already loaded.

(d) An embargo may not be laid on empty cars returning home in accordance with the Car Service Rules.

NOTE 1.—The date of loading, diversion or reassignment to be determined from the data accompanying the car.

NOTE 2.—For per diem reclaim regulations applying to cars refused account improper or improperly applied permits to embargoes—see Rule 14, Section 8.

RULE 17

To interpret these rules and to settle disputes arising under them, the General Committee, Operating-Transportation Division shall act as an Arbitration Committee. Nine members shall be a quorum.

In case any question or dispute arises under these rules it may be submitted to the Arbitration Committee through the Secretary of the Operating-Transportation Division in abstract. The abstracts shall briefly set forth the points at issue and each party's interpretation of the rules upon which its claim is based. The Arbitration Committee shall base its decisions upon the rules and the abstract submitted, and its decisions shall be final. Should one of the parties refuse to furnish the necessary information, the Arbitration Committee shall use its judgment as to whether it can properly decide. All decisions shall be reported to the Association through the General Committee, Operating-Transportation Division.

In case a question shall arise not covered by the rules the roads disagreeing may by mutual consent submit such questions to the Arbitration Committee.

The General Committee, Operating-Transportation Division, may appoint a Secretary for the Arbitration Committee, who shall be paid by the Association. The other expenses of the Arbitration Committee shall be divided equally between each of the parties to the dispute and the Association. The minimum charge to each road shall be \$10, payable in advance. The expenses shall be first paid by the Association, and then billed to the parties concerned by the Treasurer of the Association.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

Rule 18

Refrigerator cars of class "R" and tank cars of class "T" mechanical designations, also "LRC" cars carrying railroad reporting marks, when placed on a mileage rather than per diem basis of compensation by the car owner in accordance with Rule 1 (d), will be subject to the rules, regulations and provisions of Agent B. B. Maurer's Mileage Tariff No. 7-Series, or Canadian Freight Association Freight Tariff No. 44, where applicable, in respect to movements within Canada.

The rates to be paid for the use of such cars will be as follows:

MILEAGE RATE ALLOWANCES
Kind of Car and Mileage Rate Allowance

Types of Car	Designating Symbols	Per Mile
	(For explanation of Symbols, see Manual of the Mechanical Division, AAR [reproduced in Editorial Section, Official Railway Equipment Register])	Cents
Refrigerator.....	RA; RAH; RAM; RAMH; RS; RSH; RSM; RSMH; RSTC; RSTM.....	5.00
Refrigerator.....	RB; RBH; RBL; RBLH.....	5.90
Refrigerator.....	RP; RPH; RPM; RPMH.....	5.90
Tank.....	TA; TAH; TG; TGH; TL; TLE; TM; TML; TMO; TP; TPA; TPAH; TP; TR; TRH; TV; TWH; TW; XT.....	
	Mileage rate allowances for tank cars of the foregoing mechanical designations are as follows:	
	VALUE PER CAR DEPRECIATED	
	Mileage rate group	
	Under \$2,001	1
	\$2,001 to \$16,000	2
	Over \$16,000	3
	Effective April 1, 1968.	
	NOTE: Mileage rate group applicable to individual cars will be assigned by the Operating - Transportation Division, A. A. R., in the "Freight Car Mileage Master List."	
Special.....	LRC.....	5.00

CHANGE

RULE 19

The Board of Directors of the Association of American Railroads shall appoint a Car Service Division composed of a Chairman and the requisite number of members, territorially representative, invested with plenary power to—

- (a) Supervise the application of Car Service and Per Diem Rules.
- (b) Suspend or permit departures from Car Service Rules 1 to 6, inclusive, except as provided in Rule 20.
- (c) Exempt when necessary, cars of any type from the provisions of Car Service Rules 1 to 6, inclusive, and provide other regulations under which such cars shall be handled.
- (d) Transfer cars from one railroad or territory to another when necessary to meet traffic conditions, with due regard to car ownership and requirements. (See Note).
- (e) Conduct investigations, including examination of car records as may be necessary to insure the observance of Car Service and Per Diem Rules and of any orders issued by the Car Service Division, and in the event that they are unable to adjust such matters with the individual railroads, report all the facts with a recommendation to the Board of Directors.
- (f) Obtain car location statements and other car performance statistics as deemed necessary.
- (g) Take necessary action to bring about uniformity of practice among railroads by the standardization of car distribution rules, including record and report forms.
- (h) Make recommendation to the Board of Directors when in their opinion a change in the per diem rate is necessary or desirable.
- (i) To perform such other duties as may be assigned by the Board of Directors.

The headquarters of the Car Service Division provided for by this rule shall be Washington, D. C.

NOTE TO PARAGRAPH (d), RULE 19—This provides an adjustment of surpluses and shortages, and is intended to suggest an equalization of service so far as practicable and consistent with car ownerships. By the latter is meant that if one railroad has, in its good judgment, provided amply for its coal loading patrons, for example, while another has not and the demand is generally equal to supply, the mines of the first will not necessarily be depleted in order that the mines on the improvident road may be the better served. Generally, as between the provident and improvident roads, it must be recognized that if in time of great car demand, the latter has to be assisted for the benefit of its patrons and its territory at the expense of the former, there must necessarily be set up some method of compensation for the former, and this of necessity, may go beyond mere car hire. In treatment of short "Feeder" railroads, without any appreciable car ownership, such railroads must be given a measure of car supply from "Trunk Lines" consistent with current distribution percentages on such trunk lines; in other words, they must be treated as industries on the trunk line connection.

RULE 20

Departure from Car Service Rules 1 to 6, inclusive, affecting Canadian Railway cars on United States Railroads, or United States Railroad cars on Canadian Railroads, shall be only by agreement as between the Association of American Railroads and the Railway Association of Canada.

RULE 21

In addition to other charges for the use of railroad owned freight cars, a loading charge shall be paid to railroad owners of cars of Mechanical Designation "FD", "FG", "FW" and "FM" for the use of such cars in each loaded movement, such charge to be prorated between the roads enjoying the loaded haul on the same percentage basis as the freight revenue applicable to the load, all charges to be reported in the regular per diem report.

The loading charge to be paid for the use of such cars is as follows.

Mechanical Designation	Capacity	Loading Charge each loaded move
"FD"	Any Capacity	\$300.00
"FG"	Any Capacity	\$100.00
"FW"	Any Capacity	\$100.00
"FM"	200,000 pounds and over nominal capacity	\$100.00

NOTE—See A. A. R. Car Service Division Circular CSD No. 439, supplements thereto or reissues thereof, for applicable regulations.

RULE 22

SECTION 1—RECLAIMS ON UNASSIGNED CARS.

(a) Owner or lessee may, on authority from the transportation or other officer of the handling road, order unassigned cars (1) to a road for loading, (2) to be held empty at unloading point, (3) to another point for loading, and will allow per diem reclaim of all detention time, minus one day, from date of arrival at loading point, as evidenced by the car movement records, or from date released from inbound load to date placed for loading as evidenced by the demurrage report (see Note), excluding time of movement from point to point, except if cars are not loaded reclaim will be allowed for all days or mileage paid to the owner. When empty cars are held at other than the loading or unloading point with the concurrence of owner or lessee, reclaim will be allowed by owner or lessee for all detention time from date of arrival at holding point to date of departure from holding point, as evidenced by the car movement records. The handling road should maintain a record of the authority granted.

(b) When empty cars are ordered by the owner or lessee to move to or over a road without the concurrence of the transportation or other officer of that road and in violation of Car Service Rules, the owner will accept charges as specified in Car Service Rule 3.

SECTION 2—RECLAIMS ON CARS ASSIGNED IN ACCORDANCE WITH THE PROVISIONS OF CAR SERVICE RULE 16.

(a) When owner or lessee orders cars which are assigned to a specific shipper, in accordance with the provisions of Car Service Rule 16 to a road for loading, reclaim for idle time while held at the loading point will be allowed from the date of arrival at the loading point, as evidenced by the car movement records, to the date placed for loading as evidenced by the demurrage report (see Note), less one day.

Northern Pacific Ry. Co.
JUN 27 1969
TACOMA, WASH.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

Rule 22—Continued.

(b) When empty cars are held at a holding point short of the loading point, owner or lessee will allow per diem reclaim for all detention time from date of arrival at holding point to date of departure from holding point, as evidenced by the car movement records.

(c) When empty cars are ordered home from a holding or loading point, reclaim will be allowed from date of arrival at holding or loading point, as evidenced by the car movement records, to date delivered to owner.

(d) When empty cars are ordered from a holding or loading point to a new loading point, reclaim will be allowed from date of arrival at holding or loading point to the date forwarded, as evidenced by the car movement records.

(e) With the concurrence of all roads involved, agreements may be negotiated to allow reclaims on a pro-rata of detention of all cars assigned by participating carriers in direct relation to the proportion of revenue received, or any other agreed upon basis.

SECTION 3—RECLAIMS ON OTHER ASSIGNED CARS.

(a) With the concurrence of the transportation or other officer of the holding road, assigned cars may be ordered to a road for loading. Reclaim for idle time while held at the loading point will be allowed from the date of arrival at the loading point, as evidenced by the car movement records, to the date placed for loading as evidenced by the demurrage report (see Note), less one day.

(Provisions of paragraphs (b), (c), (d) and (e) of SECTION 2 will apply to these cars.)

SECTION 4—GENERAL

Reclaims made under SECTIONS 1 through 3 of this rule shall be prepared on the prescribed Form No. RC-22 and must be presented and handled within the time limits imposed by Rule 13(d).

Note: The date placed for loading, referred to in this rule, will be the date demurrage free time commences or the date released loaded, whichever comes first.

APPENDIX A CODE OF SWITCHING RECLAIM RULES—FREIGHT

Definitions

Switching Roads, Carrier Roads, Switching Service, and Trap or Ferry Cars are defined as follows:

Terminal Switching Road

A terminal switching road is a road on whose rails, or on private tracks connecting therewith

(a) A car, including a trap or ferry car, received from a carrier road, either direct or through an intermediate road, is unloaded, reconsigned or reshipped.

(b) A car, including a trap or ferry car, is loaded, reconsigned or reshipped, and delivered to a carrier road, either direct or through an intermediate road.

The service performed being within the designated switching limits and at a switching charge.

Intermediate Switching Road

An intermediate switching road is a road handling a car, including a trap or ferry car, from one railroad, steamship, ferry or barge line, to another railroad, steamship, ferry or barge line within designated switching limits (the car not being loaded or unloaded on the intermediate switching road), such road performing the service not participating in the freight rate.

Carrier Road

A carrier road is:

(a) A road which, participating in the freight rate, or which handles its own company material in road haul, on the inbound shipment, delivers a car, including a trap or ferry car, to a terminal switching road, either direct or through an intermediate switching road, for unloading, reconsigning or reshipping.

(b) A road which, participating in the freight rate, or which handles its own company material in road haul, on the outbound shipment, receives a car, including a trap or ferry car, from a terminal switching road, either direct or through an intermediate switching road, that has been loaded, reconsigned or reshipped by the terminal switching road.

Terminal Switching Service

The service performed by a terminal switching road, as defined in these rules.

Intermediate Switching Service

The service performed by an intermediate switching road, as defined in these rules.

Note.—An empty car returned in home route to a switching road previously loaded, reconsigned or reshipped in terminal switching service by such road which is then delivered empty to another road within the same switching district, will not be considered as handled in intermediate switching service.

Inter-terminal Switching Service

The service performed in handling a car, except a trap or ferry car, which has been loaded or reshipped within the switching limits on one road for unloading or reshipping within the same switching limits on another road and at a switching charge.

Trap or Ferry Car

A car, containing less than carload freight (including cotton), destined or originating beyond the switching limits of station at which loaded or unloaded on a switching road, the contents of which may or may not have been rehandled wholly or in part at freight house or platform located on carrier road within the switching limits of the station at which car is received from or delivered to the switching road.

RULES

(Subject to such changes as may be required to meet local conditions.)

RULE 1

The carrier road will allow the switching road a reclaim in accordance with Per Diem Rule 5.

RULE 2

No reclaim shall be allowed for an inter-terminal switching movement.

RULE 3

Rule 1 of this Code will not apply to cars which are delivered empty to switching road for loading, and are returned empty to carrier road by reason of shippers' cancellation of order, or error on the part of carrier road, and to cars which are rejected by shippers account of being unsuitable for specified loading when received from the carrier road. (See Per Diem Rule 14.)

RULE 4

The right of reclaim is not affected by the fact that in switching service the switching road may collect its charges from the shipper or consignee.

RULE 5

These rules apply only to cars subject to per diem basis of settlement, including cars owned by the switching road, except they shall not apply to cars loaded with company material (including company coal) for the use of the switching road.

RULE 6

Section 1. When the average number of days is used as the basis for settlement of terminal switching reclaims, the arbitrary to be allowed shall be based on the average time required by the switching road to switch cars for all the roads, considered as a whole, in the switching district involved. Such arbitrary shall be obtained from the records of the switching road as follows:

(a) A check covering twelve consecutive months shall be made under the direction of the Association of American Railroads, or otherwise as may be agreed upon between the roads interested.

(b) The check shall cover the loaded cars interchanged, that are included in terminal and trap or ferry car switching reclaim statements for the months to be checked, except that, by unanimous agreement, the check may be confined to any ten-day period, which must be the same for each month checked.

The check shall not include:

(1) Cars loaded with live stock, but not excepting cars loaded with emigrant movables or exhibition live stock;

(2) Cars delivered loaded on or after the first day of the ten-day period, which were received loaded prior to that date, when a ten-day period is agreed upon;

(3) Cars used in local, inter or intra plant and/or inter terminal switching services;

(4) Cars on which the required records are incomplete.

(CHANGE)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

APPENDIX A—CONTINUED

RULE 6—Continued.

NOTE.—The exception applicable to cars loaded with live stock and cars used in local inter or intra plant, and or inter terminal switching services, means that the car and detention thereto in such services as well as while in terminal switching service shall be excluded except cars owned by or which are at home on the switching road which will be checked in accordance with Section 2, paragraphs (g) and (h) of this rule.

(c) The checks shall cover the latest twelve consecutive months records that are available prior to the effective date of the arbitrary as provided in the Note to Per Diem Rule 5.

Section 2. In figuring detention, the days shall be computed as follows:

(a) Cars received loaded and returned empty to the road from which received or delivered empty to another road within the same switching district, and cars received empty and returned loaded to the road from which received or delivered loaded to another road within the same switching district, count from date received to date of delivery (See Note).

(b) Cars received loaded and returned loaded to the road from which received or delivered loaded to another road within the same switching district, count from date received to date of delivery (See Note).

(c) Cars picked up from road haul service and placed in terminal switching service, count from date placed for loading as evidenced by the demurrage records to date delivered to outbound carrier as evidenced by the interchange reports, except when cars are shown placed between midnight and following 7 A. M., inclusive, count from next preceding date.

(d) Cars diverted from terminal switching service to road haul service, count from date of receipt as evidenced by the interchange reports to date released from inbound load as evidenced by the demurrage records. When 7 A. M. release date is shown, count car released as of 6 P. M. next preceding date (See Note).

(e) On cars handled in terminal switching service and subsequently reconsigned or reshipped in road haul service, count from date of receipt, as evidenced by the interchange reports to date released, as evidenced by the demurrage records (See Note).

(f) On cars received in road haul service and subsequently reconsigned or reshipped in terminal switching service, count from date of release as evidenced by the demurrage records, to date delivered to outbound carrier, as evidenced by the interchange reports.

(g) Cars owned by, or which are at home on, the switching road, which are loaded in terminal switching service, count from date placed for loading as evidenced by the demurrage records to date delivered to outbound carrier as evidenced by the interchange reports, except when cars are shown placed between midnight and following 7 A. M., inclusive, count from next preceding date.

(h) Cars owned by, or which are at home on, the switching road, which are unloaded in terminal switching service, count from date of receipt as evidenced by the interchange reports, to date released from inbound load, as evidenced by the demurrage records. When 7 A. M. release date is shown count car released as of 6 P. M. next preceding date (See Note)

(i) Where an intermediate switching road is involved in the terminal switching movement, the receipt from or delivery to the intermediate road shall be considered as receipt from or delivery to the carrier road.

NOTE.—Cars held under Per Diem Rule 15: Compute detention from date offered as evidenced by Rule 15 reclaim statements.

Section 3. In computing detention in accordance with this rule, the detention of any car beyond eight (8) days shall be eliminated, except if a car received loaded is made empty, reloaded and returned to the road from which received or delivered to another road, the detention beyond sixteen (16) days shall be eliminated.

Section 4. The terminal switching reclaim allowance shall be determined by dividing the total detention, computed in accordance with this rule, by the total number of cars included in the check, cars received loaded which are made empty, reloaded and returned to the road from which received, or delivered to another road, to be counted as two (2) cars. The quotient to be expressed in two decimals, the second decimal to be increased by one (1) when the third (3rd) decimal is five (5) or more.

RULE 7

An arbitration Committee may be appointed by interested roads in any local territory. All questions arising under these rules shall be submitted to such committee through its secretary, who shall briefly set forth the points at issue and each party's interpretation of the rule on which the claim is based. Should one of the parties to the dispute refuse to furnish information, such Arbitration Committee shall use its judgement as to whether or not it can properly decide the question at issue, and shall base its decision upon these rules or as modified under agreement between the roads interested and the abstract submitted, and its decision shall govern, except that either party to the dispute may appeal to the Per Diem Rules Arbitration Committee of the Association of American Railroads.

APPENDIX B**Rules Governing Settlement For the Use of Foreign Railroad-Owned Freight Cars by Short Line Railroads, Which Are Less Than 100 Miles in Length, Located Within the United States.****RULE 1**

The Code of Per Diem Rules shall apply, except as hereinafter modified or amended.

RULE 2

(a) Short lines having but one connecting railroad will settle with that road for the use of foreign freight equipment.

(b) Short lines having connection with more than one railroad will settle with the car owner for the use of foreign freight equipment except when authorized to settle with connecting railroads under the provisions of Rule 6.

RULE 3

Settlements under Rule 2 shall be made promptly after the close of each calendar month and shall include all per diem accruing during that month.

RULE 4

The connecting carrier with which settlements are made under Rule 2 shall report all per diem accruing on such cars to the car owner, in accordance with the Code of Per Diem Rules.

RULE 5

Junction reports prescribed by Per Diem Rule 10 need not be made for cars subject to Rule 2 (a).

RULE 6

A short line which is subject to Appendix "B" of the Code of Per Diem Rules may appeal to the Car Service Division for partial relief from its per diem costs providing such costs are considered excessive compared to remuneration received for service rendered, and also providing that its efficiency of operation, as measured by the usual standards, is satisfactory. The

Car Service Division may, upon presentation by a short line of data supporting claims for relief and following an analysis of conditions on such short line, authorize and arrange such per diem relief, and in such manner and to such extent, as it may deem proper, subject to the approval of the General Committee of the Operating—Transportation Division. Any arrangements for per diem relief must date from the period for which such plans are made, and not retroactively.

A short line having connection with more than one railroad and which ordinarily (a) returns railroad equipment to the road from which received or (b) delivers it to or loads it via the home road, may, subject to the approval of the General Committee, Operating—Transportation Division, be given authority to settle for the use of foreign freight equipment with its connecting roads by the Car Service Division. When such authority is given, owners will be notified accordingly.

Departures from Rule 1 of the Per Diem Code, which requires the payment of the per diem rate for every calendar day, shall only be made on recommendation of the Car Service Division to the General Committee of the Operating—Transportation Division.

INTERPRETATION.

Question.—If a railroad-owned refrigerator car, which under the provisions of Per Diem Rule 1, is operated on a mileage instead of per diem basis, is delivered a short line, is such car to be compensated on a per diem basis while in the possession of the short line?

Answer.—No. Mileage rate will apply.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED—APPENDIX D

DAILY INTERCHANGE REPORT OF CARS

Form No. B-2

From: East-West Railway Co. To _____ R. R.

AT _____ DATE _____ 19 _____

FROM 0001 TO 2359

STATION No.

SHEET No.

(CHANGE)

INITIALS 2	NUMBER 3	L/E 4	KIND 5	MONTH 6	DAY 7	DELIVERED BY 8	AT STATION 9	HOUR 10	POINT OF SHIPMENT 11	FINAL DESTINATION 12	CONTENTS 13	
			1									
			2									
			3									
			4									
			5									
			6									
			7									
			8									
			9									
			10									
5/16	1"	1"	5/16'	5/16'	5/16'	5/16'	12/16"	14/16"	8/16"	1"	1"	12/16"
Reduced for publication original size 8 1/2 x 14 inches												
			12									
			13									
			14									
			15									
			16									
			17									
			18									
			19									
			20									
			21									
			22									

I Certify that these Cars were Received as above,

Agent _____ R. R.

Agent _____

This report to close at midnight and be made in accordance with Per Diem Rule 9

+++++

CODE OF PER DIEM RULES AND INTERPRETATIONS - FREIGHT - CONTINUED - APPENDIX E

Form No. Q-1

NORTH AND SOUTH RAILROAD COMPANY

CORRECTION TO DAILY INTERCHANGE REPORT OF CARS

Sheet No. _____

From _____ R. R. To _____ R. R. At _____ Date _____ 19__

REPORT READS:

Marks 1	Kind 2	NUMBER										Hour Delivered 5	Point of Shipment 8	Final Destination 7	Contents 6	Remarks or Local Information as required		
		Loaded 3					Empty 4									9	10	

SHOULD READ:

Marks 1	Kind 2	NUMBER										Hour Delivered 5	Point of Shipment 8	Final Destination 7	Contents 6	Remarks or Local Information as required		
		Loaded 3					Empty 4									9	10	

NOTE—This form must be used in making all corrections of errors in Daily Interchange Report of Cars, discovered after the reports have been certified and returned by the receiving agent. Make same number of carbons as required for regular Interchange Report and handle in same manner.
I certify that the above is correct.

_____ 19__ (Date Issued)

_____ Agent _____ R. R. _____ Agent

This space for binding—perforation to be made by road receiving reports.

Form No. N-4

MAIL ORIGINAL TO _____ COPY TO _____
THIS REFERS TO THE ATTACHED CLAIM FOR _____ 19__ ON _____

NOTE ATTACHED AND REPLY TO INDICATED PARAGRAPH _____ 19__

- 1 THIS CAR

RECEIVED FROM	DELIVERED TO
---------------	--------------

 YOUR LINE AT _____
CORRECTION
ON _____ 19__ SHEET NO. _____
LINE NO. _____ AS _____
- 2 WE HAVE NO RECORD, PLEASE FURNISH EVIDENCE OF INTERCHANGE
- 3 NOTE ATTACHED PART COPY OF INTERCHANGE REPORT
SHOWING CAR

RECEIVED FROM	DELIVERED TO
---------------	--------------

- 4 REMARKS: _____

(Car Accountant)
(Railroad)
(Location)

ALLOWED DAYS IN _____ 19__	WILL ALLOW PER DIEM PENALTY & PENALTY ONLY
DAYS IN _____ 19__	DAYS DAYS
AS _____	IN _____ 19__

CODE OF PER DIEM RULES AND INTERPRETATIONS - FREIGHT - CONTINUED - APPENDIX G

Form No. G-1

NORTH AND SOUTH RAILROAD COMPANY

SHEET NO. _____

PER DIEM REPORT

R				MONTH OF				19					
CAR NUMBER	DAYS	CAR NUMBER	DAYS	CAR NUMBER	DAYS	CAR NUMBER	DAYS	CAR NUMBER	DAYS	CAR NUMBER	DAYS	CAR NUMBER	DAYS
<p>The Size of this form has been reduced ten (10) per cent for convenience in inclusion in these rules.</p>													
							ROAD NO. →						
							SHEET TOTAL →						

SUMMARY

PER DIEM _____ DAYS AT _____ CENTS PER DAY, @ _____

GRAND TOTAL

(Name of car accountant and location)

(Size 8 1/2 x 11 Inches)

CODE OF PER DIEM RULES AND INTERPRETATIONS - FREIGHT - CONTINUED - APPENDIX I

Form No. O-1

NORTH & SOUTH RAILROAD

SHEET NO. _____

PER DIEM ADJUSTMENT REPORT

Cars of _____ R _____ Month of _____ 19____

INITIALS _____ NUMBER	DATE		ADDITIONS						DEDUCTIONS				FILE		
	MONTH	YEAR	RATE						RATE						
			\$	\$	\$	\$			\$	\$					
///TO BE PREPARED ON CANARY COLORED PAPER///															
The size of this form has been reduced ten (10) per cent for convenience in inclusion in these rules.															
TOTAL															

- BINDING -

CODE OF PER DIEM RULES AND INTERPRETATIONS FREIGHT—CONCLUDED—APPENDIX J
FORM N-2

OMISSIONS IN _____ R. R. PER DIEM REPORT FOR _____ 19__ ON _____ RATE _____
ORIGINAL MAILED TO _____ R. R. ON _____ MO. DAY YR. _____

PER DIEM CLAIM

PLEASE HANDLE IN ACCORDANCE WITH PER DIEM RULE II.

Form N-2
JOHN P. JONES
CAR ACCOUNTANT
A. B. C. RAILROAD
CENTRAL CITY, N. Y.

(Initial of R.R. presenting claim)

RECORD										MO.	DAY	YR.
FROM	DATE	TO	DATE	EARNED	ALLOWED	RATE	SHORT				MAILED	

(R. R. Insignia)

R. R. RECORD		WILL ALLOW PER DIEM	PENALTY
DAYS ALLOWED IN 19__ AT ____	DAYS IN 19__ AT ____	AT \$ ____	IN 19__
DAYS ALLOWED IN 19__ AT ____	DAYS IN 19__ AT ____	AT \$ ____	IN 19__

R. R. WILL DEDUCT _____ DAYS AT \$ ____ IN ____ 19__

(Reduced for publication—Original Size 3 1/4 x 7 3/8 Inches)

FORM N-3

OMISSIONS IN _____ R. R. PER DIEM REPORT FOR _____ 19__ ON _____ RATE _____
ORIGINAL MAILED TO _____ R. R. ON _____ MO. DAY YR. _____

PER DIEM CLAIM

PLEASE HANDLE IN ACCORDANCE WITH PER DIEM RULE II.

Form N-3
JOHN P. JONES
CAR ACCOUNTANT
A. B. C. RAILROAD
CENTRAL CITY, N. Y.

(Initial of R.R. presenting claim)

RECORD										MO.	DAY	YR.
FROM	DATE	TO	DATE	EARNED	ALLOWED	RATE	SHORT				MAILED	

(R. R. Insignia)

R. R. RECORD		WILL ALLOW PER DIEM	PENALTY
DAYS ALLOWED IN 19__ AT ____	DAYS IN 19__ AT ____	AT \$ ____	IN 19__
DAYS ALLOWED IN 19__ AT ____	DAYS IN 19__ AT ____	AT \$ ____	IN 19__

R. R. WILL DEDUCT _____ DAYS AT \$ ____ IN ____ 19__

(Reduced for publication—Original Size 3 1/4 x 7 3/8 Inches—Standard IBM Card)

RECOMMENDED PER DIEM SUMMARY CARD

PER DIEM REPORT-CAR RECORDS	C A R			R. R. CONTROL				R O A D R E P O R T I N G			
	INITIAL	NUMBER	DR. OR CR.	PER DIEM	PER DIEM	PER DIEM	PER DIEM	REPORTING	REPORTING	REPORTING	REPORTING
1	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9	9	9
1	2	3	4	5	6	7	8	9	10	11	12
1	13	14	15	16	17	18	19	20	21	22	23
1	24	25	26	27	28	29	30	31	32	33	34
1	35	36	37	38	39	40	41	42	43	44	45
1	46	47	48	49	50	51	52	53	54	55	56
1	57	58	59	60	61	62	63	64	65	66	67
1	68	69	70	71	72	73	74	75	76	77	78
1	79	80	81	82	83	84	85	86	87	88	89
1	90	91	92	93	94	95	96	97	98	99	00

REPORTING PROCEDURE

COLUMN
1 MONTH EARNED - Numbers 1 to 9 for January to September. (Zero for October, 11 punch (skip punch) for November, and 12 punch (high punch) for December.
2 MONTH ALLOWED - Same procedure as described above.
3 & 4 MULTILEVEL PER DIEM RATE GROUP - Column 3-punch zero. Column 4-punch numbers zero to 6 (Zero-cars on mileage basis).
5 to 8 INITIAL - Uniform alphabetic code.
9 to 14 CAR NUMBER
15 DR OR CR - *x* punch indicates per diem.
16 - 17 PER DIEM
18 *X* CONTROL - *x* punch. Indicates corrected per diem.
19 - 20 CORRECTED PER DIEM DAYS
21 to 24 ROAD REPORTING - Uniform alphabetic code.
Complete all numeric fields with zeros.
Mail per diem cards to car owner as agreed.

(Reduced for publication—Original Size 3 1/4 x 7 3/8 Inches)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED APPENDIX K

FORM NO. RC-22

NORTH AND SOUTH RAILROAD

Per Diem Rule 22 Reclaim Report

 Patron Assigned Other Assigned Unassigned

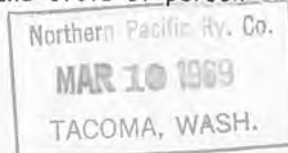
Patron _____ Location _____ Month _____

Car Initial	Car Number	Date Arrived	Date Placed	Date Forwarded Empty	Per Diem Days	Per Diem Rate	Authority

Date _____ Signature _____

Date Arrived: Indicate date of arrival or release from preceding load at loading or holding point.**Date Placed:** Indicate date demurrage free time commences or date released loaded, whichever comes first.**Date Forwarded Empty:** Indicate date forwarded or delivered to connecting line, whichever is applicable.**Authority:** Indicate reclaim authority or pool assignment number and name and title of person ordering car moved.

(Size 8-1/2 x 11 Inches)



CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED—APPENDIX L

FORM NO. RC-22 (A)

NORTH AND SOUTH RAILROAD

Movement Order and Reclaim Authorization
(See Per Diem Rule 22)

TO _____ RAILROAD _____ DATE _____

Please forward the following empty cars to destinations indicated below:

Per Diem reclaim will be allowed by _____ railroad under the provisions of Per Diem Rule 22.

SIGNED _____
TITLE _____
RAILROAD _____

CAR		FROM Station or Junction Point	TO Station or Junction Point	FOR USE BY Shipper or Railroad
Initial	Number			

This authorization to be prepared in quadruplicate; original and one copy to be forwarded to Car Accounting Office of handling road; one copy to be forwarded to Car Accounting Office of authorizing road; and one copy to be retained by person preparing report.

Original copy of this authorization shall accompany Reclaim Statement, Form No. RC-22, when forwarded to road authorizing reclaim.

(Size 8-1/2 x 11 Inches)

HOME ROADS.

ANY PART OF THE FOLLOWING NAMED ROADS WILL BE CONSIDERED "HOME" FOR CARS BEARING MARKS OF ANY OF THE ROADS NAMED AS COMPONENT PART OF SUCH SYSTEM. IN SOME INSTANCES "OLD NAMES" ARE INCLUDED ON ACCOUNT OF CARS BEARING THESE MARKS STILL BEING IN SERVICE.

Atchison, Topeka & Santa Fe System.

Atchison, Topeka & Santa Fe.
Gulf, Colorado & Santa Fe.
Panhandle & Santa Fe.

Atlanta & West Point. (See Georgia)

Bessemer & Lake Erie.

Union R. R.

Boston & Maine.

Mystic Terminal.

Chesapeake and Ohio Railway.

Pere Marquette District.

Chicago & North Western.

Chicago, St. Paul, Minneapolis & Omaha.
Litchfield & Madison.
Minneapolis & St. Louis.

Chicago, Milw., St. Paul & Pacific Railroad.

Chicago, Terre Haute & Southeastern Ry.

Colorado and Southern Railway.

Fort Worth and Denver Railway.

Detroit, Toledo & Ironton.

Ann Arbor.

Erie Lackawanna.

Delaware, Lackawanna & Western R. R.
Erie Railroad.

Georgia R. R.

Atlanta & West Point.
Western of Alabama

Green Bay and Western Railroad.

Kewaunee, Green Bay & Western R. R.

Gulf, Colo. & Santa Fe. (See A. T. & S. F. Sys.)

Illinois Central.

Mississippi Central.

Kansas City Southern Ry.

Louisiana & Arkansas Ry.

Louisville & Nashville Railroad.

Nashville, Chattanooga & St. Louis.

Michigan Central Railroad.

Canada Southern Railway.

New York Central System.

Boston & Albany.
Cincinnati Northern.
Cleve., Cincinnati, Chicago & St. Louis.
Michigan Central.
New York Central.
Peoria & Eastern.

Norfolk & Western.

New Jersey, Indiana & Illinois Rail-
road.

New York, Chicago & St. Louis Rail-
road.

Pittsburgh & West Virginia Railway
Co

Virginian.

Wabash Railroad.

Panhandle & Santa Fe. (See A. T. & S. F. Sys.)

Pittsburgh & Lake Erie.

Pitts., McKeesport & Youghiogheny.

Seaboard Coast Line.

Atlantic Coast Line.
Charleston & Western Carolina.
Seaboard Air Line.

Soo Line R. R.

Duluth, South Shore & Atlantic.

Southern.

Alabama Great Southern.
Atlantic and East Carolina Railway.
Carolina & Northwestern.
Central of Georgia Railway Company.
Cincinnati, New Orleans & Texas Pacific
Georgia and Florida Railway Company.
Georgia Southern & Florida.
Harriman & Northeastern.
Interstate Railroad.
New Orleans & Northeastern.
Savannah & Atlanta Railway Company.

Southern Pacific.

Texas & New Orleans.

Spokane, Portland & Seattle.

Oregon Electric.
Oregon Trunk.

Union Pacific.

Los Angeles & Salt Lake.
Oregon Short Line.
Oregon-Washington R. R. & Nav. Co.
Spokane International Railroad.

Western of Alabama. (See Georgia)

Western Pacific.

Sacramento Northern.
Tidewater Southern.

LIST OF PRINCIPAL RAILROADS SHOWING ALLOCATION TO GEOGRAPHICAL GROUPS AS MADE BY THE CAR SERVICE DIVISION—ASSOCIATION OF AMERICAN RAILROADS.

EASTERN DISTRICT.

Akron, Canton & Youngstown
Ann Arbor
Baltimore & Ohio
Bangor & Aroostook
Bessemer & Lake Erie
Boston & Maine
Cambria & Indiana
Central Railroad Company of New Jersey
Central Vermont
Chesapeake & Ohio
Delaware & Hudson
Detroit & Mackinac
Detroit & Toledo Shore Line
Detroit, Toledo & Ironton
Erie-Lackawanna
Grand Trunk Western
Lehigh & Hudson River
Lehigh Valley
Long Island
Maine Central
Monon
Monongahela
Montour
New York Central System
New York, New Haven & Hartford
New York, Susquehanna & Western
Norfolk & Western
Pennsylvania System
Pittsburgh & Lake Erie
Pittsburg & Shawmut
Reading Company
Staten Island Rapid Transit
Union (Pittsburgh)
Western Maryland

SOUTHERN DISTRICT.

Atlanta & St. Andrews Bay
Central of Georgia
Cincinnati
Columbus & Greenville
Florida East Coast
Georgia—Atlanta & West Point—Western
Railway of Alabama
Georgia & Florida
Gulf, Mobile & Ohio
Illinois Central System
Louisville & Nashville
Norfolk Southern
Richmond, Fredericksburg & Potomac
Seaboard Coast Line
Southern Railway System
Tennessee Central

NORTHWESTERN DISTRICT.

Chicago & North Western
Chicago Great Western
Chicago, Milwaukee, St. Paul & Pacific
Duluth, Missabe & Iron Range
Duluth, Winnipeg & Pacific
Elgin, Joliet & Eastern
Great Northern
Green Bay & Western
Lake Superior & Ishpeming
Northern Pacific

NORTHWESTERN DISTRICT—Cont'd.

Soo Line
Spokane International
Spokane, Portland & Seattle

CENTRAL WESTERN DISTRICT.

Atchison, Topeka & Santa Fe System
Chicago & Eastern Illinois
Chicago & Illinois Midland
Chicago, Burlington & Quincy
Chicago, Rock Island & Pacific
Colorado & Southern
Colorado & Wyoming
Denver & Rio Grande Western
Fort Worth & Denver
Illinois Terminal
Missouri-Illinois
Northwestern Pacific
Sacramento Northern
Southern Pacific Company
Toledo, Peoria & Western
Union Pacific System
Utah
Western Pacific

SOUTHWESTERN DISTRICT.

Kansas City Southern
Kansas, Oklahoma & Gulf
Louisiana & Arkansas
Missouri-Kansas-Texas Lines
Missouri Pacific
St. Louis-San Francisco
St. Louis Southwestern
Texas & Northern
Texas & Pacific
Texas Mexican

CODE OF MILEAGE AND PER DIEM RULES - PASSENGER.

SECTION 1.

CODE OF PASSENGER TRAIN CAR SERVICE RULES

(In effect July 1, 1969.)

RULE 1

Foreign railroad owned passenger train cars unloaded on line or received empty from connections must be forwarded without delay to home road loaded; or empty in service route, except—

- (a) By agreement may be delivered empty to home road at any junction point;
- (b) If used by permission of the owner;
- (c) If assigned to joint interline service, cars will be handled in accordance with understanding and agreement between owner and interested roads;
- (d) If railroad owned cars are in the express pool they will be handled as directed by the Railway Express Agency, Inc.

RULE 2

Passenger train cars of other than railroad ownership will be handled as directed by the owners.

RULE 3

Foreign passenger train cars, including Pullman cars, must not be unduly delayed in deadhead movement, and shall not be handled in freight service, unless such handling will accomplish delivery to destination station or road as expeditiously as movement in passenger trains and, furthermore, provided such handling involves no risk or hazard of freezing.

RULE 4

- (a) When arrangements are made between railroads to short route empty cars, a reciprocal rate of ten cents per mile, plus mileage paid owner, plus switching charges, will be paid the handling road, the road requesting the service to pay the charges unless otherwise agreed (Such charges shall be paid through bill and voucher plan. Under no circumstances should revenue waybill be issued with charges for such movement. See A. A. R. Accounting Division Rule No. 322). The loading or use of such cars nullifies the right of road performing the service to collect for all or any portion of the service rendered.
- (b) When necessary to haul an empty passenger train car over the owning road or intermediate roads for delivery to a borrowing road, unless otherwise arranged between the roads concerned, the borrowing road shall pay a reciprocal rate of ten cents per mile for hauling the car, plus switching charges, to the point of connection with the borrowing road and return; the charge for the empty haul to be named to the borrowing road at the time the agreement to loan the car is made. The intermediate road shall not be required to pay car hire charges under this Rule.

NOTE—The term "switching charges" is defined as charges assessed under applicable tariffs by a railroad which does not perform any line haul in the process of a short route.

RULE 5

The principles of Freight Car Service Rules 7, 12, 16 and 17, and Per Diem Rule 19, shall govern the interchange and use of passenger train cars.

SECTION 2.

CODE OF MILEAGE AND PER DIEM RULES GOVERNING SETTLEMENT FOR THE USE OF PASSENGER TRAIN CARS.

(In effect July 1, 1969.)

RULE 1

- A. Mileage rates as shown in Paragraphs A and C of Rule 4 shall apply to mileage accrued on all passenger train cars except as provided in Rules 2 and 3.
- B. A car owner is entitled to payment for all mileage accrued, both road haul and intermediate switching. Mileage accrued in intermediate switching movements will be paid by the road which assumes the intermediate switching charge, either directly or through reclaims as may be agreed upon.

RULE 2

Per diem rates as shown in Paragraph B of Rule 4 shall apply when cars are hired at other than mileage rates; but are subject, however, to agreement between interested parties. The total number of hours of all hired cars of the same class and rate group shall be calculated on a basis of 24 hours for each day and the charge made accordingly; any fraction of a day over the aggregate number of days of 24 hours each to be counted as one day, it being understood that the minimum charge shall be one day for each car.

INTERPRETATIONS

Question:—In paying per diem should the aggregate number of hours of all cars hired to another line from time to time during a current month or any other period for which bill is rendered, be taken and divided by the aggregate number of hours by 24 to find the number of days and fractions thereof for a basis of settlement, or should settlement be made on a basis of each individual car?

Answer:—It is not the intention to have charges and settlement made on basis of each individual car. This Rule contemplates an agreement between the parties interested for each transaction, and settlement should be made for each transaction in accordance with Rule 2 unless there is an agreement to the contrary.

Question:—If out of a lot of passenger equipment loaned, one or more cars are returned in less than 24 hours, should a full day be specially allowed for each car so returned?

Answer:—Yes.

RULE 3—Canceled effective July 1, 1969.

(CHANGE)

CODE OF MILEAGE AND PER DIEM RULES-PASSENGER-CONTINUED.

RULE 4

The following rates for the use of railroad owned passenger train cars shall apply unless otherwise arranged between the roads concerned :

Paragraph A—Mileage Rates

GROUP	TYPE OF CAR	BASIS OF RATE		RATE PER MILE OF ACTUAL DISTANCE	
		Mechanical Designation	Length of Car①	Other than Electric	Electric Lighted
1A	Colonist or Emigrant....	"PE"	All.....	\$0.095	\$0.105
2A	Passenger.....	"PA"	Under 70 Ft... 70 Ft. and over.....	.124	.123
	Coach or Chair.....	"PB"		.123	.123
	Dormitory Car.....	"PSA"		.123	.123
3A	Buffet.....	"DB"	All.....	.152	.162
	Buffet-Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Passenger.....	"CAD"			
	Combined Baggage Dormitory and Kitchen...	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Coach Sleeping Car.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
	Dining and Parlor.....	"DP"			
	Dormitory Kitchen Car.	"DK"			
	Grill Room.....	"DG"			
	Kitchen Car.....	"DKP"			
	Lounge.....	"PL"			
	Lunch Counter Car.....	"DLC"			
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Couch Observation.....	"PBO"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4A	Combined Baggage and Passenger.....	"CA"	Under 60 Ft., 60 Ft. and under 70 Ft., 70 Ft. and over.....	.095	.105
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Combined Mail Storage or Baggage, Dormitory and Passenger.....	"CSP"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
	Combination Mail, Baggage and Dormitory Car.....	"MBD"			
	Combination Baggage, Mail and Express.....	"MBE"			
	Combination Mail and Dormitory Car.....	"MD"			
5A	Baggage Express.....	"BE"	Under 60 Ft., 60 Ft. and under 70 Ft., 70 Ft. and over.....	.045	.057
	Baggage Express Messenger.....	"BEM"			
	Box Express.....	"BX"			
	Box Express Messenger.	"BXM"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM"			
	House.....	"BMR"			
	Postal.....	"BMT"			
	Postal Storage.....	"MP"			
		"MR"			

①Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

Paragraph B—Per Diem Rates

GROUP	TYPE OF CAR	BASIS OF RATE		PER DIEM RATE	
		Mechanical Designation	Length of Car①	Other than Electric	Electric Lighted
1B	Colonist or Emigrant....	"PE"	All.....	\$ 15.20	\$ 16.15
2B	Passenger.....	"PA"	Under 70 Ft... 70 Ft. and over.....	20.90	21.85
	Coach or Chair..... Dormitory Car.....	"PB" "PSA"		24.70	25.65
3B	Buffet.....	"DB"	All.....	24.70	26.65
	Buffet Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Passenger.....	"CAD"			
	Combined Baggage Dormitory and Kitchen...	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Coach Sleeping Car.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
	Dining and Parlor.....	"DP"			
	Dormitory Kitchen Car.	"DK"			
	Grill Room.....	"DG"			
	Kitchen Car.....	"DKP"			
	Lounge.....	"PL"			
	Lunch Counter Car.....	"DLC"			
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Coach Observation.....	"PBO"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4B	Combined Baggage and Passenger.....	"CA"	Under 60 Ft., 60 Ft. and under 70 Ft., 70 Ft. and over.....	15.20	16.15
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Combined Mail Storage or Baggage, Dormitory and Passenger.....	"CSP"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
	Combination Mail, Baggage and Dormitory Car.....	"MBD"			
	Combination Baggage, Mail and Express.....	"MBE"			
	Combination Mail and Dormitory Car.....	"MD"			
5B	Baggage Express.....	"BE"	Under 60 Ft., 60 Ft. and under 70 Ft., 70 Ft. and over.....	9.80	10.45
	Baggage Express Messenger.....	"BEM"			
	Box Express.....	"BX"			
	Box Express Messenger.	"BXM"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM"			
	House.....	"BMR"			
	Postal.....	"BMT"			
	Postal Storage.....	"MP"			
		"MR"			

①Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

Paragraph C.

A mileage allowance of six (6) cents per mile will govern in the settlement as between railroads, and also as between the railroads and the Railway Express Agency, Inc., for the use of Passenger Express Refrigerator cars (A. A. R. Mechanical designations "BP," "BR" and "BS").

CODE OF MILEAGE AND PER DIEM RULES-PASSENGER-CONTINUED.

RULE 4—Continued.

Paragraph D.

The following amounts will be added to the rates named in Paragraphs A and B for the use of Passenger Cars when provided with Air Conditioning Apparatus:

To rates per mile named in paragraph A—

- (a) Ice System.....\$.013
- (b) Electro-Mechanical or Steam..... .029
- (c) Waukesha..... .029

To per diem charges named in paragraph B—

- (a) Ice System.....\$4.30
- (b) Electro-Mechanical or Steam..... 9.50
- (c) Waukesha..... 9.50

RULE 5

Separate interchange reports shall be made for passenger train cars, interchanged through freight connections, but no interchange reports need be issued on days when no cars are interchanged. Passenger interchange reports need not be certified by a representative of the receiving road. Mail daily to person or company to whom reporting marks are assigned junction reports of passenger train cars except Pullman cars delivered to connections on the day reports are received in the car record office, in a separate pouch envelope marked

"passenger". Continue to report freight cars interchanged in passenger trains on freight car interchange reports. Otherwise passenger interchange and junction reports shall be handled in accordance with the principles of freight Per Diem Rules 9 and 10.

RULE 6

A passenger car hire report on prescribed form (P-1 revised), showing for each car the car number, mileage rate, mileage, per diem rate and per diem days shall be forwarded to person or company to whom reporting marks are assigned, not later than the tenth day of the second month following that in which mileage or per diem accrued.

The principles of freight Per Diem Rule 11 shall apply except that claims covering errors or omissions in the mileage or per diem report must be presented within eight months from the last day of the month in which the mileage or per diem was earned.

RULE 7—Canceled effective July 1, 1969.

RULE 8

The principles of Freight Car Per Diem Rules 6, 7, 8, 12, 14, 15, 16 and 17 shall govern car hire accounting for passenger train cars.

(CHANGE)

(CHANGE)



ASSOCIATION OF AMERICAN RAILROADS

Car Selection Chart Showing Home Districts For All Principal Freight Car Ownerships

October, 1967.



ASSOCIATION OF AMERICAN RAILROADS
CAR SERVICE DIVISION
WASHINGTON D. C.

CIRCULAR NO. OT-10-B

LOAD CARS AS FOLLOWS (In order of preference)

- 1— Load foreign cars via owner roads, whenever possible. Foreign cars at a junction point with owner should be loaded via owner's rails.
- 2— Load foreign cars to a Home District.
- 3— Load foreign cars to a District intermediate between loading point and a Home District or to a District immediately adjacent to a Home District.

Foreign Car— A car on a road to which it does not belong.

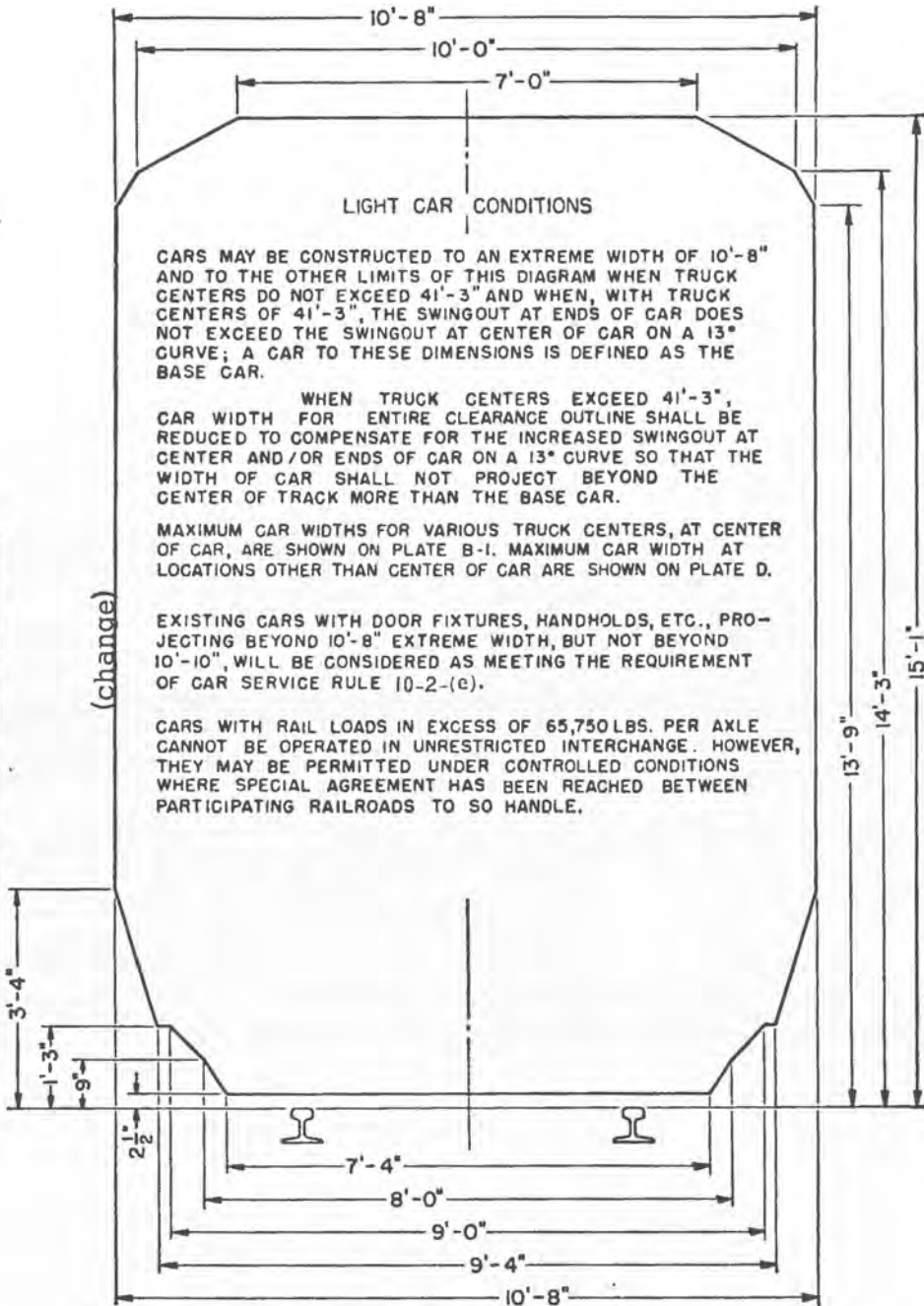
Do Not Load High Class Box Cars With Commodities That Will Damage or Taint the Interior.

Observance of the above principles in selecting empty cars for loading will greatly contribute to more efficient car utilization, prevent unnecessary empty mileage and improve car supply.
 Fullest possible advance notice by shippers in the form of written car orders, specifying routing and destination, will greatly aid the railroads in furnishing prompt and satisfactory car supply to shippers.

