YARD CLERICAL MANUAL

Rock Island

INTRODUCTION

Clerical forces are a vital cog in a smooth and efficient yard operation. Yardmasters, trainmasters, division superintendents, agency personnel, the general superintendent of transportation, yard and train crews and many others are dependent on information and records supplied by yard clerks. Incomplete or inaccurate records create unnecessary work as well as increased expense, and can lead to delays of shipments and loss of traffic. The importance of complete and accurate records cannot be overemphasized.

Our customers are very dependent upon good service. Their use of Rock Island keeps the company in operation and makes your job possible. The yard clerk is an important member of the Rock Island team in supplying information to our customers and helping to move cars to and from their sidings, as well as into and out of yards, with speed and efficiency. A yard clerk's job is a very important one in the complex administrative patterns of railroading. The temporary loss or delay of a single car may not seem too important on the surface, but it would cause a disruption to the customer's business and result in the loss of his future shipments to another carrier, or to a competing form of transportation.

This manual, hopefully, will assist you in your job and make you a better yard clerk. However, this is not the only end result we hope to achieve. A proficient and dedicated clerk is the one who is looked upon by his supervisors as having the potential for greater responsibility in the future. This, of course, can mean subsequent promotions to supervisory or offical positions.

This Yard Clerical Manual has been prepared to assist both experienced and new clerks in the performance of their duties. Since yard clerical duties vary, each segment is discussed separately so individuals can concentrate on specific areas of interest. Review questions are at the end of each section for testing knowledge of the material presented.

The major clerical functions are described in this manual. Some yards have special duties not discussed here. Instructions on these will be issued by local supervisor.

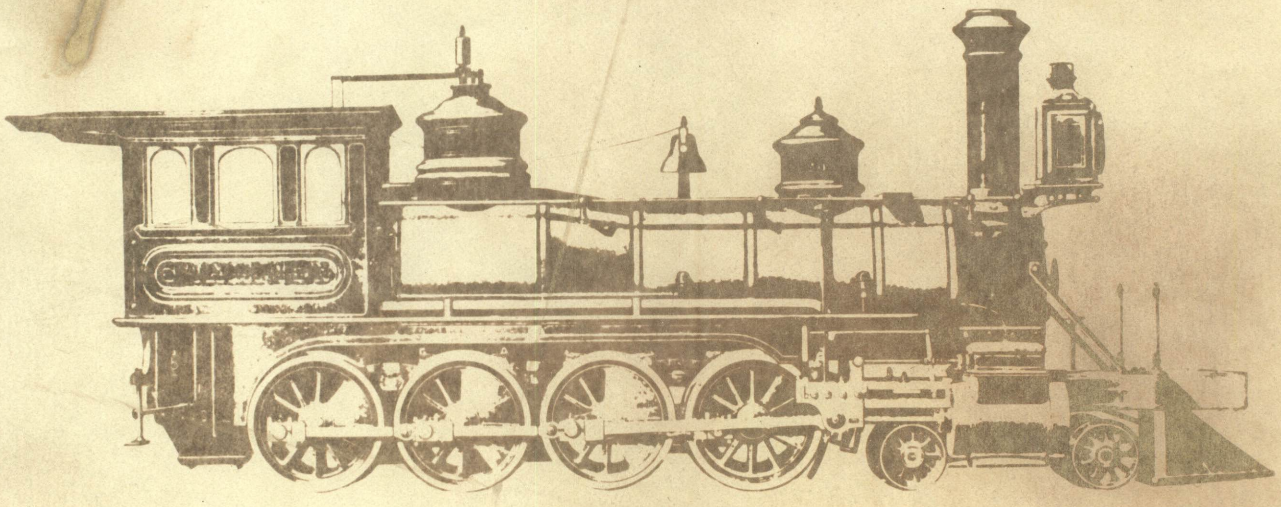
Suggestions for improvements, changes, additions or deletions to this manual are welcome and should be forwarded to:

Manager of Employment and Training
Room 921, La Salle Station
139 West Van Buren Street
Chicago, Illinois 60605

Much of this manual is adapted from a similar one published by the C&O/B&O Railroads. The Rock Island wishes to thank these roads for permission to use the material. The summary of company history, illustrations and cartoon layouts were contributed by Ed Wojtas, Editor of "The Rocket" and Joe Howard, Assistant Director of Public Relations.