Railroads Classified According To Home Districts As Shown On Map

Railroad	District No.	Railroad	District No.	Railroad	District No.	Railroad	District No.	Railroad	District No.
AA(DT&I).....	15	CRI&P(RI).....	5,6,8,9,10,11,12,13,14	ITC.....	14	NKP(NJI&I, N&W, P&WV, VGN, WAB).....	11,12,14,15,16,19	SE.....	16
AC&HB.....	23	CRR.....	18,20	KCS(L&A).....	8,9,10,12,13	NP.....	1,3,7,11,22	SL.....	1
ACL(C&WC, SAL,SCL).....	19,20,21	C&S(FW&D).....	4,5,6,10	KO&G.....	8,9	NS.....	19,20	SJL.....	17
AC&Y.....	18	CSS.....	14	L&A KCS.....	8,9,10,12,13	NSS.....	15	SLSF.....	8,9,10,12,13,21
A&D(NFD).....	19	CMO(C&NW, L&M, M&SL).....	4,7,8,11,14	L&C.....	20	N&W(NJI&I, NKP, P&WV, VGN, WAB).....	11,12,14,15,16,19	SLSW(SSW).....	10,12,13,14
AEC(CG,G&F, INT,SA,SOU).....	14,15,18,19,20,21	CV.....	17	L&HR.....	16	NYC(P&E).....	14,15,16,17,19,23	SM.....	21
AL&S.....	14	C&W.....	4,5	L&M C&NW, CMO, M&SL).....	4,7,8,11,14	ONT.....	23	SN(TS,WP).....	2,5
AT&SF.....	2,5,6,8,9,10,12,14	C&WC(ACL, SAL,SCL).....	19,20,21	L&N(NC&StL).....	14,18,21	OSL(OWR&N, UP).....	1,2,3,4,5,8	SOO(DSS&A).....	7,11,14,22
A&WP(GA, WofA).....	21	DC.....	15	L&NE.....	16	OWR&N(OSL, UP).....	1,2,3,4,5,8	SOU(AEC,CG, G&F,INT,SA).....	14,15,18,19,20,21
BAR.....	17	DCI.....	11	L&NW.....	13	PBNE.....	16	SPT&NO.....	1,2,5,6,10,13
BCK.....	16	D&H.....	16	LS&BC.....	14	PC.....	1	SP&S.....	1
BKTY(MKT).....	8,9,10,12	DL&W(ERIE,EL).....	14,15,16	LS&L.....	11	PER.....	19	TC.....	18
B&LE(URR).....	16	D&M.....	15	LT.....	15	P&E(NYC).....	14,15,16,17,19,23	THB.....	23
B&M.....	17	DM&IR.....	11	LV.....	16	PGE.....	22	TM.....	10
B&O.....	14,15,16,19	D&RGW.....	5	MD&W.....	11	PH&D.....	15	TN.....	10
BS.....	21	DSS&A(SOO).....	7,11,14,22	MEC.....	17	P&L&E.....	15,16	T&NO(SP).....	1,2,5,6,10,13
CASO(NYC).....	23	DT&I(AA).....	15	MI.....	12,14	PM(C&O).....	14,15,18,19	T&P.....	10,13
CBC.....	5	D&TSL.....	15	MILW (CMS&P&P).....	1,3,7,11,12,14	PRR.....	14,15,16,19	TP&W.....	14,18
CB&Q.....	3,4,5,8,11,12,14	DW&P.....	11	MKC.....	16	P&S.....	16	TS(SN,WP).....	2,5
C&EL.....	14,15	EJ&E.....	14	MKT(BKTY).....	8,9,10,12	PTM.....	17	UCR.....	5
CG(AEC,G&F, INT,SA,SOU).....	14,15,18,19,20,21	EL(ERIE,DL&W).....	14,15,16	MNS.....	11	P&WV(NJI&I, NKP, N&W, VGN, WAB).....	11,12,14,15,16,19	UMP.....	16
C&G.....	21	ERIE(DL&W,EL).....	14,15,16	MON(CI&L).....	14,15	RDG.....	16	UP(OSL, OWR&N).....	1,2,3,4,5,8
CGW.....	11,12,14	FDDM&S.....	11	MONTOUR.....	16	RF&P.....	19	URR(B&LE).....	16
CHV.....	21	FEC.....	21	MP.....	5,8,9,10,12,13	RI(CRI&P).....	15,6,8,9,10,11,12,13,14	UTAH.....	5
C&L.....	16	FW&D(C&S).....	4,5,6,10	MRS.....	12	RS.....	23	VTR(UTR).....	17
CI&L(MON).....	14,15	GA A&WP, WofA).....	21	MSC(IC).....	11,13,14,18,21	RUT(VTR).....	17	VGN(NJI&I, NKP, N&W, P&WV, WAB).....	11,12,14,15,16,19
C&IM.....	14	GB&W.....	11	M&SL(C&NW, CMO, L&M).....	4,7,8,11,14	SA(AEC,CG, G&F,INT,SOU).....	14,15,18,19,20,21	WAB(NJI&I, NKP, N&W, P&WV, WAB).....	11,12,14,15,16,19
CIW.....	14	G&F AEC,CG, INT,SA,SOU).....	14,15,18,19,20,21	MWR.....	19	SAL ACL, C&WC, SCL).....	19,20,21	WAG.....	16
CMS(P&P, MILW).....	1,3,7,11,12,14	GM&O.....	12,13,14,18,21	NB.....	16	SAL ACL, C&WC, SCL).....	19,20,21	WofA(A&WP, GA).....	21
CN.....	1,3,7,11,17,22,23	GN.....	1,3,7,11,22	NC&StL(L&N).....	14,18,21	SCL ACL, C&WC, SAL).....	19,20,21	WM.....	16,19
CNJ.....	16	GNW.....	16	Nd&M.....	10			WPSN,TS).....	2,5
CN&L.....	20	GTW.....	14,15	NFD(A&D).....	19			WSS.....	20
C&NW(CMO, L&M, M&SL).....	4,7,8,11,14	IC MSC.....	11,13,14,18,21	NH.....	17			Y&N.....	15
C&O(PM).....	14,15,18,19	IHB.....	14	NJI&I, NKP, N&W, P&WV, VGN, WAB).....	11,12,14,15,16,19				
CP.....	1,3,7,11,17,22,23	INT AEC,CG, G&F SA,SOU).....	14,15,18,19,20,21						
COP RANGE.....	11								

**EQUIPMENT DIAGRAM
FOR UNRESTRICTED INTERCHANGE SERVICE
STANDARD**
ADOPTED 1948; REVISED 1963, 1966, 1967
ASSOCIATION OF AMERICAN RAILROADS
MECHANICAL DIVISION
DATE: MARCH 1, 1968 | **PLATE B**



(change)

LIGHT CAR CONDITIONS

CARS MAY BE CONSTRUCTED TO AN EXTREME WIDTH OF 10'-8" AND TO THE OTHER LIMITS OF THIS DIAGRAM WHEN TRUCK CENTERS DO NOT EXCEED 41'-3" AND WHEN, WITH TRUCK CENTERS OF 41'-3", THE SWINGOUT AT ENDS OF CAR DOES NOT EXCEED THE SWINGOUT AT CENTER OF CAR ON A 13° CURVE; A CAR TO THESE DIMENSIONS IS DEFINED AS THE BASE CAR.

WHEN TRUCK CENTERS EXCEED 41'-3", CAR WIDTH FOR ENTIRE CLEARANCE OUTLINE SHALL BE REDUCED TO COMPENSATE FOR THE INCREASED SWINGOUT AT CENTER AND/OR ENDS OF CAR ON A 13° CURVE SO THAT THE WIDTH OF CAR SHALL NOT PROJECT BEYOND THE CENTER OF TRACK MORE THAN THE BASE CAR.

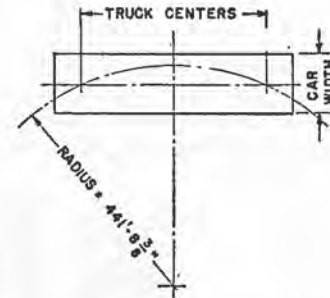
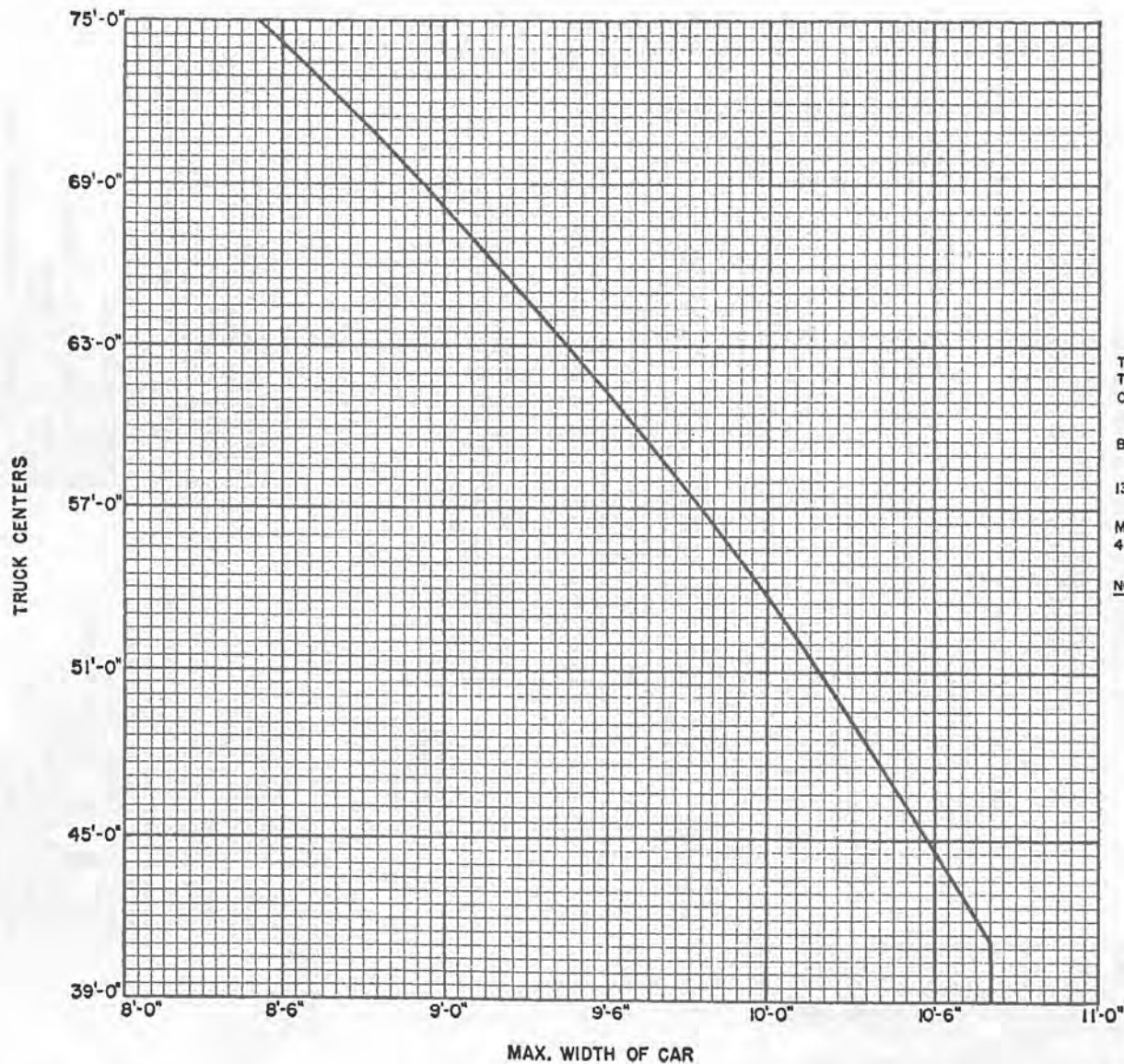
MAXIMUM CAR WIDTHS FOR VARIOUS TRUCK CENTERS, AT CENTER OF CAR, ARE SHOWN ON PLATE B-1. MAXIMUM CAR WIDTH AT LOCATIONS OTHER THAN CENTER OF CAR ARE SHOWN ON PLATE D.

EXISTING CARS WITH DOOR FIXTURES, HANDHOLDS, ETC., PROJECTING BEYOND 10'-8" EXTREME WIDTH, BUT NOT BEYOND 10'-10", WILL BE CONSIDERED AS MEETING THE REQUIREMENT OF CAR SERVICE RULE 10-2-(c).

CARS WITH RAIL LOADS IN EXCESS OF 65,750 LBS. PER AXLE CANNOT BE OPERATED IN UNRESTRICTED INTERCHANGE. HOWEVER, THEY MAY BE PERMITTED UNDER CONTROLLED CONDITIONS WHERE SPECIAL AGREEMENT HAS BEEN REACHED BETWEEN PARTICIPATING RAILROADS TO SO HANDLE.

THE 2-1/2" ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

ALL NEW OR REBUILT CARS SHOULD BE SO DESIGNED THAT NO PART OF CAR SHALL BE LESS THAN 2-3/4" ABOVE THE TOP OF THE RUNNING RAIL UNDER ALL ALLOWABLE WEAR AND SPRING DEFLECTION CONDITIONS. THOSE ROADS USING MULTIPLE WEAR WHEELS MAY FIND IT NECESSARY, IN MAINTAINING THE 2-3/4" MINIMUM CLEARANCE, TO COMPENSATE FOR WHEELS WORN CLOSE TO THE CONDEMNING LIMIT BY REPLACING WHEEL AND AXLE SETS, BEARINGS OR WEDGES,



THE REDUCTION IN WIDTH IS PREDICATED ON THE BASE CAR, DEFINED ON PLATE B, AND ON A 13° CURVE.

BASE CAR - (EXTREME WIDTH 10'-8"
(TRUCK CENTERS 41'-3"

13° CURVE = 441'-8³/₈" RADIUS.

MAXIMUM SWINGOUT AT CENTER OF CAR WITH 41'-3" TRUCK CENTERS = 5³/₄"

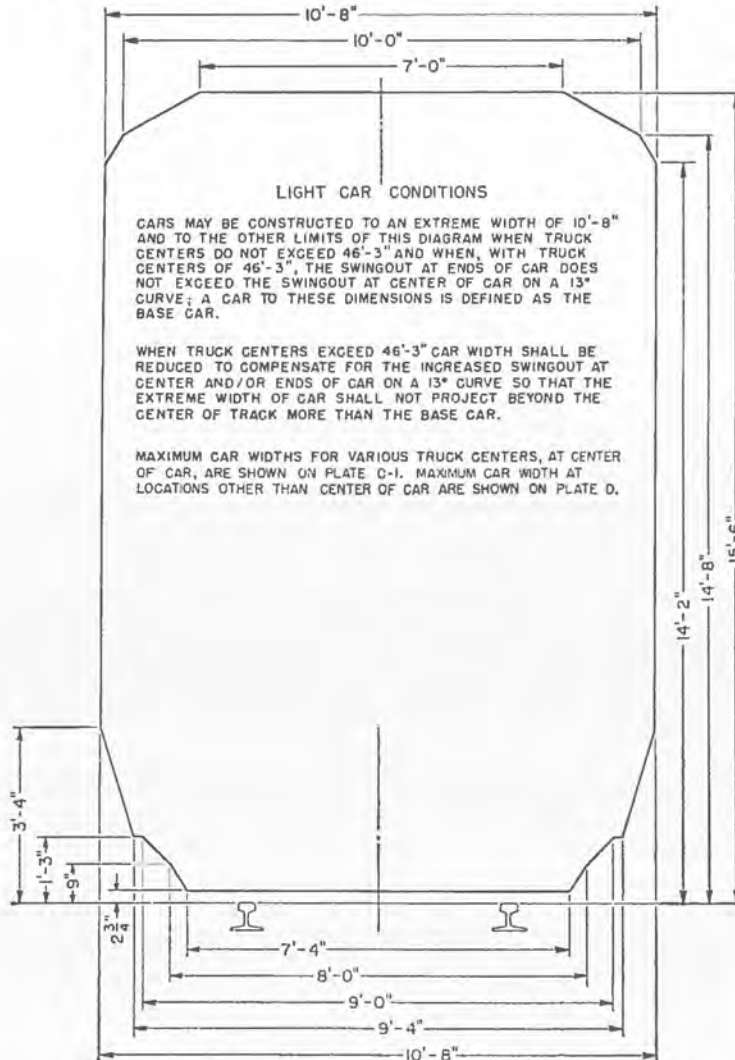
NOTE: THE MAXIMUM WIDTHS SHOWN ARE BASED ON THE SWINGOUT AT CENTER OF CAR WHICH USUALLY GOVERNS. MAXIMUM ALLOWABLE WIDTH OF CAR, OTHER THAN AT CENTER OF CAR, IS SHOWN ON PLATE D. ON CARS WITH LONG OVERHANGS, THE SWINGOUT AT ENDS OF CAR MUST ALSO BE CHECKED.

NOTE: FOR USE WITH PLATE "B"

MAXIMUM WIDTH OF CARS WITH VARIOUS TRUCK CENTERS STANDARD	
ADOPTED, 1962; REVISED, 1963, 1966	
ASSOCIATION OF AMERICAN RAILROADS MECHANICAL DIVISION	
DATE: MARCH 1, 1967	PLATE B-1

UNRESTRICTED ON ALL ROADS EXCEPT ON CERTAIN ROUTES OF THOSE ROADS SHOWN BELOW, FOR SPECIFIC RESTRICTED AREAS ON SUCH ROADS SEE "RAILWAY LINE CLEARANCES"

EQUIPMENT DIAGRAM
 FOR LIMITED INTERCHANGE SERVICE
 (WILL CLEAR OVER 95% OF TOTAL MILEAGE);
 STANDARD
 ADOPTED, 1963; REVISED, 1965, 1966
 ASSOCIATION OF AMERICAN RAILROADS
 MECHANICAL DIVISION
 DATE: MARCH 1, 1967 | PLATE C



CARS MAY BE CONSTRUCTED TO AN EXTREME WIDTH OF 10'-8" AND TO THE OTHER LIMITS OF THIS DIAGRAM WHEN TRUCK CENTERS DO NOT EXCEED 46'-3" AND WHEN, WITH TRUCK CENTERS OF 46'-3", THE SWINGOUT AT ENDS OF CAR DOES NOT EXCEED THE SWINGOUT AT CENTER OF CAR ON A 13° CURVE; A CAR TO THESE DIMENSIONS IS DEFINED AS THE BASE CAR.

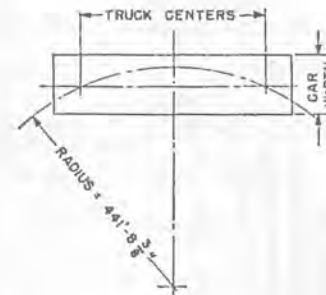
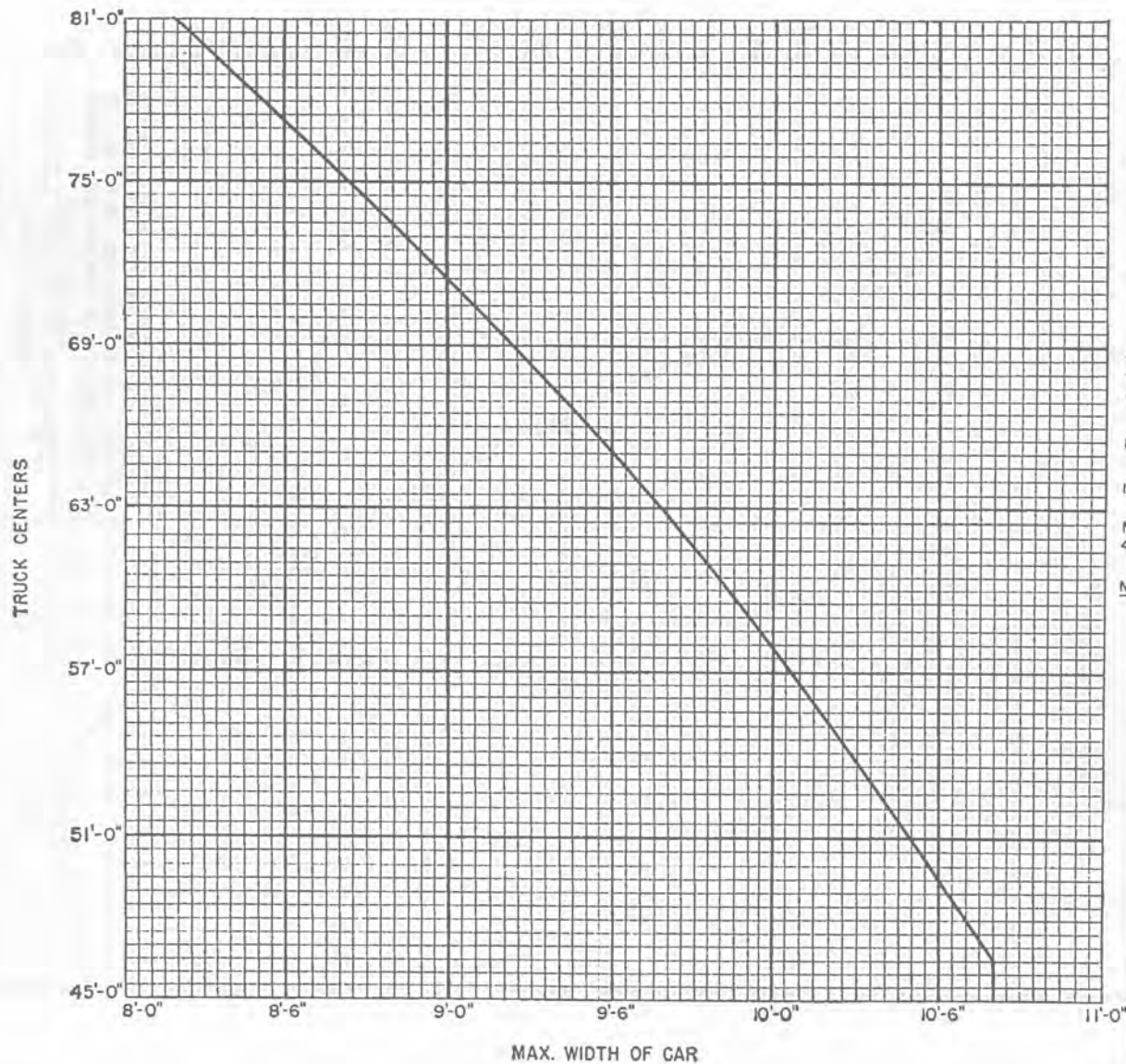
WHEN TRUCK CENTERS EXCEED 46'-3" CAR WIDTH SHALL BE REDUCED TO COMPENSATE FOR THE INCREASED SWINGOUT AT CENTER AND/OR ENDS OF CAR ON A 13° CURVE SO THAT THE EXTREME WIDTH OF CAR SHALL NOT PROJECT BEYOND THE CENTER OF TRACK MORE THAN THE BASE CAR.

MAXIMUM CAR WIDTHS FOR VARIOUS TRUCK CENTERS, AT CENTER OF CAR, ARE SHOWN ON PLATE C-1. MAXIMUM CAR WIDTH AT LOCATIONS OTHER THAN CENTER OF CAR ARE SHOWN ON PLATE D.

THE 2'-3/4" ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

Ann Arbor Railroad Company
 Baltimore and Ohio Railroad
 Boston and Maine Railroad
 Bush Terminal Railroad
 Canadian National Railways
 Central Railroad Company of New Jersey
 Chesapeake and Ohio Railway
 Chicago and North Western Railway
 Denver Union Terminal Railway
 Detroit, Toledo and Ironton Railroad
 Erie Lackawanna Railroad
 Gulf, Mobile and Ohio Railroad
 Kansas City Southern Railway
 Lehigh Valley Railroad
 Long Island Rail Road
 Louisiana and Arkansas Railway

Louisville and Nashville Railroad
 Manufacturers Railway Company
 Missouri Pacific Railroad
 New York Central Railroad
 New York, Chicago and St. Louis Railroad
 New York, New Haven and Hartford Railroad
 Norfolk and Western Railway
 Northwestern Pacific Railroad
 Pennsylvania Railroad
 Reading Company
 St. Louis-San Francisco Railway
 Southern Pacific Company
 Southern Railway System
 Terminal Railroad Association of St. Louis
 Union Railroad Company
 Western Maryland Railway



THE REDUCTION IN WIDTH IS PREDICATED ON THE BASE CAR, DEFINED ON PLATE C, AND ON A 13° CURVE.

BASE CAR - (EXTREME WIDTH 10'-8"
(TRUCK CENTERS 46'-3"

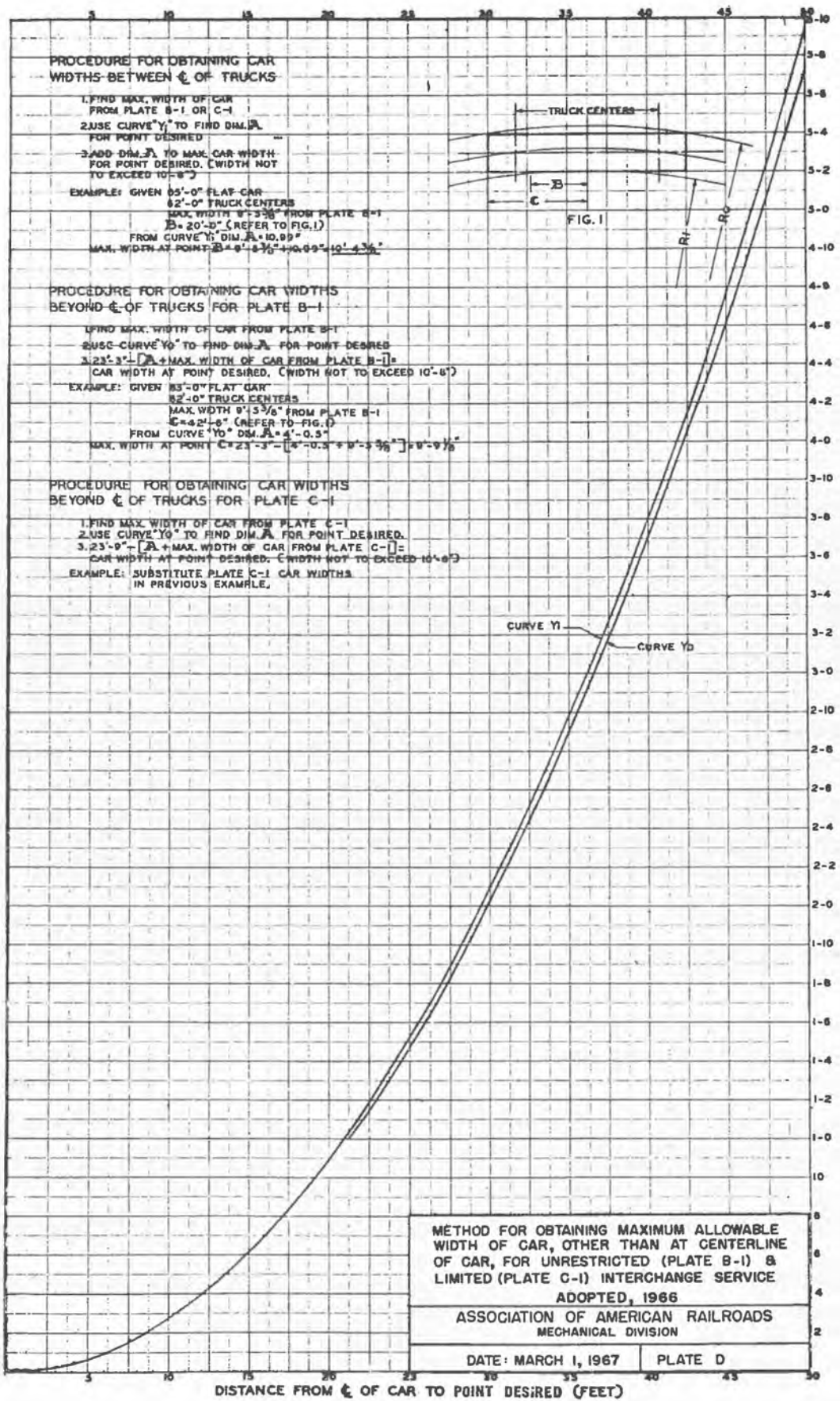
13° CURVE = 441'-8³/₈" RADIUS.

MAXIMUM SWINGOUT AT CENTER OF CAR WITH 46'-3" TRUCK CENTERS = 7¹/₄"

NOTE: THE MAXIMUM WIDTHS SHOWN ARE BASED ON THE SWINGOUT AT CENTER OF CAR WHICH USUALLY GOVERNS. MAXIMUM ALLOWABLE WIDTH OF CAR, OTHER THAN AT CENTER OF CAR, IS SHOWN ON PLATE D. ON CARS WITH LONG OVERHANGS, THE SWINGOUT AT ENDS OF CAR MUST ALSO BE CHECKED.

NOTE: FOR USE WITH PLATE "C"

MAXIMUM WIDTH OF CARS WITH
VARIOUS TRUCK CENTERS
STANDARD
ADOPTED, 1963; REVISED, 1966
ASSOCIATION OF AMERICAN RAILROADS
MECHANICAL DIVISION
DATE: MARCH 1, 1967 | PLATE C-1



S E C T I O N IV

AAR AND ICC SPECIAL CAR ORDERS

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ASSOCIATION OF AMERICAN RAILROADS
CAR SERVICE DIVISION

1780

MAILGRAM

This is an IMPORTANT message—to be sent by mail or messenger—NOT TO BE TELEGRAPHED

Washington, D. C.
September 3, 1968
File: 453-1-6

EQUIPMENT BULLETIN NO. 91

TO: DISTRICT MANAGERS AND
CAR SERVICE AGENTS

CAR SUPPLY

Loadings of all principal types of cars are presently running slightly higher than last year, and will increase further as we move toward the period of peak demands this fall. Current requirements for cars exceed the supply in every category of major types. Maximum utilization of every car is needed.

CAR SUPPLY--IT CAN BE STRETCHED!

The available supply can be made to do a better job through application of the utmost ingenuity to improve performance and obtain maximum efficiency. This requires continuous exertion of effort and constant attention to good car handling practices on the part of supervisory personnel and all others concerned with the movement of freight carrying equipment. It is essential to stretch the available supply if we are to meet the requirements of the shippers--the people who "pay the freight." All avoidable slack must be eliminated.

THE WORK PROGRAM

If every freight car in the fleet, including the private fleet, (yes, we do receive complaints of mishandling of private cars), was being used with maximum efficiency, complaints of shortages would be insignificant even in periods of peak demands. Unfortunately, however, such is not the case, and much of the potential capacity of the fleet is being wasted. This is readily apparent from examination of many of the Car Service Agents' reports received in this office. For example, the supply of all classes of gondolas remains tight, although settlement of the steel industry labor dispute did deflate the abnormal pressure on this type of equipment. Would you believe empty delays of foreign gonds up to 53 days for prospective loading? This was recently reported. Many, many other instances of wasted car days have been uncovered recently, pointing up the fact that our men should be out scouring inactive tracks where there is no doubt delays are occurring--our reports show it. ON GROUND CHECKING WILL CONTINUE FOREMOST in the Work Program.

DAMAGE TO EQUIPMENT: Be on the alert to uncover instances where mechanical loading or unloading devices cause damage to freight cars. Doors, grab irons, sill steps, etc., are being broken by attaching pull-chains or cables to cars. Power unloading scoops and fork lift trucks often damage and break box car doors, door posts, linings, etc. Gondola floors and sides are being damaged when baled metal and scrap steel are dropped by magnets and dump buckets from excessive heights.

Where such instances are uncovered (there is little chance of determining anything of the sort unless you get out on the ground) they should be handled diplomatically with offenders for correction. There is much of this damage occurring; therefore, there is opportunity for considerable monetary savings in repair costs and per diem, not to mention earning power while cars are held for repairs. Watch for damage caused by loading of contaminating commodities.

CAR SERVICE RULE 9: This Rule specifically requires that the return (empty) waybill show the name of commodity last loaded in a tank car. One railroad has advised that 21 commodities are loaded in this type equipment at one of their stations. It is very evident that without knowledge of the commodity the cars last held, considerable confusion could result at this station. Don't overlook provisions of CSR 9 at all stations where tank cars are handled.

CROSS HAULS of similar types and classes of equipment dissipate transportation by creating excess empty mileage and lost car days. A major cause of cross haul is furnishing of empty equipment unsuitable for the commodity to be loaded, resulting in rejects. We must be on the alert to observe and correct this kind of handling since there is no question that cross hauling, regardless of the reason, creates extra handling and spells ABSOLUTE WASTE of cars.

REVIEW CIRCULAR CSD NO. 435, NINTH REVISION, dated June 17, 1968. We are getting only occasional reports covering handling of Class "L" type cars. Keep in mind when checking observance of this circular that waybills covering empty return of covered hoppers (Class "LO") must show the name of commodity last loaded in such cars. Another important provision of this circular concerns destination carriers guarding closely against moving "LO" cars empty without first checking to insure that hopper slides are properly closed, and that hatch covers are secured to prevent contamination.

NO-BILLS! This is a problem that the railroads have been contending with for years. It is not diminishing. On the contrary, it seems to be steadily worsening. This is one type of railroad service failure that our customers simply cannot understand--at least, the growing frequency with which it occurs goes beyond their understanding, and their sympathy! We have received numerous reports depicting what can only be termed deplorable no-bill situations. The most discouraging and at the same time most frustrating aspect about some of these cases is that nobody on the railroad seemed to be doing anything about it. This is an area in which we can often be of immediate and valuable assistance to local supervisory personnel. Some of the reports received here show that our men by devoting a little time and diligent effort have been successful in getting cars off the hold tracks and moving properly. Don't overlook, too, checking bill racks for bills without cars.

MISTREATMENT AND LOSS OF COMPONENT PARTS IN SPECIAL EQUIPPED CARS continues to cost the railroads millions of dollars annually. Overcoming this problem is

not just a concern of the carriers. It is of vital interest to shippers, who not only are often inconvenienced but sometimes sustain costly loading delays either as a result of the time lag involved in obtaining a missing part, or account having to reject a car as unsuitable for loading due to lack of sufficient or proper interior equipment. All Car Service Agents should be aware of points in their territories where DF cars are loaded or unloaded in volume. Be on the lookout for surplus component parts that some shipper may not have needed for his loading, and failed to restore to the car for future use. Receivers unloading cars may remove the interior equipment and then neglect to return and stow it when car is released empty. Instances such as these should be handled with the shipper or receiver and also with the serving railroad.

CAR SERVICE RULES 1 AND 2 and the Car Service Agents' CHECK LIST: The minimum average of two Car Service Rules (CS-19) reports per man per month is still required. All items on the CHECK LIST pertaining both to Car Service Rules and general car handling should be covered to make complete checks and reports.

Appendices A and B attached show Special Car Orders and CSD Circulars (Including I.C.C. Service Orders) currently in effect.



Copies: Transportation Officers
Lists CS 1 and 1A

1780-4

APPENDIX A

SPECIAL CAR ORDERSClosed Car Section

SPECIAL CAR ORDER NO. 90: "Direct Route Plan" for disposition of surplus Rule 2 indirect connection plain box cars of designated ownerships on designated roads. Does not supersede or take precedence over Special Car Orders or distribution orders of the Car Service Division.

SPECIAL CAR ORDER NO. 30: Supplement No. 27, issued March 15, 1967, cancelled and superseded the original issue and all supplements and amendments thereto. Four amendments to Supplement No. 27 have been issued to date. SCO 30 implements the permission filing provision of Car Service Rule 4.

SPECIAL CAR ORDER NO. 36 - (1964 Revision): Permits named direct connection Eastern district roads to return empty CN and CP box to certain midwest connections in reverse of loaded movement for the purpose of relocating CN and CP box in loading territory west of Lake Superior with a minimum of empty mileage.

EXTENDED SPECIAL CAR ORDER NO. 108: Restricts loading of BAR and MEC plain box (XM, XME, XI) in New York, Pennsylvania, New Jersey, Delaware, Maryland, the District of Columbia and the six New England states. (June 21, 1968 issue)

SPECIAL CAR ORDER NO. 116: Applies to GN, NP, SP, UP plain 50' and longer box; 40' wide door box, and all plain box equipped with plug doors. Provides for withdrawal from distribution, and return empty to owners, with certain exceptions.

Open Car Section

SPECIAL CAR ORDER NO. 41 - AMENDMENT NO. 8: Applicable all roads. Restricts loading of gondolas 61-feet or longer, except GBR, GBS, and GBSR. (June 26, 1968 issue).

SPECIAL CAR ORDER C-515 REVISED & EXTENDED: Restricts the loading of 12 ownerships (19 system marks) of Eastern district gondolas. Applicable on roads serving the three Western districts, the terminal switching lines of Chicago, Peoria and St. Louis and western sections of GM&O, IC, N&W and SLSF. (June 25, 1968 issue)

SPECIAL CAR ORDER C-411 REVISED - CORRECTED: Applicable to C&O, L&N-NC&StL and N&W-VGN-NKP-PWV-WAB open-top hoppers. Prohibits loading and directs return empty to owners, cars developing empty east of Mississippi River and west of New England states. (June 9, 1965 issue). The Order is currently modified through November 30, 1968, permitting specific loading at Lake Erie ports.

SPECIAL CAR ORDER C-421: Applicable to CLINCHFIELD hoppers on C&O, N&W and Southern district roads. Prohibits loading and directs return empty to owner or may be used by other than owner when authorized by the owner or Car Service Division. Foreign cars locating on the Clinchfield may only be used for loading when authorized by owners or Car Service Division. (March 27, 1968 issue).

1780-5

SPECIAL CAR ORDER C-461 REVISED: Applicable to B&O hoppers releasing in the states of Delaware, New York, New Jersey, Ohio, Michigan, Pennsylvania, Maryland, West Virginia and the District of Columbia. Prohibits loading and directs return empty to owners. (June 8, 1965 issue). The Order is currently modified permitting specific loading by B&LE through November 30 and D&H through December 31, 1968.

SPECIAL CAR ORDER C-481 REVISED (EXTENDED): Provides indirect connection Western Trunk Lines and switch roads, also GM&O and IC, serving Chicago, St. Louis, East St. Louis and Peoria-Pekin with automatic outlets to indicated Eastern district roads for empty Eastern indirect connection gondolas and hoppers that are without open home routes at these gateways. (November 15, 1967 issue).

SPECIAL CAR ORDER C-483 REVISED (EXTENDED): Provides the L&N and SOUTHERN automatic outlets at Cincinnati, Ohio, Newport and Covington, Kentucky, to indicated Eastern District roads for empty Eastern indirect connection gondolas and hoppers that are without open home routes at these gateways. (November 15, 1967 issue).

SPECIAL CAR ORDER C-526: Applicable on railroads handling trainload shipments of coal. Directs empty return via reverse of loaded route of originating lines' cars, and handling of other ownerships received in unit trains in accordance with Car Service Rules or existing special car orders. (September 30, 1964 issue).

Refrigerator Cars

SPECIAL CAR ORDER 45 - REVISED: Effective October 1, 1967: Suspends application of Car Service Rules 1 and 2 with respect to AT&SF-owned refrigerator cars--reporting marks SFRA, SFRD, SFRM, and SFRP.

SPECIAL CAR ORDER 82 - REVISED - CORRECTED: Effective October 3, 1967: Suspends application of Car Service Rules 1 and 2 with respect to Bangor and Aroostook (BAR) refrigerator cars.

SPECIAL CAR ORDER 104 - REVISED: Effective October 1, 1967: Suspends application of Car Service Rules 1 and 2 with respect to Northern Pacific refrigerator cars--reporting marks NP and NPM.

NOTE: Special Car Orders 45, 82, and 104 were issued to permit handling of indicated cars on a basis similar to that applying to privately owned, railroad controlled refrigerator cars.

See Appendix B for CSD Car Handling Circulars

CAR SERVICE DIVISION CIRCULARS IN EFFECT JULY 1, 1968

APPENDIX B

CIRCULAR
NO.

CCS-1

Instructions covering compilation of CS Statistical reports. Originally issued March 2, 1920, with supplements issued up to present time.

CIRCULAR
NO.

- CCS-59 I.C.C. ruling indicating compliance by railroads is mandatory on all car distribution orders issued by the Commission on Car Service--now the Car Service Division.
- CCS-71 I.C.C. Commissioner's ruling concerning the right of a railroad to require an industry making a car empty to return it empty, provided the industry is not entitled to the car under distribution equalization in periods of car shortage.
- CSD-87
Third Revision Instructions governing placing and handling of embargoes. Revised and published in each issue of the Official Railway Equipment Register.
- *CSD 145-U
Revised Contains instructions for handling cars carrying railroad reporting marks equipped with load restraining devices and/or permanent dunnage, or mechanical designations XAP, XME, XML, XMP, (or new mechanical designations XL, XP, XR), FC, FA, FMS, GBR, GBRS, GBS, GSS, RBL, RPL. (Does not cover XME cars equipped only with strap anchors.) Current issue effective October 1, 1967.)
- *CSD-199
Third Revision Provides automatic short routes for selected ownerships of open top hopper, gondola, flat and stock cars developing surplus on Pacific Coast railroads, and to such ownerships which have been loaded from the West Coast to destinations east of the Continental Divide but short of Missouri River Gateways. Revised April 15, 1959.
- *CSD-435
Ninth Revision Prohibits loading and governs return handling of empty railroad owned or leased covered hoppers and other "L" type cars in interline service. Revised June 17, 1968.
- *CSD-439
Tenth Revision Governs handling of heavy capacity and special type flat cars. Revised - effective November 1, 1967.
- *CSD-461
Twenty-fourth
Revision Contains instructions for handling and lists cars assigned and stencilled for contaminating loading. Revised August 20, 1968.
- CSD-486 Authorizes various roads to operate over abandoned facilities, or to use jointly, facilities of another operating railroad. Individual cases covered by Supplements and I.C.C. Service Orders.
- CSD-525 I.C.C. Service Order 994. Appointment of agents of the I.C.C. vested with authority to divert and reroute traffic in emergencies. Individual cases covered by I.C.C. Order Numbers.

1780-7

CIRCULAR
NO.

CSD-526

I.C.C. Service Order 995. Appointment of Agents of the I.C.C. vested with authority to direct placement of embargoes by railroads when conditions warrant.

*CSD Car Handling Circulars.

ALL CURRENTLY EFFECTIVE I.C.C. SERVICE
ORDERS ARE LISTED UNDER ABOVE CSD CIRCULARS



ASSOCIATION OF AMERICAN RAILROADS
 OPERATIONS AND MAINTENANCE DEPARTMENT
 CAR SERVICE DIVISION
 TRANSPORTATION BUILDING
 WASHINGTON, D. C. 20006

R. R. MANION
 VICE PRESIDENT
 OPERATIONS AND MAINTENANCE DEPT.

E. P. MILLER, CHAIRMAN
 B. W. TAYLOR, EXECUTIVE ASSISTANT
 H. P. KAPPEL, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS
 H. SCHREIBER, ASSISTANT TO CHAIRMAN—STATISTICS
 H. PETERSON, ASSISTANT—ADVISORY BOARDS

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION
 A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS
 J. H. BLOSE, MANAGER, CLOSED CAR SECTION
 R. H. BUCHANAN, MANAGER, OPEN CAR SECTION
 H. G. RANDALL, MANAGER, PORT TRAFFIC

March 15, 1967

File: 619-1-4

SPECIAL CAR ORDER NO. 30

SUPPLEMENT NO. 27

(Original issue of Special Car Order No. 30 and all supplements
 and amendments thereto are superseded and cancelled.)

TO ALL RAILROADS:

Car Service Rule 4 reads as follows:

"Cars of railway ownership must not be delivered to a steamship, ferry, or barge line for transportation by water, except for transportation in interstate commerce by common carriers by water between points within the continental United States (not including Alaska), without permission of the owner filed with the Car Service Division."

Under the authority granted by Per Diem Rule 19, Paragraph (b), the Car Service Division hereby suspends this rule insofar as it relates to the delivery of cars to water carriers operating on the Great Lakes and in the Puget Sound area. At present, therefore, the rule applies only to the following water carriers:

- SECTION A-1: CN Aquatrain and Alaska British Columbia Transportation Company, operating between Prince Rupert, British Columbia and Alaska.
- SECTION A-2: Foss Launch and Tug Company, operating between points in the Puget Sound area and Alaska.
- SECTION B: James Griffiths & Sons, operating between Puget Sound area and Alaska.
- SECTION C: Seatrain Lines, Inc., operating between New York (Edgewater) and Puerto Rico.
- SECTION D: Puget Sound-Alaska Van Lines operating between Seattle and Alaska.
- SECTION E: Alaska Trainship Corp., operating between Brownsville, British Columbia and Alaska.

SECTION A-1: relating to the operation of CN Aquatrain and Alaska British Columbia Transportation Company between Prince Rupert, B.C., and Alaska.

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
 * Alaska Railroad
 Ann Arbor Railroad Co.
 Ashley, Drew & Northern Railway Co.
 Atchison, Topeka & Santa Fe Railway Co.
 Baltimore & Ohio Railroad Co.
 Bessemer & Lake Erie Railroad Co.
 Boston & Maine Railroad
 Canadian National Railways
 Canadian Pacific Railway Co.
 Central of Georgia Railway Co.
 Central Vermont Railway
 Chesapeake & Ohio Railway Co.
 Chicago & Illinois Midland Railway Co.
 Chicago & North Western Railway Co.
 Chicago Great Western Railway
 Chicago, Rock Island & Pacific Railroad Co.
 Delaware & Hudson Railroad Corp.
 Denver & Rio Grande Western Railroad Co.
 Detroit, Toledo & Ironton Railroad Co.
 Duluth, Missabe & Iron Range Railway Co.
 Erie-Lackawanna Railroad Co.
 Grand Trunk Western Railroad Co.
 Illinois Central Railroad
 Lake Superior & Ishpeming Railroad Co.
 Lake Terminal Railroad Co.
 Mississippi Central Railroad Co.
 Missouri-Illinois Railroad
 Missouri-Kansas-Texas Railroad Co.
 Missouri Pacific Railroad Co.
 Monon Railroad
 New Jersey, Indiana & Illinois Railroad Co.
 New York Central System
 New York, Chicago & St. Louis Railroad Co.
 New York, New Haven & Hartford Railroad Co.
 Norfolk & Western Railway
 Pacific Great Eastern Railway Co.
 Pennsylvania Railroad Co.
 Pittsburgh & Lake Erie Railroad Co.
 Pittsburgh & Shawmut Railroad Co.
 Pittsburgh & West Virginia Railway Co.
 Sacramento Northern Railway
 Southern Railway System
 Texas & Pacific Railway Co.
 Texas South-Eastern Railroad Co.
 Toledo, Peoria & Western Railroad Co.
 Toronto, Hamilton & Buffalo Railway Co.
 Union Railroad Co.
 Wabash Railroad Co.
 Western Maryland Railway Co.
 Western Pacific Railroad Co.

*The Alaska Railroad is not agreeable to the use of AAR cars for any movement to any point in Alaska except Whittier.

SECTION A-2: relating to the operations of Foss Launch & Tug Company.

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
Ashley, Drew & Northern Railway Co.
Ann Arbor Railroad Co.
Atchison, Topeka & Santa Fe Railway Co.
Baltimore & Ohio Railroad Co.
Bessemer & Lake Erie Railroad Co.
Boston & Maine Railroad
Central of Georgia Railway Co.
Chesapeake & Ohio Railway Co.
Chicago & Illinois Midland Railway Co.
Chicago & North Western Railway Co.
Chicago, Burlington & Quincy Railroad Co.
Chicago Great Western Railway
Chicago, Milwaukee, St. Paul & Pacific R. R. Co.
Chicago, Rock Island & Pacific Railroad Co.
Delaware & Hudson Railroad Corp.
Denver & Rio Grande Western Railroad Co.
Detroit, Toledo & Ironton Railroad Co.
Duluth, Missabe & Iron Range Railway Co.
Erie-Lackawanna Railroad Co.
Grand Trunk Western Railroad Co.
Great Northern Railway Co.
Illinois Central Railroad
Lake Superior & Ishpeming Railroad Co.
Lake Terminal Railroad Co.
Mississippi Central Railroad Co.
Missouri-Illinois Railroad
Missouri-Kansas-Texas Railroad Co.
Missouri Pacific Railroad Co.
Monon Railroad
New Jersey, Indiana & Illinois Railroad Co.
New York Central System
New York, Chicago & St. Louis Railroad Co.
New York, New Haven & Hartford Railroad Co.
Norfolk & Western Railway
Northern Pacific Railway
Pacific Great Eastern Railway Co.
Pennsylvania Railroad Co.
Pittsburgh & Lake Erie Railroad Co.
Pittsburgh & Shawmut Railroad Co.
Pittsburgh & West Virginia Railway Co.
Sacramento Northern Railway
Southern Railway System
Texas & Pacific Railway Co.
Texas South-Eastern Railroad Co.
Toledo, Peoria & Western Railroad Co.
Union Pacific Railroad
Union Railroad Co.
Wabash Railroad Co.
Western Maryland Railway Co.
Western Pacific Railroad Co.

SECTION B: relating to operations of James Griffiths & Sons:

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
 Ann Arbor Railroad Co.
 Atchison, Topeka & Santa Fe Railway Co.
 Baltimore & Ohio Railroad Co.
 * Bangor & Aroostook Railroad Co.
 Bessemer & Lake Erie Railroad Co.
 Birmingham Southern Railroad Co.
 Boston & Maine Railroad
 Central Railroad Company of New Jersey
 Chesapeake & Ohio Railway Co.
 Chicago & Illinois Midland Railway Co.
 Chicago & North Western Railway Co.
 Chicago, Burlington & Quincy Railroad Co.
 Chicago Great Western Railway
 Chicago, Milwaukee, St. Paul & Pacific Railroad
 Chicago, Rock Island & Pacific Railroad Co.
 Colorado & Southern Railway Co.
 Delaware & Hudson Railroad Corp.
 Denver & Rio Grande Western Railroad Co.
 Erie-Lackawanna Railroad Co.
 Florida East Coast Railway Co.
 Fort Worth & Denver Railway Co.
 Grand Trunk Western Railroad
 Green Bay & Western Railroad Co.
 Great Northern Railway
 Gulf, Mobile & Ohio Railroad
 Illinois Central Railroad
 Kansas City Southern Railway Co.
 Kewaunee, Green Bay & Western Railroad Co.
 La Salle & Bureau County Railway Co.
 Lehigh & New England Railway Co.
 Lehigh Valley Railroad Co.
 Louisiana & Arkansas Railway Co.
 Louisville & Nashville Railroad Co.
 McKeesport Connecting Railroad
 Missouri Pacific Railroad Co.
 Monon Railroad
 New Jersey, Indiana & Illinois Railroad Co.
 New York Central System
 New York, Chicago & St. Louis Railroad Co.
 New York, New Haven & Hartford Railroad Co.
 Norfolk & Western Railway
 Northern Pacific Railway
 Pennsylvania Railroad
 Pittsburgh & Lake Erie Railroad
 Pittsburgh & West Virginia Railway Co.
 Sacramento Northern Railway
 St. Louis-San Francisco Railway Co.
 Soo Line Railroad Co.
 Texas & Pacific Railway Co.
 Union Pacific Railroad

* Does not cover cars of RB, RBL and RP mechanical designation.

SECTION B (continued)

Union Railroad Co.
Wabash Railroad Co.
Western Maryland Railway
Western Pacific Railroad Co.

SECTION C: relating to the operations of Seatrain Lines, Incorporated:

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
Ann Arbor Railroad Co.
Atchison, Topeka & Santa Fe Railway Co.
Baltimore & Ohio Railroad Co.
Bangor & Aroostook Railroad Co.
Bessemer & Lake Erie Railroad Co.
Birmingham Southern Railroad Co.
Boston & Maine Railroad
Buffalo Creek Railroad
Central Railroad Company of New Jersey
Central Vermont Railway, Inc.
Chesapeake & Ohio Railway Co.
Chicago & Eastern Illinois Railroad Co.
Chicago & Illinois Midland Railway Co.
Chicago, Burlington & Quincy Railroad Co.
Chicago Great Western Railway
Colorado & Southern Railway Co.
Columbus & Greenville Railway Co.
Copper Range Railroad Co.
Delaware & Hudson Railroad Corp.
Denver & Rio Grande Western Railroad Co.
Detroit & Mackinac Railway Co.
Detroit, Toledo & Ironton Railroad Co.
Elgin, Joliet & Eastern Railway Co.
Erie-Lackawanna Railroad Co.
Fort Dodge, Des Moines & Southern Railway Co.
Fort Worth & Denver Railway Co.
Genesee & Wyoming Railroad Co.
Great Northern Railway
Green Bay & Western Railroad Co.
Kewawee, Green Bay & Western Railroad Co.
Lehigh Valley Railroad Co.
Minneapolis, Northfield & Southern Railway
Mississippi Central Railroad Co.
Missouri-Kansas-Texas Railroad Co.
Missouri Pacific Railroad Co.
Monon Railroad
Muncie & Western Railroad Co.
New Jersey, Indiana & Illinois Railroad Co.
New York Central System
New York, Chicago & St. Louis Railroad Co.
New York, New Haven & Hartford Railroad Co.
Norfolk & Western Railway
Northern Pacific Railway
Pennsylvania Railroad
Pittsburgh & Lake Erie Railroad
Pittsburgh & West Virginia Railway

SECTION C (continued)

Reading Company
 Soo Line Railroad Co.
 Texas & Northern Railway Co.
 Texas South-Eastern Railroad Co.
 Toronto, Hamilton & Buffalo Railway Co.
 Union Pacific Railroad
 Union Railroad Co.
 Wabash Railroad Co.

SECTION D: relating to the operations of Puget Sound-Alaska Van Lines between Seattle and Alaska.

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
 Alaska Railroad
 Ann Arbor Railroad Co.
 Atchison, Topeka & Santa Fe Railway Co.
 Baltimore & Ohio Railroad Co.
 Bessemer & Lake Erie Railroad Co.
 Birmingham Southern Railroad Co.
 Boston & Maine Railroad
 Canadian Pacific Railway Co.
 Central Railroad Co. of New Jersey
 Chesapeake & Ohio Railway Co.
 Chicago & Eastern Illinois Railroad Co.
 Chicago & Illinois Midland Railway Co.
 Chicago & North Western Railway Co.
 Chicago, Burlington & Quincy Railroad Co.
 Chicago Great Western Railway
 Chicago, Milwaukee, St. Paul & Pacific Railroad Co.
 Chicago, Rock Island & Pacific Railroad Co.
 Colorado & Southern Railway Co.
 Delaware & Hudson Railroad Corp.
 Denver & Rio Grande Western Railroad Co.
 Detroit, Toledo & Ironton Railroad Co.
 Elgin, Joliet & Eastern Railway Co.
 Erie-Lackawanna Railroad Co.
 Fort Worth & Denver Railway Co.
 Great Northern Railway Co.
 Illinois Central Railroad
 Lehigh Valley Railroad Co.
 Mississippi Central Railroad Co.
 Missouri-Illinois Railroad
 Missouri-Kansas-Texas Railroad Co.
 Missouri Pacific Railroad Co.
 New Jersey, Indiana & Illinois Railroad Co.
 New York Central System
 New York, Chicago & St. Louis Railroad Co.
 New York, New Haven & Hartford Railroad Co.
 Norfolk & Western Railway
 Northern Pacific Railway
 Pennsylvania Railroad
 Pittsburgh & Lake Erie Railroad Co.

SECTION D (continued)

Pittsburgh & Shawmut Railroad Co.
 Pittsburgh & West Virginia Railway Co.
 Sacramento Northern Railway
 Saint Louis-San Francisco Railway Co.
 Southern Railway System
 Spokane, Portland & Seattle Railway Co.
 Texas & Pacific Railway Co.
 Texas South-Eastern Railroad Co.
 Tidewater Southern Railway
 Toledo, Peoria & Western Railroad Co.
 Union Pacific Railroad
 Union Railroad Co.
 Wabash Railroad Co.
 Western Maryland Railway Co.
 Western Pacific Railroad Co.

SECTION E: relating to operations of Alaska Trainship Corporation for movement between Brownsville, B. C., and Alaska.

The following roads have consented to delivery of their cars to this operation:

Akron, Canton & Youngstown Railroad Co.
 Alaska Railroad
 Atchison, Topeka & Santa Fe Railway Co.
 Baltimore & Ohio Railroad Co.
 * Bangor & Aroostook Railroad Co.
 Bessemer & Lake Erie Railroad Co.
 Birmingham Southern Railroad Co.
 Boston & Maine Corp.
 Canadian Pacific Railway Co.
 Central of Georgia Railway Co.
 Central Railroad Co. of New Jersey
 Chesapeake & Ohio Railway Co.
 Chicago & Eastern Illinois Railroad Co.
 Chicago & Illinois Midland Railway Co.
 Chicago & North Western Railway Co.
 Chicago, Burlington & Quincy Railroad Co.
 Chicago Great Western Railway Co.
 Chicago, Milwaukee, St. Paul & Pacific Railroad Co.
 Chicago, Rock Island & Pacific Railway Co.
 Colorado & Southern Railway Co.
 Delaware & Hudson Railroad Corp.
 Denver & Rio Grande Western Railroad Co.
 Detroit, Toledo & Ironton Railroad Co.
 Elgin, Joliet & Eastern Railway Co.
 Erie-Lackawanna Railroad Co.
 Fort Dodge, Des Moines & Southern Railway Co.
 Great Northern Railway Co.
 Illinois Central Railroad
 Lehigh Valley Railroad Co.

* Does not cover refrigerator cars.

SECTION E (Continued)

Mississippi Central Railroad Co.
Missouri-Illinois Railroad
Missouri Pacific Railroad Co.
Monon Railroad
New Jersey, Indiana & Illinois Railroad Co.
New York Central System
New York, Chicago & St. Louis Railroad Co.
New York, New Haven & Hartford Railroad Co.
Norfolk & Western Railway
Northern Pacific Railway
Pennsylvania Railroad
Pittsburgh & Shawmut Railroad Co.
Pittsburgh & West Virginia Railway
Sacramento Northern Railway
St. Louis-San Francisco Railway Co.
Southern Railway System
Spokane, Portland & Seattle Railway Co.
Texas & Northern Railway Co.
Texas & Pacific Railway Co.
Texas South-Eastern Railroad Co.
Toledo, Peoria & Western Railroad Co.
Union Pacific Railroad
Union Railroad Co.
Wabash Railroad Co.
Western Maryland Railway Co.
Western Pacific Railroad Co.