ALPHABETIC DIRECTORY

NUMERIC DIRECTORY



BRIEF HISTORIC OUTLINE

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

What is now the Rock Island system first came under discussion in June, 1845, at a meeting of civic leaders at Rock Island, Illinois. Conscious of the increasing migration to the West, these men felt a railroad should be built from La Salle, Illinois to Rock Island, to provide an overland link between the Mississippi and Illinois Rivers. Visits were made to Springfield, the Illinois capitol, and a charter was drawn up.

By special act of the Illinois Legislature, the Rock Island and La Salle Railroad Company was incorporated on February 27, 1847 but raising the money to build the line was difficult because people had little faith in a railroad that merely connected two waterways. The organizers took another look at their maps, saw Chicago at the base of Lake Michigan, and decided to petition the Legislature to build the railroad all the way to Chicago. An amended charter was approved by a special Act of the Illinois Legislature on February 7, 1851 and the name was changed to the Chicago and Rock Island Railroad.

That October 1st, the first spade of dirt was turned at 22nd Street, the southern limits of Chicago and railroad construction officially was begun. The line was completed to Joliet, 40 miles away, by October, 1852. With the laying of the rail into Joliet, public clamor from people along the new line brought about a decision to operate the first train over the route despite the fact that depots along the line were non-existent.

So, on October 10, 1852, a gaily painted little American-type locomotive (4-4-0), called the Rocket, was coupled to six sparkling new yellow coaches. At ten o'clock in the morning the Rocket belched a cloud of wood smoke from its balloon stack and headed west over the 58-pound iron rails that had been imported from England. The trip took two hours and the train was cheered by thousands along the way. It had to make the return trip as a back-up movement because there was yet no turning facilities at Joliet. This date is now considered the Rock Island's "birthday".

1853 - 1862

The rails marched westward, through Morris, Ottawa, La Salle and Bureau, finally reaching Rock Island on February 22, 1854, the first railroad to connect Chicago with the Mississippi River.

In the meantime, on February 5, 1853, the railroad incorporators saw Articles of Association executed under the laws of Iowa to create the Mississippi and Missouri Railroad Company with authority to construct and operate a railroad from Davenport to Council Bluffs.

Now a railroad bridge across the Mississippi to connect the two lines was considered a must. The wood and iron structure was to be a Howe truss type set on stone piers. The corner stone of the bridge project was laid in Davenport on September 1, 1854.

While the bridge was being built, progress of the M&M in Iowa was very slow. Iowa City was its first goal, but Muscatine also wanted a railroad. Civic leaders there pleaded with builders to bring the line into that community. It was finally decided to split the road at Wilton, extend the main line to Iowa City and to build a branch to Muscatine.

Iowa Citians, fearful that the railroad might not reach their town, then the capitol of the state, decided to post a $50,000 bonus to the builders if the line was finished and a train run into the station on or before midnight December 31, 1855.

The line to Muscatine was finished first and on November 20, 1855 the first train ever to operate in Iowa departed from Davenport with six crowded coaches for the run to Muscatine.

But the builders had not forgotten Iowa City's $50,000. On December 31, in a temperature of 30 degrees below zero, the rails were just 1,000 feet short of their goal. Crews worked feverishly to finish the job. Ties were dropped on the staked earth and rails spiked hurriedly in place. Finally, with only minutes to go, a signal was given for the engine to approach. It couldn't move. It was frozen and dead on center. With the help of every available man, chains attached to the pilot and pinch bars under the wheels, the workmen pinched and pushed to slide the engine to the station seconds before the old year rang out.

The Mississippi bridge ran into difficulties. The first train ran over it from Rock Island to Davenport on April 22, 1856. Its construction, however, had maddened the steamboat interests and every legal obstacle had been put in its way. It had been condemned as a hindrance to navigation. But there it stood, a monument to engineering genius. Two weeks after the first train had run across, a steamboat - the Effie Afton - cleared the drawspan on an upstream journey, then suddenly veered out of control and drifted back against the span where it burst into flames. The draw portion of the bridge was destroyed.

This started a historic court action. Abraham Lincoln defended the railroad's right to bridge the river. The first jury disagreed and was discharged. A second trial resulted in a court order to remove the bridge. This, however, was carried to the Supreme Court and, in an opinion handed down in 1862, the court found for the railroad establishing a railroad's right to bridge a navigable stream.

During this period of time the Mississippi and Missouri Road had bogged down and its rails only got slightly beyond Marengo. The line to Muscatine had been extended to Washington where it came to a halt. The outbreak of the Civil War had stopped railroad building.