Yours very truly,



LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF AMERICAN RAILROADS
 OPERATIONS AND MAINTENANCE DEPARTMENT
 CAR SERVICE DIVISION
 TRANSPORTATION BUILDING
 WASHINGTON, D. C. 20006

1536

R. R. MANION
 VICE PRESIDENT
 OPERATIONS AND MAINTENANCE DEPT.

E. P. MILLER, CHAIRMAN
 B. W. TAYLOR, EXECUTIVE ASSISTANT
 HARRY PETERSON, ASSISTANT TO CHAIRMAN—DATA SYSTEMS
 H. SCHREIBER, ASSISTANT TO CHAIRMAN—STATISTICS
 J. E. HATHAWAY, ASSISTANT TO CHAIRMAN—ADVISORY BOARDS
 H. P. KAPPEL, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION
 A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS
 J. H. BLOSE, MANAGER, CLOSED CAR SECTION
 R. H. BUCHANAN, MANAGER, OPEN CAR SECTION
 H. G. RANDALL, MANAGER, PORT TRAFFIC

May 9, 1967
 File: 619-1-4

SPECIAL CAR ORDER NO. 30

SUPPLEMENT NO. 27

AMENDMENT NO. 1

TO ALL RAILROADS:

Supplement No. 27 to Special Car Order No. 30 dated March 15, 1967, is hereby amended as follows:

SECTION A-1: relating to operations of CN Aquatrain and Alaska British Columbia Transportation Company between Prince Rupert, B. C., and Alaska - add the following roads which have consented:

Chicago & Eastern Illinois Railroad
 Rutland Railroad
 Vermont Railway

SECTION A-2: relating to the operations of Foss Launch & Tug Company - add the following roads which have consented:

Chicago & Eastern Illinois Railroad
 Rutland Railroad
 Vermont Railway

SECTION B: relating to the operations of James Griffiths & Sons - add the following roads which have consented:

Chicago & Eastern Illinois Railroad
 Rutland Railroad
 Vermont Railway

SECTION C: relating to the operations of Seatrain Lines, Inc. - add the following roads which have consented:

Rutland Railroad
 Vermont Railway

1536-2

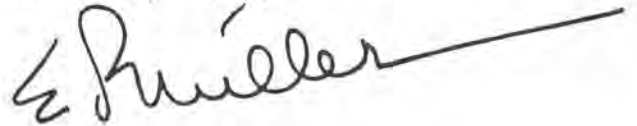
SECTION D: relating to the operations of Puget Sound-Alaska Van Lines -
add the following roads which have consented:

Bangor & Aroostook Railroad Company
Fort Dodge, Des Moines & Southern Railway Co.
Rutland Railroad
Texas & Northern Railway Company
Vermont Railway

SECTION E: relating to the operations of the Alaska Trainship Corporation -
add the following roads which have consented:

Fort Worth & Denver Railway Company
Lake Superior & Ishpeming Railroad Company
Lake Terminal Railroad Company
Rutland Railroad
Vermont Railway

Yours very truly,



LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF AMERICAN RAILROADS
 OPERATIONS AND MAINTENANCE DEPARTMENT
 CAR SERVICE DIVISION
 TRANSPORTATION BUILDING
 WASHINGTON, D. C. 20006

R R MANION
 VICE PRESIDENT
 OPERATIONS AND MAINTENANCE DEPT

E. P. MILLER, CHAIRMAN
 B. W. TAYLOR, EXECUTIVE ASSISTANT
 HARRY PETERSON, ASSISTANT TO CHAIRMAN—DATA SYSTEMS
 H. SCHREIBER, ASSISTANT TO CHAIRMAN—STATISTICS
 J. E. HATHAWAY, ASSISTANT TO CHAIRMAN—ADVISORY BOARDS
 H. P. KAPPEL, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION
 A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS
 J. H. BLOSE, MANAGER, CLOSED CAR SECTION
 R. H. BUCHANAN, MANAGER, OPEN CAR SECTION
 H. G. RANDALL, MANAGER, PORT TRAFFIC

August 9, 1967
 File: 619-1-4

SPECIAL CAR ORDER NO. 30

SUPPLEMENT NO. 27

AMENDMENT NO. 2

TO ALL RAILROADS:

Supplement No. 27 to Special Car Order No. 30 dated March 15, 1967, is hereby amended as follows:

SECTION A-1: relating to operations of CN Aquatrain and Alaska British Columbia Transportation Company between Prince Rupert, B. C., and Alaska - add the following road which has consented:

Tidewater Southern Railway

SECTION A-2: relating to operations of Foss Launch & Tug Company - add the following road which has consented:

Tidewater Southern Railway

SECTION B: relating to operations of James Griffiths & Sons - add the following roads which have consented:

Central of Georgia Railway
 Southern Railway System

SECTION D: relating to operations of Puget Sound-Alaska Van Lines - add the following road which has consented:

Central of Georgia Railway

SECTION E: relating to operations of the Alaska Trainship Corporation - add the following roads which have consented:

Duluth, Missabe and Iron Range Railway
 Missouri-Kansas-Texas Railroad
 Tidewater Southern Railway

Yours very truly,

E. P. Miller

LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF
AMERICAN RAILROADS

1756

OPERATIONS AND MAINTENANCE DEPARTMENT • CAR SERVICE DIVISION
 TRANSPORTATION BUILDING • WASHINGTON, D. C. 20006

E. P. MILLER
 Chairman

B. W. TAYLOR
 Executive Assistant

NOTED

CWTI WWW HLB May 20, 1968 NVK File: 619-1-4 EHS IFCO SPECIAL CAR ORDER NO. 30SUPPLEMENT NO. 27AMENDMENT NO. 3

TO ALL RAILROADS:

On January 19, 1968 circular letter was sent to all car owning railroads asking whether they could consent to the delivery of their cars to the Canadian National Car Ferry for water movement between the Canadian mainland and the Province of Newfoundland. This ferry is in operation and the following new SECTION F is added to Special Car Order No. 30:

SECTION F: relating to operations of Canadian National Car Ferry between the Canadian mainland and the Province of Newfoundland, the following roads have consented to delivery of their cars:

Akron, Canton & Youngstown
 Atchison, Topeka & Santa Fe
 Bessemer & Lake Erie
 Birmingham Southern
 Canadian Pacific
 The Central Railroad Company of New Jersey
 Central Vermont
 *Chicago, Burlington & Quincy
 @Chicago & North Western
 Chicago, Rock Island & Pacific
 Columbus & Greenville
 Copper Range
 Delaware & Hudson
 Denver & Rio Grande Western
 Detroit & Mackinac
 Elgin, Joliet & Eastern
 Erie Lackawanna
 Genessee & Wyoming
 Grand Trunk Western
 *Great Northern
 Green Bay & Western
 Gulf, Mobile & Ohio
 Illinois Central

SECTION F (continued)

Kansas City Southern Lines
 Lake Superior & Ishpeming
 Lake Terminal
 Lehigh & Hudson River
 McKeesport Connecting
 Minneapolis, Northfield & Southern
 Mississippi Export Railroad
 Missouri Pacific
 Montour
 Newburgh & South Shore
 New York, New Haven & Hartford
 Norfolk & Western
 *Northern Pacific
 Northampton & Bath
 Penn Central (including PC, PRR, NYC, B&A
 BWC, P&LE and TOC marks)
 Port Huron & Detroit
 Reading Company
 St. Louis-San Francisco
 Southern Railway System
 *Soo Line
 #Spokane, Portland & Seattle
 Texas Mexican
 Texas & Northern
 Texas & Pacific
 Texas South-Eastern
 Toronto, Hamilton & Buffalo
 Union Railroad (Pittsburgh)
 Union Pacific
 Western Maryland
 Youngstown & Northern

- * Provided CB&Q, GN, NP and SOOL cars originate on or are loaded via the owner.
- # Provided SP&S cars originate on or are loaded via SP&S or one of their system lines (Oregon Trunk Rwy., Oregon Electric Rwy.) or on the lines of SP&S's parent companies (Great Northern, and Northern Pacific), or move via those roads.
- @ Excluding C&NW special equipment covered by Circular CSD 145-U, and Circular CSD 435.

NOTE: The Canadian National Car Ferry agrees to accept responsibility for payment of per diem and for loss, damage or destruction of cars.

The following roads, having consented to delivery of their cars, are added to -

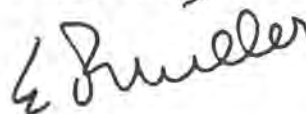
SECTION E, relating to operations of the Alaska Trainship Corporation:

Kansas, Oklahoma & Gulf
Pittsburgh & Lake Erie

The following railroad has consented to delivery of its cars to water carriers operating under SECTIONS A-1, A-2, B, C, D, E and F:

Chicago, West Pullman & Southern

Yours very truly,

A handwritten signature in cursive script, appearing to read "E. J. Miller", written in dark ink. The signature is slanted upwards to the right and is positioned below the typed phrase "Yours very truly,".

LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT • CAR SERVICE DIVISION
 TRANSPORTATION BUILDING • WASHINGTON, D. C. 20006

1778

E. P. MILLER
 Chairman

B. W. TAYLOR
 Executive Assistant

July 10, 1968
 File: 619-1-4

SPECIAL CAR ORDER NO. 30

SUPPLEMENT NO. 27

AMENDMENT NO. 4

TO ALL RAILROADS:

Supplement No. 27 to Special Car Order No. 30 dated March 15, 1967
 is hereby amended as follows:

SECTION D: relating to operations of Puget Sound-Alaska Van Lines -
 add the following roads which have consented:

Kansas City Southern Railway
 Louisiana & Arkansas Railway
 Duluth, Missabe & Iron Range Railway
 Monon Railroad
 Kansas, Oklahoma & Gulf Railway

SECTION F: relating to operations of Canadian National Car Ferry
 between the Canadian mainland and the Province of
 Newfoundland -
 add the following road which has consented:

- * Bangor & Aroostook Railroad Co.
- * Does not include refrigerator cars.

Yours very truly,

E. P. Miller

LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF

AMERICAN RAILROADS

1912

OPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036E. P. MILLER
ChairmanHARRY PETERSON
Executive AssistantFebruary 14, 1969
File: 619-1-4B. W. TAYLOR
Manager, Railroad Relatio
J. H. BLO
Manager, Closed Car Secti
R. H. BUCHANAN
Manager, Open Car Secti
R. K. McCARTHY
Assistant to Chairman—Data System
H. SCHREIBER
Assistant to Chairman—Statisti
J. E. HATHAWAY
Assistant to Chairman—Advisory BoardSPECIAL CAR ORDER NO. 30SUPPLEMENT NO. 27AMENDMENT NO. 5

TO ALL RAILROADS:

Supplement No. 27 to Special Car Order No. 30 dated March 15, 1967 is hereby amended as follows:

SECTION A-1: relating to the operation of Canadian National Aquatrain and Alaska British Columbia Transportation Company between Prince Rupert, British Columbia and Alaska -add the following roads which have consented:
Kansas City Southern Railway Company
Louisiana and Arkansas Railway CompanySECTION A-2: relating to the operations of Foss Launch & Tug Company - add the following roads which have consented:Kansas City Southern Railway Company
Louisiana and Arkansas Railway CompanySECTION D: relating to operations of Puget Sound-Alaska Van Lines - As of January 1, 1969, the new corporate name of this firm is Alaska Hydro-Train.SECTION E: relating to operations of Alaska Trainship Corporation for movement between Brownsville, British Columbia and Alaska - add the following to roads which have consented:Kansas City Southern Railway Company
Louisiana and Arkansas Railway Company
Wellsville, Addison & Galeton Railroad CorporationSECTION F: relating to operations of Canadian National Car Ferry between the Canadian mainland and the Province of Newfoundland - add the following road which has consented:

Wellsville, Addison & Galeton Railroad Corporation

Yours very truly,



LISTS: CS-1, 1A, 1B, DMs, CSAs

Please destroy previous copies and handle box cars home movement as shown.

Outlets for Box Cars of Indirect Ownership Not Needed

Deliver to Line Named at Indicated Junction

	Billings Laurel	Duluth Superior	Emerson Jct.	Twin Cities	Portland	Butte Silver Bow	Winni- peg	Any Jct.
AA Ann Arbor.....				CNW.....				
AC Algoma Central.....		SOO.....		SOO.....				CP.....
ACL.....				CNW.....				
ACY.....				SOO.....				
AMP.....				CB&Q.....				
ATSF.....	CB&Q.....			CB&Q.....	SP.....			
BA.....				SOO.....				
BM.....		SOO.....	CN.....	SOO.....				
BO.....				Milw.....				
BS Birmingham Sou.....				CNW.....				
BAR.....		SOO.....		SOO.....				CP.....
BCK Buffalo Crk.....				CNW.....				
BIE.....				Milw.....				
CGA Cent. of Ga.....				CNW.....				
CG Col. & Greenville.....				CNW.....				
CO.....				CNW.....				
CR-COPR-Copper Range.....		SOO.....						
CS.....								CB&Q.....
CV.....		SOO.....	CN.....	SOO.....				
CCO-CRR-Clinchfield.....				CB&Q.....				
CEI.....				MNS.....				
CIL-CI&L.....				MNS.....				
CIM Chi. & Ill. Mid.....				MNS.....				
CNJ-CRP.....				Milw.....				
EASO.....				SOO.....				
CCCStL.....				SOO.....				
CWC Char. & W. Car.....				CNW.....				
DH.....			CN.....	CNW.....				
DM.....				MNS.....				
DIW.....				CNW.....				
DSL.....	CB&Q.....				UP.....	UP.....		
DTI.....				MNS.....				
DTS.....				MNS.....				
DRGW.....	CB&Q.....				UP.....	UP.....		
EJE.....				MNS.....				
ELS Escanaba & L.S.....		SOO.....						
ERIE.....				CNW.....				
EL.....				CNW.....				
FEC.....				CNW.....				
FWDC.....								CB&Q.....
GA Georgia.....				CB&Q.....				
GF Geo. & Florida.....				CNW.....				
GBW.....				Milw.....				
GMO Alton.....				CB&Q.....				
GIW.....		DWP.....		CNW.....				CN.....
GCL.....	CB&Q.....			CB&Q.....				
IC.....				CNW.....				
IN Ill. Nor.....				MNS.....				
IGN.....	CB&Q.....			CB&Q.....				
HB.....				MNS.....				
ITC.....				MNS.....				
KCS.....	CB&Q.....			CNW.....				
KCB Kewaunee CB&W.....				Milw.....				
IA.....	CB&Q.....			CNW.....				
IN.....				CNW.....				
LV.....				Milw.....				

14C5

Northern Pacific Ry. Co.
AUG 14 1969
TACOMA, WASH.

St. Paul, Minnesota
August 8, 1969

File: S-129

TO:

All Agents	<u>Yardmasters at:</u>	<u>Yardmasters at:</u>	<u>Yardmasters at:</u>
W L Wood - Duluth	43rd Ave. Yard Office	Jamestown	Yardley
R O Hammerstrom-Mpls.	Park Junction	Mandan	Pasco
B V Coyer - Fargo	Northtown	Dickinson	Yakima
S A Anderson-Glendive	Mpls. Lower Yard	Glendive	Auburn
M E Hagen - Missoula	Duluth	Billings	Seattle
J G Heimsjo-Spokane	Brainerd	Laurel	Tacoma
J H Hertog - Tacoma	Staples	Livingston	Centralia
<u>Yardmaster at:</u>	Dilworth	Helena	Everett
St. Paul	Fargo	Butte	Vancouver
	East Grand Forks	Missoula	Portland

Attached is copy of A.A.R. Special Car Order No. 118 which is effective August 1, 1969 and will continue until further notice.

Strict compliance with this order is required.

See entered in Section IV of G.S.T. Instruction Book.

C. W. Thompson

Att.

Cys: Messrs:

N M Lorentzsen	G A Webster
E M Stevenson	W W Walters
D H King	E H Stanchfield
J O Davies	N V Kolpin
W R Shannon	Car Service Agents
L J King	Car Distributors
A B Johnson	

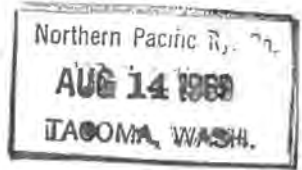
IVCS

ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036

2039

HARRY PETERSON
Acting Chairman



August 1, 1969

SPECIAL CAR ORDER NO. 118

- TO: Transportation Officers, All Railroads and Terminal Switch Lines.
- EFFECTIVE: August 1, 1969, and continuing until further notice.
- APPLICATION: To plain XM forty foot box cars of C&O marks in series 463700 through 464499.
- ORDER: C&O plain XM box cars in series 463700 through 464499 must be withdrawn from distribution and returned to owners empty via reverse of loaded route or under Special Car Order 90.
- NOTE: This order issued because of reported failures of floor systems.
Please acknowledge.

Yours very truly,

A handwritten signature in cursive script, appearing to read "H. Peterson".

LISTS: CS-1, 1A, 1B, DMs, CSAs.

146

St. Paul, Minnesota
October 22, 1969

File: S-189

TO: ALL LOCAL FREIGHT AGENTS
Mr. W. L. Wood - Duluth
Mr. R. O. Hammerstrom - Mpls.
Mr. B. V. Coyer - Fargo
Mr. S. A. Anderson - Glendive
Mr. M. E. Hagen - Missoula
Mr. J. G. Heimsjo - Spokane
Mr. J. H. Hertog - Tacoma

PERSONAL

Yardmaster at:
Mpls. Lower Yard
Duluth
Brainerd
Staples
Dilworth
East Grand Forks
Jamestown
Fargo
Mandan
Dickinson
Glendive
Laurel
Livingston

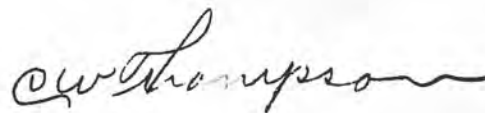
Yardmaster at:
Helena
Butte
Missoula
Yardley
Pasco
Yakima
Auburn
Seattle
Tacoma
Centralia
Everett
Vancouver
Portland

Yardmaster at:
St. Paul
43rd Ave. Yard Office
Park Junction
Northtown
Billings

Attached is a copy of Revised AAR Special Car Order No. 120 which covers the distribution and prompt return of plain forty-foot box with door openings eight feet or wider, including plug doors, and all fifty-foot box cars without regard to door size, to owners of their equipment.

This revised order is effective immediately and continuing through November 30, 1969 and supercedes previous SCO No. 120 distributed October 16, 1969 under my File S-163.

The provisions of this revised order must be strictly complied with.



General Superintendent Transportation

cc: Messrs:

N. M. Lorentzsen W. W. Walters
E. M. Stevenson N. V. Kolpin
D. H. King E. H. Stanchfield
J. O. Davies B. L. Goble
L. J. King J. D. Shepard
W. R. Shannon Car Distributors
G. A. Webster Car Service Agents
A. B. Johnson

W. H. VAN SLYKE
Chairman

HARRY PETERSON
Vice Chairman

October 17, 1969

File: 429-120

F. W. ...
Manager ...
Manager ...
R. H. ...
Manager ...
F. M. ...
Assistant to Chairman ...
Assistant to Chairman ...
J. E. ...
Assistant to Chairman ...

SPECIAL CAR ORDER NO. 120 - REVISED

TO: ALL RAILROAD AND TERMINAL SWITCHING LINES

Utilization of plain unequipped box cars has reached a level with respect to supply, ownership and Car Service Rules observance, which demands more effective measures be taken by the Car Service Division to ensure distribution and prompt return to owners of their equipment.

Effective immediately and continuing through November 30, 1969, railroad owned plain forty-foot box cars with door openings eight-feet or wider, including plug doors, and all fifty-foot box cars, without regard to door size, must be returned to owners in accordance with the following provisions:

- (A) When developing empty at a junction with the owner must be delivered either loaded or empty to the owner at that junction.
- (B) When developing empty on a direct connection of the owner may be reloaded only to or via owner's rails or to a junction with the owner.
- (C) When developing empty on other than a direct connection of the owner may be reloaded (1) only to or via owner's rails (2) to a junction with the owner or (3) to any destination on a direct connection of the owner which is closer to owner's rails than the point where loaded.

Please acknowledge receipt.

Very truly yours,

W. H. Van Slyke

LISTS: CX, CY, CZ, CF.

AAR SPECIAL CAR ORDER C-526

T E L E G R A M

St. Paul, Minnesota Oct. 14, 1964.

Special Car Order C-526 effective Oct. 5, 1964, and continuing until further notice reads as follows:

- Definition:** For purposes of this order, a trainload shipment of coal consists of a volume movement from one or more mines to one or more consignees of 4,500 tons or more of coal under special tariffs naming reduced rates for such movements.
- Application:** To cars of originating line ownership or private ownership utilized in such trains in interline service.
- Order:** On release at destination such cars must be returned empty to originating line in reverse of loaded movement.
- Note:** Cars not owned by the originating line shall be handled in accordance with Car Service Rules or existing special car orders of the Car Service Division.

Please ack. W-2150

E S Ulyatt

ASSOCIATION OF AMERICAN RAILROADS

140238

OPERATIONS AND MAINTENANCE DEPARTMENT
CAR SERVICE DIVISION
TRANSPORTATION BUILDING

WASHINGTON 6, D. C.

C. D. BUFORD

VICE PRESIDENT

OPERATIONS AND MAINTENANCE DEPT.

E. P. MILLER, CHAIRMAN

A. F. SWINBURNE, EXECUTIVE ASSISTANT

D. W. BENTON, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS

R. S. HARLAN, ASSISTANT—ADVISORY BOARD

H. SCHREIBER, STATISTICIAN

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION

A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS

J. H. BLOSE, MANAGER, CLOSED CAR SECTION

T. W. FLICKINGER, MANAGER, OPEN CAR SECTION

H. G. RANDALL, MANAGER, PORT TRAFFIC

February 24, 1964

File: 434-18

CORRECTED
SPECIAL CAR ORDER NO. 45
(1964 Reissue)

ADDRESSED TO: All Railroads.

EFFECTIVE: March 1, 1964.

APPLICATION: To refrigerator cars owned by The Atchison, Topeka & Santa Fe Railway Company (Reporting Marks SFRA, SFRD, SFRM and SFRP).

ORDER: The application of Car Service Rules 2 and 3 to such cars is suspended. They will be handled on owner's instructions as directed by the authorized officer of the AT&SF Railway or Car Service Division.

EXCEPTION: May be loaded via any route so that the home road will participate in the freight rate, or as may be directed by owner or Car Service Division.

NOTE 1: The purpose of this order is to provide for the handling of AT&SF Refrigerator Cars on a basis similar to that applying to refrigerator cars of private car lines under railroad control.

NOTE 2: Cars with reporting marks SFRB and SFRE (mechanical designation RBL) and SFRC (mechanical designation RPL) are covered by Circular CSD 145-S, and should be handled in accordance with its provisions.

(The only changes in this order as compared to the Revised 1962 Reissue dated December 10, 1962 are the inclusion of SFRP cars in APPLICATION, the deletion of SFRE cars from APPLICATION and insertion of SFRE cars into NOTE 2 listing refrigerator car types covered by Circular CSD 145-S.)

LISTS: CS1, 1A, 1B, DMs, CSAs.



N. V. Kolgan

IV-G2

SCC 82

TO: All Superintendents, Yardmasters and Agents. Following Instructions from BAR please be governed accordingly.

File: V-19

**BANGOR AND AROOSTOOK RAILROAD COMPANY
Car Service Department**

Northern Maine Junction, Maine
January 3, 1969

TO: ALL RAILROADS

Effective at once and until further advised BAR refrigerator cars should be handled as follows:

- BAR 94-299 Mechanical equipped refrigerator cars, mechanical designation RPL. When empty handle per owner's instructions or return empty via reverse of loaded movement in accordance with CSD Circular 145-U.
- BAR 2500-2579 Mechanical designation RBLH equipped for mechanical loading and unloading potatoes. Handle strictly on record rights.
- BAR 7000-8999 Standard end bunker refrigerator cars, mechanical designation RS. Handle strictly on record rights.
- BAR 11000-11049 Mechanical equipped refrigerator cars, mechanical designation RPL. These are assigned to Pacific Fruit Express Company for use on the West Coast. Such series cars developing empty should be handled in common with PFE RPL cars consistent with instructions in effect on your respective roads for disposing of PFE RPL cars.
- BAR 12000-12004 Mechanical designation RB. Equipped with circulating fans and a bunker in "A" end of cars for installing portable heater. Handle strictly on record rights.

This cancels all instructions now in effect.

C. W. THOMPSON
General Superintendent Transportation

ASSOCIATION OF AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT
CAR SERVICE DIVISION
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

133947

C. D. BUFORD
VICE PRESIDENT
OPERATIONS AND MAINTENANCE DEPT.

E. P. MILLER, CHAIRMAN
A. F. SWINBURNE, EXECUTIVE ASSISTANT
D. W. BENTON, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS
R. S. HARLAN, ASSISTANT—ADVISORY BOARDS
H. SCHREIBER, STATISTICIAN

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION
A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS
J. H. BLOSE, MANAGER, CLOSED CAR SECTION
T. W. FLICKINGER, MANAGER, OPEN CAR SECTION
H. G. RANDALL, MANAGER, PORT TRAFFIC

March 19, 1962
File: 1429-G-103

SPECIAL CAR ORDER NO. 103

TO: Transportation Officers, All Railroads and Terminal Switching Lines.

EFFECTIVE: March 26, 1962, and continuing until further notice.

APPLICATION: To plain (XM, XME and XI) forty foot box cars with doors eight feet wide and wider, and plain (YM, XME and XI) fifty foot box cars with any size doors, of all ownerships, including all cars with plug doors.

DISTRICTS: For purposes of this order, districts as shown in the Car Selection Chart govern. Attached is copy of this map. Also attached is list showing adjacent districts for all ownerships.

ORDER:

1. Cars locating in a home district may be used only for loading to a destination on or via owner's rails or to a junction with the owner.
2. Cars locating in a district adjacent to a home district may be used only for loading to a home district, preferably to or via the owner.
3. Cars locating in other districts (not home districts or districts adjacent thereto) may be used for loading to or via owner, or to any destination within a home district or within a district adjacent to a home district.
4. Cars locating empty at a junction with the owner must be loaded to or via the owning road or delivered owner empty at that junction.
5. In the absence of proper loading, cars must be moved to the owner empty under Car Service Rules or Special Car Order 90.

Kindly acknowledge.

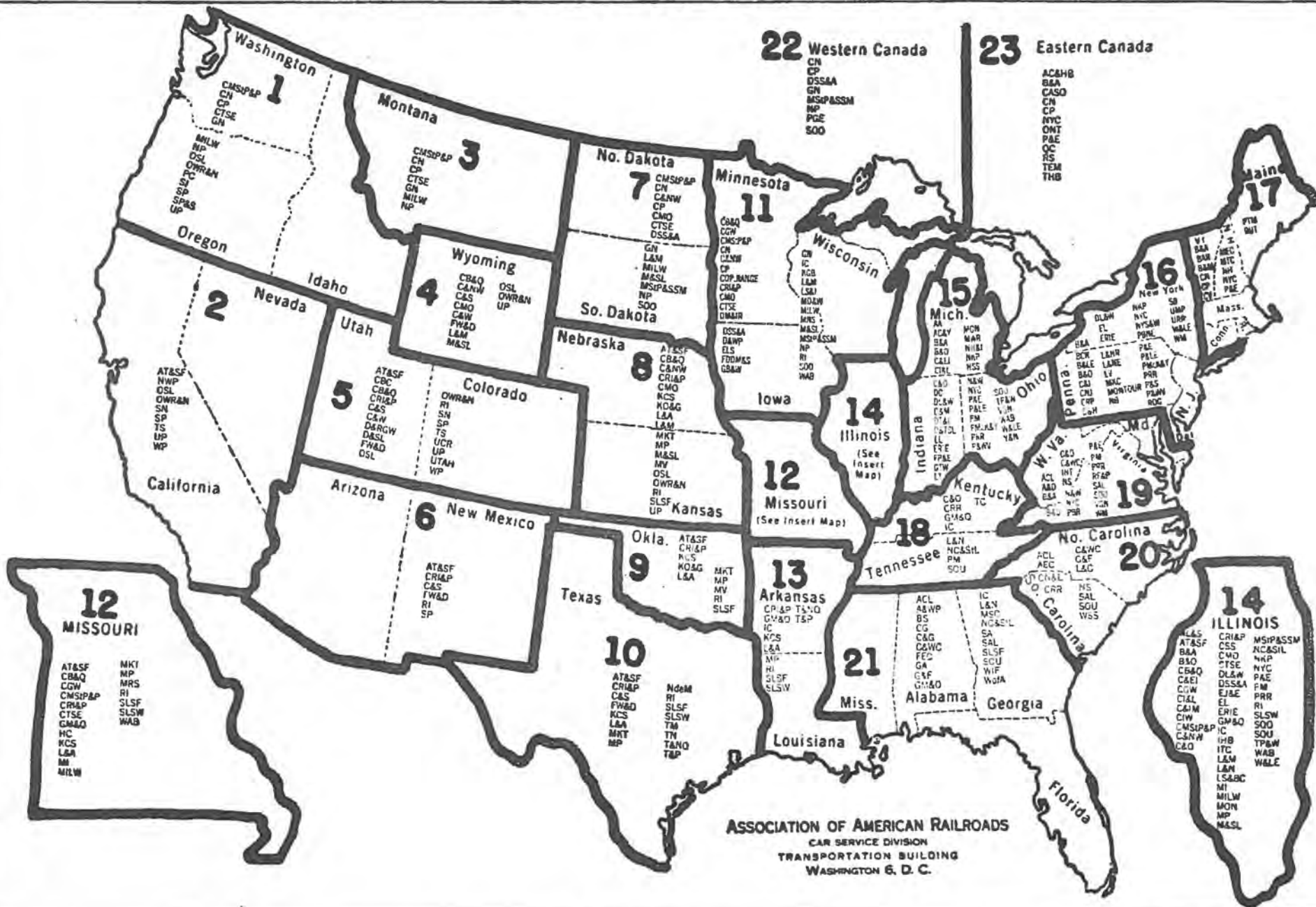
Very truly yours,

E. Miller

LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF AMERICAN RAILROADS
 Car Selection Chart Showing Home Districts For All Principal Freight Car Ownerships

June, 1941.



ASSOCIATION OF AMERICAN RAILROADS
 CAR SERVICE DIVISION
 TRANSPORTATION BUILDING
 WASHINGTON 6, D. C.

THE OFFICIAL RAILWAY EQUIPMENT REGISTER

(a) 133947

LIST OF HOME DISTRICTS AND ADJACENT DISTRICTS
AS REFERRED TO IN SPECIAL CAR ORDER NO. 103

<u>RAILROAD</u>	<u>HOME DISTRICT NUMBERS</u>	<u>ADJACENT DISTRICT NUMBERS</u>
AA	15	14,16,18,19,23
AC&HB	23	11,15,16,17,22
ACL (C&WC)	19,20,21	13,15,16,18
AC&Y	15	14,16,18,19,23
A&D	19	15,16,18,20
AEC	20	18,19,21
AI&S	14	11,12,15,18
AT&SF	2,5,6,8,9,10,12,14	1,4,7,11,13,15,18
A&WP (NoFA)	21	13,18,20
B&A (NYC-P&E)	14,15,16,17,19,23	11,12,18,20,22
BAR	17	16,23
BCK	16	15,17,19,23
B&LE (URR)	16	15,17,19,23
B&M (MTC)	17	16,23
B&O	14,15,16,19	11,12,17,18,20,23
BS	21	13,18,20
CASO (NYC)	23	15,16,17,22
CBO	5	1,2,4,6,8,9
CR&Q	4,5,8,11,12,14	1,2,3,6,7,9,13,15,18,22,23
C&EI	14,15	11,12,16,18,19,23
CG	21	13,18,20
C&G	21	13,18,20
CGW	11,12,14	7,8,9,13,15,18,22,23
C&I	16	15,17,19,23
CI&L (MON)	14,15	11,12,16,18,19,23
C&IM	14	11,12,15,18
CIW	14	11,12,15,18
CMStP&P (CTSE, MILW)	1,3,7,11,12,14	2,4,5,8,9,13,15,18,22,23
CN	1,3,7,11,17,22,23	2,4,5,8,12,14,15,16
CNJ	16	15,17,19,23
CN&L	20	18,19,21
C&NW (CMO, I&M, M&SL)	4,7,8,11,14	1,3,5,9,12,15,18,22,23
C&O (PM)	14,15,18,19	11,12,13,16,20,21,23
CP	1,3,7,11,17,22,23	2,4,5,8,12,14,15,16
COP RANGE	11	7,8,12,14,22,23
CRI&P (RI)	5,6,8,9,10,11,12,13,14	1,2,4,7,15,18,21,22,23
CRP	16	15,17,19,23
CRR	18,20	12,13,14,15,19,21
C&S (FW&D)	4,5,6,10	1,2,3,7,8,9,13
CSS	14	11,12,15,18
CMO (C&NW, I&M, M&SL)	4,7,8,11,14	1,3,5,9,12,15,18,22,23
CTSE (CMStP&P, MILW)	1,3,7,11,12,14	2,4,5,8,9,13,15,18,22,23
CV	17	16,23
C&W	4,5	1,2,3,6,7,8,9
C&WC (ACL)	19,20,21	13,15,16,18
DC	15	14,16,18,19,23
D&H	16	15,17,19,23
DI&W (ERIE, EL)	14,15,16	11,12,17,18,19,23
D&M	15	14,16,18,19,23
DM&IR	11	7,8,12,14,22,23

<u>RAILROAD</u>	<u>HOME DISTRICT NUMBERS</u>	<u>ADJACENT DISTRICT NUMBERS</u>
D&RGW (D&SL)	5	1,2,4,6,8,9
D&SL (D&RGW)	5	1,2,4,6,8,9
DSS&A (MStP&SSM, SOO)	7,11,14,22	1,3,4,8,12,15,18,23
DTE&I	15	14,16,18,19,23
D&TSL	15	14,16,18,19,23
DWS&P	11	7,8,12,14,22,23
EJ&E	14	11,12,15,18
EL (DI&W, ERIE)	14,15,16	11,12,17,18,19,23
ELS	11	7,8,12,14,22,23
ERIE (EL, DIW)	14,15,16	11,12,17,18,19,23
FDDMS	11	7,8,12,14,22,23
FBC	21	13,18,20
FP&E	15	14,16,18,19,23
FWD (C&S)	4,5,6,10	1,2,3,7,8,9,13
GA	21	13,18,20
GD&W (KGE)	11	7,8,12,14,22,23
G&F	20,21	13,18,19
GME&O	12,13,14,18,21	8,9,10,11,15,19,20
GN	1,3,7,11,22	2,4,5,8,12,14,23
GTW	15	14,16,18,19,23
HC	12	8,9,11,13,14,18
IC	11,13,14,18,21	7,8,9,10,12,15,19,20,22,23
IHB	14	11,12,15,18
INT	19	15,16,18,20
ITC	14	11,12,15,18
KCS (I&A)	8,9,10,12,13	4,5,6,7,11,14,18,21
KGE (GB&W)	11	7,8,12,14,22,23
KO&G (MV)	8,9	4,5,6,7,10,11,12,13
I&A (KCS)	8,9,10,12,13	4,5,6,7,11,14,18,21
I&C	20	18,19,21
L&HR	16	15,17,19,23
L&M (C&NW, CMO, M&SL)	4,7,8,11,14	1,3,5,9,12,15,18,22,23
I&N (NC&StL)	14,18,21	11,12,13,15,19,20
L&NE	16	15,17,19,23
LS&BC	14	11,12,15,18
LS&I	11	7,8,12,14,22,23
LT	15	14,16,18,19,23
LV	16	15,17,19,23
MD&W	11	7,8,12,14,22,23
MEC	17	16,23
MI	12,14	8,9,11,13,15,18
MILW (CMStP&P, CTSE)	1,3,7,11,12,14	2,4,5,8,9,13,15,18,22,23
MKC	16	15,17,19,23
IKT	8,9,10,12	4,5,6,7,11,13,14,18
MNS	11	7,8,12,14,22,23
MON (CI&L)	14,15	11,12,16,18,19,23
MONTOUR	16	15,17,19,23
MP	8,9,10,12,13,14	4,5,6,7,11,15,18,21
M&S	12	8,9,11,13,14,18
MSC	21	13,18,20
M&SL (C&NW, CMO, I&M)	4,7,8,11,14	1,3,5,9,12,15,18,22,23
MStP&SSM (DSS&A, SOO)	7,11,14,22	1,3,4,8,12,15,18,23

<u>RAILROAD</u>	<u>HOME DISTRICT NUMBERS</u>	<u>ADJACENT DISTRICT NUMBERS</u>
MTC (B&M)	17	16,23
MV (KC&O)	8,9	4,5,6,7,10,11,12,13
MWR	15	14,16,18,19,23
NB	16	15,17,19,23
NC&StL (L&N)	11,13,21	11,12,13,15,19,20
NdeM	10	6,9,13
NH	17	16,23
NJ&I	15	14,16,18,19,23
NKP (WLE)	14,15,16	11,12,17,18,19,23
NP	1,3,7,11,22	2,4,5,8,12,14,23
NS	19,20	15,16,18,21
NSS	15	14,16,18,19,23
N&W (VGN)	15,19	14,16,18,20,23
NWP	2	1,5,6,22
NYC (B&A, P&E)	14,15,16,17,19,23	11,12,18,20,22
NYS&W	16	15,17,19,23
ONT	23	11,15,16,17,22
OSL (UP)	1,2,4,5,8	3,6,7,9,11,12,22
OWR&N (UP)	1,2,4,5,8	3,6,7,9,11,12,22
PBNE	16	15,17,19,23
PC	1	2,3,4,5,22
PBR	19	15,16,18,20
P&E (B&A, NYC)	14,15,16,17,19,23	11,12,18,20,22
PGE	22	1,3,7,11,23
P&LE (PM&K&Y)	15,16	14,17,18,19,23
PM (C&O)	14,15,18,19	11,12,13,16,20,21,23
PM&K&Y (P&LE)	15,16	14,17,18,19,23
PRR	14,15,16,19	11,12,17,18,20,23
P&S	16	15,17,19,23
PTM	17	16,23
P&W	15,16	14,17,18,19,23
QC	23	11,15,16,17,22
RDG	16	15,17,19,23
RR&P	19	15,16,18,20
RI (CRI&P)	5,6,8,9,10,11,12,13,14	1,2,4,7,15,18,21,22,23
RS	23	11,15,16,17,22
RUT	17	16,23
SA	21	13,16,20
SAL	19,20,21	13,15,16,18
SB	16	15,17,19,23
SI	1	2,3,4,5,22
SISF	8,9,10,12,13,21	4,5,6,7,11,14,18,20
SISW (SSW)	10,12,13,14	6,8,9,11,15,18,21
SN (TS, WP)	2,5	1,4,6,8,9
SOO (DSS&S, MStP&SSM)	7,11,14,22	1,3,4,8,12,15,18,23
SOU	14,15,18,19,20,21	11,12,13,16,23
SP (T&NO)	1,2,5,6,10,13	3,4,8,9,12,18,21,22
SP&S	1	2,3,4,5,22
TC	18	12,13,14,15,19,20,21
TEM	23	11,15,16,17,22
THB	23	11,15,16,17,22
TM	10	6,9,13
TN	10	6,9,13

RAILROADHOME DISTRICT NUMBERSADJACENT DISTRICT NUMBERS

T&NO (SP)	1,2,5,6,10,13	3,4,8,9,12,18,21,22
T&P	10,13	6,9,12,18,21
TP&W	14,15	11,12,16,18,19,23
TS (SN, WP)	2,5	1,4,6,8,9
UCR	5	1,2,4,6,8,9
UMP	16	15,17,19,23
UP (OSL, CWRN)	1,2,4,5,8	3,6,7,9,11,12,22
URR (B&LE)	16	15,17,19,23
UTAH	5	1,2,4,6,8,9
VGN (N&W)	15,19	14,16,18,20,23
WAB	11,12,14,15	7,8,9,13,16,18,19,22,23
WIF	21	13,18,20
W&LE (NKP)	14,15,16	11,12,17,18,19,23
WofA (A&WP)	21	13,18,20
WM	16,19	15,17,18,20,23
WP (SN, TS)	2,5	1,4,6,8,9
WSS	20	18,19,21
Y&N	15	14,16,18,19,23

December 11, 1962
File: 434-104

SPECIAL CAR ORDER NO. 104

ADDRESSED TO: All Railroads.

EFFECTIVE: December 15, 1962.

APPLICATION: To refrigerator cars owned by the Northern Pacific Railway Company (Reporting Marks NP and NPM).

ORDER: The application of Car Service Rules 2 and 3 to such cars is suspended. They will be handled on owners instructions as directed by the authorized officer of the NP Railway or Car Service Division.

EXCEPTION 1: May be loaded via any route so that the home road will participate in the freight rate, or as may be directed by owner or Car Service Division.

EXCEPTION 2: Cars with Reporting Marks NP of mechanical designation RBL and cars with Reporting Marks NPM of mechanical designation RPL are covered by Circular CSD 145-S, and should be handled in accordance with its provisions.

NOTE: The purpose of this order is to provide for the handling of NP Refrigerator Cars on a basis similar to that applying to refrigerator cars of private car lines under railroad control.

E. Mueller

LISTS: CS1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF AMERICAN RAILROADS
CAR SERVICE DIVISION
WASHINGTON, D. C.

April 15, 1959
618-14-15

CIRCULAR CSD-199 - THIRD REVISION
CANCELS AND SUPERSEDES THE ORIGINAL CIRCULAR ISSUED
JANUARY 20, 1943, FIRST REVISED FEBRUARY 15, 1943 AND
SECOND REVISION, AUGUST 13, 1958

TO RAILROADS CONCERNED:

The purpose of this circular shall be to provide automatic short-route disposition to home roads for out-of-route Eastern-Allegheny-Pocahontas-Southeastern, selected Northwestern, Central-Western and Canadian ownerships common hopper, gondola, stock and flat cars, (except private line or specially equipped cars) originating surplus on Pacific Coast Railroads, and to such ownerships which have been loaded from the West Coast to destinations east of the Continental Divide but short of the Missouri River gateways of Omaha-Council Bluffs and Kansas City.

The same outlets and percentage allocations as established in the original circular and as amplified in the second revision are hereby made effective for the purpose of this revision and are as shown in statements "A" and "B" attached.

This circular contemplates the short routing eastbound from Northern California of cars which normally would route home through gateways in Southern California, and the short routing through gateways leading east from Southern California of cars which normally would route through other gateways further north. To the fullest possible extent it is contemplated that the movements so undertaken will roughly equalize themselves so that roads taking cars out-of-route will know that a substantially equal number of other out-of-route cars are being moved by other railroads.

Such out of route cars moving eastbound via the Union Pacific shall be distributed by them to their Missouri River connections on the basis of percentage allocations indicated in statement "A" attached. These deliveries may be of any or all ownerships suitable for movement via the road from Missouri River to which the cars are delivered.

Railroads between Missouri River and Chicago must see that instructions are issued to their local people at interchange points with Union Pacific to take such cars when offered under CSD-199 without question and dispose of them in accordance with outlets provided in statement "B" attached.

It shall be the duty of the Union Pacific to deliver the various ownerships involved to railroads which can use the outlets provided in statement "B". South-eastern ownerships allocated for movement through Kansas City or St. Louis shall not be delivered by Union Pacific to railroads provided outlets at Chicago.

Out-of-route cars moving eastbound via the Western Pacific-Denver & Rio Grande Western route shall be disposed of at Pueblo or Denver, Colorado, by D&RGW to their eastern connections in ratio approximately equal to the relationship existing on westbound loaded traffic coming to them from the same roads.

Cars qualifying for movement in accord with this circular by the Western Pacific RR will be delivered to D&RGW and/or Union Pacific at Salt Lake City, Utah, substantially in the same relationship as exists on westbound loaded traffic received from those connections.

Cars qualifying for movement in accord with this circular by AT&SF Ry will be disposed of to owners direct where possible and when of eastern or south eastern ownership will be moved to Chicago or intermediate junctions where delivery will be made to connections in direct home route or as provided in statement "B" attached.

Cars qualifying for movement in accord with this circular by the Southern Pacific Company will be delivered to their connections at El Paso and Tucumcari for movement beyond, dividing such out-of-route deliveries pro rata substantially in the same relationship as exists on westbound loaded traffic coming to them from these same connections.

Cars qualifying for movement in accord with this circular will be disposed of by Great Northern Railway at Twin Cities (Minneapolis-St. Paul) and Sioux City, Iowa, substantially in the same relationship as exists on westbound loaded traffic received from their connections at those junctions.

Cars qualifying for movement in accord with this circular will be disposed of by Northern Pacific Railway at Twin Cities (Minneapolis-St. Paul) substantially in the same relationship as exists on westbound loaded traffic received from their connections at those points.

Cars qualifying for movement in accord with this circular by the GMS&P&P RR will be disposed of to owners direct where possible and when of eastern or south eastern ownerships will be moved to Chicago or intermediate junctions where delivery will be made to connections in direct home route or as provided in statement "B" attached.

Railroads receiving empty out-of-route cars in conformance with this circular at the junction points named will dispose of them to owners direct to the extent possible, and otherwise to their eastern connections in accordance with statement "B" attached.

To the extent available any line concerned will use the facilities of the Southwest Short Route Plan.

CAUTION

As indicated, this circular is specifically designed to promote automatic short routing of the ownerships and types of cars named in the opening paragraph and must be confined to cars moving empty from the territory defined in such paragraph or cars which are loaded east from far western territory and would normally have to be hauled back westbound to follow their regular home route.

120393-2

-3-

It is not intended to apply to cars (even from the West) which have a normal home route at the junction point where located or which can be disposed of by the road handling eastbound in normal home route with equal facility.

Cars must not be sloughed off on an eastern or southeastern connection that is named in statement "B" as an outlet when such cars are not a part of movement from the Pacific Coast areas.

IMPORTANT

In order that the receiving railroads may have definite knowledge that cars moving in accord with this circular are properly delivered it is directed that they be accompanied by special empty car slip bills, memoranda or other information specifying home route indicating retrograde empty movement and that they are delivered in accordance with Circular CSD-199; otherwise direct advice must be given in advance of delivery specifying that cars being interchanged are so applied.

This is extremely important to avoid the receiving line holding cars to check home route data or to call upon delivery line for information as to why delivered to them.

It must be understood that all cars moving under this short route circular are to be used for loading to the fullest extent possible, consistent with their condition and the car requirements in territory through which they are moving.

Yours very truly,
(R. E. Clark, Chairman)

* Statements "A" and "B" referred to above are not attached since they apply to central and southwestern carriers.

CANADIAN LINES

ROADS HANDLING FROM

<u>OWNERSHIP</u>	<u>KANSAS CITY</u>	<u>OMAHA-CO. BLUFFS</u>	<u>CHICAGO</u>
A.C.-AC&HB.....	CGW-Soo	C&NW-Soo	Soo
CAN.NAT'L.....	CB&Q-GN or NP	CNW c/o GN-NP	
CAN.PAC.....	AT&SF-Soo	CNW c/o Soo	Soo
ONT-TEM.....	GMO-Soo-CP		Soo-GTW-CN

ASSOCIATION OF AMERICAN RAILROADS
CIRCULAR CSD-87, THIRD REVISION

(Corrected to April 1, 1968.)

TO RAILROADS:

The following instructions shall govern the placing and handling of embargoes:

1. An embargo is a method of controlling traffic movements when accumulations, threatened congestion or other interferences with operation, of a temporary nature, compel restrictions against such movements. Embargoes shall be placed against consignees who fail to unload or otherwise dispose of freight promptly on arrival.

2. A railroad shall promptly place its own embargo restrictions rather than wait for such action by its connections, when such connections are offering traffic in excess of ability of such receiving road to currently accept. "Hold" orders shall not be placed against connections (except in cases of sudden physical disability) to control general movements of traffic for a period longer than twenty-four hours, and shall not be extended. When necessary to restrict the movement of traffic for periods in excess of twenty-four hours, this shall be accomplished by means of an embargo.

3. An embargo shall not be used as a permanent measure to control traffic movements when possible to regulate by tariff. It shall not be permissible to maintain an embargo against:

(a) Freight for railroads or parts thereof, or stations which are to be permanently abandoned, except as a temporary measure, to be kept in effect only until tariff revision can be accomplished. The Interstate Commerce Commission has ruled that rates to stations shown as abandoned in Leland's Official List of Open and Prepay Stations are without force or effect, in tariffs subject thereto, on and after the date of abandonment as published in "Leland's List" or its supplements. Unless there are applicable tariffs in effect, not subject to "Leland's List," embargoes placed because of abandonment shall be cancelled as soon as corrections become effective in "Leland's List"

(b) Quarantined freight, except as a temporary measure, until published in the quarantine tariff. (Fred Ofcky, Agent.)

(c) Restrictions account regularly recurring weather conditions, for example suspension of navigation during winter months, except to cover a period not practicable to include in tariffs.

4. Embargoes are prohibited:

- (a) At request of consignees.
- (b) To control the routing of traffic to or via any particular gateway or road.
- (c) Against acceptance of cars loaded in excess of a specified weight or clearance as published in Railway Line Clearances.
- (d) Against acceptance of freight on specified days.
- (e) Against acceptance of more than a specified number of cars daily or periodically.
- (f) Against freight consigned to the United States Government, its authorized agents or officers, in time of peace. Such embargoes are prohibited by law and it is, therefore unnecessary in time of peace to mention Government freight as an exception in individual embargoes. The prohibition against embargoing such freight is not applicable in time of war but the statute provides 'That in time of war, or threatened war, preference and precedence shall, upon demand of the President of the United States, be given over all other traffic for the transportation of troops and materials of war and carriers shall adopt every means within their control to facilitate and expedite the military traffic.
- (g) Against less carload freight when specifying minimum tonnage per car. Shipments subject to minimum carload rates under the governing classification must not be accepted at less carload rates and forwarded in the face of embargoes against car load traffic.
- (h) Against empty cars returning home in accordance with Car Service Rules.
- (i) Against empty cars moving on specific orders of the Car Service Division.
- (j) Against less carload freight for handling at specified transfer stations, unless the territory affected is definitely described, either by naming specific destination stations affected or by naming the initial and terminal stations when intermediate points are included. The embargoing road shall be required to furnish loading instructions under which freight not subject to such embargoes may be forwarded.

NOTE: Explosives and other dangerous articles accepted contrary to existing embargoes must be handled in accordance with Interstate Commerce Commission regulations, irrespective of the embargo restriction.

5. When other than absolute embargo is placed, there shall be uniformity in exemptions. These exemptions shall include, so far as practicable, the items listed below and in the order named:

CODE WORD

EMBANK

Livestock live poultry, perishable.

NOTE: In determining commodities which shall be considered as perishable freight, Perishable Protective Tariff of the National Perishable Freight Committee, (W.T.Jamison, Agent), shall govern.

EMBASSY:

Coal, Coke and Charcoal. Petroleum and its products.

EMBED:

Food, domestic (not export), for human consumption (see appendix "D") including wheat, corn, oats, rye, barley, rice, cereal products, salt, canned goods, sugar, and lard substitutes. Feed, domestic (not export), for animals and poultry, not including hay and straw.

EMBLEM:

Printing paper and printing ink.

EMBODY:

Railroad material and supplies (other than coal or coke) consigned to an officer of the purchasing road at a point on such road.

Materials and supplies consigned to locomotive and car manufacturers for the construction and repair of locomotives and freight and passenger cars.

EMBOLD:

Fluxing stone and materials for blast furnaces.

Supplies for coal mines, oil refineries and oil and gas wells.

EMBOSS:

Field and garden seeds, seed grain, nursery stock.

Spraying materials, insecticides and implements for use thereof.

Agricultural implements and farm machinery required for preparing the soil.

Canning machinery.

Fertilizer or fertilizer materials including agricultural lime, pulverized limestone and phosphate rocks.

EMBRACE:

Acids, alcohol, ammonia, ammoniacal liquor.

Empty tank cars, empty metal, glass or jacketed oil, acid, gas or ammonia containers, ink drums; food and medicine

containers.

Liquid chlorine, alum, sulphate of iron and similar chemicals when to be used for purification of water supply and when consigned to municipal authorities.

Medicines, drugs, surgical instruments and surgical dressings, hospital and sick room supplies.

Tin plate for the manufacture of food containers.

Heating apparatus.

6. Permits: Congestions or interference with normal movement of traffic at terminals, or in areas where difficulty is found in the prompt release of freight car equipment by reason of an abnormal flow of traffic, it is believed may best be relieved by an embargo, which shall be promptly issued and continued in effect so long as necessary to reduce the volume awaiting delivery to a normal account. Such embargoes shall exempt only those actual commodities which are necessary to meet the public need at the point involved. Where a permit system is used, it shall be established in such a way as to protect the shipping public against undue discrimination and should be confined:

(a) To the acceptance of grain and other freight for export or water movement when to meet definite steamer commitment.

(b) To the control when and where necessary of the flow of perishable traffic to market subject to congestion, and

(c) To such other emergency situations as may arise when there is no question as to the public necessity for special transportation relief. Copies of permits issued under this rule shall be sent promptly and currently to the Chairman of the Car Service Division, Washington, D. C. with information to show reasons for the issuance of such permits.

7. Per Diem Rule 16 provides in paragraph (a) that a road must accept cars already loaded and cars loaded within 48 hours after the laying of an embargo and in paragraph (c) that 48 hours after 11:59 p.m. of the date of the embargo, a road must not load or permit to be loaded cars in such traffic nor accept orders to divert or reconsign cars already loaded.

The purpose of these provisions of Per Diem Rule 16 is to provide a basis for the settlement of car hire as to cars already loaded or which are in the process of loading at the time an embargo is received. It gives no permission to place cars for loading or to accept orders for diversion or reconsignment of cars to an embargoed point or consignee after the receipt of the embargo notice. In fact, every effort should be made to prevent the loading or reconsignment of cars to an embargoed point or to an embargoed consignee after the receipt of the embargo notice.

8. The date of loading, diversion or reconsignment shall be determined from the data accompanying the car.

9. When request to reconsign or divert a shipment enroute is filed with an authorized representative of a carrier involved and request is

complied with, the following notation must be made on waybill:

"Diversion accepted....., by.....
(Date) (Authorized representative
and road receiving request.)"

If request be received too late to be acted upon by the road receiving it and that road transmits the request to another road involved, such transmittal request must specify the date of acceptance (i.e. receipt) of request by the road addressed by the consignee, or consignor, and that date of acceptance and the name of the authorized representative and of the road accepting it must, likewise, be endorsed on waybill by the road which effects reconsignment or diversion.

10. (a) Modifications and cancellations of embargoes become effective immediately on receipt of notice, unless otherwise specified therein.

(b) Not more than (2) two supplements to any embargo shall be permissible. When additional supplements are considered necessary entire embargo shall be revised or reissued under another number.

(c) When an embargo is revised or reissued, the portions of the original restrictions remaining in effect shall be considered continuous in application.

11. For the purpose of uniformity, and to expedite the interchange of embargoes, the railroads of the United States, Canada and Mexico have been divided into zones. The Car Service Division will assign the zone embargo chairmen and will assign primary roads in each zone. (See Appendix "A") It will also assign other than primary roads, termed secondary roads, to primary roads for embargo purposes (See Appendix "B")

12. (a) Each railroad shall designate an officer who shall issue and receive embargoes. His name, title and address must be established in the Railway Equipment Register.

(b) Each railroad shall maintain such supervisory organization as may be necessary to insure a uniform understanding observance, by all agents and other employees concerned, or Embargo Rules, Regulations and Instructions.

(c) Each railroad shall maintain a file of applicable embargoes at stations for the information of the public.

13. Each railroad will number embargoes it originates, consecutively, beginning with number one on January 1 of each year. Such number only shall be transmitted, and the originating roads' file numbers or prefixes omitted. In reissuing embargoes of secondary roads assigned to them, primary roads shall utilize separate series of embargo numbers for each such secondary road and place such embargoes in the name of the secondary road. Following is example of recommended form for use in placing embargoes or supplements

thereto:

Embargoed Road Number and Date of Issue	Commodity	Destination or Territory	Consignee	Exemption	Cause
East&West Ry Embargo No. 5 October 15, 1938	Carload Freight	Chicago, Illinois	North & South Mfg. Company	None	Accumulation

14. (a) A primary road placing, modifying, extending or cancelling an embargo of its own issue or of secondary roads assigned to it, shall transmit by wire, or mail, as the necessity indicates, a copy of such notice to:

- (1) The chairman of the zone to which it is assigned.
- (2) The designated embargo officer of direct rail and water connections involved in the embargo.
- (3) Local agents and other representatives of its own line.

(b) A secondary road placing, modifying, extending or cancelling embargoes shall transmit by wire or mail as the necessity indicates, a copy of such notice to:

- (1) The primary road to which it is assigned
- (2) The designated embargo officer of other direct rail and water connections involved in the embargo.
- (3) Local agents and other representatives of its own line.

(c) A primary road receiving embargoes, modifications, extensions or cancellations thereof, in addition to notifying its own representatives, shall notify the secondary roads assigned to it. Secondary roads receiving such notices shall notify their own representatives as may be necessary.

15. The zone chairman shall immediately transmit all embargo notices received by him, by wire or mail as the necessity indicates, to primary roads, and water carriers assigned to his zone, and to other zone chairmen.

16. When embargoed shipments are known to originate locally, or on a direct connection only, the text of the embargo should so indicate, and the advices to the zone chairman may be sent by mail. General distribution of such embargoes will not be made.

17. The phrase: "Cars in transit will not be accepted," may only be used in cases of washouts, floods, accidents or other interruptions

of service of an emergency nature, when it is physically impossible for the embargoing road to receive any traffic. When so used it shall not relieve the issuing carrier of any responsibility under Per Diem Rules.

18. Arrangements have been made with water carriers listed in Appendix "C" to transmit embargoes, modifications, extensions or cancellations thereof, issued by them to the chairman of the zone to which they are assigned and to connecting rail carriers. In turn, the zone chairman shall transmit embargo notices of rail and other water carrier issue to the water carriers assigned to his zone. Water carrier embargo notices transmitted to the zone chairman shall be issued in the name of the originating water carrier. In the event of failure of a water carrier to receive freight currently, and to issue formal embargo notice, it shall be incumbent on connecting rail carriers to issue individual embargoes covering the traffic involved, in the same manner as against individual receivers.

19. Railroads shall cooperate in placing territorial embargoes to prevent diversion of traffic through routes which would add to congestion.

20. When shipments are held enroute as a result of embargoes, shippers and consignees shall so far as practicable be promptly notified.

21. When an embargo is necessary against a consignee served in switching service, the embargo shall be placed by the road on whose tracks the plant is located. If served by more than one road, embargo shall be placed by each such road.

22. When an embargo is placed against shipments consigned to an individual consignee, the embargo is also applicable to shipments billed shippers' order, with instructions to notify the embargoed consignee.

The Car Service Division will issue a bi-monthly summary of effective embargoes as reflected in its embargo files. It is requested this summary be checked promptly upon receipt and the Car Service Division advised of any discrepancies.

APPENDIX "A" indicates the Northern Pacific and other Western Carriers are in the Chicago Zone.

APPENDIX "B" indicates following roads are assigned to and will report direct with the Northern Pacific:

- | | |
|-------------------------------|----------------------------|
| Butte Anaconda & Pacific | Midland Continental |
| Camas Prairie | Minnesota Dakota & Western |
| Duluth & Northeastern | Nezperce |
| Longview, Portland & Northern | Walla Walla Valley |

E. P. MILLER, Chairman

Northern Pacific Ry. Co.
AUG 14 1969
 TACOMA, WASH.

St. Paul, Minnesota
 August 11, 1969

File: S-133

TO ALL: LOCAL FREIGHT AGENTS		<u>Yardmaster at:</u>	<u>Yardmaster at:</u>
Mr. W. L. Wood - Duluth - Personal		Mpls. Lower Yard	Helena
Mr. R. O. Hammerstrom - Mpls. "		Duluth	Butte
Mr. B. V. Coyer - Fargo "		Brainerd	Missoula
Mr. S. A. Anderson - Glendive "		Staples	Yardley
Mr. M. E. Hagen - Missoula "		Dilworth	Pasco
Mr. J. G. Heimsjo - Spokane "		East Grand Forks	Yakima
Mr. J. H. Hertog - Tacoma "		Jamestown	Auburn
<u>Yardmaster at:</u>		Fargo	Seattle
St. Paul		Mandan	Tacoma
43rd Ave. Yard Office		Dickinson	Centralia
Park Junction		Glendive	Everett
Northtown		Laurel	Vancouver
Billings		Livingston	Portland

Attached are copies of two AAR Special Car Service Directives 145-A and 150-A which are to become effective September 1, 1969.

Attention is invited to CSD 145-A which covers movement of assigned equipment and CSD 150-A which covers movement of unassigned equipment of mechanical designations mentioned in each circular.

Attention is further invited to the proper endorsement of waybills, both loaded and empty, on cars covered by these two circulars and all empty movements shall be billed on revenue form of waybill without charges.

These two directives, CSD 145-A and 150-A, supersedes CSD 145-U and must be strictly complied with.

See entered in Section IV of G.S.T. Instruction Book, pages N1 and N2 respectively.

Please acknowledge receipt.

O. W. Thompson
 General Superintendent Transportation

*cc: Wash
 Bill Chubb
 Bureau Route 1114*

Messrs:
 N. M. Lorentzsen
 E. M. Stevenson
 D. H. King
 J. O. Davies
 L. J. King
 W. R. Shannon
 G. A. Webster
 A. B. Johnson
 W. W. Walters
 N. V. Kolpin
 E. H. Stanchfield
 Car Distributors
 Car Service Agents

ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
 AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036

E. P. MILLER
 Chairman

June 24, 1969

HARRY PETERSON
 Executive Assistant

CIRCULAR CSD 145-A
ASSIGNED CARS

B. W. TAYLOR
 Manager, Railroad Relations
 J. H. BLOSE
 Manager, Closed Car Section
 R. H. BUCHANAN
 Manager, Open Car Section
 R. K. MCCARTHY
 Assistant to Chairman—Data Systems
 H. SCHREIBER
 Assistant to Chairman—Statistics
 J. E. HATHAWAY
 Assistant to Chairman—Advisory Boards

TO ALL RAILROADS:

Effective: September 1, 1969.

This Circular applies to cars assigned to shippers or to district distribution pools carrying railroad reporting marks and equipped with load restraining devices and/or permanent dunnage, of mechanical designations XL, XLI, XLIH, XP, XPI, XR, RBL, RPL, GBC, GBR, GBS, GBSR, GDC, GDS, GSC, GSS, GSSR, GTC, GTS, GTCR, FA, FC, FCS, and FMS.

Waybills covering loaded movement of cars covered by provisions of this Circular must be endorsed in one of the two following ways:

(a) Assigned Car CSD 145-A. When empty bill back to _____ at origin of last load in reverse of the loaded movement. (shipper)

OR

(b) Assigned Car CSD 145-A. When empty bill back to Agent at _____ in reverse of the loaded movement. (station)

Waybills covering empty movement of cars covered by the provisions of this Circular must be endorsed "Assigned car CSD 145-A."

The above endorsements must not be shown on waybills covering loaded or empty movements of cars of mechanical designations which are not included in this Circular.

All empty movements shall be billed on revenue form of waybill WITHOUT CHARGES, showing full routing by railroads and all junction points. CLOSE AND SEAL DOORS OF CLOSED CARS.

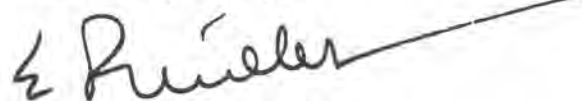
Under authority of Per Diem Rule 19, Car Service Rules 1 and 2 are suspended as to cars covered by this Circular, insofar as they may conflict with provisions herein.

Special per diem reclaims on cars of mechanical designations covered by this Circular may be made in accordance with Per Diem Rule 22.

Please refer to Circular CSD 150-A covering equipped cars in unassigned service.

Please acknowledge.

Yours very truly



LISTS: CS-1, 1A, 1B, DMs, CSAs

ASSOCIATION OF

AMERICAN RAILROADSOPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036E. P. MILLER
ChairmanHARRY PETERSON
Executive Assistant

June 24, 1969

CIRCULAR CSD 150-A
UNASSIGNED CARSB. W. TAYLOR
Manager, Railroad Relations
J. H. BLOSE
Manager, Closed Car Section
R. H. BUCHANAN
Manager, Open Car Section
R. K. McCARTHY
Assistant to Chairman—Data Systems
H. SCHREIBER
Assistant to Chairman—Statistics
J. E. HATHAWAY
Assistant to Chairman—Advisory Boards

TO ALL RAILROADS:

Effective: September 1, 1969.

This Circular applies to unassigned cars (cars not assigned to shippers or district distribution pools covered by CSD 145-A) carrying railroad reporting marks equipped with load restraining devices, and/or permanent dunnage, of mechanical designations XL, XLI, XLIH, XP, XPI, XR, RBL, RPL, GBC, GBR, GBS, GBSR, GDC, GDS, GSC, GSS, GSSR, GTC, GTS, GTCR, FA, FC, FCS, and FMS.

Waybills covering loaded movement of cars covered by provisions of this Circular must be endorsed as follows:

- (a) Unassigned Car CSD 150-A. When empty handle per owner's instructions or return empty or loaded to owner.

Waybills covering empty movement of cars covered by the provisions of this Circular must be endorsed "Unassigned car CSD 150-A."

The above endorsements must not be shown on waybills covering loaded or empty movements of cars of mechanical designations which are not included in this Circular.

All empty movements shall be billed on revenue form of waybill WITHOUT CHARGES, showing full routing by railroads and all junction points. CLOSE AND SEAL DOORS OF CLOSED CARS.

Under authority of Per Diem Rule 19, Car Service Rules 1 and 2 are suspended as to cars covered by this Circular, insofar as they may conflict with provisions herein.

Special per diem reclaims on cars of mechanical designations covered by this Circular may be made in accordance with Per Diem Rule 22.

Please acknowledge.

Yours very truly,



LISTS: CS-1, 1A, 1B, DMs, CSAs

TTX CIRCULAR NO. 1

(Reissue of TTX 145 U
issued July 15, 1965)

Effective July 15, 1965

The following Trailer Train cars are primarily those cars which were acquired at the specific request of a Member for definite assignment to a particular service, pool or patron -

- 1 - Auto rack cars
- 2 - 85' cars equipped with stake pockets, primarily for movement of long pipe
- 3 - All 60' cars
- 4 - Other TTX cars which have been equipped with special devices by a Member

When bills covering the loaded movement of any of the above cars are endorsed as follows:

A - Assigned Car - TTX No. 1 - When empty return agent at origin last load in reverse loaded movement

or

B - Unassigned Car - TTX No. 1 - When empty handle per originating lines instructions or return empty to originating line

The instructions will be observed and empty movement of the cars will be accompanied by revenue form of waybill, or equivalent, without charges, showing full routing by railroads and all junction points.

Reissued:
February 15, 1967

ASSOCIATION OF

AMERICAN RAILROADS

1941

OPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036

E. P. MILLER
Chairman

HARRY PETERSON
Executive Assistant

March 27, 1969
File: 537-General

CIRCULAR CSD NO. 435, TENTH REVISION

TO TRANSPORTATION OFFICERS:

[REISSUED ACCOUNT NUMEROUS REPORTS OF
FAILURE TO HANDLE CARS IN ACCORDANCE
WITH THE PROVISIONS OF THIS CIRCULAR]

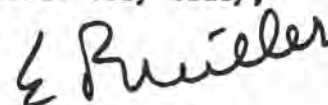
The following regulations will govern the handling of railroad owned or leased Class "L" Special Car Types:

1. Class "L" Car Types, in interline service (including intraterminal switch movements) after being unloaded shall be returned promptly to the originating line via reverse of service route, billed on standard form waybills without charges.
2. Switching lines releasing Class "L" Special Car Types, handled on switch bills which do not show name of originating line or complete reverse route shall return the empty promptly to line from which load was received for further handling as outlined in Paragraph 1.
3. The only exception to the procedure outlined in Paragraphs 1 and 2 shall be on specific instructions by the car owner, or by the Car Service Division.
4. Destination Agents of loads will show on the waybill covering empty return of a Class "LO" car, the name of commodity last loaded in such car.
5. Destination carriers are requested to check closely to see that, after empty release of covered hopper cars, hopper slides are properly closed, also that hatch covers are secured to insure against contamination which results when dirt and moisture enter cars through these openings.
6. To avoid claims due to contamination when covered hoppers are transferred from one commodity service to another, it is necessary to stress the importance of thoroughly cleaning the cars.

INSTRUCTIONS CALLING FOR FULL COMPLIANCE SHOULD BE RENEWED, WITH APPROPRIATE FOLLOW-UP TO INSURE PROPER OBSERVANCE. PROMPT MOVEMENT OF CARS, BOTH LOADED AND EMPTY, IS ALSO ESSENTIAL.

Please acknowledge.

Yours very truly,



LISTS: CS-1, 1A, 1B, DMs, CSAs.

ASSOCIATION OF AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT
CAR SERVICE DIVISION
TRANSPORTATION BUILDING
WASHINGTON, D. C. 20006

R. R. MANION
VICE PRESIDENT
OPERATIONS AND MAINTENANCE DEPT.

E. P. MILLER, CHAIRMAN

B. W. TAYLOR, EXECUTIVE ASSISTANT

HARRY PETERSON, ASSISTANT TO CHAIRMAN—DATA SYSTEMS

H. SCHREIBER, ASSISTANT TO CHAIRMAN—STATISTICS

J. E. HATHAWAY, ASSISTANT TO CHAIRMAN—ADVISORY BOARDS

H. P. KAPPEL, ASSISTANT TO CHAIRMAN—REFRIGERATOR CARS

J. J. KELLEY, DIRECTOR OF MILITARY TRANSPORTATION

A. E. HIGHLAND, MANAGER, RAILROAD RELATIONS

J. H. BLOSE, MANAGER, CLOSED CAR SECTION

R. H. BUCHANAN, MANAGER, OPEN CAR SECTION

H. G. RANDALL, MANAGER, PORT TRAFFIC

October 24, 1967

File: 432-16

TO ALL RAILROADS:

CIRCULAR CSD 439 TENTH REVISION
EFFECTIVE NOVEMBER 1, 1967 - SUPERSEDING CSD 439 NINTH REVISION

By direction of the General Committee, Operating-Transportation Division and in accordance with the note under Per Diem Rule 21, Revised, the following regulations are intended to secure maximum utilization of United States and Canadian owned Heavy Capacity & Special Type Flat Cars:

- (1) APPLICATION: Flat cars of the following mechanical designations:
(a) FM - Nominal capacity of 200,000 pounds or more
(b) FD; FW; FG - All types and capacities.

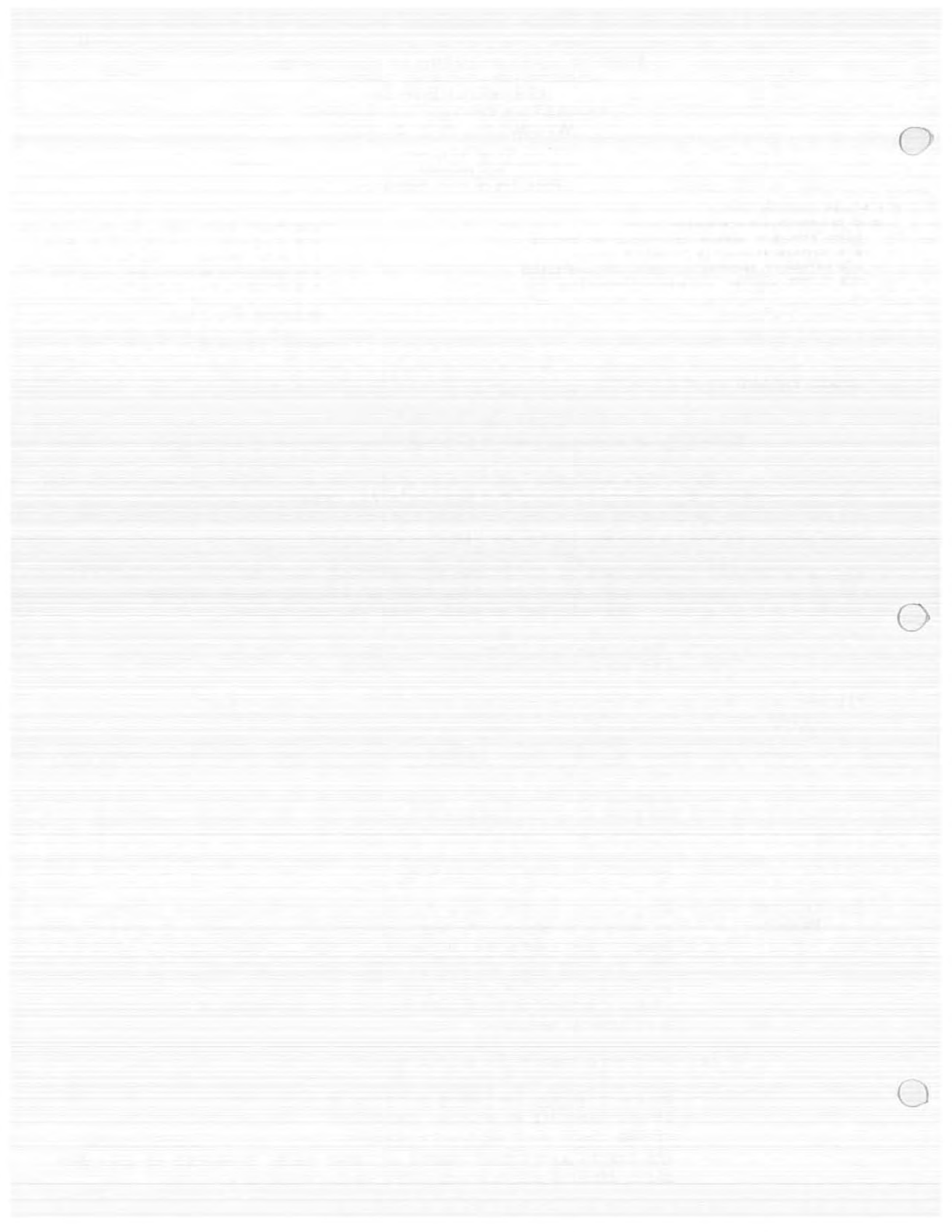
These cars are listed in the special section in back of the Official Railway Equipment Register.

- (2) ORDERING AND CANCELLATION * When ordering cars the following information should be furnished to the Car Service Division:
(a) Type, whether FD, FW, FM, FG (b) Date shipment will be ready
(c) Length, width and height of shipment (d) Weight of shipment
(e) Capacity of car required (f) Maximum permissible height of loading platform above the top of rail (g) Names of shipper and consignee (h) Origin and destination (i) Complete routing.

When an order for one of these cars is cancelled the road originally ordering the car should notify the Car Service Division promptly by wire or telephone.

- (3) LOADING REPORTS: * (A) When loaded locally on a foreign line or in interline road haul or switch movement, the billing road shall prepare a loading report showing the following information: (1) Car initial and number (2) Waybill date and number (3) Name of shipper (4) Origin point (5) Name of consignee (6) Destination (7) Complete routing including road placing car for unloading if such road is a switching carrier.

- * (B) This report shall be mailed promptly to Mr. R. H. Buchanan with copies to the Transportation Officers of all carriers participating in the routing, including destination switching carrier, and also to car owner (if of foreign ownership). The original to this office shall show copies to everyone concerned. If mailing of the report is delayed beyond 48 hours after departure of car, the above loading information shall be telegraphed.



- * (C) When necessary to transfer a shipment enroute due to bad order equipment or for clearance reasons, a second loading report shall be furnished to Car Service Division by the road responsible for the transfer showing the (1) Point of origin (2) Point of transfer (3) Date of transfer (4) Destination (5) Original waybill date and number (6) Complete routing (7) Reason for transfer. (8) Copies to owners of both cars and to all roads in the routing.
- (D) When one of these special flats is used for loading in violation of provisions of this circular the loading report issued by the waybilling carrier shall indicate that the responsible road shall pay the owner of the car the entire loading charge without benefit of proration.
- (4) HANDLING OF EMPTY FOREIGN CARS: (A) Empty cars off home rails shall not be loaded or diverted without prior authorization from the Car Service Division. When released empty on foreign lines the following rules shall apply:
- (1) The road on which the shipment is unloaded, including switching carrier, shall promptly wire or phone this office and owner of car indicating the date and point of release and the road to which car is to be delivered,
 - (2) In the absence of specific instructions from this office car should be billed to owner under Car Service Rules wiring this office for short route if home route is circuitous. Use standard waybill form without charges on all empty interline movements.
- (5) SYSTEM CARS HOME RAILS: * (A) Owners shall furnish a location statement on the 1st and 15th of each month covering all system cars on home rails as of the two latter dates and indicating whether (1) Placed for loading, (2) Held for required loading and date shipment will be ready to load, (3) Awaiting unloading, or (4) Held empty and available for distribution orders from the Car Service Division.
- (6) LOADING CHARGES AUTHORIZED UNDER PER DIEM RULE 21 REVISED: (A) Loading charges shall cover all Heavy Capacity & Special Type Flat Cars as follows:
- (1) All FD type: \$300.00
 - (2) All FW type: \$100.00
 - (3) All FG type: \$100.00
 - (4) All FM type of 200,000 pounds capacity and over: \$100.00.
- (B) These charges are applicable to all cars loaded except:
- (1) Cars originating and terminating on owner's rails including loads received from, and/or delivered to, connections under switching charges.
 - * (2) System cars loaded off line by owner with a shipment not requiring these types of flats, or, system cars billed empty by owner to a foreign line for loading a shipment not requiring this type equipment. Such cars shall not be subject to the loading charge until received back on home rails unless diverted by the Car Service Division for other loading while off owner's line.



- (6) LOADING CHARGES AUTHORIZED UNDER PER DIEM RULE 21 REVISED (cont'd.) (C) If a depressed center flat (FD) is used by the owner for a shipment which could have been loaded instead on an FM or FG or FW type flat, the loading charge applicable on the latter three type cars shall apply on the shipment. However, if a foreign FD type flat is ordered, furnished and loaded with a shipment which could have been loaded instead on an FM or FG or FW type flat, the loading charge applicable on the three latter type cars (\$100.00) shall be prorated among the carriers in the routing participating in the division of freight revenue. The remaining \$200.00 shall be paid by the ordering carrier to owner of car without benefit of proration.
- (7) PAYMENT OF LOADING CHARGE: (A) On a foreign car loaded in local road haul or interline movement, the waybilling carrier shall pay the full loading charge to the owner of the car.
- (B) On a foreign car loaded on a switching line for local or interline switch movement, the switch-billing carrier shall pay the full loading charge to the owner of the car.
- (C) If the owning line participates in either of the above movements the assessed portion of the loading charge due from the owner of car shall be deducted from the amount paid to the owner by the waybilling or switch-billing carrier.
- * (D) On loads transferred enroute to destination see Section 8(B) (2).
- (8) PRORATION OF CHARGES * (A) The loading charge shall be prorated among all carriers participating in the routing on the same percentage basis as the freight revenue received and should be reported in the regular Per Diem report. Terminal and intermediate lines receiving only switching or arbitrary charges shall not be responsible for any portion of the loading charge.
- * (B) The following exceptions to paragraph (A) above, shall apply:
- * (1) Where a foreign Heavy Capacity or Special Type flat car is loaded or permitted to be reloaded without proper authorization from the Car Service Division or the car owner and such car is used for a shipment not requiring this type equipment, the road ordering placement of the empty car, or on whose rails car is reloaded, shall be responsible for the entire loading charge without benefit of proration.
- (2) Where a load is transferred enroute account bad order equipment, clearance or weight restrictions and both cars are subject to provisions of CSD 439, the loading charge shall be split 50% between the owner of each car. Each railroad involved in the routing from origin to destination shall pay its percentage to each of the two car owners based on 50% of the loading charge to each. Whenever a load is transferred, the road performing it must notify all roads involved in the routing, the two car owners and the Car Service Division.

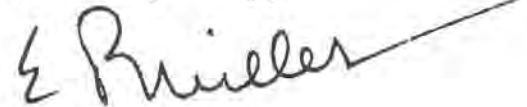


* (C) The Transportation Officer or Car Accounting Officer of the billing road shall prepare bills for submission to all roads in the routing receiving a portion of the freight charges and such bills shall show the freight revenue received and the portion of the loading charge assessed against each line.

(9) RETURNING Any road accepting return billing for blocking and/or damage on
CARS WITH empty foreign cars without prior authorization from the Car Service
BLOCKING Division shall be responsible to the owner of the car for the entire
loading charge without benefit of proration.

* All reports should be addressed to Mr. R. H. Buchanan, Manager, Open Car Section, Car Service Division, who maintains a complete record of the United States and Canadian owned Heavy Capacity & Special Type Flat Cars. It is essential that all roads cooperate fully in furnishing all reports promptly. This will provide an authentic check for the benefit of the carriers, especially the owners of this type equipment, in the settlement of charges; it also enables the Car Service Division to make the best possible distribution of the limited ownership of these special flat cars.

Yours very truly,



* Denotes additions or changes compared with the previous revision.

Mailing lists: CS-1, CS-1A; CS-1B; DM's; CSA's.



Northern Pacific
JUL 16 1969
TACOMA, WASH.

Seattle, Washington
July 14, 1969

127-A

All Agents - Western District

Yardmasters - Livingston and West

You were recently instructed that all foreign equipment arriving empty at your station or released from load must be reported to car distributors for disposition if not required for loading within two days after arrival or release.

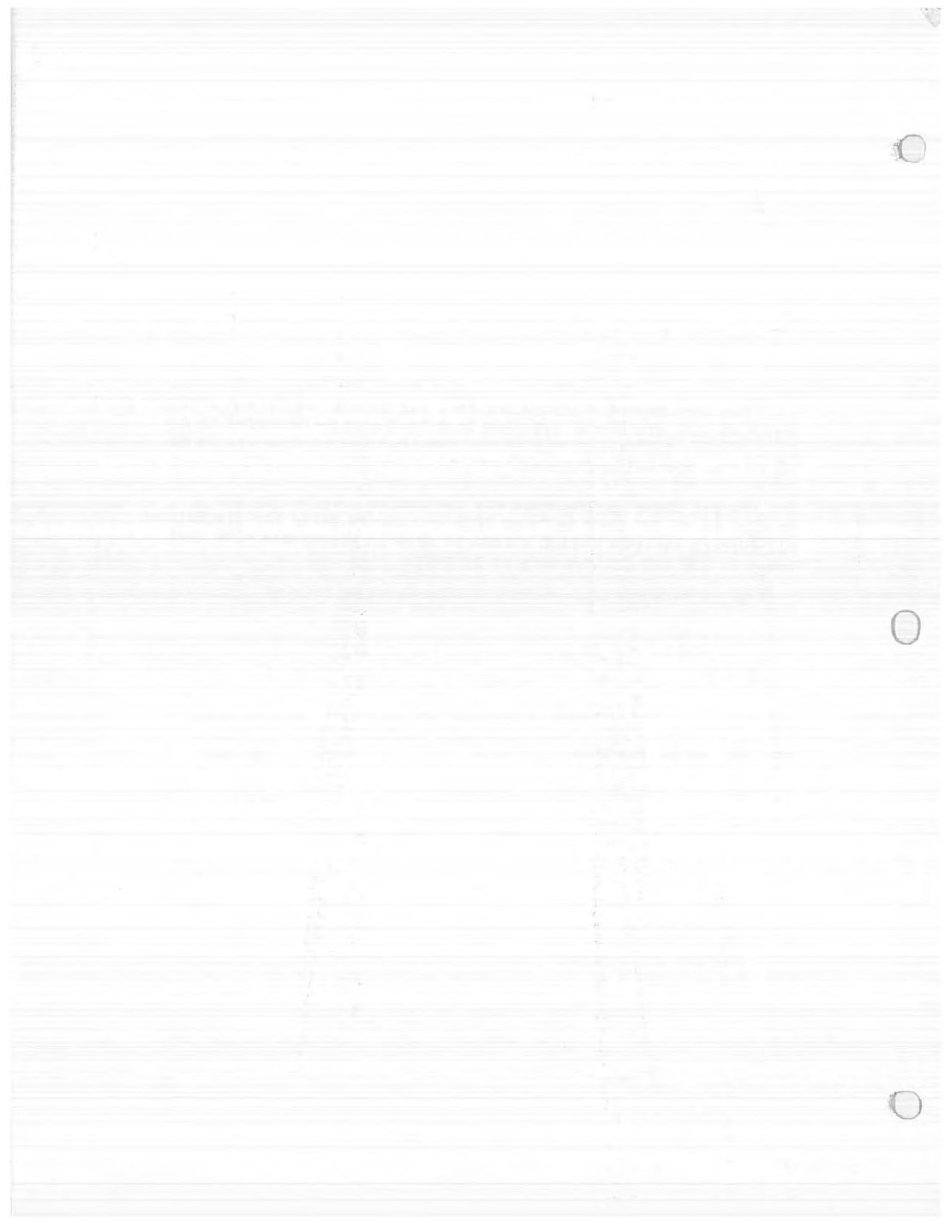
Cancel those instructions and instead be governed by the provisions of ICC Service Order 1009 and report daily for disposition all foreign equipment which cannot be used in accordance with that order to the car distributors at Seattle.

Please acknowledge.

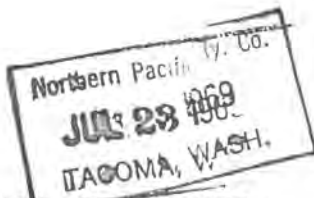
A. B. Johnson

cc: Mr. C. W. Thompson
Mr. J. O. Davies
Mr. M. E. Hagen
Mr. J. G. Heimsjo
Mr. J. H. Hertog
Mr. D. H. Garrison
Mr. F. N. Schiff
Mr. E. W. Hardy
Mr. D. E. Goodale
Mr. E. M. Berntsen
Mr. G. Stephenson
All car distributors

*Car Desk ✓
CWQ*



NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent - Tacoma Division



Tacoma, Washington
July 21, 1969

ALL CONCERNED:

We frequently receive from Pacific Car and Foundry at Renton new cars of other ownerships to be placed for loading as available to or via the owning road for the initial haul.

Mr. Marvin Van Cleave, Regional Director of the Interstate Commerce Commission, San Francisco, after checking with Washington, D. C., has ruled that we will not be in violation of ICC Service Order 1009 by holding these new cars in excess of the time limit permitted under the order while waiting at a loading station for the initial load.

This information is being passed on to you to insure that we do not move these new cars from place to place only for compliance with the service order.

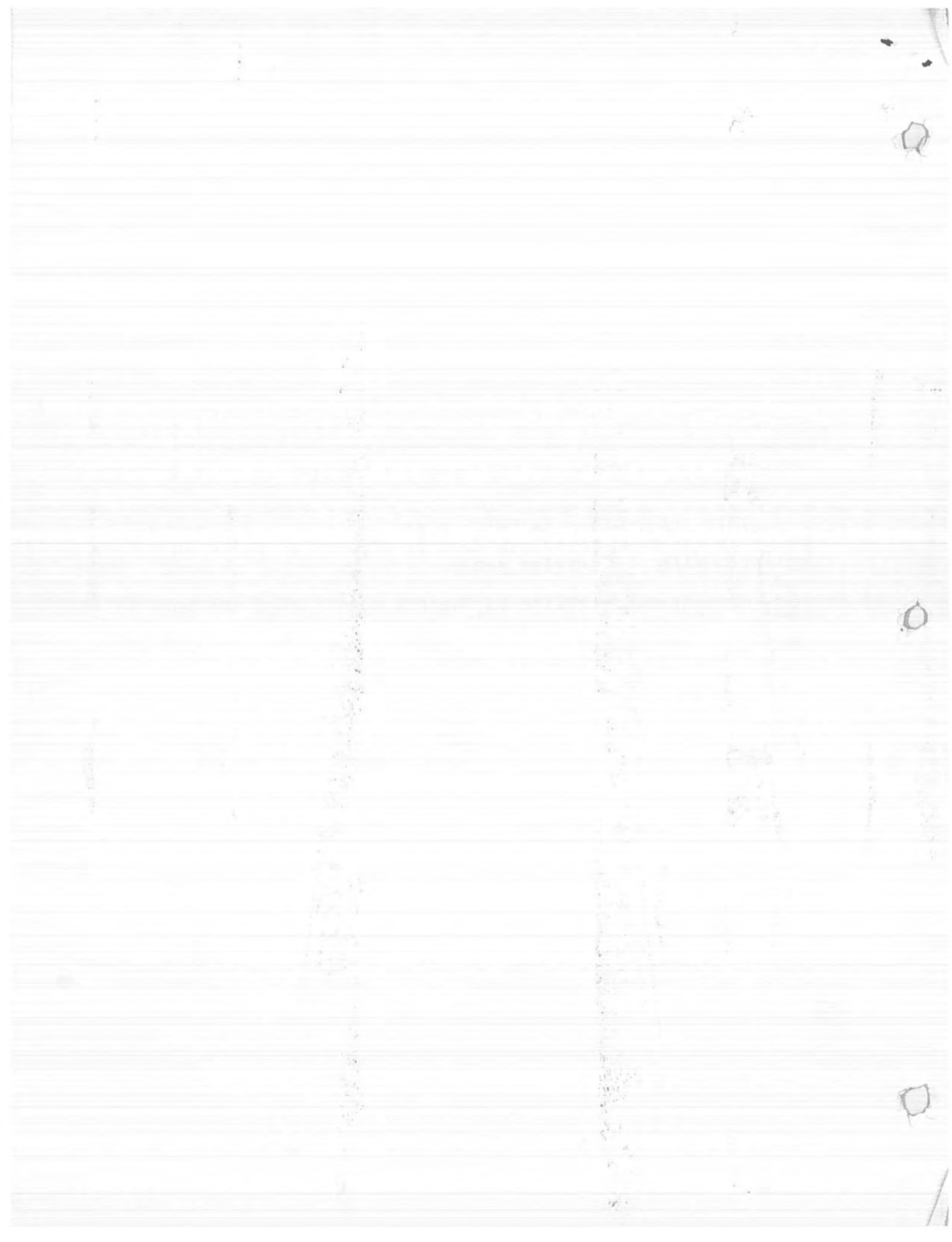
Mr. Johnson's office in Seattle will direct the cars to loading stations where they will be held and used.

Please be governed accordingly.

J. H. Hertog
Superintendent

cc: All Agents
All Yardmasters
W. E. Buckley
E. M. Overlie
J. J. Lifto
G. C. McKinney
J. C. Bergman
W. W. Francis
M. C. McElroy
R. W. Shearer
R. W. Midell
R. C. Coble
J. C. Brown

*Cy-Car Desk (2)
Chief Clerk*



ASSOCIATION OF

AMERICAN RAILROADSOPERATIONS AND MAINTENANCE DEPARTMENT · CAR SERVICE DIVISION
AMERICAN RAILROADS BUILDING · WASHINGTON, D. C. 20036HARRY PETERSON
Acting ChairmanAugust 22, 1969
File: 441-1B W TAYLOR
Manager, Railroad Relations
J H BLOSE
Manager, Closed Car Section
R H BUCHANAN
Manager, Open Car Section
R K McCARTY
Assistant to Chairman—Data Systems
H SCHREIBER
Assistant to Chairman—Statistics
J E HATHAWAY
Assistant to Chairman—Advisory BoardsCIRCULAR CSD 461, TWENTY-SIXTH REVISION

(Supersedes Twenty-Fifth Revision dated February 14, 1969)

TO TRANSPORTATION OFFICERS:

This Circular was originally and primarily designed for prompt and efficient handling of box cars assigned and stencilled for loading of green hides and other contaminating commodities subject to Car Service Rule 14. However, a few other types assigned for loading similar commodities are now included. Initials and numbers of cars assigned and stencilled for this type of loading appear in the attached.

Empty box cars covered by this Circular are disposable (1) under Special Car Order No. 90 if located on indirect connections of owners; (2) in accordance with Car Service Rules 1 or 2 if located on direct connections of owners. Gondolas, covered hoppers and refrigerators should be disposed of in home route or service route. In all instances, return of empty cars should be effected through use of standard waybill form, without charges.

These cars should be handled promptly to maintain adequate empty supplies at loading points thereby obviating use of higher class equipment which would be considerably downgraded by such loading.

It will be appreciated if car handling forces are made aware of the contents of this Circular as a considerable number of additions and deletions have been made since the last issue.

Yours very truly,



Lists: CS-1, 1A, DMs, CSAs

1. The first part of the document is a list of names and titles.



MARKS

CARS

AC&Y 839 866 896 905 941 2139 3048

Stencilled: "For Hide Loading only, when empty return to AC&Y, Akron, Ohio."

ACL-SAL- See SCL,
SCL

ATSF 16454 31436 35893 137283 142077 142123 142385 143227 143292 143651 143802
143880 145947 147052 149024 151107 211519 212165 274282 276677

Stencilled: "When empty return to Agent ATSF Ry., Oakland, Cal."
(Assigned scrap battery service)

ATSF 212511 216519

Stencilled: "Hide Loading. Return to Holbrook, Ariz."

ATSF 10550 40193 40263 214176

Stencilled: "Hide Loading Only. When empty return to ATSF Ry., Clovis, N.M."

ATSF 9541 9684 9696 16619 17075 17146 17300 17472 40205 40634 40714 42157 42201
42381 43281 151112 151243

Stencilled: "Tankage Loading. When empty return to Agent ATSF Ry., Clovis, N.M."

ATSF 17221 151308

Stencilled: "Hide Loading Only. When empty return to Agent ATSF Ry., Fort
Worth, Tex."

ATSF 142126 275914

Stencilled: "Hide Loading Only. Return to ATSF Ry., Dodge City, Kas."

ATSF 32841 33198 126101 138973 145835 212810 213379 213513 213879 213981 214142 214263
274937 275327 276253

Stencilled: "Hide Loading Only. When empty return to ATSF Ry., Galveston, Tex."

ATSF 8522 8548 8560 8574 8606 8645 8837 8880 8906 8955

Stencilled: "Return to Agent ATSF Ry., Emporia, Kans."
(Cars assigned Iowa Beef Company)

ATSF 212783

Stencilled: "For Hide Loading Only."

ATSF 9723 31028 127580 128855 129425 133249 137283 142007 143361 143497 211327
211388 211519 212005 212105 212165 212557 213124 213899 276321 276697

Stencilled: "When empty return to Agent ATSF Ry., Oakland, Cal."
(Assigned scrap battery service)

ATSF 211519 212165

Stencilled: "Return to Fresno for hide service."

MARKS	CARS
ATSF	128784 211068 212362 212483 213718 Stencilled: "Assigned Hide Service, Santa Fe Springs."
ATSF	126079 Stencilled: "Scrap battery Loading. Return to Phoenix, Ariz."
ATSF	16350 32863 40197 40206 40234 40236 127560 212017 213331 214716 Stencilled: "Hide Loading Only. When empty return to Clovis, N.M."
ATSF	40189 40209 40229 Stencilled: "Return to ATSF Ry., San Angelo, Tex."
ATSF	34302 35832 38020 139583 274329 274845 275516 275594 275787 Stencilled: "Hide Loading Only. Return to Agent ATSF Ry., Arkansas City, Kas."
ATSF	35254 274844 Stencilled: "Hide Loading Only. Return to Agent ATSF Ry., Dodge City, Kas."
ATSF	212230 270542 Stencilled: "Hide Loading Only. When empty return to Agent ATSF Ry., Oklahoma City, Okla."
ATSF	126773 128784 142489 142880 146287 149775 211389 246642 Stencilled: "Meat Scrap Loading Only. When empty return to Agent ATSF Ry., Oklahoma City, Okla."
B&O	167462 267578 267596 268940 271633 271817 272567 273075 273089 273442 273559 273842 274045 274109 274801 276713 276772 375029 375632 375655 375695 376018 376023 376051 376121 376337 381559 465730 Stencilled: "When empty, return to B&O RR., Cincinnati for hideloading."
B&O	277606 278048 375102 375127 375145 375203 375512 375677 376120 376319 377032 377034 Stencilled: "For meat scraps only - When empty, return to B&O RR., Ivorydale, Ohio."
B&O	169008 169341 375369 375424 385230 385406 385749 385762 465895 467322 Stencilled: "When empty, return to Agent LI RR., Blissville, N. Y."
B&O	282108 282183 Stencilled: "When empty, return to B&O RR., E. St. Louis, Ill." (Roof hatch cars for loading ammonium phosphate)
B&O	262293 Stencilled: "When empty, return to B&O RR., Petersburg, W. Va." (Gondola for loading hide trimmings)

MARKS	CARS
BAR	3045 3046 3047 3048 3049 3050 3051 3052 3053 3054 3055 3056 3057 3058 3059 3060 3061 3062 3063 3064 3065 3066 3067 3068 3069 3070 3071 3072 3073 3074 3075 3076 3077 3078 3079 3080 3081 3082 3083 3084 3085 3086 3087 3088 Stencilled: "Fertilizer Loading Only."
B&LE	90501-90505 inclusive Stencilled: "Return to Clairton, Pa." (Pitch loading)
CP	30150-30164 inclusive Stencilled: "Hide Loading" - also "WHEN EMPTY RETURN TO CANADIAN PACIFIC ^{Load} RAILWAY - CALGARY, ALTA."
CGA SOU	316 374 376 400 435 7070 8094 25228 26387 330399 Stencilled: "For hide loading only. When empty return SOU RR., Birmingham, Ala."
CNJ	20598 20653 22222 22482 22567 22747 22928 24052 24090 24302 Stencilled: "Return when empty to Agent CNJ R.R., Belford, N.J."
C&O	29209 Stencilled: "Hide loading only - when empty return to C&O Rwy., Huntington, W.Va."
C&O	4612 6714 8396 8564 8581 8692 8698 8737 9159 10971 17720 18017 282075 283501 Stencilled: "Contaminating commodities only - return to C&O Rwy., Lynchburg, Va."
C&O	6700 6701 6711 6722 6735 6737 6764 6767 6788 6796 16214 16307 16315 16352 16419 16420 16473 16546 16620 16669 16781 16850 17112 17141 17191 17326 17431 17616 17704 17835 17838 18350 18468 18662 18685 18695 18701 18731 18864 272229 272251 272292 Stencilled: "For Fish Meal Loading - When empty return to C&O Rwy."
C&O	40520 41702 44006 Stencilled: "Fleshings Loading - When empty return to C&O Rwy., Ashland, Ky."
C&O	37333 37486 44078 44563 Stencilled: "Contaminated. When empty return to C&O Rwy., Shandon, O., assigned to A.E.C."

MARKS	CARS
C&O	3365 4581 4879 5103 5106 5369 7122 7311 8321 8569 8977 9604 11260 11500 11808 14499 14501 16699 18059 18698 18908 282337 282376 282727 282778 283041 283298 283433 284052 289384 Stencilled: "Hide Service - return to C&O Rwy., New Buffalo, Mich."
C&O	7282 282640 282759 Stencilled: "Hide Loading only - When empty return to C&EI RR, Evansville, Ind."
C&O	3094 9089 Stencilled: "Hide Loading only - When empty return to C&O Rwy., Lexington, Ky."
C&NW	131 6825 8744 9728 107930 Stencilled: "For tankage loading only-Cudahy, Wis."
C&NW	17035 17038 17052 17060 17065 17211 17220 86624 87636 87954 Stencilled: "Hide Car - Cedar Rapids, Iowa."
C&NW	87250, 17348 to 17354 Stencilled: "Hide Car - South Omaha, Nebraska."
C&NW	17067 21420 Stencilled: "Hide Car - East Minneapolis, Minn."
C&NW	17205 Stencilled: "Hide Car - East St. Paul, Minn."
CMO(CNW)	21122 22214 Stencilled: "Hide Car - Cedar Rapids, Iowa."
CMO(CNW)	80504 Stencilled: "For tankage loading only - Omaha, Nebr."
C&NW	17068-17070, inclusive Stencilled: "Hide Car - Mason City, Iowa."
C&NW	17300 to 17336 17340 to 17347 Stencilled: "Hide Car - Sioux City, Iowa."
C&NW	17337 to 17339 17355 to 17376 Stencilled: "Hide Car - South St. Paul, Minnesota."
CGW(CNW)	4601-4721, inclusive and 52128 52135 Stencilled: "Hide Service Only."
CGW(CNW)	52152 Stencilled: "ASSIGNED TO DRY TANKAGE SERVICE."
C&NW	17221 17222 Stencilled: "For Bulk Tankage Loading Only - Fremont, Nebr."
C&NW	17100 17101 17102 17223 17224 17225 Stencilled: "For Bulk Tankage Loading Only - Austin, Minn."

CB EQ

Hide and Tankage Cars

IV-R5

40-Ft.		50Ft.				
9005-H	28271-H	8022-H	22143-H	24427-H	24564-H	46807-H
9045-H	28292-H	8091-H	22165-H	24428-T	24568-T	46816-H
9050-T	28319-H	8145-H	22191-H	24429-T	24569-T	46829-H
9126-H	28371-H	8194-H	22229-H	24430-H	24570-T	46846-T
9148-H	28374-H	8204-H	22258-H	24431-T	24571-H	46897-T
9186-H	82441-H	9516-H	22259-H	24436-H	24574-T	46900-H
9195-H	28496-H	9530-H	22276-H	24437-H	24576-T	46907-H
9199-H	28523-H	9538-H	22300-H	24440-H	24579-H	46915-H
9230-H	28539-H	9540-H	22335-H	24441-H	24582-H	46921-H
9284-H	28552-H	9581-H	22336-H	24443-T	24586-H	46932-T
9338-H	28569-H	9599-H	22357-H	24444-H	24592-H	46945-H
9392H-9349-H	30867-H	21033-H	22358-H	24447-H	24593-T	46952-T
9422-H	31326-H	21055-H	22371-H	24454-H	24594-H	46954-H
9431-H	31490-T	21056-T	22380-H	24456-H	24595-H	46965-H
17040-T	32226-H	21058-H	22383-H	24458-H	24596-H	46979-H
17344-T	32692-H	21070-T	22397-H	24460-T	24597-T	46987-H
17996-T	32806-H	21080-H	22443-H	24461-H	24602-H	46995-H
18113-T	32811-H	21081-H	22471-H	24463-T	24603-T	47506-H
18246-T	32849-H	21082-H	22517-H	24465-H	24604-H	47767-T*
25559-H	33119-T	21094-H	22577-H	24466-H	24605-T	47872-T#
25699-H	33576-H	21128-H	22612-H	24467-H	24606-H	48751-H
25751-H	34009-H	21131-H	22635-H	24469-H	24607-H	4857-H
25765-H	34353-H	21135-H	22726-H	24474-T	24609-T	48579-H
25784-H	34806-H	21144-H	24350-H	24480-H	24612-T	48555-T
25949-H	34976-H	21172-T	24351-H	24482-T	24613-T	60445-T
25991-H	35216-H	21186-H	24357-H	24484-H	24614-T	61083-H
25995-H	35226-H	21190-H	24364-T	24485-T	24615-H	
26344-T	35274-H	21208-H	24365-H	24489-H	24617-T	
26481-H	35485-H	21214-H	24366-H	24490-T	24620-T	
26614-T	35765-T	21224-H	24368-T	24500-H	24624-H	
26753-H	35551-H	21235-H	24370-T	24502-T	24627-H	
26965-H	35611-T	21262-H	24375-H	24505-H	24630-H	
26994-H	36009-H	21282-H	24378-H	24506-T	24632-T	
28011-H	36532-H	21357-H	24379-T	24507-T	24634-H	
28060-H	36578-T	21364-H	24381-H	24510-H	24637-H	
28134-H	36599-T	21365-H	24382-T	24512-H	24640-T	
28179-H	37152-T	21367-H	24383-H	24514-T	24643-T	
28184-H	60252-H	21369-H	24384-H	24515-H	24646-T	
28195-H	60338-T	21370-H	24386-H	24517-H	24649-H	
28256-H	60719-H	21380-H	24388-H	24519-T	46653-H	
28266-T	61489-T	21386-H	24391-H	24522-T	46675-T	
	62714-H	21395-H	24393-T	24525-T	46693-T	
		22019-H	24395-T	24526-T	46709-T	
		22025-H	24396-H	24527-H	46727-T	
		22038-H	24397-H	24528-H	46747-H	
		22046-H	24398-H	24529-T		
		22048-H	24402-H	24532-H		
		22053-H	24403-T	24537-H		
		22057-H	24408-H	24539-H		
		22060-H	24412-H	24541-H		
		22093-H	24416-T	24542-H		
		22099-H	24417-H	24543-T		
		22126-H	24421-H	24545-H		
		22141-H	24422-H	24547-H		
			24423-T	24554-H		
			24424-H	24556-H		
			24425-H	24555-H		
			24426-T	24557-T		
				24560-H		
				24561-H		

*Assigned to Hormel, Fremont, Neb.

#Assigned to Hormel, Des Moines, Iowa

Roof Hatch Hide Cars

25541	60393)	
25643	60626)	
25801	60811	)	John Morrell, Ottumwa, Iowa
25931	61009)	
60079	61791)	
60123			

Roof Hatch Tankage Cars

37321	Denver Rendering Co., Denver, Colo.	
31349	" " " " "	
32925	Swift & Co., Omaha, Nebr.	
26016	Stauffer Chemical Co., Chicago Heights, Ill. CHTT Dely.	
26113	" " " " "	
28082	" " " " "	
28398	" " " " "	
28440	" " " " "	
22549	Geo. Hormel, Fremont, Nebr.) Dired blood and meat scraps, epoxy coated.	
22581	" " " ")	
21200	" " DesMoines, Ia.	
26161	Mooman Mfg. Co., Quincy, Ill.	
26448	" " " " "	
26675	" " " " "	
31103	Bruce Milling, Kansas City.	
31228	" " " " "	
32082	" " " " "	
32090	" " " " "	
35304	" " " " "	
35980	" " " " "	
32623	Regal Packing, Lynn, Ill.	
33582	" " " " "	
34423	" " " " "	

CMStP&P	50004	50011	50065	50164	50307	50312	50373	50387	50429	50504	50555
	50624	50680	50751	50860	50897	50920	50957	50961	50971	716185	716591
	716756	716978	717126								

Stencilled: "Hide Car, When Empty Return Council Bluffs, Iowa"

CMStP&P	50005	50044	50074	50089	50118	50131	50149	50160	50198	50222	50295
	50362	50412	50445	50447	50516	50517	50526	50594	50650	50689	50828
	50899	50902	50906	50917	50926	50939	50978	711324	711603	711798	713765
	714078	714132	714220	714234	714251	714296	714604	715010	715175	715317	715575
	715771	715964	716019	716099	716110	716198	716358	716542	716588	716598	716632
	716649	716729	716894	716990	717064	717097	717173				

Stencilled: "For Hide Service Only"

CMStP&P	50008	50092	50098	50102	50104	50273	50306	50372	50378	50381	50398
	50406	50428	50443	50454	50472	50610	50621	50702	50710	50772	50784
	50794	50823	50833	50867	50878	50938	50966	50991	714103	714258	714295
	714317	715627	715640	716148	716319	717165					

Stencilled: "Hide Car, When Empty Return Sioux City, Iowa"

MARKS

CARS

CMStP&P	50009 50106 50122 50180 50210 50213 50244 50342 50347 50352 50367 50825 50826 50944 714271 714938 714950 714993 715655 715822 716258 716561 717020	Stencilled: "Hide Car, When Empty Return Des Moines, Iowa"
CMStP&P	50029 50076 50087 50109 50144 50161 50162 50163 50200 50208 50286 50384 50401 50439 50576 50593 50662 50743 50914 714051 714161 714238 715052 715600 715770 715996 716142 716604 716789	Stencilled: "Hide Car, When Empty Return Austin, Minnesota"
CMStP&P	50056 50237 50690 50827	Stencilled: "Hide Car, When Empty Return Sioux Falls, S.D."
CMStP&P	50059 50062 50116 50119 711658 714198	Stencilled: "Hide Car, When Empty Return Kansas City, Mo."
CMStP&P	50063 50322 50339 50404 50424 50691 50771 714228 715055 716698	Stencilled: "Hide Car, When Empty Return to Cedar Rapids, Iowa"
CMStP&P	50234 50260 50382 50386 50405 50418 50442 50457 50468 50603 50632 50701 50921 50929 707021 711379 714076 714181 714346 714808 714865 715109 715614 715633 716061 716476 716650 716743 716796 716946 716983 717123	Stencilled: "Hide Car, When Empty Return St. Paul, Minnesota"
CMStP&P	50465 50698 50896 50913 711981 716691	Stencilled: "Hide Car, When Empty Return Dubuque, Iowa"
CMStP&P	714087 714191 714221 715271 715333 715423 715471 715632 715664 715924 716036 716045 716134 716276 716536 716666 716764 716778 716841 716860 716877	Stencilled: "For Crackling Loading Only, Return Division Street, Chicago, Illinois"
CMStP&P	714096 716021 717195	Stencilled: "Hide Car, When Empty Return Madison, Wisconsin"
<hr/>		
CRI&P	40200 to 40900 series (230 cars)	Stencilled: "Hide Loading Only."
<hr/>		
C&S	13522 13563 13608 13619 13821	Stencilled: "Hide Loading Only. When Empty Return to C&S."
C&S	1011 1142 1152 1171 1276 1287 1376 1387 1416 1475 1524	Stencilled: "Tankage Lading Only."
<hr/>		
D&H	17800 17948	Stencilled: "When Empty Return to Kenwood Yard, Albany, New York."

MARKS	CARS
FEC	21001 21007 21011 21013 21023 21028 21031 21046 Stencilled: "FOR CONTAMINATING COMMODITIES ONLY. WHEN EMPTY RETURN TO AGENT FEC RAILWAY, HIALEAH, FLA."
FW&D	8103 8130 8221 8390 8467 8563 8568 8615 8653 8684 8763 8844 8938 8940 8986 9098 9116 9140 9163 9190 Stencilled: "When empty, return to Agent, FW&D, Childress, Texas."
FGEX	See SOU
GTW	42253 42281 460078 465100 470472 575127 575236 575265 575328 575451 575468 575608 575665 575696 575713 575715 575754 575760 581854 586839 Stencilled: "Hide Loading only, when empty return to GTW, Lapeer, Mich."
GN	42328 42369 Stencilled: "When empty return to Morrell & Co., Sioux Falls."
GN	42477 42487 42549 Stencilled: "When empty return to Sioux Falls, S.D."
GN	31023 31059 31075 31122 31129 31227 31245 31257 31266 31277 31339 31380 31399 31483 Stencilled: "Hide box assigned J. Morrell Co., Sioux Falls, South Dakota."
GN	47457 Stencilled: "Hide loading return to Huron, S.D."
GN	39288 Stencilled: "Hide loading Armour & Co. between Sioux City and St. Paul."
GN	10091 10447 10488 10558 10600 10647 10699 10804 10837 10843 10870 10893 10896 18827 31059 31133 31190 31257 31295 31324 31347 31383 31430 32003 32466 39300 40265 42156 42394 42430 42477 42487 42492 42575 42760 42848 42856 42891 44138 44238 44433 44453 44511 44552 44563 44678 44781 44784 44818 44826 44890 44891 44920 44927 44942 45209 45282 45525 45582 45673 46053 46150 46208 46292 46314 46417 46419 46586 46816 46986 47195 47262 47321 47457 47652 47709 47831 47832 48410 48420 48855 48920 48946 49217 49307 49469 49808 50150 50168 50176 50946 50981 51036 51044 51283 51430 51447 51504 51737 51796 52048 52121 52204 52234 52302 52327 52362 52618 52731 52833 52854 Stencilled: "Hide box when empty return to GN Railway."
GB&W	705 718 733 760 8100 8150 14024 14038 14040 Stencilled: "For hide loading only, when empty return to GB&W RR"

MARKS

CARS

GM&O	5006 5606 8211 8658 8691 8727 8838 21019 21044 21102 21175 21212 21217 21260 21323 21439 21504 21512 21516 21625 21629 21634 21668 21695 21714 21726 21765 21802 21805 21855 21915 21947 21952 21969 22001 22004 22053 22074 22087 22234 22262 22341 22381 26016 26055 26142 26152 26247 26284 26385 26392 26405 26439 26449 26451 26471 26494 26506 26512 26629 26646 26719 26729 26788 26880 26916 26981 52232 52528 52653 52672 52677 52716 52798 52840 52914 52922 52973 53026 53066 53095 Stencilled: "For Fish Meal Loading - Return to GM&O RR., Laurel, Miss."
GM&O	8299 8400 8555 8557 8719 8766 21141 21216 21307 21360 21427 21477 21586 21702 21705 21746 21884 21936 22108 22204 26001 26188 26205 26532 26827 26829 26886 52830 52860 52865 52904 53015 53023 Stencilled: "For Fish Meal Loading, Return to Mobile, Ala."
GM&O	21060 22207 Stencilled: "For Hide Loading - Return to Mobile, Ala."
GM&O	5168 8196 8317 21205 21224 21409 21991 22403 26058 26062 26171 26189 26257 26365 26433 26489 26594 26618 26739 26815 26832 26899 52658 52706 52821 52945 Stencilled: "Hide Loading Only - When Empty Return to Jackson, Miss."
GM&O	26071 52902 Stencilled: "When Empty Return to GM&O RR., Jackson, Miss. For Dry Bulk Tankage Loading Only."
GM&O	5271 8676 8739 21189 21247 21292 21488 21495 21651 21809 21903 22003 22004 22085 22250 26190 26345 26366 26671 26712 26804 26957 26958 Stencilled: "Hide Loading - Return When Empty to Tupelo, Miss."
GM&O	22347 Stencilled: "When Empty Return Via Reverse Route to GM&O RR., Union City, Tenn. For Meat Scrap Loading Only."
GM&O	5014 21631 Stencilled: "Hide Loading Only - Return to Springfield, Ill."
GM&O	5202 8567 21082 21229 21548 21725 21844 22195 22508 22705 22748 26032 26400 26462 26483 26718 26764 Stencilled: "For Meat Scrap Loading Between Mason City and Bloomington."
GM&O	5020 5029 5088 26026 Stencilled: "Hide Loading Only - When Empty Return to Kansas City, Mo."
IC	34478, 34479 Stencilled: "Tankage Loading Only. Return to IC RR, Fort Dodge, Ia."
IC	34484-34486, inclusive; 34489 34490 34645 34648 34954 34955 34957-34962, inclusive; Stencilled: "For Hide Loading. Return to IC RR, Council Bluffs, Ia."

MARKS	CARS
IC	34480-34482 34483 34615 34620 34621 34623 34624 34626 34631 34636-34638, inclusive; 34664 34666-34669 inclusive; 34965-34974, inclusive Stencilled: "For Hide Loading. Return to IC RR, Sioux City, Ia."
IC	34492-34501, inclusive; 34670 34672-34677, inclusive; 34679 34690 34695 34698 34699 Stencilled: "For Hide Loading. Return to IC RR, Manchester, La."
IC	34502-34529 inclusive; 34542 34544 34546 34549 34553 34555 34557 34559 34653 34656 34659 34660 34662 34680 34681 34688 34689 34757 34903 34904 34906 34908 34910-34912, inclusive; 34915-34917 inclusive; 34919-34922 inclusive; 34924-34926, inclusive; 34931-34937, inclusive; 34939-34941, inclusive; 34943 34946 34947 34949 34977-34989, inclusive; Stencilled: "For Hide Loading. Return to IC RR, Denison, Ia."
IC	34532 34536 34538 34539 Stencilled: "For Hide Loading. Return to IC RR, Memphis, Tennessee."
IC	34900-34901 Stencilled: "For Hide Loading. Return to IC RR, DuQuoin, Ill."
IC	34975-34976 Stencilled: "For Hide Loading. Return to IC RR, Indianapolis, Ind."
IC	34560 34561 34563 34578 34579 34581 34583 34587 34588 34594 34595 Stencilled: "For Fish Meal. Return to IC RR, Gulfport, Miss."
IC	34487 34488 34577 34582 34593 34596 34622 34627 34628 34663 34923 34927 Stencilled: "For Hide Loading. Return to IC RR, Rockford, Ill."
IC	34473-34477, inclusive; 34990-34997, inclusive Stencilled: "For Hide Loading. Return to IC RR, Cherokee, Ia."
ITC	5887 5892 5944 5952 5972 6070 6104 6176 6190 6208 6211 6229 6231 6268 6276 6314 6941 6942 6972 6980 Stencilled: "HIDE LOADING ONLY."
KCS	14073 17562 17780 17816 17918 17928 17955 17971 18032 18165 18263 18313 18637 18656 18711 19029 19097 Stencilled: "For Loading of Contaminating Commodities Only. Return to KCS Nearest Junction."
KCS	17760 17919 18091 18521 18532 19023 19045 19063 19070 19155 19253 19314 19316 19350 19383 19396 Stencilled: "For Contaminated Products Only."
KGB&W	See GB&W

MARKS	CARS													
L&N	L&N	4022	4062	4127	4140	4448	4464	4499	4514	4557	4565			
NCStL		4589	4593	4650	4699	4717	4725	4767	4798	4839	4870			
		4886	4887	4919	4941	4999	5017	5025	5060	5088	5090			
		5101	5123	5143	5203	5206	5370	5378	5387	5411	5461			
		5549	5550	5670	5675	5714	5735	5740	5747	5805	5816			
		5817	5867	5931	5933	5987	6017	6029	6036	6047	6054			
		6078	6104	6106	6128	6167	6215	6258	6266	6273	6286			
		6301	6332	6388	6433	6438	6561	6578	6582	6587	6592			
		6680	6687	6702	6744	6810	6867	6875	6886	6906	6931			
		6934	6965	7000	7015	7029	7136	7141	7149	7198	7252			
		7324	7613	8853	8955	8957	10272	10375	10605	13428	14099			
		14198	14285	14603	14850	14979	14997	16322	17135	17544	17695			
		17753	17768	18572	92039	92041	92045							
	NCStL	22047	22053	22078	22409	22414	22556	22584						
		Stencilled: "Fish Meal Loading only, return to L&N RR (Empty via Reverse Route"												
	L&N	25527												
		Stencilled: "Cattle head loading only, return empty to L&N, Middlesboro, Kentucky."												
	L&N	4508	4580	4812	6240	14107	14280	14560	14627	14688	14726			
		14776	14836	14878	14881	14937	16992	17142	17474	17753	18055			
		18105	18108	98413										
	NCStL	19260	22020	22023	22027	22047	22078	22097	22104	22140	22155			
		22204	22224	22314	22350	22404	22450	22492	22537	22597				
		Stencilled: "Hide Loading only, return empty to L&N RR Via reverse route"												
MEC		6670	8122	9053	9065	9071	9091	9094	9097	9098	9101	9103	9136	9175
		9180	9213	9312	9343	9345	9966	9967	9972	9974	9984	9986	9987	9988
		9994	9999											
		Stencilled: "Assigned for Fish Meal Loading. When empty return to Maine Central Railroad."												
MILW		See CMStP&P												
MKT		91023	91479	99011	99591	99283								
		Stencilled: "Hide Loading Only."												
MKT		99025	99029	99030	99067	99071	99078	99082	99110	99121	99139	99145		
		99159	99199	99490	99709									
		Stencilled: "When Empty Return to Agent, MKT Railroad, Kansas City, Mo."												
MKT		99059												
		Stencilled: "Hide Loading Only - When Empty return to Agent Okla City, Okla."												

MARKS

CARS

MP 19094 19404 19572 19981 30981 31278 32176 32185 123989
 124060 124070 124823 124884 125019 125381 125575 125758 125837
 Stencilled: "ASSIGNED HIDE SERVICE ST. JOSEPH, MO."

MP 18086 18443 18520 19928 30069 30824 31118 31224 31723
 31943 32124 32295 34307 35235 35243 35541 35954 35969
 35994 36129 36225 36404 37796 82334 85047 85061 123565
 123595 123693 124021 124106 125277 125927 125928 126408 126426
 126792 127351 127400 128459 128615 129021 130071 130146 130320
 130724 140106
 Stencilled: "ASSIGNED TANKAGE SERVICE ST. JOSEPH, MO."

MP-TP MF 19005 19235 19290 19557 19642 19721 19752 19904 20609
 30165 30263 30304 30523 30741 31054 31078 31153 31516
 31524 31604 31695 31706 31863 31892 31898 32110 32190
 32210 32313 33282 34430 34735 34882 35313 35533 35708
 35730 36341 36424 36631 37014 37309 37899 81004 81032
 81035 81046 81816 81877 81906 82097 82162 82184 85087
 86203 86666 86799 87340 87342 88304 88306 88316 88321
 88342 88352 88413 88944 89718 94823 123551 123699 123718
 123739 124050 124321 124414 124516 124543 124552 124596 124672
 124673 124775 125163 125202 125437 125481 125837 125921 125932
 126165 126240 126264 126685 126726 126729 126739 127027 127066
 127230 127260 127350 127492 127798 128479 128873 128900 129069
 129122 129555 130666 131836 351221 351322 351357 351385 351660
 351711 351717 351758 351780 353002 353008 353009 353012 353017
 353035 353045 353050 353179 353317 354122 354279 354653 354675
 354681 354739 355015 355151 355740 356165

TP 41247 41473 71817
 Stencilled: "ASSIGNED HIDE SERVICE KANSAS CITY, MO."

MP 19792 30019 30252 30722 31666 32473 86832 88960 88989
 94033 123543 123590 124859 125213 125530 125739 125843 125926
 125955 125965 126014 126065 126266 126352 126634 126645 126673
 126678 126726 126758 127347 127379 127436 127955 350868 351112
 351613 351731 351795 353001 353014 353015 353017 353024 353027
 353043 353046 353047 353052 353054 353060 353063 353068 353097
 354122 354179 354279 354687 354711 354766 356174
 Stencilled: "ASSIGNED TANKAGE SERVICE WICHITA, KANS."

MP-TP MP 19122 19481 19615 19766 19902 20615 30756 30761 30789
 32564 81332 86693 88402 88908 123559 123863 124311 125236
 126018 127153 127191 127361 128911 130320 130655 351020 351296
 351370 353001 353003 353007 353011 353019 353029 353037 353042
 353051 353065 354267 356166 356170

TP 71855
 Stencilled: "ASSIGNED HIDE SERVICE OMAHA, NEB."

MP 17252 17321 17338 18530 30389 30507 30726 32039 32281
 34340 34886 35825 124184 124189 124956 125131 127174
 Stencilled: "ASSIGNED HIDE SERVICE PALESTINE, TEXAS"

MARKS

CARS

MP-TP	MP	88300							
	TP	70699	70777	82381	121206	350326			
		Stencilled: "ASSIGNED HIDE SERVICE EL PASO, TEXAS"							
MP		19679	30457	31048	31753	32569	32765	34124	88932
		123876	124720	125003	125211	125315	127069	127380	130421
		Stencilled: "ASSIGNED TANKAGE SERVICE SAN ANTONIO, TEXAS"							
MP-TP	MP	17342	17620	17813	18004	18433	30065	30206	30746
		31802	31820	32344	34277	34589	34641	35008	35099
		35720	35748	35899	35922	37939	93412	124351	124477
		125688	126165	127017	127214	127490	129583	130596	350807
	TP	40010	40163	40548	40671	40768	40784	40793	40800
		40954	41050	41098	41101	41104	41182	41200	41211
		41237	41318	41341	41350	41361	41396	41418	41475
		41505	41526	41551	41583	70571	70573	70694	70764
		71101	71387	71766	71769	71774	71812	71858	75007
		82256	82424	82709	120161	120224	120239	120309	120785
		120798	120803	120816	120845	120898	120934	121044	121143
		121190	121201	350003	350326	350332			
		Stencilled: "ASSIGNED HIDE SERVICE FT. WORTH, TEXAS"							
NP-TP	MP	14313	14358	14396	14563	17608	19465	20614	20646
		20681	20691	71911	71913	80476	81121	81346	81848
		86192	86263	86587	86601	86679	87100	89513	89904
		350080	350891	350903	350907	350931	351221	351629	353023
		353248	353317	353542	353560	353599	353890	354185	354239
		354662	354844	355007	355043	355339	356166		
	TP	350091							
		Stencilled: "ASSIGNED FISHMEAL FREEPORT, TEXAS"							
MP-TP	MP	17610	17637	18372	18478	18564	19066	19099	19289
		19758	19896	31606	34349	34382	34614	34643	34860
		35581	82074	124158	124450	124770	124788	125024	125508
		125811	126470	126603	126711	127124	127190	127468	128570
		351226	353965	353995					
	TP	40329	40881	41324	41327	41393	41515	120789	120835
		121134	121153	121182	121267	121274	121277	350330	
		Stencilled: "ASSIGNED FISHSCRAP EMPIRE-ALGIERS, LA."							
MP		94385	129641						
		Stencilled: "ASSIGNED HIDE SERVICE ST. LOUIS, MO."							
MP		126998							
		Stencilled: "ASSIGNED HIDE SERVICE LITTLE ROCK, ARKANSAS"							
MP		31760	33308	35931	46917	81691	126037	126264	126587
		351613	354099						
		Stencilled: "ASSIGNED HIDE SERVICE PUEBLO, COLORADO"							

MARKS	CARS
NCStL	See L&N
NYC	See PC
NH	See PC
NKP	6438 13286 Stencilled: "Return When Empty to N&W Rwy., Springfield, Ill."
NKP	25117 25369 Stencilled: "Return When Empty to Nickel Plate Road, Cleveland, Ohio"
NKP	13030 13236 Stencilled: "For Hide Loading Only. Return When Empty to N&W RR, Toledo, Ohio"
NKP	86296 Stencilled: "For Hide Loading Only. Return Empty to N&W Rwy., Council Bluffs, Iowa."
NKP	5021 5044 5250 5377 6053 6057 6061 6994 15679 Stencilled: "For Tankage Loading Only. Return Empty to N&W Rwy., Campbell Rd. Yd., Cleveland, Ohio"
NKP	24253 25386 Stencilled: "For Hide Loading Only. Return Empty to Wabash RR, St. Louis, Mo."
NKP	5101 5338 6247 6574 7200 7346 13284 13384 13396 13495 18458 Stencilled: "For Hide Loading Only. Return Empty to N&W Rwy., St. Louis, Mo."
NKP	25187 25540 25594 Stencilled: "Return When Empty to Nickel Plate Road, Calumet, Ill."
NKP	13329 Stencilled: "Return When Empty to N&W Rwy., Calumet, Ill."
NKP	25371 Stencilled: "Return When Empty to Nickel Plate Road, Madison, Ill."

MARKS	CARS
N&W	70428 Stencilled: "For Pitch Loading - Return When Empty to N&W Rwy., Ironton, Ohio."
N&W	321377 321415 Stencilled: "For Pitch Loading - Return When Empty to BLE RR, Clairton, Pa."
N&W	70409 70410 70411 70412 70413 70414 70415 70420 70435 70437 70448 70452 Stencilled: "For Pitch Loading - Return When Empty to DC RR, Detroit, Mich."
N&W	47769 48858 Stencilled: "For Hide Loading Only. Return Empty to Wabash RR, St. Louis, Mo."
N&W	50406 Stencilled: "For Hide Loading Only. Return Empty to N&W Rwy., St. Louis, Mo."
N&W	52470 Stencilled: "Dross. When Empty Return to N&W Rwy., Roxboro, N.C."
N&W	88659 89160 89824 90084 (Gondolas) Stencilled: "Special Fleshing Car. When Empty Return to Agent, N&W Rwy., Shenandoah, Va."
N&W	97565 97618 97662 (Gondolas) Stencilled: "Special Freshings Car. When Empty Return to Agent, N&W Rwy., Salem, Va."
N&W	91087 91347 97891 (Gondolas) Stencilled: "Special Freshings Car. When Empty Return to Agent, N&W Rwy., Pearisburg, Va."
N&W	70416 Stencilled: "For Pitch Loading. When Empty Return to C&O Ry., Ashland, Ky."
N&W	319087 321354 321359 321370 321380 321382 321400 321419 321433 321435 321436 321438 321447 321458 321459 321483 321486 321487 321489 321499 321515 321526 321527 Stencilled: "For Pitch Loading. When Empty Return to N&W Rwy., Granite City, Ill."
N&W	54445 54683 360847 Stencilled: "For Hide Loading Only. Return Empty to N&W Rwy., Norfolk, Va."
N&W	46017 46267 50395 54428 219066 Stencilled: "For Tankage Loading Only. Return Empty to N&W Rwy., Campbell Rd. Yd., Cleveland, Ohio"
N&W	52465 52777 57126 Stencilled: "For Hide Loading Only. Return Empty N&W Rwy., Council Bluffs, Iowa"

MARKS	CARS
NP	39604 39526 Stencilled: "Hide loading only. When empty return to Agent NP Ry., Ellensburg, Wash."
NP	14794 49015 49016 49018 49021 49022 Stencilled: "For Fish Meal Loading Only. When Empty return to Agent, NP Ry., Seattle, Wash."
NP	14936 20022 20156 Stencilled: "Hide Loading Only. Return to West Fargo, North Dakota When Empty, NP Ry."
NP	14159 14594 20020 20092 20187 20200 20284 20285 20286 20319 20367 28433 28629 28857 30132 30838 30990 30992 30994 30995 30996 30997 30998 30999 Stencilled: "Hide Loading Only."
NP	49024-49029, inclusive Stencilled: "For Tankage Loading. When Empty Return to Agent, NP Ry., Billings, Mont."
PC-IRR- NYC-NH	FRR 317548 317821 318868 365275 365279 370639 370976 374267 374517 374956 385558 610209 610212 610286 610430 610472 610531 610589 610680 610849 611189 611303 611397 611488 611524 611637 611753 611774 614789 620958 620972 (Gondolas) Stencilled: "When Empty, Return to PRR, Wilmington, Delaware, For Glue Stock Loading Only."
	PRR 52565 83002 94803 99081 120340 570968 Stencilled: "Return When Empty to PRR - Fairhill, Pa." (Hide Loading)
	PRR 25952 26065 30696 Stencilled: "Return When Empty to PRR - Elizabethville, Pa." (Hide Loading)
	PRR 72642 78992 81030 82747 86421 604598 Stencilled: "When Empty, Return to PRR, Canton, Baltimore, Md. for Fish Meal Loading."
	FRR 119297 Stencilled: "Return When Empty to PRR - Northumberland, Pa." (For Loading Pulverized Coal in Bags)
	PRR 22874 27568 30147 76675 77306 78083 78739 78803 78956 Stencilled: "Return When Empty to PRR, Youngstown, Ohio."
	FRR 73358 85091 89303 118652 118711 608558 Stencilled: "Return to Freight Agent, PRR, Richmond, Ind. for Hide Loading."
	IRR 28809 87555 Stencilled: "Return to Salem, Ohio."

MARKS

CARS

PC-PRR- PRR 24309 29940 65790 77684 79617
 NYC-NH Stencilled: "When empty, return to LI RR, Blissville, N. Y.
 for Fishmeal Loading."

PRR 26476 80655 605629
 Stencilled: "Hide Loading - Return to East Columbus, O.-PRR."

PRR 23746 79764
 Stencilled: "When empty return to Toledo, O. TTRR, for hide
 loading."

NYC 100110 100111 100112 100113 100114
 Stencilled: "When Empty Return to NYC RR, Youngstown, Ohio."

NYC 100142 100143 100144 100145
 Stencilled: "When Empty Return to LE&E RR, Lansingville Yd.,
 Youngstown, Ohio." (Tar Pitch)

NYC 4227J 167339 169511 170426 170717 170877 170962 172075 172553
 172861 173456 175187 175735 179479 179632
 Stencille: "Detroit, Michigan hide loading."

NH 33618 33713 34210 34293
 Stencilled: "When empty return to the Narragansett Pier R.R.,
 Kingston, R. I."

PM See C&O.

RI See CRI&P

RDG 115006 115019 115021 115022 115027 115029 115030 115034 115037
 115038 115039 115040 115045 115047 115048 115050 115053 115055
 115057 115058 115062 115064 115066 115068 115069 115070 115071
 115078 115079 115082 115084 115086 115087 115088 115091 115093
 115094 115098 115099 115100 115102 115103 115105 115109 115110
 115115 115120 115127 115129 115132 115133 115134 115139 115140
 115141 115142 115145 115146 115147 115156 115157 115159 115160
 115161 115162 115307 115310 115311 115312 115313 115314 115320
 115321 115323 115326 115327 115329 115330 115336 115342 115349
 115356 115362 115370 115372 115373 115374 115376 115377 115380
 115382 115388 115389 115390 115391
 Stencilled: "FOR GROUND COAL LOADING ONLY - RETURN EMPTY TO
 READING COMPANY."

MARKS

CARS

SLSF 111031-111075, inclusive
Stencilled: "Assigned Fish Meal Loading, Mobile, Ala. Return Frisco Any Junction."

SLSF 7289 7541
Stencilled: "Assigned Contaminating Commodity Loading - Return Frisco Railway, Joplin, Mo."

SLSF 161703 162174
Stencilled: "Hide Service - Kansas City."

SLSF 154314 154321 154392
Stencilled: "Hide Service - Return Empty Wichita, Kansas."

SLSF 17728 18300
Stencilled: "Return Empty Frisco Agent, Augusta, Kansas, Bulk Asphalt Loading."

SSW 33702 33746 33763 33848
Stencilled: "For Green Hide Loading, Return to Agent SSW, Tyler, Texas." See SP for additional cars assigned Tyler, Tex.

SSW 33514 33700 33856 33861 33892 33927 33933 33938 33939 33944 33949
33994 35175 35382 35413 35456
Stencilled: "Tankage Loading Only. When Empty Return to Tyler, Texas."

SSW 33607
Stencilled: "For Hide Loading Only. Return Agent SSW, Hodge, Texas."

SA 819
Stencilled: "For loading hides and tankage. When empty return to S&A, Savannah, Ga."

SCL- SAL 8013 17092 17116 17154 17322 17357 17492 17497 17505 17523
ACL- 17557 17559 17638 17897 17982 17992 18049 18065 18110 18111
SAL 18185 18221 18272 18287 18293 18380 18400 18457 18477 18522
18544 18679 18712 18740 18752 18796 18878 18913 18978 18982
19019 19046 19070 19074 19091 19095 19096 19099 19120 19130
19131 19134 19146 19159 19160 19163 19177 19183 19184 19185
19187 19219 19240 19241 19248 19253 19255 19270 19278 19281
19286 19319 19320 19332 19370 19371 19395 19408 19412 19417
19420 19428 19437 19439 19466 19467 19474 19485 19490 19510
19530 19539 19558 19578 19579 19604 19615 19624 19637 19800
19803 19815 19828 19848 19856 19860 19907 19908

ACL 22516 22698 23043 23423
Stencilled: "Assigned Sludge Loading, Tampa, Florida."

MARKS

CARS

SCL 18908
Stencilled: "Assigned Tankage Loading, Portsmouth, Va."

SCL 7609 7823 8168 8208 8265 8308 8394 8407 8412 8734 18072
18360 18784 18962 19085 19113 19145 19165 19167 19175 19205 19222
19239 19293 19301 19308 19309 19314 19338 19347 19350 19406 19445
19450 19459 19517 19537 19549 19556 19563 19677 19681 19693 19727
19743 19750 19755 19774 19781 19785 19791 19798 19802 19850 19867
19872 19894 19902 19909 19912 19925 19931 19937 19941 19986 19988
20110 30536 58000 58003 58013 58030 58064 58084 58194 58146 58161
58177 58357 58505 58820
Stencilled: "Assigned Fishmeal Loading, Savannah, Georgia."

SCL 14008 18339
Stencilled: "Assigned Hide Loading, Ocala, Fla."

ACL 21215 22855 23355
SAL 18945
Stencilled: "Meat Scrap Loading, Return to C&O RR, Lynchburg, Va."

ACL 20169 21666 21746 21875 22016 22224 22392 22590 22666 22935
23025 24581
SAL 19061 19774 19963
Stencilled: "Tankage Loading, Return to SCL RR, Lawrenceville Ga."

ACL 86470 87186 87258 87650 87742 88132
SAL 7367 8142
Stencilled: "When Empty Return to Mississippi Export Railroad, Moss Point, Miss." (Assigned Fish Meal Loading)

SCL 7383 7806 7879 7901 7940 7982 8535 (Covered Hoppers)
Stencilled: "Tankage Loading, Return to GM RR, Pendergrass, Ga."

ACL 21878 22996 27604
SAL 19101 19511
Stencilled: "Tankage Loading, Return to GM RR, Athens, Ga."

ACL 20113 20214 20306 21573 21713 21778 21791 21823 21864 21868
21874 21884 21946 21974 22020 22022 22069 22078 22088 22219
22221 22235 22261 22267 22275 22309 22336 22368 22371 22408
22450 22458 22462 22470 22583 22585 22595 22606 22609 22630
22644 22660 22664 22684 22723 22775 22785 22840 22876 22881
22958 22990 23086 23100 23118 23134 23153 23157 23266 23294
23317 23330 23372 23417 23418 23422 23505 23514 24164 24214
24303 24323 24370 24480 24630 24631 26039 27027 27042 28225
28239 28282 28292
SAL 18293
Stencilled: "Assigned Potash Loading, Tampa, Florida"

MARKS	CARS										
SCL-	ACL	20139	21923	22304	22325	22596	22906	23150	23189	23394	23544
ACL-		23582	28280								
SAL	SAL	18353									
	SCL	19890									
		Stencilled: "Assigned to Meat Scrap Loading, Miami, Florida FEC"									
	ACL	22109									
	SAL	18407	19172								
		Stencilled: "Assigned Hide Loading, Tampa, Florida"									
SOU		2130	15018	15117	41940	42112	42116	42136	42370	42510	
		43040	43348	44400	44598	44688	45158	76100	175254	175670	
		176080	176440	176488							
		Stencilled: "For tankage loading only."									
SOU		1122	1580	40506	40520	40954	41182	41288	41432	41578	
		41656	41680	44410	44770	75506	76226	76276	135000	135154	
		135554	135586	135608	136370	175158	175302	175306	175310	175358	
		175464	175494	175684	175696	175742	175788	175836	175894	175926	
		175942	176234	176286	176472	176496	176512	176550			
		Stencilled: "For hide loading only."									
SOU		14774	24027	24429	31607	31863	307007				
		Stencilled: "For hide loading only. When empty return to SOU RR., Bristol, Va."									
SOU (FGEX)	FGEX	36119	51276								
		Stencilled: "For hide loading only. When empty return to SOU RR., Bristol, Va."									
SOU		31330	31371								
		Stencilled: "For meat scrap loading only. When empty return to SOU RR., Cincinnati, Ohio."									
SOU		30147	30732	31042	31059	31682	330298				
		Stencilled: "For hide loading only. When empty return to SOU RR., Moultrie, Ga."									
SOU		20432	22827	23347	24475	25702	30062	30175	30691	31841	
		Stencilled: "For hide loading only. When empty return to SOU RR., Macon, Ga."									
SOU		25228	26387	330399							
		Stencilled: "For hide loading only. When empty return SOU RR., Birmingham, Ala."									
SOU		13831	24354	25171	30660	306449	306997	330234			
		Stencilled: "For hide loading only. When empty return SOU RR., Spencer, N. C."									

MARKS

CARS

SP 125211 126448 126562 126728 126964 127060 127302 127317 127333
 127528 128372 131010 132186
 Stencilled: "Assigned Loading Contaminating Commodities, When
 Empty Return to SP Railroad, Port Arthur, Texas."

SP 127878 128626
 Stencilled: "When Empty, Return to SP Agent, Tovrea, Arizona."

SP 126992
 Stencilled: "Assigned Hide Loading. When Empty Return to Agent
 SP Railroad, Houston, Texas."

SP 127705
 Stencilled: "Assigned Hide Loading. Return Agent SP, Victoria,
 Texas, When Empty."

SP 105506 120911 125840 126910 127202 127774 127871 128073 128095
 128112 129416
 Stencilled: "Assigned Hide Loading. Return to Agent SP Railroad,
 San Antonio, Texas, When Empty."

SP 14869 100095 100219 100628 100671 100742 101000 101360 101388
 101454 101804 101925 101993 102012 105343 114208 114443 117585
 118211 119133 121063 121502 121842 122066 122318 122362 122849
 122883 123021 123950 123975 124046 124053 124220 124373 124436
 124443 124651 124706 124883 124920 124931 125129 125515 126604
 126747 127447 127827 127961 128185 128233 129147 129406 129436
 129639 129833 170021 206505 207963 209293 209363 209367 210194
 212767 215546 683298
 Stencilled: "For Hide Loading Only."

SP 170144
 Stencilled: "Assigned Hide Loading. Return to Agent SP Railroad,
 El Paso, Texas, When Empty."

SP 206437 206594 206653 206794
 Stencilled: "Assigned Coal Tar Pitch Service, When empty Return
 to Agent, L&N, Ensley, Alabama."

SP 121842 124053 124323 124940
 Stencilled: "For Green Hide Loading, Return to Agent, SSW, Tyler,
 Texas."

See SSW for additional cars assigned Tyler, Texas

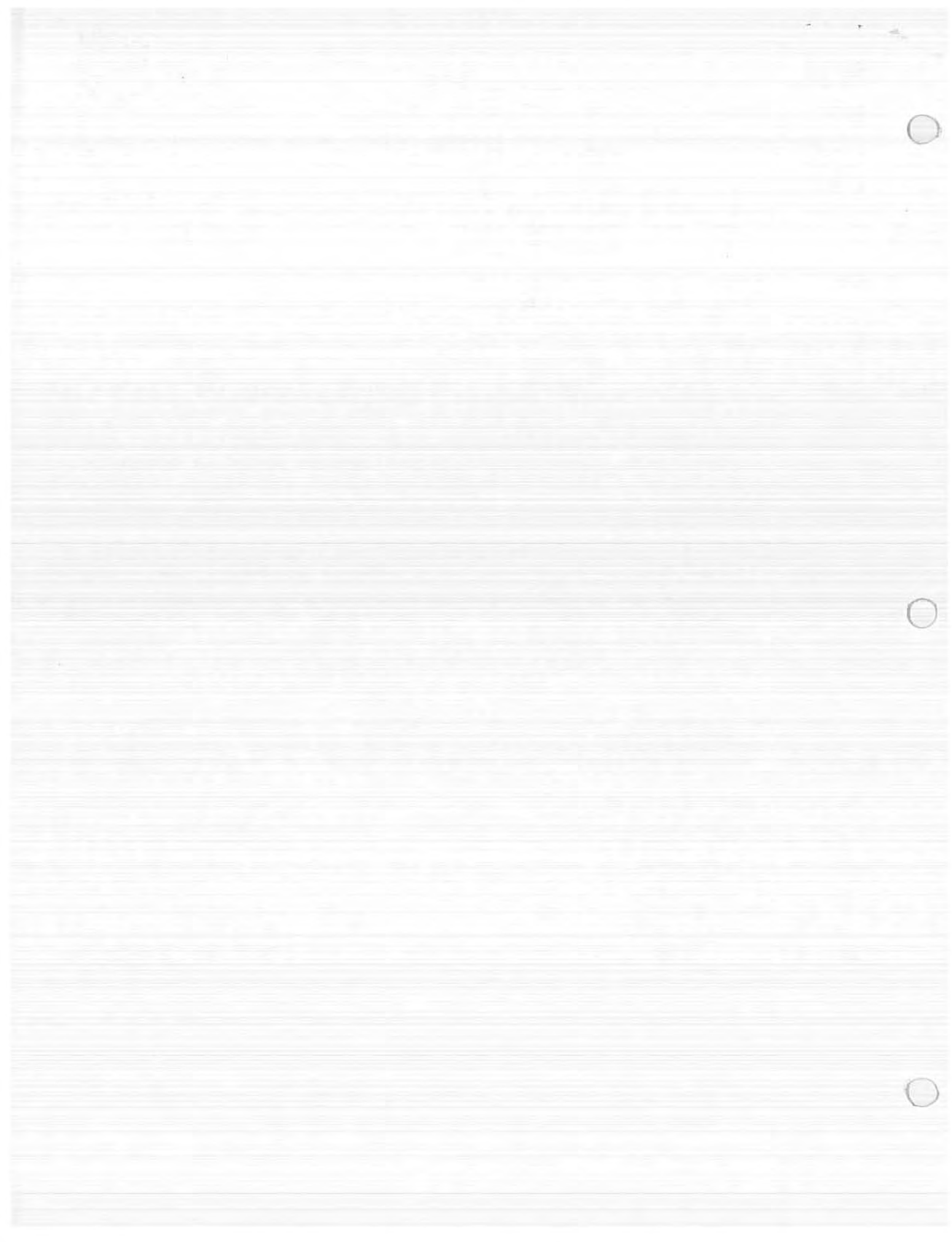
SP 25046 100156 100402 100444 100619 100838 100881 101139 101294
 101350 101397 101407 101464 101613 101681 105399 107192 107585
 117082 117679 118972 121037 121944 122089 122114 122236 122544
 122920 123170 123390 123448 124028 124880 126553 126595 126617
 126717 126732 126839 126860 126886 126888 126897 126919 126930
 126932 126950 127015 127026 127043 127050 127219 127223 128483
 129232 129280 129425 129438 129570 129581 129794 129807 163324
 Stencilled: "Assigned Loading Contaminating Commodities, when
 empty return to SP Railroad, Lake Charles, La."

MARKS	CARS
T&P	See MP
TH&B	3011 3015 3017 3020 3028 3031 3033 3034 3040 3044 3045 3052 3058 3061 3069 3071 3075 3076 3086 3090 3091 3094 3101 3117 3121 3123 3127 3129 3136 3141 3143 3145 3146 3150 3156 3160 3162 3168 3173 3174 3177 3181 3186 3189 3195 3197 3200 3203 3212 3213 3220 3222 3223 3231 3232 3242 3248 3250 3252 3256 3261 3265 3272 3278 3282 3286 3290 3297 3300 3317 3322 3347 3352 3356 3357 3379 3390 3397 3402 3414 3429 3433 3441 3477 3493 3498 3521 3535 3566 3576 Stencilled: "Return to Port Maitland, Ontario." (Fertilizer Loading)
TH&B	3279 Stencilled: "Hide Loading. Return to Hamilton When Empty."
UP	100244 100291 101127 101154 101227 101467 103648 103691 104094 105028 106712 182889 182992 183337 183526 184318 184640 184711 184941 185086 185733 187028 187123 187267 187312 187330 187313 187579 187613 188061 188357 188360 188428 188546 188791 188802 189282 189501 190409 190628 191353 191541 191649 191988 192413 192900 193607 Assigned hide service - not stencilled.
UP	340064-340161 (88 Cars) Stencilled: "Hide Loading Only, Return to UP RR."
WAB	85038 85069 85074 85114 85192 85216 Stencilled: "For Hide Loading Only. Return Empty Wabash RR., St. Louis, Mo."
WAB	82521 Stencilled: "For Hide Loading Only. Return Empty Wabash RR., Des Moines, Iowa."
WAB	21063 21064 21066 21067 21069 21070 Stencilled: "For Hide Loading Only. Return Empty Wabash RR., Council Bluffs, Iowa."
WAB	19956 20691 20814 82720 Stencilled: "For Hide Loading Only. Return Empty N&W Rwy., Council Bluffs, Iowa."
WAB	82295 82941 82942 82989 Stencilled: "For Hide Loading Only. Return Empty Wabash RR., Chicago, Ill."
WAB	7140 7920 Stencilled: "For Hide Loading Only. Return Empty to N&W Rwy., Norfolk, Va."

MARKS

CARS

WAB	82185 Stencilled: "For Hide Loading Only. When Empty Return N&W Rwy., Chicago, Ill."
WAB	7117 81610 81625 81639 81994 82187 82532 82546 82645 82738 82770 82802 82845 82883 82934 82949 82957 82967 84638 Stencilled: "For Hide Loading Only. Return Empty WABASH RR., Kansas City, Mo."
WAB	89269 Stencilled: "For Hide Loading Only. Return Empty N&W Rwy., Springfield, Ill."
WAB	6514 6903 7050 7891 60868 89399 Stencilled: "For Tankage Loading Only. Return Empty to N&W Rwy. Campbell Rd. Yd., Cleveland, Ohio."
WAB	8216 85363 88176 89269 Stencilled: "For Hide Loading Only. When Empty to N&W Rwy., Indianapolis, Ind."
WP	20208 20212 20215 20224 20236 20247 20430 20577 20735 20785 Stencilled: "Hide Loading Only - Return to SN Ry., Woodland, When Empty."



SERVICE DATE
JULY 24, 1969TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

REVISED SERVICE ORDER NO. 1009

RAILROAD OPERATING REGULATIONS FOR FREIGHT CAR MOVEMENT

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held in Washington, D. C., on the 22nd day of July, 1969.

It appearing, That there are acute shortages of freight cars throughout the country; that certain carriers are unable to furnish an adequate supply of freight cars to shippers located on their lines; that these shortages of freight cars are impeding the movement of agricultural, forest manufactured products, and other commodities; and that the existing car service rules, regulations and practices of the railroads are ineffective with respect to the use, supply, control, movement, distribution, exchange, interchange and return of freight cars to meet the requirements of shippers. It is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 1033.1009 RAILROAD OPERATING REGULATIONS FOR FREIGHT CAR MOVEMENT.

(a) Each common carrier by railroad subject to the Interstate Commerce Act shall observe, enforce, and obey the following rules, regulations, and practices with respect to its car service:

(1) Placing of Cars:

(i) Loaded cars, which after placement will be subject to demurrage rules applicable to detention of cars awaiting unloading, shall be actually placed within 24 hours, exclusive of Sundays and holidays, following arrival at destination.

(ii) Actual placement means placing a car on industrial interchange tracks, on other-than-public-delivery tracks serving the consignee, or on public delivery tracks. Proper notice for cars placed on public delivery tracks shall be sent or given within 24 hours after placement, exclusive of Saturdays, Sundays, and holidays.

(iii) When delivery of a car, either empty or loaded, consigned or ordered to an industrial interchange track or to an other-than-public-delivery track cannot be made because of any condition attributable to the consignor or consignee, such car will be held at destination or, if it cannot reasonably be accommodated there, at an available hold point and constructive placement notice shall be sent or given the consignor or

consignee within 24 hours, exclusive of Saturdays, Sundays, and holidays, after arrival of car at destination or hold point.

(iv) Loaded cars held at destination for accessorial terminal services described in the applicable tariffs, such as holding for orders or inspection, shall be placed on unloading, hold or inspection tracks, and proper notice given within 24 hours, exclusive of Saturdays, Sundays, and holidays, after arrival at destination. On cars set off and held short of billed destination, or on cars held at destination and short of inspection tracks, a written notice shall be sent or given to consignee or other party entitled to receive such notice, within 24 hours of arrival, exclusive of Saturdays, Sundays, and holidays, at the hold point. Time and charges shall be computed following such notice and demurrage or detention charges assess in accordance with provisions of governing tariffs.

(2) Removal of Cars:

(i) Empty cars must be removed from point of unloading or interchange tracks of industrial plants within 24 hours, exclusive of Sundays and holidays, following unloading or release by consignee or shipper, unless such empty cars are ordered or appropriated by the shipper with approval of carrier for reloading within such 24-hour period. Empty foreign cars not ordered for loading at point where made empty must be forwarded, set aside for cleaning or repairs, or delivered to connecting lines within 24 hours, following removal of empty cars.

(ii) Outbound loaded freight cars must be removed from point of loading or interchange tracks of industrial plants within 24 hours, exclusive of Sundays and holidays, following acceptance by carrier of the shipping instructions covering the cars. Such cars must be forwarded, set aside for repairs, or delivered to connecting lines within 24 hours, following release and removal.

(iii) Cars subject to paragraphs (2)(i) and (2)(ii) not made accessible to the carrier shall be subject to demurrage until such time as they become, and remain, accessible to the carrier.

(3) *Forwarding of Cars:

(i) Loaded cars and empty cars of system, foreign or private ownership, shall not be held in excess of 24 hours for any purpose, except as follows:

(ii) Loaded cars held subject to instructions of consignee, consignor, or other qualified owner of the freight contained therein.

(iii) Cars held for repairs or cleaning.

(iv) Cars held because no train or switch engine service is available between hold point and destination.

(v) Empty system cars when the holding line is not the beneficiary of car distribution directions or orders issued by this Commission applicable to the kind of car held.

(4) *Cars Held for Repairs or Cleaning:

(i) Loaded cars of system, foreign or private ownership; empty cars of foreign or private ownership; and, when the holding line is the beneficiary of car distribution directions or orders issued by this Commission applicable to the kind of car held, empty system freight cars which are held for light repairs or cleaning shall be placed on repair or cleaning tracks not later than the first 7:00 a.m., exclusive of Sundays and holidays after time carded for repairs or cleaning, or after arrival at point where repairs or cleaning are performed. Light repairs or cleaning shall be accomplished on same calendar day, exclusive of Sundays and holidays, that cars are placed on repair or cleaning tracks; except that when necessary to order material from car owner to make the repairs to foreign or private cars, repairs to foreign or private cars held awaiting such material shall be completed prior to 11:59 p.m., of the calendar day which includes the first 7:00 a.m., inclusive of Sundays and holidays, after receipt of such material at the station at which the repair point is located

(ii) Light repairs are defined as repairs requiring less than 20 man-hours by repair track forces to complete.

(5) Railroad Operating Regulations for the Movement of Freight Cars:

(i) No common carrier by railroad subject to the Interstate Commerce Act shall delay the movement of cars by holding such cars in yards, terminals, or sidings for the purpose of increasing the time in transit of such cars.

(ii) Cars shall not be set out between terminals except in cases of emergencies or sound operating practices.

(iii) Backhauling cars for the purpose of increasing the time in transit is prohibited.

(iv) Through cars shall not be handled on local or way freight trains for the purpose of increasing the time in transit of such cars

(v) The use by any common carrier by railroad for the movement of cars over its line, of any route other than its usual and customary fast freight route from point of receipt of the car from consignor, or connecting line, to point of delivery to consignee, or to next connecting line, except for the purpose of according a lawfully established transit privilege (not including a diversion or reconsignment privilege) is hereby prohibited.

(b) Application.

(1) The provisions of this order shall apply to intrastate, interstate and foreign commerce.

(2) Holidays shall be those listed in Item 25 of Agent B. B. Maurer's Tariff ICC H-36, naming Car Demurrage Rules and Charges, supplements thereto or successive issues thereof.

(c) Rules and regulations suspended.

The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(d) Effective date. This order shall become effective at 12:01 a.m., July 25, 1969.

(e) Expiration date. This order shall expire at 11:59 p.m., December 31, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Secs. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 211; 49 U.S.C. 1(10-17), 15(4) and 17(2)).

It is further ordered, That a copy of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of all the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by deposing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
Secretary

(SEAL)

* Change in wording.

St. Paul, Minnesota
August 11, 1969

File: S-134

*ICC 1020
Suspended
Aug 7, 1969*

TO ALL: LOCAL FREIGHT AGENTS		<u>Yardmaster at:</u>	<u>Yardmaster at:</u>
Mr. W. L. Wood - Duluth	- Personal	Mpls. Lower Yard	Helena
Mr. R. O. Hammerstrom - Mpls.	"	Duluth	Butte
Mr. B. V. Coyer - Fargo	"	Brainerd	Missoula
Mr. S. A. Anderson - Glendive	"	Staples	Yardley
Mr. M. E. Hagen - Missoula	"	Dilworth	Pasco
Mr. J. G. Heimsjo - Spokane	"	East Grand Forks	Yakima
Mr. J. H. Hertog - Tacoma	"	Jamestown	Auburn
<u>Yardmaster at:</u>		Fargo	Seattle
St. Paul		Mandan	Tacoma
43rd Ave. Yard Office		Dickinson	Centralia
Park Junction		Glendive	Everett
Northtown		Laurel	Vancouver
Billings		Livingston	Portland

Attached is a copy of Amendment No. 2 to Second Revised I.C.C. Service Order No. 1020, which became effective at 12:01 A.M. August 7, 1969.

This amendment suspends until further order of the Commission, the provisions of I.C.C. Service Order No. 1020 covering the distribution of fifty foot plain box cars and forty foot plain box cars with door openings eight feet or wider, including cars equipped with plugged doors.

C. W. Thompson
General Superintendent Transportation

Cys: Messrs:
N. M. Lorentzsen A. B. Johnson
E. M. Stevenson W. W. Walters
D. H. King N. V. Kolpin
J. O. Davies E. H. Stanchfield
L. J. King Car Distributors
W. R. Shannon Car Service Agents
G. A. Webster



SERVICE DATE
AUGUST 7, 1969

TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

Amendment No. 2 To

SECOND REVISED SERVICE ORDER NO. 1020

DISTRIBUTION OF BOXCARS

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held at its office in Washington, D. C., on the 6th day of August, 1969.

Upon further consideration of Service Order No. 1020 (34 F.R. 6530, 8920), and good cause appearing therefore:

It is ordered, That:

§ 1033.1020 (a) DISTRIBUTION OF BOXCARS of Service Order No. 1020, be, and it is hereby, suspended until further order of the Commission.

Effective date. This amendment shall become effective at 12:01 a.m., August 7, 1969.

(Sec. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Sec. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2)).

It is further ordered, That copies of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
Secretary

(SEAL)





SERVICE DATE
MAY 29, 1969

TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

Amendment No. 1 To

SECOND REVISED SERVICE ORDER NO. 1020

DISTRIBUTION OF BOXCARS

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held at its office in Washington, D. C., on the 28th day of May, 1969.

Upon further consideration of Service Order No. 1020 (34 F.R. 6530), and good cause appearing therefor:

It is ordered, That:

§ 1033.1020 (a) DISTRIBUTION OF BOXCARS of Service Order No. 1020, be, and it is hereby amended by substituting the following paragraph (d) for paragraph (d) thereof:

(d) Expiration date. This order shall expire at 11:59 p.m., October 31, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., May 31, 1969.

(Sec. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Sec. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2)).

It is further ordered, That copies of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
Secretary

(SEAL)

Expire
Oct 31, 1969

in ST Book
Please file

St. Paul, Minnesota
June 2, 1969

S-198

Northern Pacific Ry. Co.

JUN 9 1969

WASH.

TO: MESSRS:

W. L. Wood - Duluth
R. O. Hammerstrom - Mpls.
B. V. Coyer - Fargo
S. A. Anderson - Glendive
M. E. Hagen - Missoula
J. G. Heimsjo - Spokane
J. H. Hertog - Tacoma

All Local Freight Agents

All General Yardmasters

Attached is copy of Amendment No. 1 to second revised Service Order No. 1020 covering the distribution of 50-foot plain box cars and 40-foot plain box with side door openings of eight feet or wider.

Amendment No. 1 becomes effective at 11:59 p.m., May 31, 1969 and extends the expiration date of ICC second revised Service Order No. 1020 to 11:59 p.m., October 31, 1969, unless otherwise modified, changed or suspended by order of the Commission.

C. W. T. Thompson

General Superintendent Transportation

Enc.

cc: Messrs:

N. M. Lorentzsen
E. M. Stevenson
D. H. King
J. O. Davies
A. B. Johnson
W. D. Smith
C. T. Frazer
Car Distributors
Car Service Agents

Northern Pacific Ry. Co.
APR 21 1969
TACOMA, WASH.

St. Paul, Minnesota
April 15, 1969

File: S-149

TO ALL: LOCAL FREIGHT AGENTS
Mr. W. L. Wood - Duluth
Mr. R. O. Hammerstrom - Mpls.
Mr. B. W. Coyer - Fargo
Mr. S. A. Anderson - Glen'dive
Mr. M. E. Hagen - Missoula
Mr. J. G. Heimsjo - Spokane
Mr. J. H. Hertog - Tacoma

Yardmasters at:
St. Paul
43rd Ave. Yard Office
Park Junction
Northtown

Yardmaster at:
Mpls. Lower Yard
Duluth
Brainerd
Staples
Dilworth
East Grand Forks
Jamestown
Mandan
Dickinson
Glen'dive
Laurel
Livingston

Yardmaster at:
Helena
Butte
Missoula
Yardley
Pasco
Yakima
Auburn
Seattle
Tacoma
Centralia
Everett
Vancouver
Portland

See May 31, 1969

Attached is copy of I.C.C. second revised Service Order No. 1020 directing the withdrawal from distribution and return to owners empty of all ownerships of all 40 foot and longer plain box cars with side door openings 8 feet or wider, all 50 foot and longer plain box cars, and all cars equipped with plug doors regardless of length.

Exceptions provided in paragraph 2 permit loading of such cars at a station other than a junction with the owner to stations on or via the owner, or to a station which is closer to the owner than at the point where loaded. The order also provides that cars must not be backhauled empty, except from cleaning or repair facilities, or normal car distribution points, for the purpose of obtaining loading as authorized. Cars are not to be held more than 24 hours awaiting placement for loading.

The order is effective at 11:59 p.m., April 12, 1969 and expires at 11:59 p.m. May 31, 1969.

Provisions of this order must be strictly complied with.

I wish to call to your attention that I.C.C. Order No. 1022 expired 11:59 p.m., April 12, 1969.

C. M. Thompson
General Superintendent Transportation

cc: Messrs:
N. M. Lorentzen A. B. Johnson
E. M. Stevenson Car Distributors
D. H. King Car Service Agents
J. O. Davies

See Paul

7

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CWP
TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

SECOND REVISED SERVICE ORDER NO. 1020

DISTRIBUTION OF BOXCARS

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held at its office in Washington, D. C., on the 9th day of April, 1969.

It appearing, That an acute shortage of plain boxcars with inside length of fifty feet or longer and boxcars with inside length of forty feet or longer with side-door openings of eight feet or wider exists throughout the United States; that shippers located on lines of carriers owning a substantial number of these type cars are being deprived of such cars required for loading, resulting in a very severe emergency thus creating a great economic loss; that present rules, regulations and practices with respect to the use, supply, control, movement, distribution, exchange, interchange and return of such boxcars owned by these railroads are ineffective. It is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 1033.1020 DISTRIBUTION OF BOXCARS.

(a) Each common carrier by railroad subject to the Interstate Commerce Act shall observe, enforce, and obey the following rules, regulations, and practices with respect to its car service:

(1) Withdraw from distribution and return to owners empty, except as otherwise provided in paragraphs (2) or (3) below, all plain boxcars which are listed in the Official Railway Equipment Register, I.C.C. R.E.R. 370, issued by E. J. McFarland, or reissues thereof, as having mechanical designation XM, with inside length of fifty feet or longer, or with inside length forty feet or longer and with side-door openings eight feet wide or wider, or equipped with plug doors regardless of length.

(2) Boxcars described in paragraph (1) herein available empty at a station other than a junction with the owner may be loaded to stations on or via the owner, or to any station which is closer to the owner than the point where loaded.

(3) Boxcars described in paragraph (1) herein available empty at a junction with the owner must be delivered to the owner at that junction, either loaded or empty.

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(4) Boxcars described in paragraph (1) herein must not be back-hauled empty, except from cleaning or repair facilities, or normal car distribution points, for the purpose of obtaining a load as authorized in paragraphs (2) and (3) herein, nor held empty more than 24 hours awaiting placement for loading.

(5) No common carrier by railroad subject to the Interstate Commerce Act shall accept from shipper any loaded boxcar for movements contrary to the provisions of paragraphs (2) and (3) herein.

(b) Application. The provisions of this order shall apply to intrastate, interstate and foreign commerce.

(c) Effective date. This order shall become effective at 11:59 p.m., April 12, 1969.

(d) Expiration date. This order shall expire at 11:59 p.m., May 31, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Secs. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4) and 17(2)).

It is further ordered, That a copy of the order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
SECRETARY

(SEAL)

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SERVICE DATE
JUNE 20, 1969

TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

Amendment No. 1 TO

SERVICE ORDER NO. 1025

REGULATIONS FOR RETURN OF COVERED HOPPER CARS

At a Session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D. C., on the 18th day of June 1969.

Upon further consideration of Service Order No. 1025 (34 F.R. 7451), and good cause appearing therefor:

It is ordered, That:

§ 1033.1025 (a) REGULATIONS FOR RETURN OF COVERED HOPPER CARS of Service Order No. 1025 be, and it is hereby amended by substituting the following paragraph (f) for paragraph (f) thereof:

(f) Expiration date. This order shall expire at 11:59 p.m., November 15, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., June 30, 1969.

(Sec. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Sec. 1 (10-17), 15(4) and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2)).

It is further ordered, That copies of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

H. NEIL GARSON
Secretary

(SEAL)



St. Paul, Minnesota
May 7, 1969

File: S-116

Northern Pacific Ry. Co.
MAY 12 1969
TACOMA, WASH.

TO:

All Agents

W L Wood - Duluth

R O Hammerstrom - Mpls.

B V Coyer - Fargo

S A Anderson - Glendive

M E Hagen - Missoula

J G Heimsjo - Spokane

J H Hertog - Tacoma

Yardmaster at:

St. Paul

43rd Ave. Yard Ofc.

Park Junction

Northtown

Yardmaster at:

Mpls. Lower Yard

Duluth

Brainerd

Staples

Dilworth

E. Grand Forks

Jamestown

Mandan

Dickinson

Glendive

Laurel

Livingston

Helena

Yardmaster at:

Butte

Missoula

Yardley

Pasco

Yakima

Auburn

Seattle

Tacoma

Centralia

Everett

Vancouver

Portland

Attached is copy of ICC Service Order No. 1025 which covers the handling of covered hopper cars having a mechanical designation of "LO" in the Official Railway Equipment Register.

This order is effective at 12:01 a.m., May 6, 1969, and expires at 11:59 p.m., June 30, 1969, unless, otherwise modified, changed or suspended by the Interstate Commerce Commission.

Please see this order is strictly complied with.

C. W. Thompson
General Superintendent Transportation

cc: Messrs:

N M Lorentzen

E M Stevenson

D H King

J O Davies

A B Johnson

W D Smith

C T Frazer

Car Distributors

Car Service Agents

*Please file
in 9241*



CW [Signature]

SERVICE DATE
MAY 5, 1969

TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

SERVICE ORDER NO. 1025

REGULATIONS FOR RETURN OF COVERED HOPPER CARS

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D C , on the 2nd day of May, 1969

It appearing, that an acute shortage of covered hopper cars exists in all sections of the country; that shippers are being deprived of covered hopper cars required for loading, resulting in an emergency, forcing curtailment of their operations thus creating great economic loss and reduced employment of their personnel; that covered hopper cars, after being unloaded, are being appropriated and being retained in services for which they have not been designated by the car owners; that present regulations and practices with respect to the use, supply, control, movement, distribution, exchange, interchange, and return of covered hopper cars are ineffective. It is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than thirty days' notice

It is ordered, That:

§ 1033 1025 REGULATIONS FOR RETURN OF COVERED HOPPER CARS

(a) Each common carrier by railroad subject to the Interstate Commerce Act shall observe, enforce, and obey the following rules, regulations, and practices with respect to its car service:

(1) Covered hopper cars, in interline service (including intraterminal switch movements) after being unloaded shall be returned to the originating line via reverse of service route, billed on standard form waybills without charges, except as provided in paragraph (3) below:

(2) When a covered hopper car is released after handling on switching waybills which do not show the origin or complete reverse route, such car shall be returned empty to the line from which it was received loaded for further movement as required by paragraph (1) herein

(3) Exception Empty covered hopper cars will be sent to other points upon instructions of the car owner given in writing, or orally, confirmed in writing. Such instruction shall include name of station to which car is to be sent and necessary routing authority

Northern Pacific Ry. Co.
JAN 26 1970
 TAGOMA, WASH.

NP EQUI ASSMT LIST BY CAR NUMBER 01/08/70
 PAGE

			WEST DIST	SEE ARJ ASSMT LIST FOR	CCV	HOPPERS
NPM	600	601TW01	TWIN CITY FROZEN FOOD	ARLINGTON	WANP	
NPM	621	630XTC2	AGENT	AUBURN	WANP	
NPM	871	875XTC2	AGENT	AUBURN	WANP	
NPM	964	975APC1	ARMOUR AND COMPANY	HURON	SDCNW	
NP	1002	1005ND27	NORTHWEST PAPER	CLCQUET	MNNP	
NP	1012	1012ND01	NORGE	EFFINGHAM	ILIC	
NP	1013	1013HE01	HERRON BRICK	HERBRON	NDNP	
NP	1014	1015ND27	NORTHWEST PAPER	CLCQUET	MNNP	
NP	1017	1017HE01	HERRON BRICK	HERBRON	NDNP	
NP	1018	1019ND27	NORTHWEST PAPER	CLCQUET	MNNP	
NP	1020	1021BR01	BRIGGS MFG.	WARREN	MIPC	
NP	1022	1023ND27	NORTHWEST PAPER	CLCQUET	MNNP	
NP	1025	1032GEC1	GENERAL ELECTRIC	APPLIANCE PK KYLN		
NP	1023	1035WH02	WHIRLPOOL	EVANSVILLE	MINYC	
NP	1040	1042HD16	HOTPOINT DIV. GEN. ELEC.	CHICAGO	ILPOCT	
NP	1044	1044PH01	PHILCO	CANNORSVILLE	INPC	
NP	1045	1045WH04	WHIRLPOOL	ST. JOSEPH	MINYC	
NP	1046	1046WH06	WHIRLPOOL	MARION	INEL	
NP	1047	1047AM11	AMER. RAD. AND STAND-SANITELYRIA		CFPC	
NP	1048	1049PH01	PHILCO	CANNORSVILLE	INPC	
NP	1050	1050SM01	SMITH, A. O.	KANKAKEE	ILIC	
NP	1051	1051ST25	STEELCASE INC	GRAND RAPIDS	MIPC	
NP	1058	1060KE01	KELVINATOR	GRAND RAPIDS	MIPC	
NP	1061	1062WH02	WHIRLPOOL	CLYDE	OHNW	
NP	1063	1063ST25	STEELCASE INC	GRAND RAPIDS	MIPC	
NP	1073	1074PH01	PHILCO	CANNORSVILLE	INPC	
NP	1105	1105DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1111	1111F002	FORD	DETROIT	MIDTI	
NP	1131	1131F002	FORD	DETROIT	MIDTI	
NP	1134	1134DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1135	1135F002	FORD	DETROIT	MIDTI	
NP	1138	1138F004	FORD	HIGHLAND PK	MIDTI	
NP	1149	1149WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1154	1154DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1156	1156F002	FORD	DETROIT	MIDTI	
NP	1158	1158WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1159	1159DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1166	1166M001	M AND O PAPER	INTL. FALLS	MNMW	
NP	1176	1176DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1178	1178F002	FORD	DETROIT	MIDTI	
NP	1181	1181WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1182	1182DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1183	1183F002	FORD	DETROIT	MIDTI	
NP	1189	1189DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1192	1192DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1194	1194WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1201	1201WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1212	1212CH02	CHEVROLET	GRAND BLANC	MICO	
NP	1213	1212DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1225	1225F004	FORD	HIGHLAND PK	MIDTI	
NP	1228	1228M001	M AND O PAPER	INTL. FALLS	MNMW	
NP	1223	1233M001	M AND O PAPER	INTL. FALLS	MNMW	
NP	1234	1234DEC6	DEERE AND CO.	EAST MOLINE	ILCRQ	
NP	1237	1237F002	FORD	DETROIT	MIDTI	
NP	1244	1244F002	FORD	DETROIT	MINW	
NP	1245	1245WH16	WHITESWAN LUMBER	WAPATO	WANP	
NP	1277	1277M001	M AND O PAPER	INTL. FALLS	MNMW	
NP	1286	1286M001	M AND O PAPER	INTL. FALLS	MNMW	
NP	1296	1296LI06	LIBBY CWENS	TCLEDC	CHCO	
NP	1297	1297D001	DON MILLER	PORTLAND	ORNP	

NP	1298	1298XT01	AGFNT	ABERDEEN	WANP
NP	1300	1305CH01	CHEVROLET	FLINT	MICTW
NP	1350	1499XT02	AGFNT	AUBURN	WANP
NP	1700	1924XT02	AGENT	AUBURN	WANP
NP	1925	1925P021	POTLATCH FOREST	LEWISTON	IDCP
NP	1926	1999XT02	AGENT	AUBURN	WANP
NP	2850	2874M002	M AND O PAPER	INTL. FALLS	MNKP
NP	2919	2919DR11	DREW CHEM	BECNTON	NJEL
NP	4600	4605XT02	AGFNT	AUBURN	WANP
NP	4606	4615KA01	KAISER ALUMINUM	TRFNTWOOD	WANP
NP	4616	4625WF27	WEYERHÄUSER	ROCKY POINT	WANP
NP	4626	4689XT02	AGENT	AUBURN	WANP
NP	4690	4692B001	BOEING	WICHITA	KAATSF
NP	4693	4693FRC1	FRANKLIN	ST. CLOUD	MNKP
NP	4694	4694FRC1	FRANKLIN	ST. CLOUD	MNKP
NP	4695	4695B001	BOEING	WICHITA	KAATSF
NP	4696	4696FRC1	FRANKLIN	ST. CLOUD	MNKP
NP	4697	4697FRC1	FRANKLIN	ST. CLOUD	MNKP
NP	4698	4699B001	BOEING	WICHITA	KAATSF
NP	5000	5064XT02	AGENT	AUBURN	WANP
NP	5065	5065B018	BOISE CASCADE	FT. FRANCIS	CNMCW
NP	5066	5087XT02	AGENT	AUBURN	WANP
NP	5088	5088B018	BOISE CASCADE	FT. FRANCIS	CNMCW
NP	5089	5230XT02	AGENT	AUBURN	WANP
NP	5231	5231P021	POTLATCH FOREST	LEWISTON	IDCP
NP	5232	5247XT02	AGENT	AUBURN	WANP
NP	5248	5248B018	BOISE CASCADE	FT. FRANCIS	CNMCW
NP	5249	5295XT02	AGENT	AUBURN	WANP
NP	5256	5295MA21	MAYTAG	NEWTON	IARI
NP	5300	5359HIC1	HI-GRADE PLYWOOD	LONGVIEW	WANP
NP	5360	5367WH11	WHITE PINE SASH	MISSOULA	MTKP
NP	5369	5399CR11	CROWN ZELLERRACH CO.	WILLBRIDGE	CRSPS
NP	5400	5402FA16	HARRIS PINE MILLS	FENDLETON	CRNP
NP	5490	5499ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	5500	5649ZP03	AGENT DE	EUGENE	CPGE
NP	5654	5654B018	BOISE CASCADE	FT. FRANCIS	CNMCW
NP	5685	5699B021	BOISE CASCADE	WILLBRIDGE	CRSPS
NP	9627	9627XSC2	AGENT	CLCQUET	MNKP
NP	9771	9771XSC2	AGENT	CLCQUET	MNKP
NP	9782	9782XSC2	AGENT	CLCQUET	MNKP
NP	9946	9946XSC2	AGENT	CLCQUET	MNKP
NP	15041	15041ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15102	15102ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15143	15143ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15223	15223ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15267	15267ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15330	15330ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15351	15351ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15396	15396ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15462	15462ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15473	15473ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15475	15475ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15490	15490ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15520	15520ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15581	15581ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15594	15594ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15642	15642ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15658	15658ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15715	15715ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15741	15741ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15771	15771ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15938	15938ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	15986	15986ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	16030	16030ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	16048	16048ND27	NORTHWEST PAPER	CLCQUET	MNKP
NP	16136	16136ND27	NORTHWEST PAPER	CLCQUET	MNKP

DATE 1/10/70

NP	16333	16333NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16404	16404NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16467	16467NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16527	16527NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16773	16773NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16941	16941NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	16998	16998NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	17387	17387NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	17688	17688NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	17906	17906NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	17962	17962NO27	NORTHWEST PAPER	CLCQUET	MNNP
NP	26030	26030XSC2	AGENT	DULUTH	MNNP
NP	26220	26220XSC2	AGENT	DULUTH	MNNP
NP	26307	26307XSC2	AGENT	DULUTH	MNNP
NP	26554	26554XSC3	AGENT	DULUTH	MNNP
NP	26630	26630XSC3	AGENT	DULUTH	MNNP
NP	26688	26688XSC3	AGENT	DULUTH	MNNP
NP	26737	26737XSC2	AGENT	DULUTH	MNNP
NP	26762	26762XSC2	AGENT	DULUTH	MNNP
NP	26802	26802XSC2	AGENT	DULUTH	MNNP
NP	27215	27215XSC2	AGENT	DULUTH	MNNP
NP	27272	27272XSC2	AGENT	DULUTH	MNNP
NP	27499	27499XSC2	AGENT	DULUTH	MNNP
NP	27975	27975XSC2	AGENT	DULUTH	MNNP
NP	28177	28177XSC2	AGENT	DULUTH	MNNP
NP	28348	28348XSC2	AGENT	DULUTH	MNNP
NP	28815	28815XSC2	AGENT	DULUTH	MNNP
NP	28834	28834XSC2	AGENT	DULUTH	MNNP
NP	28972	28972XSC2	AGENT	DULUTH	MNNP
NP	40056	40057CUC6	CUTLER MAGNER UNIVERSAL	DULUTH	MNNP
NP	40100	40101XTC2	AGENT	SEATTLE	WANN
NP	49010	49012KDC1	KOPPERS	ST. PAUL	MNNP
NP	49016	49016XTC2	AGENT	SEATTLE	WANN
NP	49018	49018XTC2	AGENT	SEATTLE	WANN
NP	49019	49020XYC1	AGENT	BILLINGS	MTNP
NP	49021	49022XYC1	AGENT	BILLINGS	MTNP
NP	49023	49023KDC1	KOPPERS	ST. PAUL	MNNP
NP	49024	49025MIC1	MIDLAND EMPIRE	BILLINGS	MTNP
NP	49026	49026PI01	PIERCE	BILLINGS	MTNP
NP	49027	49028XYC1	AGENT	BILLINGS	MTNP
NP	49029	49029PI01	PIERCE	BILLINGS	MTNP
NP	51549	51549XSC1	AGENT	BEMIDJI	MNNP
NP	51565	51565XSC1	AGENT	BEMIDJI	MNNP
NP	51613	51613XSC1	AGENT	BEMIDJI	MNNP
NP	51659	51659XSC1	AGENT	BEMIDJI	MNNP
NP	56004	56004CA26	CASCADE POLE	ARLINGTON	WANN
NP	56005	56005JC11	JOSLYN MFG. CO.	KAMIAH	IDCP
NP	56006	56006MCC1	MCFARLAND, L. D.	KCCSKIA	ICCP
NP	56009	56010J014	JOSLYN MFG. CO.	BCVILL	ICWIM
NP	56018	56019J011	JOSLYN MFG. CO.	KAMIAH	IDCP
NP	56019	56019AL05	ALCOA	RIVERDALE	IACPC
NP	56024	56024CA26	CASCADE POLE	ARLINGTON	WANN
NP	56025	56025XSC2	AGENT	DULUTH	MNNP
NP	56027	56027J014	JOSLYN MFG. CO.	BCVILL	ICWIM
NP	56032	56032MCC1	MCFARLAND, L. D.	KCCSKIA	ICCP
NP	56033	56032J012	JOSLYN MFG. CO.	SANDPCINT	IDNP
NP	56036	56036J012	JOSLYN MFG. CO.	SANDPCINT	IDNP
NP	56037	56037XSC2	AGENT	DULUTH	MNNP
NP	56039	56039XSC2	AGENT	DULUTH	MNNP
NP	56041	56041MCC1	MCFARLAND, L. D.	KCCSKIA	ICCP
NP	56046	56046XSC2	AGENT	DULUTH	MNNP
NP	56048	56048CA27	CASCADE POLE	LONGVIEW	WANN
NP	56049	56049MCC1	MCFARLAND, L. D.	KCCSKIA	ICCP
NP	56500	56504ESC6	ESCC	AS INSTRUCTD	
NP	57000	57000ESC6	ESCC	AS INSTRUCTD	
NP	57500	57500BESC	BETHLEHEM STEEL	SEATTLE	WNNP

PAGE 3 - 1/8/70

NP	57501	57501KAC1	KAISER ALUMINUM	TRENTWCCD	WAMP
NP	57502	57503HFC0	BETHLEHEM STEEL	SEATTLE	WAMP
NP	57504	57504KAC1	KAISER ALUMINUM	TRENTWCCD	WAMP
NP	57505	57508XT03	AGFNT	SEATTLE	WAMP
NP	57509	57509KAC1	KAISER ALUMINUM	TRENTWCCD	WAMP
NP	57510	57510XT03	AGFNT	SEATTLE	WAMP
NP	57525	57525DR11	OREGON STEEL	RIVERGATE	CRSPS
NP	57526	57526XIC3	AGENT	YAPCLEY	WAMP
NP	57527	57527XIC2	AGENT	TRENTWCCD	WAMP
NP	57528	57528DR11	OREGON STEEL	RIVERGATE	CRSPS
NP	57529	57530XIC2	AGENT	TRENTWCCD	WAMP
NP	57900	57911AM21	AMERICAN SMELTING	WALLACE	IDNP
NP	59056	59056ZPC2	AGENT DMIR	STFELTCN	MNDMIR
NP	59081	59081ZPC2	AGENT DMIR	STFELTCN	MNDMIR
NP	59088	59088ZPC2	AGENT DMIR	STFELTCN	MNDMIR
NP	59328	59328ZPC2	AGENT DMIR	STFELTCN	MNDMIR
NP	59480	59480ZPC2	AGENT DMIR	STFELTCN	MNDMIR
NP	60330	60330HA01	HALEY, R. G.	NELSON	IDCP
NP	60449	60449HA01	HALEY, R. G.	NELSON	IDCP
NP	60936	60936HA01	HALEY, R. G.	NELSON	IDCP
NP	60949	60949HA01	HALEY, R. G.	NELSON	IDCP
NP	60995	60995HA01	HALEY, R. G.	NELSON	IDCP
NP	61296	61296HA01	HALEY, R. G.	NELSON	IDCP
NP	61839	61839PD11	ROHR AIRCRAFT	ARLINGTON	CAUP
NP	61901	61901RD11	ROHR AIRCRAFT	ARLINGTON	CAUP
NP	61932	61932RD11	ROHR AIRCRAFT	ARLINGTON	CAUP
NP	61937	61937RD11	ROHR AIRCRAFT	ARLINGTON	CAUP
NP	61978	61978RD11	ROHR AIRCRAFT	ARLINGTON	CAUP
NP	62005	62005JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62011	62011JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62043	62043JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62076	62076JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62081	62081JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62099	62099JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62114	62114JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62156	62156JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62209	62209MCC1	MCFARLAND, L. D.	KCCSKIA	IDCP
NP	62217	62217JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62254	62254JD12	JOSLYN MFG. CO.	SPOKANE	WAMP
NP	62280	62280MCC1	MCFARLAND, L. D.	KCCSKIA	IDCP
NP	62331	62331B0C1	BOEING	WICHITA	KAATSF
NP	62348	62348B0C1	BOEING	WICHITA	KAATSF
NP	62352	62352B0C1	BOEING	WICHITA	KAATSF
NP	62862	62862B0C1	BOEING	WICHITA	KAATSF
NP	62872	62872B0C1	BOEING	WICHITA	KAATSF
NP	63070	63070HAC1	HALEY, R. G.	NELSON	IDCP
NP	63260	63260HAC1	HALEY, R. G.	NELSON	IDCP
NP	63322	63322HAC1	HALEY, R. G.	NELSON	IDCP
NP	63339	63339HAC1	HALEY, R. G.	NELSON	IDCP
NP	64768	64768LT21	LIVINGSTON MARBLE	GARDINER	MTNP
NP	66900	66919XT03	AGENT	YARDLEY	WAMP
NP	67000	67000EXR01	AGENT	MISSCUL	MTNP
NP	67006	67006NA11	NATIONAL GYPSUM	TACOMA	WAMP
NP	67007	67007KAC4	KAISER GYPSUM	SEATTLE	WAMP
NP	67008	67008NA11	NATIONAL GYPSUM	TACOMA	WAMP
NP	67009	67009NA12	NATIONAL GYPSUM	RICHMOND	CAATSE
NP	67010	67010NA11	NATIONAL GYPSUM	TACOMA	WAMP
NP	67011	67011KAC4	KAISER GYPSUM	SEATTLE	WAMP
NP	67012	67012BIC1	BIG HORN GYPSUM	CCDY	WYCPQ
NP	67013	67013BR06	BROOKS SCANLON	BEND	OROT
NP	67015	67015KAC4	KAISER GYPSUM	SEATTLE	WAMP
NP	67016	67016NA11	NATIONAL GYPSUM	TACOMA	WAMP
NP	67017	67017KA04	KAISER GYPSUM	SEATTLE	WAMP
NP	67018	67018M002	M AND O PAPER	INTL. FALLS	MAMP
NP	67019	67019B022	BOISE CASCADE	YAKIMA	WAMP
NP	67020	67020XIC3	AGENT	YARDLEY	WAMP

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NP	67021	67C21RIG1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67022	67C22XIO3	AGFNT	YARDLEY	WANP
NP	67023	67C23PIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67024	67C24WOO1	WOOD CONVERSION	CLCQUET	MNNP
NP	67025	67C25PIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67026	67C26MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67027	67C27PIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67028	67C28XIC2	AGENT	YARDLEY	WANP
NP	67029	67C29MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67030	67C30BO22	BOISE CASCADE	YAKIMA	WANP
NP	67031	67C32XIO3	AGENT	YARDLEY	WANP
NP	67034	67C34XIC2	AGENT	YARDLEY	WANP
NP	67035	67C35NA11	NATIONAL GYPSUM	TACOMA	WANP
NP	67036	67C36RO22	BOISE CASCADE	YAKIMA	WANP
NP	67038	67C38BO22	BOISE CASCADE	YAKIMA	WANP
NP	67039	67C40MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67041	67C41BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67044	67C44KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67045	67C45BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67046	67C46RRO6	BROOKS SCANLON	BEND	CRCT
NP	67047	67C47NA11	NATIONAL GYPSUM	TACOMA	WANP
NP	67048	67C48MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67049	67C49KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67050	67C51XTC2	AGENT	AUBURN	WANP
NP	67052	67C52NA12	NATIONAL GYPSUM	RICHMOND	CAATSF
NP	67053	67C52XTC2	AGENT	AUBURN	WANP
NP	67054	67C54WOO1	WOOD CONVERSION	CLCQUET	MNNP
NP	67055	67C55MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67056	67C56NA11	NATIONAL GYPSUM	TACOMA	WANP
NP	67057	67C57KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67058	67C58BRCE	BROOKS SCANLON	BEND	CRCT
NP	67059	67C59KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67060	67C60NA11	NATIONAL GYPSUM	TACOMA	WANP
NP	67061	67C61BRO6	BROOKS SCANLON	BEND	CRCT
NP	67062	67C67KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67068	67C68XTC2	AGENT	AUBURN	WANP
NP	67070	67C70KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67071	67C71XTC2	AGENT	AUBURN	WANP
NP	67072	67C72KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67074	67C74PRO6	BROOKS SCANLON	BEND	CRCT
NP	67075	67C75MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67076	67C76BO22	BOISE CASCADE	YAKIMA	WANP
NP	67077	67C78BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67079	67C81MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67082	67C82BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67083	67C86MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67088	67C89MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67090	67C90BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67091	67C91MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67100	67100NA12	NATIONAL GYPSUM	RICHMOND	CAATSF
NP	67101	67101KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67102	67104XTC2	AGENT	AUBURN	WANP
NP	67105	67105NA12	NATIONAL GYPSUM	RICHMOND	CAATSF
NP	67106	67106KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67107	67110XTC2	AGENT	AUBURN	WANP
NP	67111	67111KAO4	KAISER GYPSUM	SEATTLE	WANP
NP	67112	67112XTC2	AGENT	AUBURN	WANP
NP	67113	67114SU06	SUPERWOOD	DULUTH	MNNP
NP	67115	67115WOO1	WOOD CONVERSION	CLCQUET	MNNP
NP	67116	67117SU06	SUPERWOOD	DULUTH	MNNP
NP	67118	67118BIC1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67119	67119MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67120	67120MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67121	67121RIG1	BIG HORN GYPSUM	CODY	WYCBQ
NP	67122	67123MOC2	M AND O PAPER	INTL. FALLS	MNNP
NP	67124	67124SU06	SUPERWOOD	DULUTH	MNNP

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NP	67125	67125M002	M AND O PAPER	INTL. FALLS	MNNP
NP	67126	67126B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67127	67134M002	M AND O PAPER	INTL. FALLS	MNNP
NP	67135	67135B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67136	67136XTC2	AGENT	AUBURN	WANP
NP	67137	67137KAC4	KAISER GYPSUM	SEATTLE	WANP
NP	67139	67139XT02	AGENT	AUBURN	WANP
NP	67140	67149GE16	GEORGIA PACIFIC CORP.	HINES	WYCBQ
NP	67150	67156XTC2	AGENT	AUBURN	WANP
NP	67157	67157B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67159	67159B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67160	67164XTC2	AGENT	AUBURN	WANP
NP	67165	67166B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67167	67167XTC2	AGENT	AUBURN	WANP
NP	67168	67168B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67169	67173XTC2	AGENT	AUBURN	WANP
NP	67174	67174B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67175	67182ESC7	ESCO	PORTLAND	CRSPS
NP	67183	67192GE17	GEORGIA PACIFIC CORP.	LOVELL	WYCBQ
NP	67193	67202B022	BOISE CASCADE	YAKIMA	WANP
NP	67203	67207B016	BOISE CASCADE	CRESTON	WANP
NP	67208	67212B019	BOISE CASCADE	INTL. FALLS	MNNP
NP	67213	67218XT02	AGENT	AUBURN	WANP
NP	67219	67219PEC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67220	67220XT02	AGENT	AUBURN	WANP
NP	67221	67221B101	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67222	67224PEC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67225	67225B1C1	BIG HORN GYPSUM	CCDY	WYCBQ
NP	67226	67227XT02	AGENT	AUBURN	WANP
NP	67228	67229REC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67233	67234M002	M AND O PAPER	INTL. FALLS	MNNP
NP	67235	67235SU01	SUPERIOR FIBRE	SUPERIOR	WINP
NP	67236	67241M002	M AND O PAPER	INTL. FALLS	MNNP
NP	67242	67242SU01	SUPERIOR FIBRE	SUPERIOR	WINP
NP	67243	67249XTC2	AGENT	AUBURN	WANP
NP	67290	67292SU01	SUPERIOR FIBRE	SUPERIOR	WINP
NP	67500	67504M002	M AND O PAPER	INTL. FALLS	MNNP
NP	67505	67514KAC4	KAISER GYPSUM	SEATTLE	WANP
NP	67515	67515REC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67516	67516REC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67517	67524PEC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67550	67552REC6	REYNOLDS ALUMINUM	LONGVIEW	WANP
NP	67595	67599WAC1	WA CHANG ALBANY CORP	ALBANY	ORCE
NP	68010	68010MA16	MASSEY-FERGUSON	DETROIT	MICO
NP	68011	68012XX05	SYSTEM AS BILLED		
NP	68013	68013MA16	MASSEY-FERGUSON	DETROIT	MICO
NP	68100	68104INC1	INTERNATIONAL HARVESTER	F. MOLINE	ILDRI
NP	96055	96055LIC1	LIPBY MCNFIL AND LIPBY	CHATHAM	CHCC
NP	96094	96094MD11	MORTON SALT	MANISTEE	MICO
NP	96104	96104CD17	CORN PRODUCTS COMPANY	KANSAS CITY	MOCCQ
NP	96109	96109UT01	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	96115	96115UT01	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	96140	96140GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	96153	96153UT01	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	96155	96155GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	96163	96163UT01	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	96173	96173GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	96189	96189GP11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97085	97085DAC1	DANA CORPATION	TCLEDC	CHPC
NP	97087	97087DAC1	DANA CORPATION	TCLEDC	CHPC
NP	97100	97121CF02	GENERAL FOODS CORP.	KANKAKEE	ILIC
NP	97123	97123GFC2	GENERAL FOODS CORP.	KANKAKEE	ILIC
NP	97124	97125PR01	PROCTER AND GAMBLE	PLK	CASP
NP	97520	97520SH01	SHATTER PROOF GLASS	DETROIT	MIPC
NP	97538	97538AL05	ALCOA	RIVERDALE	IACBQ
NP	97553	97553AL05	ALCOA	RIVERDALE	IACBQ

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NP	97562	97562AM12	AMER RAD. AND STAND-SANDPLACKRCK	NYEL
NP	97568	97568AM16	AMER SFLTING & REFININGTACOMA	WANP
NP	97570	97570PAC5	PALSTON PURINA	SPOKANE
NP	97572	97572CF02	GENERAL FOODS CORP.	KANKAKEE
NP	97573	97573HOC6	HOLLY SUGAR COMPANY	SIDNEY
NP	97575	97577GEC2	GENERAL FOODS CORP.	KANKAKEE
NP	97578	97578RAC1	RALSTON PURINA	DAVENPORT
NP	97580	97580CST11	STANDARD BRANDS	CHICAGO
NP	97581	97581OLC6	OLYMPIA BREWING COMPANY	OLYMPIA
NP	97582	97582PICA	PILLSBURY	GRAND FORKS
NP	97583	97583GEC2	GENERAL FOODS CORP.	KANKAKEE
NP	97586	97586GEC2	GENERAL FOODS COPP.	KANKAKEE
NP	97588	97588CAC6	CAMBELLS	SACRAMENTO
NP	97590	97590ST11	STANDARD BRANDS	CHICAGO
NP	97591	97591GEC2	GENERAL FOODS CORP.	KANKAKEE
NP	97592	97592AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97593	97593CLC1	CLINTON CORN PRCC.	CLINTON
NP	97594	97594AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS
NP	97598	97599KRC1	KRAFT FOODS DIVISION	CHAMPAIGN
NP	97602	97602GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97605	97605CAC6	CAMBELLS	SACRAMENTO
NP	97606	97606HOC6	HOLLY SUGAR COMPANY	SIDNEY
NP	97609	97609CAC6	CAMBELLS	SACRAMENTO
NP	97610	97610GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97616	97616UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97617	97617GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97620	97620AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97625	97625STC6	STALEY, A. F., MFG. CO.	CECATUR
NP	97627	97627AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97629	97629UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97630	97630L111	LINCOLN ELECTRIC	EUCLID
NP	97631	97631UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97632	97632AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97633	97633GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97634	97634SA01	SAFFWAY STORES	GRANDVIEW
NP	97635	97635UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97636	97636AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS
NP	97638	97638AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97643	97643UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97645	97645GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97649	97649PICA	PILLSBURY	GRAND FORKS
NP	97652	97652HOC6	HOLLY SUGAR COMPANY	SIDNEY
NP	97654	97654PICA	PILLSBURY	GRAND FORKS
NP	97656	97656UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97658	97658PH015	HORMEL	AUSTIN
NP	97660	97660AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS
NP	97663	97663UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97664	97664AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97665	97665OLC6	OLYMPIA BREWING COMPANY	OLYMPIA
NP	97667	97667UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97670	97670AMC1	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97672	97672KRC1	KRAFT FOODS DIVISION	CHAMPAIGN
NP	97674	97674OLC6	OLYMPIA BREWING COMPANY	OLYMPIA
NP	97676	97676UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97677	97677KRC1	KRAFT FOODS DIVISION	CHAMPAIGN
NP	97679	97679R001	ROCKWELL	ASHTABULA
NP	97684	97685PICA	DOW CHEMICAL COMPANY	MIDLAND
NP	97686	97686AM01	AMERICAN CRYSTAL SUGAR	COBRAYTON
NP	97688	97688GR11	GREAT WESTERN SUGAR CO.	BILLINGS
NP	97689	97689UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY
NP	97692	97692PAC2	RALSTON PURINA	DENVER
NP	97693	97696C017	CORN PRODUCTS COMPANY	KANSAS CITY
NP	97697	97699C016	CORN PRODUCTS COMPANY	CHICAGO
NP	97702	97702CAC6	CAMBELLS	SACRAMENTO
NP	97703	97703AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS
NP	97704	97704OLC6	OLYMPIA BREWING COMPANY	OLYMPIA

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NP	97706	97707KRC1	KRAFT FOODS DIVISION	CHAMPAIGN	ILIC
NP	97717	97717LJ11	LINCOLN ELECTRIC	FUCLID	CHNYC
NP	97718	97719UT01	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97721	97721GP11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97722	97722AM02	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97723	97723UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97724	97724GP11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97726	97726AM01	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	NDNP
NP	97727	97727CEC4	GENERAL MILLS	LCDI	CASP
NP	97729	97729CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97730	97730GP11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97738	97738AYC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97739	97739UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97740	97740CAC6	CAMBELLS	SACRAMENTO	CAWP
NP	97741	97741OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97752	97752GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97754	97754GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97755	97755HGC6	HOLLY SUGAR COMPANY	SIDNEY	MTNP
NP	97756	97756UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97764	97764AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97767	97767UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97768	97768PDL6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97770	97770UTC2	UTAH & IDAHO SUGAR CO.	SUNNYSIDE	WANP
NP	97776	97776CEC4	GENERAL MILLS	LCDI	CASP
NP	97779	97779AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97780	97780PIC6	PILLSBURY	GRAND FORKS	NDNP
NP	97783	97783PIC6	PILLSBURY	GRAND FORKS	NDNP
NP	97784	97784OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97785	97785UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97787	97787AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97789	97789AMC1	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	NDNP
NP	97793	97793CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97794	97794AMC1	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	NDNP
NP	97795	97795CA06	CAMBELLS	SACRAMENTO	CAWP
NP	97796	97796PAC2	RALSTON PURINA	DENVER	CCUP
NP	97798	97798OLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97800	97800AM02	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97801	97801CAC6	CAMBELLS	SACRAMENTO	CAWP
NP	97805	97805CLC1	CLINTON CORN PROC.	CLINTON	IACBC
NP	97806	97806CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97807	97807GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97811	97811OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97812	97812PIC6	PILLSBURY	GRAND FORKS	NDNP
NP	97817	97817HGC6	HOLLY SUGAR COMPANY	SIDNEY	MTNP
NP	97825	97825OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97827	97827CAC6	CAMBELLS	SACRAMENTO	CAWP
NP	97832	97832GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97834	97834AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97835	97835OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97836	97836CA21	CARLING BR.	BELLEVILLE	ILSCU
NP	97839	97839GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97844	97844UTC1	UTAH & IDAHO SUGAR CO.	SCALLEY	WANP
NP	97845	97845OLC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97849	97849CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97852	97852HJQ1	H. J. HEINZ	LEAMINGTON	CHCO
NP	97854	97854ELC6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97857	97857CAC6	CAMBELLS	SACRAMENTO	CAWP
NP	97860	97860GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97862	97862AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97864	97864AMC2	AMERICAN CRYSTAL SUGAR	COEGRAND FORKS	MNMP
NP	97865	97865CAC6	CAMBELLS	SACRAMENTO	CAWP
NP	97868	97868GR11	GREAT WESTERN SUGAR CO.	BILLINGS	MTNP
NP	97869	97869GFC3	GENERAL FOODS CORP.	KANKAKEE	ILPC
NP	97870	97870CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97871	97871RAC2	RALSTON PURINA	DENVER	CCUP
NP	97880	97880CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP

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NP	97882	97882CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97887	97888CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97890	97890GR11	GREAT WESTERN SUGAR CO.	PILLINGS	MTNP
NP	97892	97892CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97894	97894HA11	HAMMS BREWING COMPANY	E. ST. PAUL	MNCNW
NP	97895	97895AMC2	AMERICAN CRYSTAL SUGAR CO	GRAND FORKS	WANP
NP	97897	97897CLO6	OLYMPIA BREWING COMPANY	OLYMPIA	WANP
NP	97899	97899RA02	RALSTON PUPINA	DENVER	CCUP
NP	98151	98151CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98155	98155CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98156	98156COC1	C&D WAREHOUSE	BOZEMAN	MTNP
NP	98176	98176NA16	NATIONAL LEAD	FERNALD	CHCC
NP	98177	98177UNC6	UNION OIL COMPANY	WILLBRIDGE	CRSPS
NP	98185	98185POC1	PONTIAC	PONTIAC	MIGTW
NP	98193	98193UNC6	UNION OIL CO.	WILLBRIDGE	CRSPS
NP	98203	98203NA16	NATIONAL LEAD	FERNALD	CHCC
NP	98212	98212COC1	C&D WAREHOUSE	BOZEMAN	MTNP
NP	98219	98219CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98228	98228PE16	PENNZOIL COMPANY	MARYLAND HGMCR1	
NP	98233	98233CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98241	98241CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98243	98243POC1	PONTIAC	PONTIAC	MIGTW
NP	98255	98255CR11	CROWN ZELLERBACH CO.	WILLBRIDGE	CRSPS
NP	98262	98262NA16	NATIONAL LEAD	FERNALD	CHCC
NP	98272	98272COC1	C&D WAREHOUSE	BOZEMAN	MTNP
NP	98310	98310ALC6	ALCCA	VANCOUVER	WASPS
NP	98315	98315CUC1	CUMMINS ENGINE	COLUMBUS	INPC
NP	98319	98319ALC6	ALCCA	VANCOUVER	WASPS
NP	98356	98356HOC1	HOBART BROS.	TROY	CHBC
NP	98383	98383CUC1	CUMMINS ENGINE	COLUMBUS	INPC
NP	98391	98391ALC6	ALCCA	VANCOUVER	WASPS
NP	98402	98402ALC6	ALCCA	VANCOUVER	WASPS
NP	98404	98404ALC6	ALCCA	VANCOUVER	WASPS
NP	98412	98412FOC1	FORB	DES MOINES	IADMC1
NP	98430	98430ALC6	ALCCA	VANCOUVER	WASPS
NP	98441	98441ALC6	ALCCA	VANCOUVER	WASPS
NP	98445	98445ALC6	ALCCA	VANCOUVER	WASPS
NP	98494	98494ALC6	ALCCA	VANCOUVER	WASPS
NP	98499	98499ALC6	ALCCA	VANCOUVER	WASPS
NP	98550	98550COC1	COIN MILLWORK	REDMOND	CRCT
NP	98602	98602COC1	COIN MILLWORK	REDMOND	CRCT
NP	98603	98603UNC6	UNION OIL CO.	WILLBRIDGE	CRSPS
NP	98648	98648COC1	COIN MILLWORK	REDMOND	CRCT
NP	98650	98650GIC1	GIBSON REFRIGERATOR CO.	GREENVILLE	MICO
NP	98658	98658COC1	COIN MILLWORK	REDMOND	CRCT
NP	98727	98727GIC1	GIBSON REFRIGERATOR CO.	GREENVILLE	MICO
NP	98736	98736COC1	COIN MILLWORK	REDMOND	CRCT
NP	175000	175007AM16	AMER. SMELTING & REFINING	TACOMA	WANP
NP	190000	190149XT02	AGENT	AUBURN	WANP
NP	65994	65999SMC1	SMITH, A. C.	KANKAKEE	ILIC

END OF DATA

1/10/76

M A I L G R A M

Seattle, Washington
February 5, 1970

41-T-2

General Yardmasters: Seattle, Tacoma, Auburn, Pasco, Yardley, Missoula Helena,
Livingston, Yakima, Centralia, Vancouver, Wn., and
Lake Yard, Portland

Agents: Seattle, Tacoma, Chehalis, Bozeman, Trentwood, and Trident

Refer to my covered hopper assignment list issued January 8, 1970,
The following changes in assignment have been made, and your records should
be changed accordingly:

NP 75276 and 75463 are now assigned to Ideal Cement at Trident, Montana.

NP 75365 is now assigned to Ralston Purina at Spokane, Washington.

NP 75462 and 75467 are now assigned to J. A. Jacks, Seattle, Washington.

NP 75225 is now assigned to Ideal Cement at Seattle, Washington.

NP 75205, 75206, 75219, 75222, 75223, 75229, 75242, 75252, 75263, 75461,
75468, 75469, 75474, 75484, and 75724 have been placed in Unassigned, Western
District service.

NP 75200, 75203, 75209, 75220, 75230, 75233, 75239, 75244, 75246, 75262, 75269,
75275, 75278, 75282, 75283, 75286, 75289, 75294, 75404, 75410, 75416, 75417,
75420, 75424, 75425, 75430, 75448, 75452, 75454, 75465, 75472, 75473, 75475,
75486, 75487, 75491, 75736, 76086, 76521, 76560, 76574, 76589, 76631 and 76633
are now in Grain Service, Jamestown, N.D. assignment.

G-5-1

A. B. Johnson

cc: Mr. C. W. Thompson, D. H. Garrison,
E. W. Hardy, D. E. Goodale, G. Stephenson, EN. Schiff
E. M. Berntsen, F. S. Barlow, E. T. Gibson, L. W. Dreis
J. H. Harwood, C. C. Gardner, N. E. Rambo

Seattle, Washington
January 8, 1970

41-T-2

General Yardmaster, Seattle:
General Yardmaster, Tacoma:
General Yardmaster, Auburn:
General Yardmaster, Pasco
General Yardmaster, Yardley:
General Yardmaster, Missoula:
General Yardmaster, Helena:
General Yardmaster, Livingston:
General Yardmaster, Yakima:
General Yardmaster, Centralia:
General Yardmaster, Vancouver, Wash:
General Yardmaster, Lake Yard, Portland:
Agent, Seattle:
Agent, Tacoma:
Agent, Chehalis:
Agent, Bozeman:
Agent, Trethewood:
Agent, Trident:

Refer to my revised covered hopper assignment list, File
41-T-2, issued November 5, 1969.

Attached is revised assignment list to be used in lieu of list
issued November 5th.



cc: Mr. C. W. Thompson
Mr. D. H. Garrison
Mr. E. W. Hardy
Mr. D. E. Goodale
Mr. G. Stephenson
Mr. F. N. Schiff
Mr. E. M. Berntsen:
Mr. F. S. Barlow:
Mr. E. T. Gibson
Mr. L. W. Dreis
Mr. J. H. Harwood
Mr. C. C. Gardner
Mr. N. E. Rambo

Seattle, Washington
January 8, 1970

COVERED HOPPER ASSIGNMENT

NP	75000 - 75099	Ideal Cement (Dwarshak Dam Svc.)	Seattle, Wash.
NP	75200	Grain Service	Jamestown, N.D.
NP	75201	Ideal Cement	Seattle, Wash.
NP	75202	"	Trident, Mont.
NP	75203	Grain Service	Jamestown, N.D.
NP	75204	"	"
NP	75205	Ideal Cement	Seattle, Wash.
NP	75206	"	"
NP	75207	Grain Service	Jamestown, N.D.
NP	75208	Lone Star Cement	Seattle, Wash.
NP	75209	Grain Service	Jamestown, N.D.
NP	75210	Ideal Cement	Trident, Mont.
NP	75211	Kaiser Cement	East Pasco, Wash.
NP	75212	Ideal Cement	Seattle, Wash.
NP	75213	Kaiser, Cement	"
NP	75214	Chevron Chemical	Finley, Wash.
NP	75215	Ideal Cement	Seattle, Wash.
NP	75216	Kaiser Cement	"
NP	75217	Ideal Cement	Trident, Mont.
NP	75218	"	"
NP	75219	"	Seattle, Wash.
NP	75220	Rocky Mtn Phosphate Svc.	Garrison, Mont.
NP	75221	Columbia Cement	Bellingham, Wash.
NP	75222	Lone Star Cement	Seattle, Wash.
NP	75223	Ideal Cement	"
NP	75224	"	"
NP	75225	Lone Star Cement	"
NP	75226	Ideal Cement	Trident, Mont.
NP	75228	Grain Service	Jamestown, N.D.
NP	75229	Ideal Cement	Seattle, Wash.
NP	75230	Grain Service	Jamestown, N.D.
NP	75231	Ideal Cement	Seattle, Wash.
NP	75232	"	Trident, Mont.
NP	75233	Grain Service	Jamestown, ND.
NP	75234	Lone Star Cement	Seattle, Wash.
NP	75235	Chevron Chemical	Finley, Wash.
NP	75236	Ideal Cement	Trident, Mont.
NP	75237	Lone Star Cement	Seattle, Wash.
NP	75239	Grain Service	Jamestown, N.D.
NP	75241	Ideal Cement	Seattle, Wash.
NP	75242	"	"
NP	75243	Grain Service	Jamestown, N.D.
NP	75244	"	"
NP	75245	Chevron Chemical	Finley, Wash.
NP	75246	Grain Service	Jamestown, N.D.
NP	75247	Unassigned	Western District
NP	75248	Ideal Cement	Seattle, Wash.

NP	75249	Grain Service	Jamestown, N.D.
NP	75250	"	"
NP	75251	U & I Sugar	Scalley, Wash.
NP	75252	Ideal Cement	Seattle, Wash.
NP	75253	"	Trident, Mont.
NP	75254	Columbia Cement	Bellingham, Wash.
NP	75255	Grain Service	Jamestown, N.D.
NP	75256	Line Star Cement	Seattle, Wash.
NP	75257	Ideal Cement	Trident, Mont.
NP	75258	Unassigned	Western District
NP	75259	"	"
NP	75260	"	"
NP	75261	Ideal Cement	Seattle, Wash.
NP	75262	Grain Service	Jamestown, N.D.
NP	75263	Ideal Cement	Seattle, Wash.
NP	75264	Chevron Chemical	Finley, Wash.
NP	75265	Ideal Cement	Trident, Mont.
NP	75266	"	"
NP	75267	Grain Service	Jamestown, N.D.
NP	75268	Columbia Cement	Bellingham, Wash.
NP	75269	Grain Service	Jamestown, N.D.
NP	75270	"	"
NP	75271	Unassigned	Western District
NP	75272	Cement Service	Duluth, Minn.
NP	75273	Ideal Cement	Trident, Mont.
NP	75274	Grain Service	Jamestown, N.D.
NP	75275	Rocky Mtn. Phosphate Svc.	Garrison, Mont.
NP	75276	"	"
NP	75277	Grain Service	Jamestown, N.D.
NP	75278	"	"
NP	75279	"	"
NP	75280	Ideal Cement	Trident, Mont.
NP	75281	"	"
NP	75282	Grain Service	Jamestown, N.D.
NP	75283	Ideal Cement	Trident, Mont.
NP	75284	"	Seattle, Wash.
NP	75285	"	Trident, Mont.
NP	75286	Grain Service	Jamestown, N.D.
NP	75287	Ideal Cement	Trident, Mont.
NP	75288	"	"
NP	75289	Grain Service	Jamestown, N.D.
NP	75290	"	"
NP	75291	"	"
NP	75292	"	"
NP	75293	Unassigned	Western District
NP	75294	Grain Service	Jamestown, N.D.
NP	75295	Ideal Cement	Trident, Mont.
NP	75296	Cement Service	Duluth, Minn.
NP	75297	Ideal Cement	Seattle, Wash.
NP	75298	Grain Service	Jamestown, N.D.
NP	75299	Unassigned	Western District
NP	75300	Unassigned	Eastern District

NP	75301	Chevron Chemical	Finley, Wash.
NP	75302	Carborundum	Vancouver, Wash.
NP	75303	J. A. Jacks	Seattle, Wash.
NP	75304	Fisher Flour Mills	Seattle, Wash.
NP	75305	U & I Sugar	Scalley, Wash.
NP	75306	Ralston Purina	Spokane, Wash.
NP	75307	"	Minneapolis, Minn.
NP	75308	"	Spokane, Wash.
NP	75309	Honeymeade	Mankato, Minn.
NP	75310	Ralston Purina	Spokane, Wash.
NP	75311	"	"
NP	75312	"	Minneapolis, Minn.
NP	75313	"	Spokane, Wash.
NP	75314	Malt Pool	Northtown, Minn.
NP	75315	Ralston Purina	Spokane, Wash.
NP	75316	U & I Sugar	Scalley, Wash.
NP	75317	Pacific Lime	Tacoma, Wash.
NP	75318	Fisher Flour Mills	Seattle, Wash.
NP	75319	U & I Sugar	Scalley, Wash.
NP	75320	Fisher Flour Mills	Seattle, Wash.
NP	75321	"	"
NP	75322	Ralston Purina	Minneapolis, Minn.
NP	75323	"	Spokane, Wash.
NP	75324	Fisher Flour Mills	Seattle, Wash.
NP	75325	Ralston Purina	Spokane, Wash.
NP	75326	Fisher Flour Mills	Seattle, Wash.
NP	75327	Cargill	Pt. Cargill, Minn.
NP	75328	"	"
NP	75329	U & I Sugar	Scalley, Wash.
NP	75330	"	"
NP	75331	Ralston Purina	Spokane, Wash.
NP	75332	Fisher Flour Mills	Seattle, Wash.
NP	75333	Chevron Chemical	Finley, Wash.
NP	75334	Ash Grove Lime	Portland, Ore.
NP	75335	Minnesota Mining Mfg.	Wausau, Wisc.
NP	75336	Ralston Purina	Minneapolis, Minn.
NP	75337	General Service	
NP	75338	U & I Sugar	Scalley, Wash.
NP	75339	Fisher Flour Mills	Seattle, Wash.
NP	75340	Krause Milling	St. Joseph, Mo.
NP	75341	Ralston Purina	Spokane, Wash.
NP	75342	"	"
NP	75343	"	"
NP	75344	American Crystal Sugar	Drayton, N.D.
NP	75345	Ralston Purina	Spokane, Wash.
NP	75346	"	"
NP	75347	"	"
NP	75348	U & I Sugar	Scalley, Wash.
NP	75349	Krause Milling	St. Joseph, Mo.
NP	75350	Ralston Purina	Spokane, Wash.
NP	75351	Krause Milling	St. Joseph, Mo.
NP	75352	Chevron Chemical	Finley, Wash.

NP	75353	Minnesota Mining Mfg.	Wausau, Wisc.
NP	75354	Ash Grove Lime	Portland, Ore.
NP	75355	Mississippi St. Yard	St. Paul, Minn.
NP	75356	Fisher Flour Mills	Seattle, Wash.
NP	75357	"	"
NP	75358	Cutler Magner	Superior, Wisc.
NP	75359	Krause Milling	St. Joseph, Mo.
NP	75360	Ralston Purina	Spokane, Wash.
NP	75361	Fisher Flour Mills	Seattle, Wash.
NP	75362	"	"
NP	75363	"	"
NP	75364	Unassigned	Eastern District
NP	75365	Chevron Chemical	Finley, Wash.
NP	75366	Ralston Purina	Minneapolis, Minn.
NP	75367	"	Spokane, Wash.
NP	75368	Krause Milling	St. Joseph, Mo.
NP	75369	Ralston Purina	Spokane, Wash.
NP	75370	Pacific Lime	Tacoma, Wash.
NP	75371	U & I Sugar	Scalley, Wash.
NP	75372	Pacific Lime	Tacoma, Wash.
NP	75373	Ralston Purina	Spokane, Wash.
NP	75374	Pacific Lime	Tacoma, Wash.
NP	75375	Ralston Purina	Minneapolis, Minn.
NP	75376	"	"
NP	75377	Fisher Flour Mills	Seattle, Wash.
NP	75378	Ralston Purina	Spokane, Wash.
NP	75379	U & I Sugar	Scalley, Wash.
NP	75380	Ash Grove Lime	Portland, Ore.
NP	75381	A. W. Foss	Jamestown, N.D.
NP	75382	Chevron Chemical	Finley, Wash.
NP	75383	Ralston Purina	Spokane, Wash.
NP	75384	U & I Sugar	Scalley, Wash.
NP	75385	Ash Grove Lime	Portland, Ore.
NP	75386	Chevron Chemical	Finley, Wash.
NP	75387	Ralston Purina	Spokane, Wash.
NP	75388	Mergreen Fertilizer	Stickney, Ill.
NP	75389	U & I Sugar	Scalley, Wash.
NP	75390	Ralston Purina	Spokane, Wash.
NP	75391	Holly Sugar	Sidney, Mont.
NP	75392	Chevron Chemical	Finley, Wash.
NP	75393	Ralston Purina	Spokane, Wash.
NP	75394	Pacific Lime	Tacoma, Wash.
NP	75395	Chevron Chemical	Finley, Wash.
NP	75396	Cargill	Pt. Cargill, Minn.
NP	75397	Unassigned	Eastern District
NP	75398	Fisher Flour Mills	Seattle, Wash.
NP	75399	U & I Sugar	Scalley, Wash.
NP	75400 - 75426	Mississippi St. Yard, GYM	St. Paul, Minn.
NP	75427	Grain Service	Jamestown, N.D.
NP	75428 - 75439	Mississippi St. Yard, GYM	St. Paul, Minn.
NP	75440	Ideal Cement	Seattle, Wash.

NP	75441	Grain Service	Jamestown, N.D.
NP	75442	Cement Service	Duluth, Minn.
NP	75443	Unassigned	Western District
NP	75444	Grain Service	Jamestown, N.D.
NP	75445	Cement Service	Duluth, Minn.
NP	75446	Ideal Cement	Trident, Mont.
NP	75447	"	"
NP	75448	Grain Service	Jamestown, N.D.
NP	75449	Ideal Cement	Seattle, Wash.
NP	75450	Cement Service	Duluth, Minn.
NP	75451	Columbia Cement	Bellingham, Wash.
NP	75452	Rocky Mtn. Phosphate Svc.	Garrison, Mont.
NP	75453	Kaiser Cement	East Pasco, Wash.
NP	75454	Grain Service	Jamestown, N.D.
NP	75455	"	"
NP	75456	Ideal Cement	Seattle, Wash.
NP	75457	Grain Service	Jamestown, N.D.
NP	75458	Ideal Cement	Trident, Mont.
NP	75459	"	"
NP	75460	"	"
NP	75461	"	Seattle, Wash.
NP	75462	Grain Service	Jamestown, N.D.
NP	75463	Rocky Mtn Phosphate Svc.	Garrison, Mont.
NP	75464	Ideal Cement	Trident, Mont.
NP	75465	Grain Service	Jamestown, N.D.
NP	75466	Ideal Cement	Irvin, Wash.
NP	75467	"	Seattle, Wash.
NP	75468	"	Trident, Mont.
NP	75469	"	Seattle, Wash.
NP	75470	Grain Service	Jamestown, N.D.
NP	75471	Unassigned	Western District
NP	75472	Ideal Cement	Trident, Mont.
NP	75473	Unassigned	Western District
NP	75474	Ideal Cement	Seattle, Wash.
NP	75475	Grain Service	Jamestown, N.D.
NP	75476	"	Irvin, Wash.
NP	75477	Ideal Cement	Seattle, Wash.
NP	75478	"	Irvin, Wash.
NP	75479	S ₊ auffer Chemical	Tacoma, Wash
NP	75480	"	"
NP	75481	Columbia Cement	Bellingham, Wash.
NP	75482	Ideal Cement	Trident, Mont.
NP	75484	"	Seattle, Wash.
NP	75485	Grain Service	Jamestown, N.D.
NP	75486	"	"
NP	75487	Unassigned	Western District
NP	75488	Ideal Cement	Trident, Mont.
NP	75489	Grain Service	Jamestown, N.D.
NP	75491	Rocky Mtn Phosphate Svc.	Garrison, Mont.
NP	75492	Kaiser Cement	East Pasco, Wash.
NP	75493	Ideal Cement	Trident, Mont.
NP	75494	Northwest Talc	Clear Lake, Wash.

NP	75495	Grain Service	Jamestown, N.D.
NP	75496	Lone Star Cement	Seattle, Wash.
NP	75497	Grain Service	Jamestown, N.D.
NP	75498	Kaiser Cement	East Pasco, Wash.
NP	75500	American Crystal Sugar	Drayton, N.D.
NP	75501	U & I Sugar	Scalley, Wash.
NP	75502	Great Western Sugar	Billings, Mont.
NP	75503	Holly Sugar	Sidney, Mont.
NP	75504	American Crystal Sugar	Drayton, N.D.
NP	75505	"	"
NP	75506	Peavy Flour	Billings, Mont.
NP	75507	Holly Sugar	Sidney, Mont.
NP	75508	U & I Sugar	Scalley, Wash.
NP	75509	"	"
NP	75510	Peavy Flour	Billings, Mont.
NP	75511	"	"
NP	75512	Great Western Sugar	"
NP	75513	U & I Sugar	Scalley, Wash.
NP	75514	Holly Sugar	Sidney, Mont.
NP	75515	Amber Milling	Rush City, Minn.
NP	75516	U & I Sugar	Scalley, Wash.
NP	75517	Holly Sugar	Sidney, Mont.
NP	75518	Amber Milling	Rush City, Minn.
NP	75520 - 75533	National Biscuit	Cheney, Wash.
NP	75534	A. E. Staley	DeCatur, Ill.
NP	75535	American Crystal Sugar	Drayton, N.D.
NP	75536	Centennial Flour Mills	Spokane, Wash.
NP	75537	U & I Sugar	Scalley, Wash.
NP	75538	Great Western Sugar	Billings, Mont.
NP	75539	American Crystal Sugar	Drayton, N.D.
NP	75540	"	"
NP	75541	U & I Sugar	Scalley, Wash.
NP	75542	"	"
NP	75543	"	"
NP	75544	Great Western Sugar	Billings, Mont.
NP	75545	American Crystal Sugar	Drayton, N.D.
NP	75546	Grain Processors	Muscataine, Iowa
NP	75547	Lincoln Grain Co.	Atchison, Ks.
NP	75548	Holly Sugar	Sidney, Mont.
NP	75549	Igleheart Brothers	Pendleton, Ore.
NP	75550	American Crystal Sugar	Dayton, N.D.
NP	75551	U & I Sugar	Scalley, Wash.
NP	75552	"	"
NP	75553	Great Western Sugar	Billings, Mont.
NP	75554	U & I Sugar	Scalley, Wash.
NP	75555	"	"
NP	75556	Great Western Sugar	Billings, Mont.
NP	75557	"	"
NP	75558	Amber Milling	Rush City, Minn.
NP	75559	Great Western Sugar	Billings, Mont.
NP	75560	Amber Milling	Rush City, Minn.
NP	75561	U & I Sugar	Scalley, Wash.

NP	75562	American Crystal Sugar	Drayton, N.D.
NP	75563	U & I Sugar	Scalley, Wash.
NP	75564	"	"
NP	75565	Holly Sugar	Sidney, Mont.
NP	75566	Great Western Sugar	Billings, Mont.
NP	75567	American Crystal Sugar	Drayton, N.D.
NP	75568	U & I Sugar	Scalley, Wash.
NP	75569	American Crystal Sugar	Drayton, N.D.
NP	75570	"	"
NP	75571	"	"
NP	75572	U & I Sugar	Scalley, Wash.
NP	75573	"	"
NP	75574	American Crystal Sugar	Drayton, N.D.
NP	75575	Great Western Sugar	Billings, Mont.
NP	75576	U & I Sugar	Scalley, Wash.
NP	75577	Holly Sugar	Sidney, Mont.
NP	75578	U & I Sugar	Scalley, Wash.
NP	75579	Heavy Flour	Billings, Mont.
NP	75580	U & I Sugar	Scalley, Wash.
NP	75581	American Crystal Sugar	Drayton, N.D.
NP	75600	U & I Sugar	Scalley, Wash.
NP	75601	"	"
NP	75602	Cutler Magner	Duluth, Minn.
NP	75603	James A. Farrell Co.	Seattle, Wash.
NP	75604	Cutler Magner	Duluth, Minn.
NP	75605	General Service	
NP	75606	Unassigned	Eastern District
NP	75607	United Sierra Talc	Three Forks, Mont.
NP	75608	J. R. Simplot	Boville, Ida.
NP	75609	"	"
NP	75610	Krause Milling	St. Joseph, Mo.
NP	75611	J. R. Simplot	Boville, Ida.
NP	75612	"	"
NP	75613	U & I Sugar	Scalley, Wash.
NP	75614	J. R. Simplot	Boville, Ida.
NP	75615	Krause Milling	St. Joseph, Mo.
NP	75616	J. R. Simplot	Boville, Ida.
NP	75617	"	"
NP	75618	"	"
NP	75619	"	"
NP	75620	Krause Milling	St. Joseph, Mo.
NP	75621	"	"
NP	75622	J. R. Simplot	Boville, Ida.
NP	75623	Pacific Lime	Tacoma, Wash.
NP	75624	Krause Milling	St. Joseph, Mo.
NP	75625	Malt Pool	Northtown, Minn.
NP	75626	Lincoln Grain	Atchison, Ks.
NP	75627	Malt Pool	Northtown, Minn.
NP	75628	General Service	
NP	75629	"	
NP	75650	Malt Pool	Northtown, Minn.
NP	75651	"	"
NP	75652	"	"

NP	75653	Malt Pool	Northtown, Minn.
NP	75654	"	"
NP	75655	"	"
NP	75656	"	"
NP	75657	"	"
NP	75658	"	"
NP	75659	Lincoln Grain Co.	Atchison, Ks.
NP	75660	Malt Pool	Northtown, Minn.
NP	75661	"	"
NP	75662	"	"
NP	75663	"	"
NP	75664	Lincoln Grain Co.	Atchison, Ks.
NP	75665 - 75677	Grain Service	Dilworth, Minn.
NP	75678	U & I Sugar	Scalley, Wash.
NP	75679 - 75689	Grain Service	Dilworth, Minn.
NP	75715	Ideal Cement	Seattle, Wash.
NP	75716	"	"
NP	75717	"	Trident, Mont.
NP	75718	J. A. Jacks	Seattle, Wash.
NP	75719	Lone Star Cement	"
NP	75720	Chevron Chemical	Finley, Wash.
NP	75721	Grain Service	Jamestown, N.D.
NP	75722	Ideal Cement	Trident, Mont.
NP	75723	"	"
NP	75724	"	Seattle, Wash.
NP	75725	Chevron Chemical	Finley, Wash.
NP	75726	Ideal Cement	Trident, Mont.
NP	75727	Chevron Chemical	Finley, Wash.
NP	75729	Ideal Cement	Trident, Mont.
NP	75730	Lone Star Cement	Seattle, Wash.
NP	75731	Ideal Cement	"
NP	75732	"	"
NP	75733	"	Trident, Mont.
NP	75734	Grain Service	Jamestown, N.D.
NP	75735	"	"
NP	75736	"	"
NP	75737	Ideal Cement	Seattle, Wash.
NP	75738	"	"
NP	75739	Columbia Cement	Bellingham, Wash.
NP	75750	Ideal Cement	Seattle, Wash.
NP	75751	"	"
NP	75752	"	Trident, Mont.
NP	75753	"	"
NP	75754 - 75760	"	Seattle, Wash.
NP	75761 - 75765	"	"
NP	75766 - 75772	"	"
NP	75773	"	Trident, Mont.
NP	75774	"	Trident, Mont.
NP	75775	"	Seattle, Wash.
NP	75776	"	Trident, Mont.
NP	75777 - 75782	"	Seattle, Wash.
NP	75783	"	Trident, Mont.
NP	75784	"	"

NP	75785 - 75790	Ideal Cement	Seattle, Wash.
NP	75791	"	Trident, Mont.
NP	75792 - 75795	"	Seattle, Wash.
NP	75796	"	Trident, Mont.
NP	75797	"	Seattle, Wash.
NP	75798	"	"
NP	75799	"	Trident, Mont.
NP	75800	Fisher Flour Mills	Seattle, Wash.
NP	75801	U & I Sugar	Scalley, Wash.
NP	75802	"	"
NP	75803	Great Western Sugar	Billings, Mont.
NP	75804	"	"
NP	75805	U & I Sugar	Scalley, Wash.
NP	75806	Sheridan Flour Mills	Sheridan, Wyo.
NP	75807	Great Western Sugar	Billings, Mont.
NP	75808	U & I Sugar	Scalley, Wash.
NP	75809	U & I Sugar	Scalley, Wash.
NP	75810	General Service	
NP	75811	Great Western Sugar	Billings, Mont.
NP	75812	"	"
NP	75813	U & I Sugar	Scalley, Wash.
NP	75814	American Crystal Sugar	Drayton, N.D.
NP	75815	A. E. Staley	DeCatur, Ill.
NP	75816	American Crystal Sugar	Drayton, N.D.
NP	75817	Holly Sugar	Sidney, Mont.
NP	75818	Sheridan Flour Mills	Sheridan, Wyo.
NP	75819	U & I Sugar	Scalley, Wash.
NP	75820	"	"
NP	75821	Great Western Sugar	Billings, Mont.
NP	75822	Grain Processors	Muscatine, Iowa
NP	75823	U & I Sugar	Scalley, Wash.
NP	75824	American Crystal Sugar	Drayton, N.D.
NP	75825	Great Western Sugar	Billings, Mont.
NP	75826	"	"
NP	75827	Sheridan Flour Mills	Sheridan, Wyo.
NP	75828	Igleheart Brothers	Pendleton, Ore.
NP	75829	Great Western Sugar	Billings, Mont.
NP	75830	Peavy Flour	Superior, Wisc.
NP	75831	Sheridan Flour Mills	Sheridan, Wyo.
NP	75832	"	"
NP	75833	"	"
NP	75834	Great Western Sugar	Billings, Mont.
NP	75835	American Crystal Sugar	Drayton, N.D.
NP	75836	"	"
NP	75837	U & I Sugar	Scalley, Wash.
NP	75838	Great Western Sugar	Billings, Mont.
NP	75839	Peavy Flour	Superior, Wisc.
NP	75840	Great Western Sugar	Billings, Mont.
NP	75841	American Crystal Sugar	Drayton, N.D.
NP	75842	Peavy Flour	Superior, Wisc.
NP	75843	Great Western Sugar	Billings, Mont.
NP	75844	"	"
NP	75845	"	"

NP	75846	American Crystal Sugar	Drayton, N.D.
NP	75847	"	"
NP	75848	Igleheart Brothers	Pendleton, Ore.
NP	75849	American Crystal Sugar	Drayton, N.D.
NP	75850	Great Western Sugar	Billings, Mont.
NP	75851	U & I Sugar	Scalley, Wash.
NP	75852	Great Western Sugar	Billings, Mont.
NP	75853	American Crystal Sugar	Drayton, N.D.
NP	75854	Fisher Flour Mills	Seattle, Wash.
NP	75855	American Crystal Sugar	Drayton, N.D.
NP	75856	"	"
NP	75857	"	"
NP	75858	"	"
NP	75859	Peavy Flour	Superior, Wisc.
NP	75860	U & I Sugar	Scalley, Wash.
NP	75861	"	"
NP	75862	American Crystal Sugar	Drayton, N.D.
NP	75863	"	"
NP	75864	Centennial Flour Mills	Spokane, Wash.
NP	75865	American Crystal Sugar	Drayton, N.D.
NP	75866	"	"
NP	75867	"	"
NP	75868	Montana Flour Mills	Fergus Falls, Minn.
NP	75869	Peavy Flour	Superior, Wisc.
NP	75870	American Crystal Sugar	Drayton, N.D.
NP	75871	"	"
NP	75872	"	"
NP	75873	U & I Sugar	Scalley, Wash.
NP	75874	Fisher Flour Mills	Seattle, Wash.
NP	75875	"	"
NP	75876	American Crystal Sugar	Drayton, N.D.
NP	75877	"	"
NP	75878	Grain Processors	Muscatine, Iowa
NP	75879	Great Western Sugar	Billings, Mont.
NP	75880	Spokane Flour Mills	Spokane, Wash.
NP	75881	American Crystal Sugar	Drayton, N.D.
NP	75882	"	"
NP	75883	"	"
NP	75884	Centennial Mills	Portland, Ore.
NP	75885	Fisher Flour Mills	Seattle, Wash.
NP	75886	American Crystal Sugar	Drayton, N.D.
NP	75887	A. E. Staley	DeCatur, Ill.
NP	75888	Centennial Flour Mills	Spokane, Wash.
NP	75889	American Crystal Sugar	Drayton, N.D.
NP	75890	"	"
NP	75891	Igleheart Brothers	Pendleton, Ore.
NP	75892	American Crystal Sugar	Drayton, N.D.
NP	75893	Amber Milling	Rush City, Minn.
NP	75894	American Crystal Sugar	Drayton, N.D.
NP	75899	Northwest Paper	DeCatur, Ill.
NP	75900	North Dakota Mill & Elevator	Grand Forks, N.D.

NP	75901	Igleheart Brothers	Pendleton, Ore.
NP	75902	National Biscuit	Cheney, Wash.
NP	75903	"	"
NP	75904	"	"
NP	75905	Peavy Flour	Superior, Wisc.
NP	75906	"	"
NP	75907	North Dakota Mill & Elevator	Grand Forks, N.D.
NP	75908	"	"
NP	75909	"	"
NP	75910 - 75919	U & I Sugar	Scalley, Wash.
NP	75920 - 75927	American Crystal Sugar	Drayton, N.D.
NP	75928	Midwest Solvents	Atchison, Ks.
NP	75929	Holly Sugar	Sidney, Mont.
NP	75931	Great Western Sugar	Billings, Mont.
NP	75932	"	"
NP	75933	"	"
NP	75935 - 75941	"	"
NP	75942	U & I Sugar	Scalley, Wash.
NP	75943	"	"
NP	75944	"	"
NP	75945	"	"
NP	75946	Holly Sugar	Sidney, Mont.
NP	75947	"	"
NP	75948	American Crystal Sugar	Drayton, N.D.
NP	75949	"	"
NP	76000 - 76074	Chicago Fly Ash Co.	Joliet, Ill.
NP	76075	Grain Service	Jamestown, N.D.
NP	76076	"	"
NP	76077	"	"
NP	76078	"	"
NP	76079	"	Pasco, Wash.
NP	76080	"	"
NP	76081	"	"
NP	76082	"	"
NP	76083	"	"
NP	76084	"	"
NP	76085	"	"
NP	76086	Kaiser Cement	Helena, Mont.
NP	76087	Grain Service	Jamestown, N.D.
NP	76088	"	Pasco, Wash.
NP	76089	"	"
NP	76090	"	"
NP	76091	"	Jamestown, N.D.
NP	76092	Chevron Chemical	Finley, Wash.
NP	76093	Lone Star Cement	Seattle, Wash.
NP	76094	Grain Service	Pasco, Wash.
NP	76095	"	"
NP	76096	"	"
NP	76097	Lone Star Cement	Seattle, Wash.
NP	76098	Grain Service	Pasco, Wash.
NP	76099	Oregon-Portland Cement	Lake Oswego, Ore.

NP	76100	Grain Service	Jamestown, N.D.
NP	76101	"	Pasco, Wash.
NP	76102	"	"
NP	76103	Lone Star Cement	Seattle, Wash.
NP	76104	Kaiser Cement	Helena, Mont.
NP	76105	Grain Service	Pasco, Wash.
NP	76106	"	"
NP	76107	"	"
NP	76108	"	"
NP	76109	"	"
NP	76110	"	"
NP	76111	"	"
NP	76112	"	"
NP	76113	"	"
NP	76114	U & I Sugar	Scalley, Wash.
NP	76115	Grain Service	Jamestown, N.D.
NP	76116	"	Pasco, Wash.
NP	76117	"	"
NP	76118	Oregon-Portland, Cement	Lake Oswego, Ore.
NP	76119	Grain Service	Pasco, Wash.
NP	76120 - 76136	Great Western Malting	Vancouver, Wash.
NP	76137 - 76145	Quaker Oats	Memphis, Tenn.
NP	76146	Grain Service	Pasco, Wash.
NP	76147	"	"
NP	76148	"	"
NP	76149	American Crystal Sugar	Drayton, N.D.
NP	76150	Grain Service	Pasco, Wash.
NP	76151	U & I Sugar	Scalley, Wash.
NP	76152 - 76169	Grain Service	Pasco, Wash.
NP	76200 - 76215	"	"
NP	76216	U & I Sugar	Scalley, Wash.
NP	76217 - 76228	Grain Service	Pasco, Wash.
NP	76229	Lewiston Grain Growers	Reubens, Ida.
NP	76230	Grain Service	Pasco, Wash.
NP	76231	"	"
NP	76232	"	"
NP	76233	"	"
NP	76234	Pacific Lime	Tacoma, Wash.
NP	76235 - 76240	Grain Service	Pasco, Wash.
NP	76241	Chevron Chemical	Finley, Wash.
NP	76242 - 76249	Grain Service	Pasco, Wash.
NP	76250	Chevron Chemical	Finley, Wash.
NP	76251	Grain Service	Pasco, Wash.
NP	76252	"	"
NP	76253	Lewiston Grain Growers	Reubens, Ida.
NP	76254 - 76276	Grain Service	Pasco, Wash.
NP	76277	Pacific Lime	Tacoma, Wash.
NP	76278 - 76282	Grain Service	Pasco, Wash.
NP	76283	Carborundum	Vancouver, Wash.
NP	76284	Grain Service	Pasco, Wash.
NP	76285	"	"

NP	76286	U & I Sugar	Scalley, Wash.
NP	76287 - 76296	Grain Service	Pasco, Wash.
NP	76297 - 76299	Carborundum	Vancouver, Wash.
NP	76300 - 76359	Grain Service - Fargo Division	Jamestown, N.D.
NP	76360 - 76373	"	Dilworth, Minn.
NP	76374	Western Farmers	Tacoma, Wash.
NP	76375 - 76399	Grain Service	Dilworth, Minn.
NP	76400 - 76442	"	Mandan, N.D.
NP	76443	Chevron Chemical	Finley, Wash.
NP	76444 - 76475	Grain Service	Mandan, N.D.
NP	76476	Western Farmers	Tacoma, Wash.
NP	76477 - 76490	Grain Service	Mandan, N.D.
NP	76491	Chevron Chemical	Finley, Wash.
NP	76492 - 76499	Grain Service	Mandan, N.D.
NP	76500 - 76524	Cement Service	Duluth, Minn.
NP	76525 - 76526	Cutler Magner	Duluth, Minn.
NP	76527 - 76599	Cement Service	Duluth, Minn.
NP	76600 - 76642	"	"

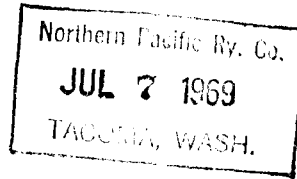
NP	76700 - 76738	Grain Service	Pasco, Wash.
NP	76739	Chevron Chemical	Finley, Wash.
NP	76740 - 76760	Grain Service	Pasco, Wash.
NP	76761	Western Farmers	Tacoma, Wash.
NP	76762 - 76766	Grain Service	Pasco, Wash.
NP	76767	Chevron Chemical	Finley, Wash.
NP	76768 - 76817	Grain Service	Pasco, Wash.
NP	76818	Western Farmers	Tacoma, Wash.
NP	76819 - 76824	Grain Service	Pasco, Wash.
NP	76825	U & I Sugar	Scalley, Wash.
NP	76826	Grain Service	Pasco, Wash.
NP	76827	Lewiston Grain Growers	Reubens, Ida.
NP	76828	Grain Service	Pasco, Wash.
NP	76829	Lewiston Grain Growers	Reubens, Ida.
NP	76830 - 76842	Grain Service	Pasco, Wash.
NP	76843	Western Farmers	Tacoma, Wash.
NP	76844 - 76855	Grain Service	Pasco, Wash.
NP	76856	American Crystal Sugar	Drayton, N.D.
NP	76857	Lewiston Grain Growers	Reubens, Ida.
NP	76858 - 76860	Grain Service	Pasco, Wash.
NP	76861	U & I Sugar	Scalley, Wash.
NP	76862 - 76868	Grain Service	Pasco, Wash.
NP	76869	U & I Sugar	Scalley, Wash.
NP	76870 - 76888	Grain Service	Pasco, Wash.
NP	76889	Chevron Chemical	Finley, Wash.
NP	76890 - 76894	Grain Service	Pasco, Wash.
NP	76895	Chevron Chemical	Finley, Wash.
NP	76896 - 76932	Grain Service	Pasco, Wash.
NP	76933	Chevron Chemical	Finley, Wash.
NP	76934 - 76950	Grain Service	Pasco, Wash.
NP	76951	Chevron Chemical	Finley, Wash.
NP	76952 - 76968	Grain Service	Pasco, Wash.
NP	76969	Western Farmers	Tacoma, Wash.
NP	76970 - 76999	Grain Service	Pasco, Wash.

DTI 10745	Kaiser Cement	Helena, Mont.
DTI 10789	"	"
DTI 10815	"	"
DTI 10859	"	"
DTI 10865	"	"
DTI 10896	"	"
DTI 10933	"	"
DTI 10947	"	"
DTI 10979	"	"
DTI 11056	"	"
DTI 11071	"	"
DTI 11077	"	"
DTI 11858	"	"
DTI 11903	"	"

June 4, 1969

File: U-207

Mr. W. L. Wood:
Mr. R. O. Hammerstrom:
Mr. B. V. Coyer:
Mr. S. A. Anderson:
Mr. M. E. Hagen:
Mr. J. G. Heimsjo:
Mr. J. H. Hertog:



ALL AGENTS:

General Yardmaster-Norhttown
" " -Staples
" " -Dilworth
" " -Jamestown
" " -Mandan
" " -Dickinson
" " -Glendive
" " -Forsyth
" " -Laurel
" " -Livingston
" " -Helena
" " -Butte
" " -Missoula
" " -Paradise
" " -Yardley
" " -Pasco
" " -Yakima
" " -Auburn

Reference is made to my letter File U-19 of January 22, 1968,
quoted as follows:

"System 50-ton gondolas, series 58250-58999 and 70-ton series, 55000-55099, are to be used for fine coal loading only. Some of these gondolas have been applied on pulpwood, scrap and other commodity loading which damages the drop bottom doors on this equipment. This practice must be discontinued at once".

"It is essential that these cars be used for only fine coal and like commodity loading. They must under no circumstances be used for scrap, pulpwood and other commodity loading that can possibly damage these cars and make them unserviceable for fine coal loading."

It is noted that some of the series of cars referred to are being loaded with commodities which are resulting in damage to doors and door shafts.

No excuse is valid for loading this equipment in violation of these instructions. Therefore, all concerned must take action immediately to prevent further violation of these orders.

Please acknowledge.

A handwritten signature in cursive script that reads "C W Thompson".

Messrs:

. Lorentzsen N. V. Kolpin E. M. Berntson
King E. H. Stanchfield E. W. Hardy
J. O. Davies H. L. Bradbury F. N. Schiff

M A I L G R A M

Northern Pacific Ry. Co.
OCT 8 1969
TACOMA, WASH.

Seattle, Wash.
Oct. 7, 1969

AGENT	LONGVIEW
AGENT	KALAMA
AGENT	SEATTLE
AGENT	TACOMA
JJ LIPTO	TACOMA
RW SAXWOLD	SEATTLE
AA JACOBSON	AUBURN
LE HARWOOD	PASCO
FS BARLOW, SPS	PORTLAND

Following received from Mr. C. W. Thompson: quote

"Following leased TLDX covered hoppers must now be returned to owners when received or released empty bill each car on non-revenue waybill to Peavey Company, Alton, Illinois, routed NP Park Jct. CBQ GMO ILL. TERM:

2659	5147	7125	7183
2662	5149	7130	7186
2665			
	6200	7132	7188
2670			
	6204	7139	7189
2672			
	6221	7144	7200
2675			
	6230	7157	7202
2676			
	6232	7158	7209
2678			
	6242	7160	7213
2679			
	6245	7168	7214
2681			
	6249	7172	7216
2683			
	6254 .	7177	7220

See handled accordingly.

G-7-8
ABJ 3:45P

cc: Bob Pleake #2

247 back

NORTHERN PACIFIC RAILWAY CO.—CONTINUED.

FREIGHT EQUIPMENT—Continued.

Item Number A. A. R. Mech. Designation	MARKINGS AND KIND OF CARS	A. A. R. Car Type Code	NUMBERS	DIMENSIONS																CAPACITY		Number of Cars									
				INSIDE						OUTSIDE						DOORS				Cubic Feet Level Full	Pounds or Gallons										
				Length		Width		Height	Length		Width		Height from Rail		Side		End														
				ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.										
	Brought forward	Freight Refrigerator	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.				3488							
1 LL	Box, Steel..Note Q	A120	1000 to 1009	40	6	9	...	10	6	44	6	9	6	10	6	12	11	14	5	15	1	6	...	0	10	...	...	8837	100000	lb.	10
2 XL	" .. Notes Q, S	A120	1010 to 1024	40	6	9	...	10	6	44	6	9	6	10	6	12	11	14	5	15	1	6	...	0	10	...	...	8836	100000	lb.	15
3 XL	" .. Note Z	A120	1025 to 1032	40	6	9	...	10	6	44	5	9	6	10	6	12	11	14	5	15	1	6	...	0	10	...	...	8915	100000	lb.	8
4 LL	" Steel..Note A	A120	1033 to 1035	40	6	9	...	10	6	44	6	9	6	10	6	12	11	14	5	15	1	8	...	0	10	...	...	8915	100000	lb.	8
5 LL	" .. Note A	A120	1036 to 1043	40	6	9	...	10	6	44	5	9	6	10	6	12	11	14	5	15	1	6	...	0	10	...	...	8915	100000	lb.	8
6 LL	" .. Note A	A120	1044 to 1062	40	6	9	...	10	6	44	5	9	6	10	6	12	11	14	5	15	1	8	...	0	10	...	...	8915	100000	lb.	19
7 XL	" Steel..Note A	A120	1063, 1064	40	6	9	...	10	6	44	5	9	6	10	6	12	11	14	5	15	1	6	...	0	10	...	...	8915	100000	lb.	2
11 LL	" Sd. Underfr. Note Q	A120	1065 to 1070	40	9	9	...	10	...	44	8	10	...	10	6	13	5	14	...	14	8	6	...	0	4	...	...	8720	100000	lb.	3
12 LL	" Steel..Note A	A120	1071 to 1074	40	6	9	...	10	6	44	5	9	6	10	6	12	11	14	5	15	1	8	...	0	10	...	...	8915	110000	lb.	4
13 LL	" .. Note Q	A220	1100 to 1295	50	6	9	...	10	6	54	5	9	6	10	6	12	11	14	5	15	1	8	...	0	10	...	...	4807	100000	lb.	194
14 LL	" Steel. Notes Q, J, J, J	A220	1296	50	6	9	...	10	7	54	8	9	...	10	7	4	6	14	...	15	1	16	...	0	11	...	...	4984	110000	lb.	1
15 LL	" Sd. (Combination Door)..Notes V, F, F, F	A120	1297	40	7	9	...	10	5	44	7	9	...	10	7	13	7	14	...	15	1	6	...	0	9	...	...	3903	110000	lb.	1
16 LL	" Sd. (Combination Door)..Notes V, F, F, F	A120	1298	40	7	9	...	10	7	44	7	9	...	10	7	13	7	14	...	15	1	6	...	0	9	...	...	3943	110000	lb.	1
17 LL	Box, Sd. Notes V, W, W, G, G, G	A320	1300 to 1305	60	8	9	...	11	4	68	9	10	...	10	8	14	10	15	...	16	8	10	...	10	11	...	...	4426	133000	lb.	8
21 IP	" (Double Doors). Notes SS, F, F, F	A100	* 1350 to 1499	48	6	9	...	10	7	57	4	10	...	10	8	5	4	14	...	15	...	16	...	8	11	...	...	4876	...	...	...
22 LL	" Sd. (Combination Door)..Notes V, H, H, H	A220	1700 to 1899	50	6	9	...	10	7	55	6	10	...	10	8	13	9	14	...	15	...	16	...	0	10	...	...	5121	154000	lb.	298
23 XM	Box, (Double Doors).	B203	2000 to 2648	50	6	9	...	10	7	54	6	9	...	10	7	4	6	14	...	15	1	15	...	0	11	...	...	5079	100000	lb.	636
24 XM	" Steel, (Double Doors)	B203	2650 to 2849	50	6	9	...	10	7	54	5	9	...	10	7	4	6	14	...	15	1	15	...	0	11	...	...	5079	140000	lb.	197
25 XM	" Steel. Note SS	B203	2850 to 2864	50	6	9	...	10	7	55	4	10	...	10	8	12	7	14	...	15	1	10	...	0	10	...	...	5094	140000	lb.	15
26 XM	" .. Note VV	B203	2865 to 2874	50	6	9	...	10	7	55	7	9	...	10	8	12	7	14	...	15	1	10	...	0	10	...	...	5094	140000	lb.	10
27 LL	" Sd. (Double Doors). Notes A, G, G, G	A220	2900 to 2919	60	6	9	...	10	7	68	5	10	...	10	4	14	1	14	...	14	9	16	...	0	10	...	...	6024	180000	lb.	20
31 XM	Box, Steel (Combination Door).. Note Y	B103	3000 to 3399	40	6	9	...	10	5	44	4	9	...	10	6	13	5	14	...	15	...	16	...	0	9	...	...	8822	100000	lb.	391
32 XM	Box. Notes Y, Q, Q	B203	3764 to 3881	50	6	9	...	10	7	54	6	10	...	10	8	13	9	14	...	15	1	16	...	0	10	...	...	5094	140000	lb.	115
33 XM	" Notes Y, Q, Q	B203	3882 to 3999	50	6	9	...	10	7	54	6	10	...	10	8	13	9	14	...	15	1	16	...	0	10	...	...	5094	140000	lb.	116
34 XM	Box, Steel, (Double Doors)...	B203	4000 to 4499	60	6	9	...	10	7	54	7	9	...	10	7	6	8	13	...	15	1	16	...	0	10	...	...	4901	110000	lb.	490
35 LL	Box, Steel (Double Door).. Note H, H, H	A220	4600 to 4699	50	6	9	...	10	7	56	6	10	...	10	8	13	9	14	...	15	...	16	...	0	11	...	...	5121	154000	lb.	100
36 XM	" Sd. Underfr. Stag. Doors. Note K, K, K	B203	4700 to 4997	50	6	9	...	10	8	54	9	10	...	10	9	13	10	14	...	15	3	12	...	0	5	...	...	4770	100000	lb.	63
37 LL	" Steel. Note Y	A220	5000 to 5295	50	6	9	...	10	8	54	6	10	...	10	8	13	9	14	...	15	1	6	...	0	10	...	...	5117	154000	lb.	294
41 LL	" .. Note A	A220	5296 to 5299	50	6	9	...	10	8	54	6	10	...	10	8	13	9	14	...	15	1	6	...	0	10	...	...	5047	154000	lb.	4
42 LL	Box, Sd. (Combination Door).. Notes A, S, Y	A220	5300 to 5699	50	6	9	...	10	8	54	6	10	...	10	8	13	9	14	...	15	...	16	...	0	10	...	...	5117	154000	lb.	400
43 XM	Box, Sd. Underfr. Stag. Doors L-bar.	B203	5901 to 5983	50	9	9	...	10	11	54	1	10	...	10	2	13	10	14	...	15	1	10	...	6	5	...	...	4602	100000	lb.	22
44 XM	Box, Steel, (Double Doors)...	B203	6000 to 7899	50	6	9	...	10	7	54	5	9	...	10	7	6	8	13	...	15	1	16	...	0	10	...	...	4901	100000	lb.	1788
45 XM	Box, Sd. (Combination Door).. Note Y	B103	8000 to 9148	40	7	9	...	10	7	44	7	9	...	10	7	5	7	13	...	15	1	6	...	0	9	...	...	3943	100000	lb.	1123
46 XM	Box, Steel (Combination Door).. Note Y	B103	9149	40	6	9	...	10	7	44	7	9	...	10	7	5	7	13	...	15	1	6	...	0	9	...	...	3943	100000	lb.	1
47 XM	Box, Steel (Combination Door).. Note Y	B103	9150 to 9200	40	7	9	...	10	7	44	7	9	...	10	7	5	7	13	...	15	1	6	...	0	9	...	...	3943	100000	lb.	51
51 XM	Box, Sd. (Combination Door).. Note Y	B103	9201 to 9249	40	6	9	...	10	7	44	7	9	...	10	7	5	7	13	...	15	1	6	...	0	9	...	...	3931	100000	lb.	47
62 XM	Box, Steel, Underfr.	B100	9480 to 9998	40	9	9	...	10	...	44	6	10	...	10	8	13	9	14	...	15	1	6	...	0	4	...	...	8720	100000	lb.	149
58 XM	" ..	B100	10016 to 13995	40	9	8	...	10	8	45	...	8	...	10	2	4	1	13	...	13	8	5	...	6	3	...	...	8020	80000	lb.	127
64 XM	" ..	B100	14000 to 14496	40	9	8	...	10	8	44	11	8	...	10	2	8	11	13	...	13	9	5	...	6	3	...	...	8020	80000	lb.	40
65 XM	" ..	B100	14500 to 14999	40	9	8	...	10	8	44	11	9	...	10	5	4	...	12	...	13	5	6	...	8	3	...	...	3120	80000	lb.	173
66 XM	Box, Steel.....	B100	15000 to 15999	40	9	9	...	10	11	44	8	8	...	10	5	4	...	12	...	14	7	6	...	0	4	...	...	3718	100000	lb.	731
67 XM	" ..	B100	16001 to 17499	40	9	9	...	10	11	44	8	9	...	10	5	4	...	12	...	14	7	6	...	0	4	...	...	3718	100000	lb.	1043
61 XM	" ..	B100	17500 to 17899	40	9	9	...	10	11	44	8	9	...	10	5	4	...	12	...	14	7	6	...	0	4	...	...	3718	100000	lb.	308
68 XM	" ..	B100	17900 to 17996	40	9	9	...	10	11	44	8	9	...	10	5	4	...	12	...	14	7	6	...	0	4	...	...	3718	100000	lb.	50

NORTHERN PACIFIC RAILWAY CO.—CONTINUED.

FREIGHT EQUIPMENT—Continued.

Item Number A.A.R. Mech. Designation	MARKINGS AND KIND OF CARS	A.A.R. Car Type Code	NUMBERS	DIMENSIONS																CAPACITY									
				INSIDE						OUTSIDE						DOORS				Cubic Feet Level Full	Pounds or Gallons	Number of Cars							
				Length	Width	Height	LENGTH		WIDTH		HEIGHT FROM RAIL		SIDE		END														
ft.	in.	ft.	in.				ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.							
	Brought forward..			ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.			19313			
1	Box, Steel.....	B100	24000 to 24499	40	6	9	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3915	100000 lb	407
2	" " " " " " " "	B100	24500 to 24999	40	6	9	2	10	6	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	110000 lb	394
3	" " " " " " " "	B100	25000 to 25999	40	6	9	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	100000 lb	790
4	" " " " " " " "	B100	26000 to 27499	40	9	0	2	10	5	44	8	0	5	10	5	13	1	14	7	15	1	6	.....	9	10	3904	100000 lb	975
5	" " " " " " " "	B100	27500 to 27999	40	9	0	2	10	5	44	8	0	5	10	5	13	1	14	7	15	1	6	.....	9	10	3904	100000 lb	352
6	Box, Steel Underframe, Single Wood Sheathed	B100	28000 to 28999	40	6	9	.....	10	5	44	3	0	5	10	5	13	9	14	5	15	1	6	.....	9	9	3849	100000 lb	801
7	Box, Steel.....	B100	29000 to 29499	40	6	9	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	100000 lb	370
11	" " " " " " " "	B100	29500 to 29999	40	6	9	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	100000 lb	374
12	" Steel Underframe.	B200	30042 to 30915	50	3	0	2	9	11	54	1	10	1	10	8	4	1	14	1	15	7	6	.....	9	5	4582	100000 lb	21
13	" " " " " " " "	B200	30990 to 30999	58	1	8	0	8	9	57	3	9	2	9	10	5	4	1	19	1	13	6	.....	8	2	4097	110000 lb	9
14	" Steel.....	B201	31000 to 31495	50	6	9	2	10	6	54	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	4882	100000 lb	236
15	" " " " " " " "	B201	31500 to 31788	50	6	9	2	10	6	54	5	0	5	10	6	12	11	14	5	14	11	6	.....	9	10	3890	110000 lb	50
16	" Steel, Wood Lined.	B103	36000 to 36299	40	4	0	2	10	6	44	4	0	4	10	8	6	10	14	2	14	11	10	3	9	10	3800	110000 lb	300
17	" Steel Combination Doors Slagg Note EEE	B103	37000 to 37899	40	6	9	2	10	.....	44	3	9	4	10	5	13	6	15	9	14	7	6	.....	9	4	3720	100000 lb	862
21	" " " " " " " " (Double Drs)	B103	38168 to 38867	40	6	9	2	10	44	3	9	4	10	5	13	6	15	9	14	6	12	4	9	3	3712	100000 lb	477
22	" Steel (Double Drs)	B103	38668 to 38759	40	6	9	2	10	4	44	3	.....	10	8	5	1	.....	14	11	12	0	9	.....	7	.....	3859	100000 lb	89
23	" Steel, Slagg, Double Doors	B103	38760 to 38995	40	6	9	2	10	4	44	6	9	2	10	5	13	6	15	9	15	13	6	9	7	3847	100000 lb	221
24	" " " " " " " "	B103	39000 to 39334	40	6	9	2	10	44	2	9	11	10	8	5	1	13	2	14	7	12	1	8	6	3713	100000 lb	238
25	" " " " " " " "	B203	39500 to 39609	50	6	9	1	10	54	2	9	11	10	8	5	1	13	2	14	7	12	1	8	6	4687	100000 lb	87
26	" Steel, Slagg, Doors	B203	39610 to 39759	50	6	9	2	10	54	2	8	4	10	5	13	6	15	9	14	7	14	6	8	6	4629	100000 lb	131
27	" Steel Center Sills, Note P	L070	40054	40	4	8	6	8	8	45	8	9	5	10	2	4	1	13	4	14	4	5	6	3	2990	80000 lb	1
31	" Steel Underframe, Note P	L070	40055 to 40057	40	9	8	9	8	9	44	11	9	.....	10	5	4	.....	12	11	13	5	6	.....	8	2	3120	80000 lb	3
32	" Steel Underfr., Note OO	L070	40100 to 40102	40	9	9	8	10	.....	44	6	10	.....	10	9	3	3	13	5	14	8	6	.....	9	4	3720	100000 lb	8
33	" Steel Underframe	B100	40500 to 40917	40	9	9	2	10	.....	44	6	9	.....	10	5	13	9	14	.....	14	8	6	.....	9	4	3720	110000 lb	97
34	" Steel.....	B100	41000 to 41045	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	100000 lb	46	
35	" " " " " " " "	B100	41046 to 41949	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	110000 lb	160	
36	" " " " " " " "	B100	41950 to 41953	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	100000 lb	4	
37	" " " " " " " "	B100	41954 to 42039	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	110000 lb	21	
41	" " " " " " " "	B100	42040 to 42114	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	100000 lb	74	
42	" " " " " " " "	B100	42115 to 42989	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	110000 lb	172	
43	" " " " " " " "	B100	42990 to 43039	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	100000 lb	50	
44	" " " " " " " "	B100	43040 to 43999	40	9	9	11	44	8	8	9	10	10	5	12	8	14	1	14	7	8	.....	9	4	3718	110000 lb	130	
45	" " " " " " " "	B100	44000 to 44082	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	100000 lb	81	
46	" " " " " " " "	B100	44083 to 45278	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	110000 lb	286	
47	" " " " " " " "	B100	45300 to 45313	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	100000 lb	13	
51	" " " " " " " "	B100	45314 to 45447	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	110000 lb	34	
52	" " " " " " " "	B100	45500 to 45527	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	100000 lb	26	
53	" " " " " " " "	B100	45528 to 45999	40	9	9	10	44	8	8	9	10	10	5	13	1	14	7	15	1	6	.....	9	10	3904	110000 lb	87	
54	" " " " " " " "	B100	46000 to 46725	40	6	0	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	5	.....	9	10	3807	110000 lb	184
55	" " " " " " " "	B100	*47000 to 47075	40	6	0	2	10	6	44	5	0	5	10	6	12	11	14	5	14	11	6	.....	9	10	3915	110000 lb	75
56	" " " " " " " "	B100	47500 to 47999	40	6	0	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	110000 lb	60
67	" " " " " " " "	B100	48000 to 48999	40	6	0	2	10	5	44	5	0	5	10	6	12	11	14	5	15	1	6	.....	9	10	3897	110000 lb	177
61	" " " " " " " " Note F	L070	49010, 49011	40	9	9	2	10	.....	44	6	10	.....	10	9	3	3	13	5	14	10	6	.....	9	4	3720	110000 lb	2
62	" Steel Underframe, Note HH	L070	49015, 49016	40	9	8	9	8	9	44	11	9	.....	10	5	4	.....	13	5	13	5	6	.....	8	2	3120	100000 lb	2
63	" Steel Underframe, Note HH	L070	49018	40	9	8	9	8	9	44	11	9	.....	10	5	4	.....	13	5	13	5	6	.....	8	2	3120	100000 lb	1
64	" Steel Underfr., Note OO	L070	49019, 49020	40	9	8	8	10	.....	44	6	10	.....	10	9	3	3	13	5	14	8	6	.....	9	4	3720	100000 lb	2
65	" Steel Underfr., Note HH	L070	49021, 49022	40	9	8	9	8	9	44	11	9	.....	10	5	4	.....	13	5	13	5	6						

NORTHERN PACIFIC RAILWAY CO.-CONTINUED.

FREIGHT EQUIPMENT - Continued.

ITEM NUMBER A.A.R. Mech. Designation	MARKINGS AND KIND OF CARS	A.A.R. Car Type Code	NUMBERS	DIMENSIONS																CAPACITY		Number of Cars						
				INSIDE						OUTSIDE						DOORS				Cubic Foot Level Full	Pounds or Gallons							
				Length		Width		Height	Length		Width		Height FROM RAIL		SIDE		END											
				ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.							
Brought forward.....																					28267							
1	XM Box, Steel.....	B100	49050 to 49999	40	6	9	2	10	5	44	5	{ 9 5 9 11 }	10	8	12	11	{ 14 5 14 ... }	15	1	6	0	10	8897	110000	lb.	180		
2	GG Gond., Flat Bottom, Drop Bottom, Steel. }	G182	50000 to 50749	41	6	9	6	4	5	45	10	10	4	10	5	4	11	8	10	8	10		1750	100000	lb.	544		
3	GG " " " " }	G182	51000 to 51499	42	...	9	6	6	3	46	4	10	4	10	5	4	11	10	8	10	9		2520	140000	lb.	370		
4	GG " " " " }	G182	51500 to 51749	42	...	9	6	6	3	46	4	10	4	10	5	4	10	10	...	10	...		2518	140000	lb.	241		
5	GG " " " " }	G182	52005 to 53499	41	6	9	6	4	5	45	10	10	4	10	5	4	11	8	10	8	10		1750	100000	lb.	528		
6	GG Gon., Flat Bottom, Drop Bot., Steel Underfr. }	G182	54023 to 54797	41	6	9	2	4	8	46	4	10	4	10	4	9	1	9	1				1775	100000	lb.	8		
7	GG " " " " Note XX }	G182	" " " " }	"	"	"	"	10	6	"	"	"	"	"	"	"	14	11	14	11			8970	"	"	5		
8	GG Gon., Flat Bottom, Drop Bot., Steel Underfr. }	G182	" " " " Note Z Z }	"	"	"	"	10	8	46	2	9	10	"	"	"	15	2	16	3			4049	"	"	45		
9	GG Gon., Flat Bottom, Drop Bottom, Steel }	G182	55000 to 55282	42	...	9	6	6	3	46	4	10	4	10	5	4	11	10	8	10	9		2520	154000	lb.	100		
11	GG Gond., Mill, Steel, Drop Ends, Steel Floor (See Exception)	G322	56000 to 56024	65	6	7	9	8	5	70	8	8	8	8	8	7	1	7	1	7	3		{ 7 .. 16 10 }	1748	140000	lb.	24	
12	GG Gon., Stl. Sides & Underfr., Fixed Ends, Solid Bot., Wood Floor, Removable Aluminum Roof. Exception... Note J J }	E320	56019	65	1	"	"	8	8	"	{ 8 .. 8 10 }	9	...	7	7	{ 7 7 7 2 }	8	3					1672	140000	lb.	1		
18	GG Gondola.....	G322	56025 to 56049	65	6	7	9	3	5	70	8	8	8	8	8	7	1	7	1	7	3		{ 7 .. 16 10 }	1777	150000	lb.	25	
14	GG " " " " }	G322	56050 to 56074	65	6	7	9	3	5	70	8	8	8	9	1	6	8	7	1	7	3		{ 7 .. 16 10 }	1777	150000	lb.	25	
16	GG Gond., Mill, Drop Ends, Steel Floor, Note P P }	L310	56500 to 56504	68	...	7	9	3	5	72	11	8	8	8	10	7	1	7	1	7	1		7	2	1814	200000	lb.	5
16	GG Gon., Mill Type, All Stl., Fixed Ends, Comp. Stl. & Wood Fl. Note B }	L110	57000 to 57009	{ 41 6 41 2 }	6	9	6	4	7	45	5	10	4	10	4	10	4	8	4	8	4			1807	140000	lb.	3	
17	GG Gon., Stl. Sides & Underfr., Fixed Ends, Solid Bot., Comp. Floor, Removable Stl. Roof.....	E120	57500	40	10	9	6	4	7	45	5	{ 10 6 9 4 }	10	8	8	9	{ 8 4 8 10 }	9	5					1778	154000	lb.	1	
18	GG " " " " "	E120	57501 to 57510	40	10	9	6	4	7	45	5	{ 10 6 9 4 }	10	8	8	9	{ 8 4 8 10 }	9	6					1778	140000	lb.	10	
21	GG Gondola, Covered..	E220	57511 to 57530	52	6	9	8	5	6	60	8	{ 10 6 10 8 }	10	8	{ 9 10 9 2 }	{ 8 4 9 4 }	10	6						8791	185000	lb.	20	
22	GG Gon., Stl. Sides & Underfr., Fixed Ends, Solid Bot. Note RR }	E130	57900 to 57911	41	6	9	6	4	6	45	5	10	4	10	4	8	4	8	4	8	4			1807	154000	lb.	12	
23	GG Gond., Solid Steel, Fixed Ends, Corrugated Bot. Drop Bottom, Steel. }	G112	58000 to 58211	41	6	9	6	4	5	45	10	10	4	10	5	4	11	8	10	8	10			1750	100000	lb.	71	
24	GG Gond., Flat Bottom, Drop Bottom, Steel. }	G182	58250 to 58999	41	6	9	6	4	5	45	10	10	4	10	5	4	11	8	10	8	10			1750	110000	lb.	200	
25	GG Gon., Stl. Sides & Underfr., Fixed Ends, Solid Bot., Comp. Floor.....	G182	59000 to 59499	41	6	9	6	4	7	45	5	10	4	10	4	8	4	8	4	8	4			1807	140000	lb.	384	
26	GG Gond., Steel Sides & Underfr., Fixed Ends, Solid Bot., Steel Floor.....	G112	59500 to 59549	41	6	9	6	4	7	45	5	10	4	10	4	8	4	8	4	8	4			1837	154000	lb.	50	
27	GG " " " " "	G112	59550 to 59731	41	6	9	6	4	7	45	5	10	4	10	4	8	4	8	4	8	4			1837	154000	lb.	50	
31	FM Flat, Steel Underfr. }	F101	60005 to 60195	50	...	9	5	...	...	53	8	...	10	3	...	3	11	6	7	...	...			100000	lb.	7
32	FM " " " " }	F101	60250 to 60498	52	...	9	5	...	...	55	8	...	10	3	...	3	11	5	4	...	...			100000	lb.	66
33	FM " " " " }	F101	60506 to 60795	52	...	9	5	...	...	55	6	...	10	3	...	3	11	6	7	...	...			100000	lb.	31
34	FM " " " " }	F101	60800 to 61299	52	...	9	5	...	...	55	6	...	10	3	...	3	11	5	4	...	...			100000	lb.	218
35	FM " " " " Note E }	F101	61300 to 61533	52	...	{ 10 4 9 5 }	...	...	...	55	6	...	10	4	...	3	11	6	7	...	...			100000	lb.	116
36	FM " " " " "	F102	61534 to 61550	53	...	10	6	...	...	57	...	10	6	10	6	3	11	3	11	5	6			100000	lb.	17
37	FM " " " " Notes E, NN() }	F101	61800 to 61996	50	...	{ 10 4 9 5 }	...	...	...	53	6	...	10	4	...	3	11	6	7	...	...			100000	lb.	65
41	FM " " " " (See Excep'tns)	F102	62001 to 62298	58	...	10	6	...	...	56	8	...	10	6	...	3	7 1/2	5	3	...	...			100000	lb.	65
42	FL " Pole Rack, Exceptions, Note DDD }	F080	{ 62005, 62011 62043, 62078 62081, 62099 62114, 62158 62209, 62217 62254, 62280 }	"	9	2	10	6	"	10	7	10	7	{ 14 2 2 4 }	3	8	14	3						110000	lb.	12		
43	FM Flat, Cast Steel Underfr., Note NN() }	F102	62300 to 62494	53	6	{ 10 4 10 6 }	...	...	...	56	11	10	6	10	8	{ 3 9 3 4 }	3	9	...	...				154000	lb.	180
44	FM Flat, Steel Underfr. }	F102	62500 to 62599	53	6	10	6	...	...	56	8	...	10	6	...	3	8	5	3	...	...			110000	lb.	21
45	FM Flat, Cast Steel Underfr., Note NN() }	F102	62600 to 62889	53	6	{ 10 6 10 6 }	...	...	...	56	11	10	6	10	8	{ 3 9 3 4 }	3	9	5	3	...			154000	lb.	86
46	FM " " " " "	F102	62700 to 62949	53	6	{ 10 6 10 6 }	...	...	...	57	11	10	6	10	8	{ 3 9 3 4 }	3	9	5	3	...			154000	lb.	250
47	FM Flat, Steel Underfr. }	F101	63000 to 63379	52	...	10	4	...	...	55	6	...	10	4	...	3	11	6	0 9/8	...	...			100000	lb.	121
47	FM " " " " "	F101	63500 to 63565	52	...	10	4	...	...	55	6	...	10	4	...	3	11	6	1	...	...			110000	lb.	28
52	FM " " " " "	F101	63575 to 63799	52	...	{ 10 4 9 5 }	...	...	...	55	6	...	10	4	...	3	11	6	7	...	...			110000	lb.	56
53	FM " " " " "	F101	63800 to 63929	52	...	10	4	...	...	55	6	...	10	4	...	3	11	6	1	...	...			110000	lb.	48
54	FM " " " " "	F101	64000 to 64195	52	...	9	5	...	...	55	6	...	10	3	...	3	11	5	4	...	...			100000	lb.	138
55	FM " " " " "	F101	64200 to 64317	52	...	9	5	...	...	55	6	...	10	3	...	3	11	5	4	...	...			110000	lb.	40
56	FM " " " " "	F101	64318 to 64370	52	...	9	5	...	...	55	6	9	5	10	3	3	3	11	6	7	...			110000	lb.	18
57	FM " " " " "	F101	64371 to 64725	52	...	9	5	...	...	55	6	...	10	3	...	3	11	5	4	...	...			110000	lb.	134
61	FM " " " " "	F101	64726 to 64916	52	...	9	5	...	...	55	6	9	5	10	3	3	3	11	5	5	...			110000	lb.	56
62	FO " " " " Note X }	F060	65000 to 65059	53	6	8	10	...	...	56	8	...	10	6	...	3	7 1/2	7	8	...	...			100000	lb.	56
63	FO " " " " Note X }	F060	65110 to 65133	50	6	9	...	...	...	54	1	...	10	9	...	3	7 1/2	8	3	...	...			100000	lb.	21
Forward.....																					27920							

* Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.)

NORTHERN PACIFIC RAILWAY CO.-CONTINUED.

FREIGHT EQUIPMENT-Continued.

Table with columns: ITEM NUMBER, MARKINGS AND KIND OF CARS, A.A.R. Car Type Code, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Cubic Feet, Pounds, Number of Cars). Rows include various car types like Flat, Hopper, and Covered Hopper.

★ Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.)

NORTHERN PACIFIC RAILWAY CO.—CONTINUED.

FREIGHT EQUIPMENT—Continued.

Item Number A.A.R. Mech. Designation	MARKINGS AND KIND OF CARS	A.A.R. Car Type Code	NUMBERS	DIMENSIONS												CAPACITY		Number of Cars								
				INSIDE			OUTSIDE						DOORS			Cubic Feet Level Full	Pounds or Gallons									
				Length	Width	Height	Length		Width		Height From Rail		SIDE		END											
ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.									
1	Brought for Covered Hopper Center Flow. Note TT	ward...	L050	75750 to 75799	34	9	10	7	39	11	10	1	10	8	11	5	15	1	2970	205000	lb.	60				
2	Covered Hop. Airlide		L050	75800 to 75819	29	6	9	11	42	10	2	10	8	13	6	13	11	14	6	2670	140000	lb.	20			
3	" " " " " " " "		L050	75820 to 75894	29	6	9	11	42	10	2	10	8	13	6	13	11	14	6	2600	140000	lb.	75			
4	" " " " " " " "		L052	75899	48	11	9	11	53	3	10	7	10	7	13	5	13	6	14	6	4180	190000	lb.	1		
5	" " " " " " " "		L050	75900 to 75901	29	6	9	11	42	10	2	10	8	13	5	13	11	14	6	2600	200000	lb.	2			
6	" " " " " " " "		L050	75902 to 75909	29	6	9	11	42	10	2	10	7	13	5	13	11	14	6	2600	154000	lb.	8			
7	" " " " " " " "		L050	75910 to 75934	48	11	9	11	53	3	10	2	10	8	13	8	13	11	14	6	4180	190000	lb.	25		
8	Covered Hopper.		L050	76000 to 76119	29	11	9	11	38	7	9	8	10	7	13	5	14	4	15	2604	200000	lb.	120			
11	" " " " " " " "		L052	76120 to 76199	49	6	10	1	53	8	9	11	10	8	13	8	14	3	15	4427	190000	lb.	50			
12	" " " " " " " "		L052	76200 to 76299	49	6	10	1	53	3	9	11	10	8	13	8	14	3	15	4427	200000	lb.	100			
13	Center Flow. Notes KKK, LLL		L052	*76300 to 76399	49	9	10	7	54	9	8	4	10	8	8	7	15	1	15	4650	200000	lb.	100			
14	Covered Hopper.	Note D	L050	76500 to 76542	29	3	9	5	37	9	9	8	10	2	11	9	12	5	13	1	1058	154000	lb.	41		
15	" " " " " " " "	Note D	L050	*76543 to 76642	29	3	9	5	37	9	9	3	10	2	11	9	12	5	13	1	1058	154000	lb.	100		
16	" " " " " " " "		L052	76700 to 76999	49	6	10	1	54	3	10	3	10	8	13	8	14	3	15	4427	200000	lb.	300			
17	HMA Ora. Steel Single Hopper		J110	77800 to 77999	19	10	6	5	24	10	8	10	8	10	3	10	3	10	3	992	140000	lb.	200			
18	HMB " " " " " "		J110	78000 to 78199	19	11	10	8	24	10	6	10	6	10	2	10	2	10	2	973	140000	lb.	156			
21	HMA " " " " " "		J110	78300 to 78999	19	10	10	6	24	10	10	10	10	10	3	10	3	10	3	992	140000	lb.	400			
22	HMA " " " " " "		J110	78700 to 78899	10	10	10	6	24	10	8	10	8	10	3	10	3	10	3	992	140000	lb.	199			
23	SM Stock, Stl. Underfr.	Note K	S000	80000 to 80048	40	4	8	5	44	6	9	8	10	2	4	1	12	6	14	5	2631	60000	lb.	38		
24	SP " " " " " " " "	D.D. Stl. Underfr. Trams. Note K	S040	80050 to 80099	40	4	8	6	43	7	9	8	10	2	4	1	12	6	14	5	2631	60000	lb.	33		
25	SM Stock Steel Underfr.	Note K	S060	80100 to 80299	40	4	8	6	44	6	9	8	10	2	4	1	12	6	14	5	2631	80000	lb.	138		
26	SC " " " " " " " "		S020	81000 to 81749	40	6	8	6	45	6	9	5	10	3	3	10	12	12	8	2784	88000	lb.	63			
27	SC " " " " " " " "		S020	81750 to 81999	40	6	8	6	45	6	9	5	10	3	3	10	12	12	8	2802	88000	lb.	87			
28	SC " " " " " " " "		S020	82500 to 83349	40	6	8	6	45	6	9	5	10	3	3	10	12	12	10	2784	80000	lb.	658			
29	SC " " " " " " " "		S020	83250 to 83499	40	6	8	6	45	6	9	5	10	3	3	10	12	12	10	2802	80000	lb.	202			
30	SC " " " " " " " "		S020	83504 to 83749	40	6	8	6	45	6	7	7	10	3	5	11	10	13	3	2633	80000	lb.	23			
33	ST Stock, Double Deck, All Steel, Note L		S040	84000 to 84188	40	9	9	4	44	8	10	7	10	10	9	3	14	8	15	3	3022	80000	lb.	185		
34	ST " " " " " " " "		S040	84190 to 84198	40	10	9	1	44	6	10	11	10	7	8	10	14	8	14	4	3870	80000	lb.	8		
35	SP " " " " " " " "		S040	84300 to 84321	35	3	8	8	41	5	2	5	8	11	10	2	9	6	14	6	7765	98000	lb.	22		
36	Ballast, Hart Selective Service, Steel.		M110	85000 to 85499	40	8	10	1	44	3	10	2	10	2	10	8	10	8	10	8	2506	140000	lb.	400		
37	Ballast, Hart Selective Service, Steel.		M110	87000 to 87499	40	8	10	1	44	3	10	2	10	2	10	8	10	8	10	8	2506	140000	lb.	400		
41	Ball, Hart Selective Serv., Comp. Stl. Underfr.		M110	87500 to 87749	40	8	10	1	44	2	10	3	10	4	10	5	10	8	10	8	2505	140000	lb.	248		
42	Ballast, Hart Selective, Steel Frame		M110	87750 to 87999	40	8	9	6	44	2	10	5	10	5	10	8	10	8	10	8	2522	140000	lb.	245		
43	FL Logg. Plat, Stl Underfr		F080	118057 to 118174	42	2	8	10	45	7	8	11	9	5	3	10	4	8	8	8000	lb.	6				
44	FL Side Stake, Log Plat, Steel Underframe		F080	118395	41	2	8	8	45	2	10	9	5	6	4	6	8	6	8	8000	lb.	1				
45	FL " " " " " " " "		F080	118600 to 118749	41	2	8	6	45	2	10	9	5	6	8	7	7	5	8	8000	lb.	82				
46	FL " " " " " " " "		F080	117004 to 117891	41	2	8	9	45	4	10	9	5	6	8	5	9	8	8	8000	lb.	32				
47	LP Wood Rack, Steel Underfr., Note AA		E120	118330	39	11	8	6	45	7	9	11	12	10	13	2	13	2	3	8	7	2	8117	80000	lb.	1
51	GSS Wood Chip, Note CC Stl Underfr.		E160	118400 to 118429	41	6	9	6	45	10	10	8	10	5	3	4	14	10	14	10	4184	100000	lb.	30		
52	GSS " " " " " " " "	Note CC	E160	118500 to 118540	41	6	9	6	45	10	10	5	10	5	14	5	14	6	14	6	3908	100000	lb.	41		
53	GSS " " " " " " " "	Note CC	E160	118541 to 118590	41	6	9	6	45	10	9	11	10	5	14	5	14	9	14	0	3908	100000	lb.	60		
54	LP " " " " " " " "	Note DD	L120	118600 to 118611	40	10	9	2	54	1	10	10	5	13	7	14	1	15	7	4261	100000	lb.	12			
55	LP " " " " " " " "		L220	118612 to 118656	50	3	9	2	54	1	10	10	5	13	7	14	1	15	7	4692	100000	lb.	21			
56	LP " " " " " " " "	Note DD	L120	118661 to 118668	49	10	9	2	54	1	10	10	5	13	7	14	1	15	7	4261	100000	lb.	7			
57	LP " " " " " " " "		L220	118669 to 118678	50	3	9	2	54	1	10	10	5	13	7	14	1	15	7	4692	100000	lb.	6			
61	LP " " " " " " " "	Note DD	L120	118679 to 118688	49	10	9	2	54	1	10	10	5	13	7	14	1	15	7	4261	100000	lb.	10			
62	GSS " " " " " " " "	Note CC	E160	118700 to 118759	41	6	9	2	46	2	9	6	10	6	14	4	15	8	15	6	4013	100000	lb.	60		
63	LP " " " " " " " "	Note EE	L070	118765 to 118784	40	10	9	2	54	1	10	10	5	13	7	14	5	15	7	4261	100000	lb.	11			
64	GSS " " " " " " " "	Note CC	E160	118785	41	6	9	6	45	10	10	5	10	5	14	5	14	5	3908	100000	lb.	1				
65	LP Wood Chip, Note DD		L120	118786 to 118790	40	10	9	2	54	1	10	10	5	13	7	14	1	15	7	4261	100000	lb.	5			
66	GSS Wood Chip, Note CC Stl Underfr.		E160	118800 to 118859	41	6	9	2	46	2	9	6	10	6	14	4	15	8	15	6	4018	100000	lb.	60		
67	LP Wood Chip, Note FF		L220	118860 to 118899	50	3	9	2	57	3	8	10	10	1	4	9	14	14	14	4740	110000	lb.	30			
71	LP Wood Chip, Stl Underfr.		L220	118900 to 118929	50	3	9	2	54	1	10	10	5	13	7	14	1	15	7	4692	100000	lb.	20			
72	LP " " " " " " " "	Note DD	L120	118930 to 118942	49	10	9	2	54	1	10	10	5	13	7	14	1	15	7	4261	100000	lb.	13			
73	LP " " " " " " " "	Note EE	L070	118951	40	10	9	2	54	1	10	10	5	13	7	14	5	15	7	4261	100000	lb.	1			

NORTHERN PACIFIC RAILWAY CO.—CONTINUED.

All Northern Pacific Freight Refrigerator Cars have been placed on mileage basis.

Note A—Cars in series 1038 to 1035, 1080 to 1048, 1044 to 1032, 1063, 1064, 1071 to 1074, 2900 to 2910, 5296 to 5299 and 6300 to 5999 are equipped with "DF-2" Loaders.

Note B—Cars numbered 67000 to 67099 are equipped with ten containers. Each container has 145 cu. ft. capacity; lightweight 2,350 pounds; dimensions: length 7 ft., width 4 ft. 3 in., height 6 ft. 5 in.; load limit 13,500 pounds. For handling foundry sand and steel castings. Cars are fitted with ten floor pockets; distance between container spacers at ends of car 41 ft. 9 in.

Note C—Capacity of refrigerator cars includes weight of ice in bunkers.

Note D—Cars in series 75200 to 75299, 75400 to 75499, 75500 to 75642 and 175000 to 175007 are twin hoppers, self-clearing, equipped with 6 hatches for loading and 4 hopper discharge gates for unloading.

Note E—Cars in series 61900 to 61933 and 61900 to 61998 have inside width of 9 ft. 5 in. for distance of 2 ft. 10 in. from each end stake pocket to end of car.

Note F—Cars numbered 49010, 49011 and 49023 are equipped with roof hatches for coke loading.

Note G—Cars in series 75500 to 75561, 75890 to 75894, 75900 and 75901 are equipped with 8 Loading Hatches and 2 Unloading Outlets. Cars in series 75899 and 75910 to 75934 are equipped with 10 Loading Hatches and 4 Unloading Outlets.

Note H—Refrigerator cars in series 91000 to 91249, 91250 to 91499, 91500 to 91999, 93000 to 93049 and 94000 to 94094 are equipped with half-stake icing grates. When in position, capacities and dimensions of ice bunkers are as follows:

	Pounds Crushed ice	Pounds Coarse ice	Pounds Chunk ice	Cubical Capacity	Depth
91000 to 91249	6,300	6,100	5,700	153 cu. ft.	3 ft. 1 in.
91250 to 91499	6,700	6,300	6,000	159 cu. ft.	3 ft. 4 in.
91500 to 91999	6,700	6,300	6,000	159 cu. ft.	3 ft. 4 in.
93000 to 93049	6,700	6,300	6,000	159 cu. ft.	3 ft. 3 in.
94000 to 94094	7,600	7,300	6,800	181 cu. ft.	3 ft. 2 in.

Note J—Refrigerator cars in series 91000 to 91249 and 91250 to 91499 are equipped with Preco Floor Fans. Cars in series 91500 to 91999, 93000 to 93049 and 94000 to 94094 are equipped with Preco Top Bunker Electric Fans. Cars in series 91000 to 91249 are equipped with collapsible bulkheads. Cars in series 91000 to 91249, 91250 to 91499, 91500 to 91999, 93000 to 93049 and 94000 to 94094 have side wall flues. Cars in series 93000 to 93049 are equipped with fixed slope sheets and conveyors for bulk potato loading. Cars in series 93050 to 93049 are equipped with collapsible slope sheets and conveyors for bulk potato loading; capacity with slope sheets in place 1,811 cu. ft., capacity with slope collapsed 1,027 cu. ft.

Note K—Cars in series 80000 to 80298 are owned by North American Car Corp., 77 South Wacker Drive, Chicago, Ill. 60606. Reports of cars damaged or destroyed, bills for repairs or requests for materials needed for repairs should be sent to the North American Car Corp. representative as listed in The Official Railway Equipment Register.

Note L—Cars in series 84000 to 84188, 84100 to 84108, and 84300 to 84321 are equipped with adjustable metal shutters for protection of live stock in cold weather. Cars numbered 84300 to 84321 have a 4 1/2 inch vertical bulkhead at center of car, dividing car into two (2) separate compartments.

Note M—All refrigerator cars in these series (except series 97100 to 97125) are equipped with ceiling hooks for application of portable heaters and harnesses. Cars numbered 97000 to 97099, 97500 to 97599, 98000 to 98499 and 98500 to 98749 are equipped with crossbar type loading devices. Cars numbered 98000 to 98109, 97100 to 97125 and 97570 to 97899 are equipped with load dividers and adjustable side wall fillers. Cars numbered 98500 to 98549 are equipped with compartmentizers. Cars numbered 99000 to 99199, 97100 to 97125 and 97550 to 97899 are equipped with 20 inch travel cushion underframe. Cars numbered 97500 to 97549 are equipped with 24 inch travel cushion underframe. Cars numbered 98150 to 98299 are equipped with tube type cushioning device. Cars numbered 99000 to 99109, 97000 to 97099 and 97700 to 97899 are equipped with reinforced steel floors and are suitable for heavy coil tin plate loading. Cars numbered 98150 to 98299 are equipped with reinforced wood floors and car structure design suitable for coil tinplate loading.

Note N—Cars numbered 99024, 99930 and 99935 have been converted to combination box refrigerator cars by sealing ice bunker and bolting down hatches in one end of car. The cars have two compartments separated by an insulated partition 5 1/2 inches in thickness extending for the full width and height of the car, with an insulated door, allowing one compartment to be used for perishable commodities requiring refrigeration and the other for general merchandise. The inside length and cubical capacities of the compartments are as follows: Refrigerator compartment—length 10 ft. 2 in., capacity 815 cu. ft.; Box compartment—inside length 23 ft. 9 1/2 in., capacity 1,533 cu. ft.

Note O—Cars numbered 65500 to 65524 are equipped with Clejan hold down devices and GATC automatic trailer hitches. Cars numbered 65525 to 65574 are equipped with GATC automatic trailer hitches only.

Note P—Cars numbered 40054 and 40055 to 40057 are equipped with Roof Hatches for Soda Ash Loading.

Note Q—Cars in series 1000 to 1099, 1010 to 1024, 1065 to 1070, 1100 to 1295 and 1296 are equipped with "DF" Loaders.

Note R—Cars numbered 73550 to 73449 are equipped with rapid discharge manually operated doors. Cars numbered 74958 to 74999 are equipped with rapid discharge special pneumatic powered and electrical control door operating features.

Note S—Cars numbered 600, 601, 969 to 975, 1034, 5398, 5399, 96183 to 96188, 97100 to 97123, 97570, 97572, 97573, 97575 to 97578, 97583, 97590, 97591, 97592, 97609, 97699, 97600, 97603, 97627, 97632, 97634, 97638, 97639, 97652, 97658, 97660, 97664, 97670, 97672, 97677, 97681, 97688, 97692 to 97699, 97703, 97706, 97707, 97726, 97755, 97770 to 97773, 97779, 97780, 97791, 97796, 97817, 97818, 97831, 97838, 97839, 97860, 97862, 97871, 97890, 97891, 97899, 98150 and 98212 are equipped with fork lift truck pallets, platforms or skids, which will be considered part of the car.

Note T—Cars in series 67000 to 67086, 67088 to 67091, 67100 to 67242 and 67500 to 67524 are flat cars equipped with permanent end bulkheads. Cars in series 67000 to 67095 have inside width of 9 ft. 3 in. between recessed stake pockets and 9 ft. 5 in. over decking; cars in series 67096 to 67098 and 67099 to 67091 have inside width of 9 ft. 2 in. between recessed stake pockets and 10 ft. 8 in. over decking; cars in series 67100 to 67174, 67183 to 67242 and 67500 to 67524 have inside width of 9 ft. 4 in. between recessed stake pockets and 10 ft. 6 in. over decking; cars in series 67175 to 67182 have inside width of 9 ft. 4 in. between recessed stake pockets and 9 ft. 4 in. over decking. Cars in series 67500 to 67504 are equipped with special wall-board tie down devices and have inside width of 8 ft. 9 in. between load protectors; cars in series 67515 to 67524 are equipped with special tie-down devices and bunks for handling aluminum ingots.

Note U—Cars in series 60000 to 60024 have inside length of 59 ft. between inset end stake pockets and 60 ft. over end sills, and inside width of 9 ft. 4 in. between recessed stake pockets and 10 ft. 6 in. over decking.

Note V—Cars in series 75300 to 75399 and 75600 to 75924 are triple hoppers, self-clearing, equipped with 10 hatches for loading and 6 hopper discharge gates for unloading.

Cars numbered 75368, 75369, 75370, 75386 and 75389 are lined with "ADM" freight liner.

Cars numbered 75900, 75915, 75923, 75928, 75931, 75938, 75940, 75941, 75942, 75944, 75945, 75948, 75949, 75953, 75959, 75969, 75973, 75974, 75980, 75985 and 76000 to 76014 inclusive are lined with "ADM" freight liner and equipped with "Enterprise" pneumatic outlets.

Note W—Cars numbered 40024 to 40029 are equipped with two roof hatches for tankage loading.

Note X—Cars in series 65000 to 65059, 65110 to 65133, 65186 to 65159 and 65900 are equipped with special devices for transporting highway truck trailers.

Note Y—Cars numbered 1297 and 1298 and cars in series 1700 to 1999, 3000 to 3899, 3764 to 3881, 3882 to 3999, 5000 to 5295, 5300 to 5699, 8000 to 9148, 9149, 9150 to 9200 and 9201 to 9249 are equipped with conventional steel sliding door and combination sliding flush door. Side door opening width of 6 ft. 0 in. is obtained with conventional steel sliding door. Width of opening increased to 14 ft. 0 in. when combination sliding flush door and conventional steel sliding door are used simultaneously.

Note Z—Cars in series 1025 to 1032 are equipped with Sparton "Tri Belt" loading device.

Note AA—Car No. 118330 is not equipped with doors at side openings.

Note BB—Cars in series 68010 to 68013 are equipped with tie-down channels on side sills with winches and chains for the securing of tractors and farm machinery.

Note CC—Cars in series 118400 to 118429, 118500 to 118599, 118700 to 118759, 118785, 118800 to 118859, 119100 to 119224 and 119295 have floor composed of 16 drop doors.

Note DD—Cars in series 118600 to 118611, 118661 to 118668, 118679 to 118688, 118786 to 118790, 118930 to 118942, 119225 to 119230, 119283 to 119285, 119277 to 119284 and 119380 to 119448 are equipped with 7 top hinged doors on each side. Cars in these series (except cars 119277 to 119284) are equipped with slope sheets; inside length at top of slope sheets 40 ft. 10 in., inside length at bottom of slope sheets 41 ft. 5 in. Cars in series 119277 to 119284 are equipped with slope sheets; inside length at top of slope sheets 53 ft. 5 in., inside length at bottom of slope sheets 43 ft. 6 in.

Note EE—Cars numbered 118765 to 118784, 118951, 118973 to 119050, 119097 and 119098 are equipped with 14 roof hatches and 14 (7 each side) top hinged side doors. Cars in these series are equipped with slope sheets; inside length at top of slope sheets 40 ft. 10 in., inside length at bottom of slope sheets 41 ft. 5 in.

Note FF—Cars in series 118860 to 118869, 118955 to 118976, 119060 to 119066, 119231 to 119240, 119242 to 119291, 119285 to 119294, 119800 to 119370 and 119500 to 119999 are equipped with top hinged end door on "A" end.

Note GG—Cars in series 120000 to 120384, 120385 to 120470, 120471 to 120570, 120800 to 120849 and 120700 to 120799 are equipped with four log bunks and eight side stakes.

Note HH—Cars numbered 49015, 49016, 49018, 49021 and 49023 are equipped with two roof hatches, each car, for fish meal loading.

Note JJ—Car numbered 50019 is equipped with four-section removable aluminum roof, wood flooring and wood end lining for handling aluminum products.

Note KK—Cars in series 75625 to 75629 are equipped with 10 loading hatches, 4 unloading outlets, permanent pneumatic unloaders and interiors are lined with ADM #410 freight car liner.

Note LL—Car in series 626 to 629, 631 to 670, 676 to 975 and 1500 to 1509 are equipped with load dividers and 20 inch travel cushion underframe. Cars in series 1500 to 1509 are also equipped with adjustable side wall fillers.

Note MM—Cars in series 631 to 625 and 626 to 630 are equipped with cross bar type loading device and 20 inch Travel Hydra-Cushion Device. Cars in series 871 to 875 are equipped with cross bar type loading equipment and 20 inch Travel Keystone Cushion Device.

Note NN—Individual numbers of cars in series 61800 to 61996 and 62300 to 62494 equipped with removable metal canopies for hauling airplane wing sections:

NN①	61839	61932	61978	NN②	62314	62352
	61800	61901	61937		62311	62343

Note OO—Cars numbered 40100 to 40102, 40019 and 40020 are equipped with roof hatches for loading bulk and sack feed.

Note PP—Cars in series 66500 to 66504 are equipped with removable containers of 145 cu. ft. capacity, lightweight 2,350 pounds, length 7 ft., width 4 ft. 3 in., height 6 ft. 5 in., 13,500 pounds load limit and containers of 341 and 350 cu. ft. capacity, lightweight 1,700 pounds and 1,740 pounds respectively, length 8 ft. 6 in., width 7 ft., height 6 ft. 10 in., 10,000 pounds load limit and container of 11 cu. ft. capacity, lightweight 285 pounds, length 3 ft., width 30 in., height 18 in., 4,000 pounds load limit. For handling foundry sand and steel castings. Cars are fitted with 15 floor pockets.

Note QQ—Cars in series 3704 to 3831 inclusive are stencilled R.W. 9 ft. 3 in. and 11 ft. 6 in. Cars in series 3832 to 3999 inclusive are stencilled R.W. 9 ft. 6 in. and 11 ft. 5 in.

NORTHERN PACIFIC RAILWAY CO.—CONTINUED.

Note RR—Cars in series 57000 to 57011 are equipped with solid steel floor for handling ore concentrates.

Note SS—Cars in series 13501 to 14000 and 2850 to 2804 are equipped with Freight Master Cushioning device, 10 inch travel.

Note TT—Cars in series 75000 to 75009 and 75750 to 75799 are equipped with 4 loading hatches and 2 gravity outlets. Cars in series 75750 to 75799 have interiors lined with Cargill, Inc. Polyurethane Two-Coat Liner System.

Note UU—Car No. 119241 is equipped with six (6) roof hatches, no side or bottom doors or end slope sheets.

Note VV—Cars in series 2805 to 2874 are equipped with Hydra Buff Cushioning device, 12 inch travel.

Note WW—Cars in series 1300 to 1305, 67118 to 67123, 67125 to 67134 and 650094 to 650099 exceed dimensions of Plate "C" A. A. K. Mechanical Division.

Note XX—Individual numbers of cars in series 54023 to 54797 equipped with temporary side and end extensions for wood chip loading and differing in dimensions and cubic capacity from other cars in same series; inside height 10 ft. 6 in., outside width at top of sides 9 ft. 10 in., outside height from rail to top of sides 14 ft. 11 in., to extreme height 14 ft. 11 in., capacity 3,970 cu. ft.
54038 54098 54144 54181 54224 54283 54409 54456 54523 54567 54720
54034 54098 54148 54189 54207 54248 54412 54460 54525 54623 54754
54045 54070 54151 54207 54318 54350 54432 54457 54531 54677 54780
54052 54148 54160 54218 54317 54376 54440 54515 54550 54693 54796
54056

Note YY—Cars in series 400 to 499 are equipped with load dividers.

Note ZZ—Individual numbers of cars in series 54023 to 54797 equipped with temporary side and end extensions for wood chip loading and differing in dimensions and cubic capacity from other cars in same series; inside height 10 ft. 8 in., outside length 46 ft. 2 in., outside width at top of sides 9 ft. 10 in., outside height from rail to top of sides 15 ft. 2 in., to extreme height 15 ft. 2 in., capacity 4,040 cu. ft.

54038 54098 54144 54181 54224 54283 54409 54456 54523 54567 54720
54034 54098 54148 54189 54207 54248 54412 54460 54525 54623 54754
54045 54070 54151 54207 54318 54350 54432 54457 54531 54677 54780
54052 54148 54160 54218 54317 54376 54440 54515 54550 54693 54796
54056

Note AAA—Cars in series 67175 to 67182 are equipped with removable containers of 11 cu. ft. capacity, lightweight 235 pounds, length 3 ft., width 8 in., height 18 in., 4,000 pounds load limit and containers of 146 cu. ft. capacity, lightweight 2,350 pounds, length 7 ft., width 4 ft. 3 in., height 8 ft. 5 in., 33,500 pounds load limit. For handling foundry sand and steel castings. Cars are equipped with 30 tie-down winch and chain assemblies and one removable three-section metal canopy.

Note BBB—Cars in series 20550 to 20583 have had their side doors removed and width of door opening enlarged from 5 ft. 8 in. to 9 ft. 9 in. for handling of lime sludge.

Note CCC—Cars in series 175000 to 175007 are stenciled: "For Arsenic Loading Only."

Note DDD—Cars numbered 62005, 62011, 62043, 62076, 62081, 62099, 62114, 62168, 62200, 62217, 62254 and 62280 are equipped permanent pole racks.

Note EEE—Cars in series 37000 to 37899 are equipped with conventional steel sliding door and combination sliding flush door. Sliding door open width of 8 ft. 0 in. is obtained with conventional steel sliding door, width of opening increased to 12 ft. 7 in. when combination sliding flush door and conventional steel sliding door are used simultaneously.

Note FFF—Cars in series 1297, 1298 and 1350 to 1499 are equipped with removable vertical bars for handling plywood.

Note GGG—Cars in series 1300 to 1305, 3000 to 2010 and 650004 to 650099 are equipped with DF-2 Loaders and 20 inch travel cushion underframes.

Note HHH—Cars in series 1700 to 1999 and 4600 to 4699 are equipped with perforated steel sides and crossbar type loading device.

Note JJJ—Car number 1296 is equipped with tube type cushioning device.

Note KKK—Cars in series 4700 to 4997, 67233 to 67242 and 70300 to 70399 exceed dimensions of Plate B of A. A. R. Mechanical Division.

Note LLL—Cars in series 75005 to 75689, 76120 to 76169, 76200 to 76299 and 76300 to 76399 are triple hoppers, self-clearing equipped with one full length trough type hatch for loading and 3 hopper discharge gates for unloading.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

American Barge Lines—
Minneapolis, Minn. (via Ry. Transfer Co. of Minneapolis).....
Black Ball Transport, Inc.—
Seattle, Wash.....
Bremerton Freight Car Ferry, Inc.—
Seattle, Wash.....
British Columbia Hydro & Power Authority—
Sumas, Wash. (Huntingdon, B. C.).....
Butte, Anaconda & Pacific—
Butte, Mont.....
Butte (Rocker), Mont.....
Silver Bow, Mont.....
Camas Prairie—
Arrow, Idaho.....
Lewiston, Idaho.....
Riparia, Wash.....
Canadian National—
Pembina, N. D. (Emerson, Man.).....
Winnipeg, Man. (via M. Ry. of Man.).....
Canadian Pacific—
Sumas, Wash. (Huntingdon, B. C.).....
Winnipeg, Man. (via M. Ry. of Man.).....
Chicago & North Western—
Ashland, Wis.....
Bayport, Minn.....
Duluth, Minn.....
Minneapolis, Minn.....
Minnesota Transfer, Minn.....
Oakes, N. D.....
St. Paul, Minn.....
Stillwater, Minn.....
Superior (East End), Wis.....
Superior, Wis. (via L.S.T. & T.).....
Chicago, Burlington & Quincy—
Billings, Mont.....
Edgar, Mont.....
Fromberg, Mont.....
Runtley, Mont.....
Laurel, Mont.....
Minneapolis, Minn.....
Minneapolis (Northtown), Minn.....
Minnesota Trans., Minn.....
Park Jct., Minn.....
St. Paul, Minn.....
Silesia, Mont.....
Chicago Great Western—
Minneapolis, Minn.....
Minnesota Trans., Minn.....
St. Paul, Minn.....
Chi., Milw., St. Paul & Pacific—
Aberdeen, Wash.....
Bayport, Minn.....
Bellingham, Wash.....
Black River, Wash.....
Bonner, Mont.....
Bozeman, Mont.....
Butte, Mont.....
Carlton, Minn.....
Chehalis, Wash.....

Chi., Milw., St. Paul & Pac.—Con
Cloquet, Minn.....
Deer Lodge, Mont.....
Duluth, Minn.....
Easton, Wash.....
Edgeley, N. D.....
Everett, Wash.....
Fargo, N. D.....
Hoquiam, Wash.....
Linton, N. D.....
Miles City, Mont.....
Minneapolis, Minn.....
Minnesota Trans., Minn.....
Missoula, Mont.....
Montesano Wash.....
New Leipzig, N. D.....
Rathdrum, Idaho.....
Raymond, Wash.....
St. Paul, Minn.....
Sappington, Mont.....
Seattle, Wash.....
Silver Bow, Mont.....
Spokane, Wash.....
Stillwater, Minn.....
Sumas, Wash.....
Superior, Wis.....
Superior (Central Ave.), Wis.....
Superior (East End), Wis.....
Tacoma, Wash.....
Terry, Mont.....
Wahpeton, N. D.....
Chicago, Rock Island & Pacific—
Minneapolis, Minn.....
Minnesota Transfer, Minn.....
St. Paul, Minn.....
Columbia & Cowlitz—
Rocky Point, Wash.....
Cowlitz, Chehalis & Cascade—
Chehalis, Wash.....
Craig Mountain—
Craig Jct., Ida. (via Camas Prairie R. R.).....
Drummond Lighterage Co.—
Seattle, Wash.....
Tacoma, Wash.....
Duluth & Northeastern—
Cloquet, Minn.....
Duluth, Missabe and Iron Range—
Duluth, Minn.....
Pokegama, Wis.....
Short Line Park (Brewer), Minn. (Note 1).....
Duluth, Winnipeg & Pacific—
Duluth, Minn.....
Superior, Wis. (via L.S.T. & T.).....
Federal Barge Lines—
Minneapolis, Minn. (via Ry. Transfer Co. of Minneapolis).....
St. Paul, Minn. (via C. G. W.).....
Foss Launch & Tug Co.—
Seattle, Wash.....
Tacoma, Wash.....
Great Northern—
Adrian, Wash.....
Allouez, Wis.....
Anoka, Minn.....
Atlas, Ida.....
Bellingham, Wash.....

Great Northern—Continued.
Bemidji, Minn.....
Billings, Mont.....
Breckenridge, Minn.....
Butte, Mont.....
Casselton, N. D.....
Centralia, Wash.....
Chehalis, Wash.....
Clear Lake, Minn.....
Cloquet, Minn.....
Coeur d'Alene, Ida.....
Crookston, Minn.....
Davenport, N. D.....
Duluth, Minn.....
Elk River, Minn.....
Everett, Wash.....
Fargo, N. D.....
Fergus Falls, Minn.....
Glyndon, Minn.....
Grafton, N. D.....
Grand Forks, N. D.....
Hansford, N. D.....
Helena, Mont.....
Hesper, Mont.....
Hinckley, Minn.....
Laurel, Mont.....
Leeds, N. D.....
Minneapolis, Minn.....
Minneapolis (Northtown—Minneapolis Jct.), Minn.....
Minnesota Transfer, Minn.....
Moonhead, Minn.....
Morris, Minn.....
Moscow, Ida.....
New Rockford, N. D.....
Palouse, Wash.....
Portland, Ore. (via N. P. J. Co.).....
Red Lake Falls, Minn.....
St. Cloud, Minn.....
St. Paul, Minn.....
Sand Point, Ida.....
Sank Centre, Minn.....
Seattle, Wash.....
Seattle (Interbay), Wash.....
Sedro-Woolley, Wash.....
Sidney, Mont.....
Spokane, Wash.....
Superior (Central Ave.), Wis.....
Superior, Wis. (via L. S. T. & T. Co.).....
Tacoma, Wash.....
Vancouver, Wash.....
Wadena, Minn.....
Wahpeton, N. D. (via C. M., St. P. & P.).....
Walker, Minn.....
West Fargo, N. D.....
Winnipeg, Man.....
Island Tug & Barge—
Seattle, Wash.....
Tacoma, Wash.....
Lake Superior Term. & Transfer—
East End (Superior), Wis.....
Superior, Wis.....
Longview, Portland & Northern—
Rye, Wash.....
Midland Continental—
Edgeley, N. D.....
Jamestown, N. D.....

Midland Ry. of Manitoba—
Pembina, N. D. (Emerson Jct., Man.).....
Midwest Towing Co.—
Minneapolis, Minn. (via Ry. Transfer Co. of Minneapolis).....
Minneapolis, Anoka & Cuyuna Range—
Minneapolis, Minn. (via Soo Line).....
Minneapolis Eastern—
Minneapolis, Minn.....
Minn., Northfield & Southern—
Minneapolis, Minn. (via G. N.)
Minneapolis (Northtown), Minn.....
Minnesota, Dakota & Western—
International Falls, Minn.....
Minnesota Transfer Ry. does delivering to all roads at Minnesota Transfer.
Minnesota Western—
Minneapolis, Minn. (via Ry. Tfr.).....
Mississippi Valley Barge Lines—
Minneapolis, Minn. (via Ry. Transfer Co. of Minneapolis).....
Nezperce & Idaho—
Craigmont, Ida. (via Camas Prairie R. R.).....
Northwestern Coal—
Superior (East End), Wis.....
Oregon Electric—
Portland, Ore.....
Willbridge, Ore.....
Pacific Coast—
Black River, Wash.....
Henrys, Wash.....
Seattle, Wash.....
Pacific Great Eastern—
Squamish, B. C. (via car barges from Seattle, Wash.)
Portland Traction Co.—
Portland (East Portland), Ore. (via S. P. & S.).....
Puget Sound Alaska Van Lines Hydro-Train—
Seattle, Wash.....
Puget Sound Freight Lines—
Seattle, Wash.....
Tacoma, Wash.....
Railway Transfer of Minneapolis—
Minneapolis, Minn.....
Soo Line—
Ashland, Wis.....
Bemidji, Minn.....
Bismarck, N. D.....
Carrington, N. D.....
Detroit Lakes, Minn.....
Duluth, Minn.....
Forest River, N. D.....
Glenwood, Minn.....
Henning, Minn.....
Hill Ave., Wis.....
Iron River, Wis.....
Ironton, Minn.....

Soo Line—Continued.
McGregor, Minn.....
Minneapolis, Minn.....
Minneapolis (Northtown—Shoreham), Minn.....
Minnesota Transfer, Minn.....
Oakes, N. D. (via C. & N. W.).....
Rogers, N. D.....
St. Paul, Minn.....
Sheldon Jct. (Soo Line Crossing), N. D.....
Superior, Wis. (via L.S.T. & T.)
Superior (East End), Wis.....
Valley City, N. D.....
West Duluth, Minn.....
Wilton, N. D.....
Southern Pacific—
Portland, Ore. (via N. P. T. Co.).....
Spokane International—
Sand Point, Ida.....
Spokane, Wash.....
Spokane, Portland & Seattle—
Pusco, Wash.....
Portland, Ore.....
Spokane, Wash.....
Spokane (Yardley), Wash.....
Vancouver, Wash.....
Willbridge, Ore.....
Union Pacific System—
Aberdeen, Wash.....
Buena, Wash.....
Butte, Mont.....
Centralia, Wash.....
Chehalis, Wash.....
Dayton, Wash.....
Garfield, Wash.....
Grandview, Wash.....
Hoquiam, Wash.....
Kennewick, Wash.....
Montesano, Wash.....
Moscow, Ida.....
Olympia, Wash.....
Pendleton, Ore.....
Portland, Ore.....
Sawyer, Wash.....
Seattle, Wash.....
Silver Bow, Mont.....
Spokane, Wash.....
Sunnyside, Wash.....
Tacoma, Wash.....
Vancouver, Wash.....
Walla Walla, Wash.....
Wallace, Ida.....
Walla Walla, Wash.....
Yakima, Wash.....
Walla Walla Valley—
Walla Walla, Wash.....
Washington, Idaho & Montana—
Palouse, Wash.....
Western Transportation Co.—
Portland, Ore. (Barge Service only).....
Yakima Valley Trans. Co.—
Yakima, Wash. (via U. P.).....

Note I—Applies only on carload traffic originating at or destined to Brewer, Minn.
July, 1963.

Northern Pacific Railway Company

(Leased from Northern Pacific Transport Company)

TRAILER, CONTAINER AND CHASSIS EQUIPMENT.

The Trailers, Containers or Chassis of this Company are marked "Northern Pacific Railway" and "NP" or "NPZ" and are numbered and classified as follows:

Item Number A.A.R. Mech. Designation	TYPE OF TRAILERS, CONTAINERS OR CHASSIS	NUMBERS	State in which Licensed	DIMENSIONS						DOORS		CAPACITY		Light Weight Pounds	Type of Tie-downs	Brakes - "A" or "V"	Axles - "S" or "T"	Electrical System (Volts)	King Pin Setting (Inches)	Spring Deflection under Capacity Load (Inches)	Tire Size and Type of Wheel "B" or "D"	Total Trailers, Containers or Chassis
				INSIDE			OUTSIDE			Width of Open'g	Height of Open'g	Cubic Feet	Pounds									
				Length	Width	Height	Length	Width at Top	Ex-treme Height Empty													
1	TRAILERS Non-Insulated Van...	20-1 to 20-25	Wash.	39 0 1/2	7 8	8 11	46 ...	8 ...	18 0	7 7	8 11	2726	Note K	10020	A	T	12	36	②	10:00 x 22 B	25	
2	"	20-366 to 20-390	Wash.	39 5	7 8	8 9	40 ...	8 ...	18 4	7 7	8 9	3644	Note K	12150	A	T	12	36	②	10:00 x 22 B	25	
3	"	21-304	Minn.	28 ...	7 6	6 11	28 10	8 ...	11 4	...	...	1452	Note K	9510	A	S	12	36	②	10:00 x 22 B	1
4	"	20-462 to 20-476	Wash.	32 4 1/2	7 8 1/2	8 9 1/2	40 ...	8 ...	18 4	7 8	8 9	2698	Note K	12255	A	T	12	36	②	10:00 x 22 B	15	
5	"	20-700 to 20-799	Ill.	30 3	7 8	8 4	40 ...	8 ...	13 ...	7 4 1/2	8 ...	2533	Note K	10480	A	T	12	36	②	{10:00 x 20 Firestone}	100	
6	"	20-800 to 20-849	Ill.	30 3	7 8 1/2	8 4 1/2	40 ...	8 ...	13 6	...	...	3718	Note K	11600	A	T	12	36	②	10:00 x 20 B	50
7	Van, Non-Insulated...	25-210 to 25-219	Minn.	34 7	7 8	8 4	35 11	8 ...	13 8	...	...	2209	Note K	12250	A	T	12	36	②	10:00 x 22 B	10
11	Flatbed... Notes A, C	30-85 to 30-110	{Minn. Wash. Mont.}	39 8	7 8	6 6	40 ...	8 ...	11 6	...	...	...	Note K	13820	A	T	12	36	②	10:00 x 22 B	26
12	"	30-341 to 30-355	Mont.	39 8	7 8	8 6	40 ...	8 ...	11 6	...	...	...	Note K	13500	A	T	12	36	②	10:00 x 22 B	15
13	"	30-432 to 30-439	Minn.	...	...	...	40 ...	8 ...	4 9	...	...	...	Note K	11010	A	T	12	36	②	10:00 x 22 B	8
14	"	30-440, 30-441	Minn.	...	...	...	{40 to 60}	8 ...	4 10	...	...	...	Note K	17180	A	T	12	36	②	10:00 x 22 B	2
15	"	{30-511 to 30-516 30-593, 30-598}	Minn.	...	...	...	40 ...	8 ...	4 4	...	...	...	Note K	{12000 11130}	A	T	12	36	②	10:00 x 22 B	12
16	"	30-599, 30-600	Minn.	...	...	...	{40 to 60}	8 ...	4 10	...	...	...	Note K	13560	A	T	12	36	②	10:00 x 22 B	2
17	"	30-601, 30-602	Wash.	...	...	...	40 ...	8 ...	7 ...	...	...	...	...	10960	A	T	12	36	②	10:00 x 20 B	2
21	"	30-623 to 30-628	Wash.	...	...	...	40 ...	8 ...	10 8	...	...	...	Note K	9400	A	T	12	36	②	10:00 x 22 B	6
22	"	30-629 to 30-633	Minn.	...	...	...	40 ...	8 ...	8 8	...	...	...	Note K	8950	A	T	12	36	②	10:00 x 22 B	5
23	"	{30-2023 to 30-2032}	Minn.	...	...	...	40 ...	8 ...	8 7 1/2	...	...	...	...	11860	A	T	12	36	②	10:00 x 22 B	10
24	"	30-2033	Minn.	...	...	...	{40 to 60}	8 ...	8 7 1/2	...	...	...	...	14460	A	T	12	36	②	10:00 x 22 B	1
25	"	30-2034	Wash.	...	...	...	{40 to 60}	8 ...	8 7 1/2	...	...	...	...	14460	A	T	12	36	②	10:00 x 22 B	1
26	"	31-305, 31-306	Minn.	37 7	7 4	7 5	28 10	7 11	11 11	...	...	...	Note K	11540	A	T	12	36	②	10:00 x 22 B	2
27	"	{31-311 31-314, 31-315}	Minn.	25 1	7 5	8 11	25 9	8 ...	8 9	...	...	...	Note K	9960	A	S	12	36	②	10:00 x 22 B	8
31	"	32-278, 32-279	Minn.	33 7	7 4	7 5	34 10	7 11	11 11	...	...	...	Note K	11320	A	T	12	36	②	10:00 x 22 B	2
32	"	35-220, 35-221	Wash.	33 8	7 7	4 ...	34 8	8 ...	9 5	...	...	...	Note K	11970	A	T	12	36	②	10:00 x 22 B	2
33	"	35-222, 35-223	Minn.	33 8	7 7	4 ...	34 8	8 ...	9 5	...	...	...	Note K	11970	A	T	12	36	②	10:00 x 22 B	2
34	"	38-161	Minn.	37 10	7 6	4 ...	38 8	8 ...	8 4	...	...	...	Note K	13500	A	T	12	36	②	10:00 x 22 B	1
35	Insul. Van. Notes E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ	50-26 to 50-50	Wash.	39 1	7 4	7 4	40 4	8 ...	13 ...	7 4	7 4	2106	Note K	16390	A	T	12	36	②	10:00 x 22 B	37	
37	"	50-61 to 50-79	Wash.	35 6	7 ...	8 ...	40 4	8 ...	13 3	7 ...	8 ...	2156	Note K	12370	A	T	12	36	②	10:00 x 22 B	6	
38	"	50-391 to 50-396	Minn.	39 2	7 4	7 11	40 ...	8 ...	13 ...	7 3 1/2	7 8	2298	Note K	15090	A	T	12	36	②	10:00 x 22 B	6	
41	"	50-397 to 50-431	Wash.	33 7	7 1	7 5	40 ...	8 ...	13 ...	7 ...	7 4	2927	Note K	17500	A	T	12	36	②	10:00 x 22 B	35	
42	"	50-477 to 50-486	Minn.	39 ...	7 5 1/2	7 3	40 ...	8 ...	12 6	7 8	7 3	2126	Note K	14200	A	T	12	36	②	10:00 x 22 B	10	
43	"	50-517 to 50-531	Wash.	37 8	7 8 1/2	7 4 1/2	40 ...	8 ...	13 ...	7 3 1/2	7 4 1/2	2025	Note K	16180	A	T	12	36	②	10:00 x 22 B	15	
44	"	50-532 to 50-548	Minn.	37 8	7 8 1/2	7 4 1/2	40 ...	8 ...	13 ...	7 3 1/2	7 4 1/2	2025	Note K	16180	A	T	12	36	②	10:00 x 22 B	15	
45	"	50-603 to 50-612	Minn.	39 ...	7 3 1/2	7 4 1/2	40 ...	8 ...	13 ...	7 4 1/2	7 9	2103	Note K	16400	A	T	12	36	②	10:00 x 22 B	10	
46	"	50-613 to 50-622	Wash.	39 ...	7 3 1/2	7 8 1/2	40 ...	8 ...	13 ...	7 4 1/2	7 9	2200	Note K	16400	A	T	12	36	②	10:00 x 22 B	10	
47	"	50-654 to 50-658	Wash.	37 8	7 4 1/2	7 4 1/2	40 ...	8 ...	12 6	7 4 1/2	7 4 1/2	2049	Note K	15765	A	T	12	36	②	10:00 x 22 B	5	
48	"	50-659 to 50-678	Wash.	37 8	7 4 1/2	7 10	40 ...	8 ...	13 ...	7 4 1/2	7 10	2178	Note K	17070	A	T	12	36	②	10:00 x 22 B	20	
52	Non-Insulated Van...	61-507 to 61-510	Wash.	25 6	7 8 1/2	8 9 1/2	35 11	8 ...	13 4 1/2	7 7	8 7	1618	Note K	7900	A	T	12	30	②	10:00 x 22 B	4	
53	Insulated Van... Note B	70-60 to 70-84	Minn.	39 ...	7 6	8 ...	40 ...	8 ...	12 6	...	...	...	Note L	11500	A	T	12	36	②	10:00 x 22 B	8
54	Insul. Van... Note M	70-356 to 70-365	Minn.	39 6	7 6	8 ...	40 ...	8 ...	12 7	7 7	7 11	2370	Note K	12250	A	T	12	36	②	10:00 x 22 B	9	
55	"	70-442 to 70-461	Wash.	39 3	7 6	{8 11 8 6}	40 ...	8 ...	13 6	7 5	8 9 1/2	2502	Note K	12000	A	T	12	36	②	10:00 x 22 B	20	
56	"	70-487 to 70-506	Minn.	39 7 1/2	7 8 1/2	7 8 1/2	40 ...	8 ...	12 6	7 8 1/2	7 8	2352	Note K	12800	A	T	12	36	②	10:00 x 22 B	20	
57	"	70-547 to 70-551	Minn.	39 7 1/2	7 6 1/2	8 7 1/2	40 ...	8 ...	13 4	7 6	8 6 1/2	2606	Note K	11660	A	T	12	36	②	10:00 x 22 B	5	
61	"	70-552 to 70-592	Wash.	39 7 1/2	7 6 1/2	8 7 1/2	40 ...	8 ...	13 4	7 6	8 6 1/2	2606	Note K	11660	A	T	12	36	②	10:00 x 22 B	41	
62	"	70-634 to 70-653	Wash.	39 2 1/2	7 6 1/2	8 7 1/2	40 ...	8 ...	13 6	7 6 1/2	8 7 1/2	2539	Note K	12780	A	T	12	36	②	10:00 x 22 B	20	
63	"	71-316, 71-319	Minn.	28 7	7 4	7 5	24 11	8 ...	12 ...	7 1	6 11	1260	Note K	8300	A	S	12	36	②	10:00 x 22 B	2	
64	"	71-322 to 71-327	Minn.	23 7	7 4	7 5	24 11	8 ...	12 ...	6 9	7 2	1260	Note K	8300	A	S	12	36	②	10:00 x 22 B	6	
65	"	71-329 to 71-334	Minn.	23 7	7 4	7 5	24 11	8 ...	12 ...	7 1	6 10	1260	Note K	8300	A	S	12	36	②	10:00 x 22 B	6	
66	"	72-228 to 72-267	Minn.	33 6	7 4	7 8	35 ...	8 ...	12 5	6 9	6 6	1750	Note K	12580	A	T	12	36	②	10:00 x 22 B	6	
Total Trailers																					638	
CHASSIS				</																		

Northern Pacific Railway Company—Continued

Loading ramps are located at following points:

Aberdeen, Wash.	Fargo, N. D.	Parkwater, Wash.
Athens, Ore.	Forsyth, Mont.	Pasco, Wash.
Bellingham, Wash.	Glendive, Mont.	Pendleton, Ore.
Bemidji, Minn.	Helena, Mont.	Portland, Ore.
Billings, Mont.	Jamestown, N. D.	St. Cloud, Minn.
Bismarck, N. D.	Laurel, Mont.	Seattle, Wash.
Bozeman, Mont.	Lewiston, Idaho	Sidney, Mont.
Butte, Mont.	Lind, Wash.	Spokane, Wash.
Centralia, Wash.	Livingston, Mont.	Superior, Wis.
Cloquet, Minn.	Mandan, N. D.	Tacoma, Wash.
Detroit Lakes, Minn.	Miles City, Mont.	Valley City, N. D.
Dickinson, N. D.	Minneapolis, Minn.	Walla Walla, Wash.
Dilworth, Minn.	Missoula, Mont.	Winnipeg, Man.
Duluth, Minn.	Northtown, Minn.	Yakima, Wash.
EastGrandForks, Minn.	Olympia, Wash.	Three Portable.

Note E—Trailers numbered 50-26 to 50-50, 50-61, 50-63 to 50-66, 50-68, 50-70, 50-75 to 50-79, 50-395, 50-396, 50-417 to 50-431 and 50-517 to 50-546 are equipped with Transicold system of refrigeration.

Note F—Following are individual numbers of trailers in series 50-26 to 50-50 and 50-61 to 50-79:

F①	F②	50-63	50-68	50-75
50-26		to	to	
		to	to	
		50-61	50-68	50-70
50-50				

Note G—Following are individual numbers of trailers in series 72-228 to 72-267:
72-228 72-238 72-245 72-256 72-258 72-267

Note H—Dimensions of inside height shown for trailers in series 70-443 to 70-461 represent heights as follows: 8 ft. 11 in. at rear, 8 ft. 6 in. at front of trailers.

Note K—Trailers are subject to highway axle limitations of States at origin and destination.

Note L—Capacity of trailer No. 70-60 is 1,911 cu. ft.; No. 70-62 is 1,862 cu. ft.; all other trailers in this series have capacity of 2,194 cu. ft.

Note M—Following are individual numbers of trailers in series 70-356 to 70-365:
70-356 70-358 to 70-365

Note A—Trailers in series 30-85 to 30-110 are licensed in State of Minnesota; except the following trailers in this series are licensed in State of Washington and State of Montana:

Washington			Montana	
30-89	30-97	30-105	30-85	30-91
30-90		30-106	30-88	30-93
30-92	30-103	30-107	30-88	30-95

Note B—Following are individual numbers of trailers in series 70-60 to 70-84:
70-60 70-67 70-72 70-74 70-80 70-81 70-83 70-84

Note C—Inside height and outside height shown for Flatbed trailers are heights with Side Panels.

Note D—Trailers numbered 50-391 to 50-394, 50-397 to 50-416, 50-477 to 50-486, 50-603 to 50-623 and 50-651 to 50-678 are equipped with Thermo-King system of refrigeration.

Report movements of trailers to J. O. Davies, Gen. Supt. Trans., Northern Pacific Railway Co., St. Paul 1, Minn.

Send mileage or per diem reports and reports of trailers reightweighed and stenciled to L. W. Drels, Car Acct., Northern Pacific Ry. Co., St. Paul 1, Minn.

Send bills for repairs to trailers and requisitions for material to repair trailers to G. A. Webster, Supt. Car Dept., Northern Pacific Railway Co., St. Paul 1, Minn.
July, 1968.

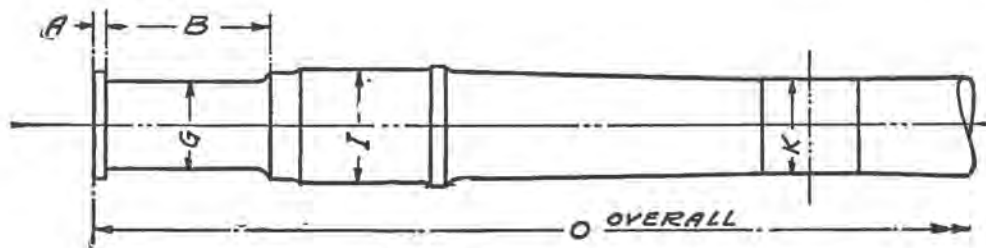
Extract from Association of American Railroads (A.A.R.) Interchange Rule No. 86

Contained in A. A. R. Code of Rules Governing Cars in Interchange.
FOR CARS WITH A. A. R. STANDARD AXLES
 (FOUR AXLES PER CAR)

The total weight of car and its lading must not exceed weight given in column headed "Total Weight on Rail". Column headed "Nominal Capacity" is the nominal capacity stenciled on all cars. Axles must be removed from service when less than the "Limits of Wear" prescribed in columns "G", "I", and "K" or when the condemning "Limits of Wear" in columns "A" and "B" are reached.

Cars equipped with A. A. R. Standard axles must not be loaded in excess of weight limits shown in Table of Rule 86 (which is the total weight of car and its lading for the respective capacities on a basis of four axles per car). Where stenciled load limit has been reduced, as indicated by star (★) symbol per Rule 30, account structural limitations on car body or trucks, stenciled load limit must not be exceeded, nor will load limit apply when weight must be restricted to comply with the A. A. R. Loading Rules. However, the maximum quantity of regulatory commodities loaded into tanks mounted on one car structure must be governed by the limitations as provided by the Interstate Commerce Commission Regulations.

NOTE.—Special loads, involving flat cars loaded in excess of the stenciled load limit of car will be permitted under controlled conditions where agreement has been reached between participating railroads to so handle.



**A. A. R. STANDARD (RAISED WHEEL SEAT) AXLES,
 LIMITS OF WEAR AND DIMENSIONS, NEW**

AXLE LETTER AND JOURNAL SIZE	TOTAL WEIGHT ON RAIL	*NOMINAL CAPACITY	LIMITS OF WEAR					DIMENSIONS, NEW					
			When Reached		When Less Than								
			A	B	G	I	K	A	B	G	I	K	O
A. A. R.	Lb.	Lb.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Ft. In.
B - 4 1/4 x 8	103,000	60,000	7 5/8	8 1/8	3 3/4	6 1/8	4 1/8	5/8	8	4 1/4	6 5/8	4 3/4	7 0 1/4
C - 5 x 9	142,000	88,000	7 5/8	9 1/8	4 1/2	6 3/4	5 1/4	3/4	9	5	7	5 5/8	7 2 1/2
D - 5 1/2 x 10	177,000	110,000	7 5/8	10 1/8	5	7 5/8	5 3/4	3/4	10	5 1/2	7 5/8	5 3/8	7 4 1/2
E - 6 x 11	220,000	154,000	7 5/8	11 1/8	5 1/2	8	6 5/8	3/4	11	6	8 1/4	6 7/8	7 6 3/4
F - 6 1/2 x 12	263,000	200,000	7 5/8	12 1/8	6	8 1/2	6 3/4	3/8	12	6 1/2	8 3/4	7 3/8	7 8 3/4
G - 7 x 12	315,000	250,000	7 5/8	12 1/8	6 5/8	9 1/4	7 3/8	3/8	12	7	9 1/2	8	7 8 3/4

***NOTE.**—Nominal capacity means any capacity, in multiples of 1,000 lbs., stenciled on car, based on its light weight and total allowable weight for car and its lading. Consideration must also be given to structural limitations. In no event may the nominal capacity as stenciled on car exceed the stenciled load limit.

NOTE.—New dimensions and limits of wear specified above are applicable to this type of axle in either freight or passenger service, except that limit of wear dimension "B" applies only to freight service. (See Passenger Rule 7, Paragraph (e-1), for limit of wear dimension "B" for axles in passenger service.)