1863 - 1872

The Mississippi and Missouri, by the end of 1865, had reached Kellogg, still 40 miles short of Des Moines. It was having economic troubles and was finally acquired by the Chicago and Rock Island on July 9, 1866. The two became the Chicago, Rock Island and Pacific Railroad Company. Construction from Kellogg to Des Moines was completed in 1867 and the line reached Council Bluffs on May 11, 1869. That June, a decision was made to extend the line westward from Washington to Leavenworth, Kansas.

By the end of 1872, Rock Island mileage in Illinois had grown to 317, in Iowa to 718, and in Missouri to 139. This included the line of the Keokuk & Des Moines which was the first railroad to reach Des Moines, when it operated an excursion train into that city from Keokuk on August 29, 1866.

1873 - 1882

During these ten years the system expanded in various directions. Entrance into Kansas City was made in December, 1879, through an operating agreement with the Hannibal and St. Joseph Railroad which connected with the Rock Island at Cameron Junction, Missouri. Plans were made to build into Kansas, Nebraska, Colorado and Oklahoma.

1883 - 1892

In 1885, the Rock Island purchased the majority of the outstanding stock of the Burlington, Cedar Rapids and Northern Railway. It later was to take over the line completely. The road, extending from Burlington to Manly Junction, Iowa and including lines to Estherville and Sioux Falls and Watertown, South Dakota, provided entry into Minnesota and the Twin Cities.

On March 19, 1886, a charter was issued to the Chicago, Kansas and Nebraska Railway Company to build the Kansas and Colorado mileage practically as it exists today. It also included most of the Nebraska mileage and a line from Lost Springs, Kansas to Caldwell. The intention was eventually to extend this line across Oklahoma and Texas, but Oklahoma was then Indian Territory and construction had to await approval by Congress.

Mileage from Horton to Liberal was placed in operation on February 26, 1888; from Herington to Pond Creek, Oklahoma, on July 15, 1888; and from Horton to Colorado Springs on November 5, 1888.

An Act of Congress, approved on March 2, 1887, granted the charter the right to cross Indian Territory and pass through Texas to Galveston. The charter also approved another line from Liberal - again across Indian Territory - to Texas and New Mexico Territory to El Paso.

On March 19, 1887 a contract was signed between the Union Pacific and the Chicago, Kansas and Nebraska Railway Company for joint use of the U.P. tracks between Kansas City and North Topeka for a period of 999 years.

Construction of the line south from Herington moved rapidly through fall of 1887 and in December the first train pulled into Caldwell, "the last outpost of the white man's country" and gateway to the Indian domains of Oklahoma.

The Railroad reached Pond Creek on July 15, 1888. The survey followed roughly along the old Chisholm Trail. El Reno was reached early in 1890 and from there the track stretched on, reaching Minco on February 14, 1890 where construction, for the time being, came to an end.

At this same time, lines were being extended west from Horton toward Jansen, Nebraska, just east of Fairbury. This was completed in 1888. From Jansen, construction moved on through Limon, toward Colorado Springs. A contract was entered into with the Union Pacific for the use of its line from Limon to Denver in 1889.

Then on June 10, 1891, through various consolidations, the lines in Kansas, Nebraska and Colorado all were brought into the Rock Island System, a total of 1,476 miles of new railroad line.

In 1892, building was resumed on the line from Minco, Oklahoma and the Texas state line was reached before year's end. Construction also had been started westward from Omaha, through Lincoln, for a connection with the Colorado line at Jansen.

1893 - 1902

The Chicago, Rock Island and Texas Railway Company had been chartered in Texas in 1892, and laid track northward from Fort Worth to meet, at the Red River, with the line that had been built down from Minco. Thus opened through service from Chicago, through both the St. Joseph and Kansas City gateways, to the Lone Star State.

In Oklahoma, in the meantime, the Choctaw Coal and Railway Company had completed a line from Wister to McAlester in 1890. In 1888, this company had surveyed a line from El Reno, extending eastward via Yukon to the present site of Oklahoma City. Controversy developed over the right of way and this line was not finished until February, 1892.

In 1894, The Choctaw, Oklahoma and Gulf Railroad took over the Choctaw Coal and Railway Company and immediately launched a large scale expansion program. The gap between McAlester and Oklahoma City was closed in October, 1895. The El Reno to Weatherford extension was completed in 1898.

The builders of the Choctaw then decided to buy the Little Rock and Memphis Railroad which had been organized by a special Act of the Arkansas Assembly on January 11, 1853.

That line had been surveyed in 1854 and four years later the line had been completed from Memphis to Madison, Arkansas, 45 miles west. The next 40 miles to DeVall's Bluff, including a big bridge across the White River, was not completed until 1871. Later that year, through rail service was put into operation between Memphis and Little Rock. So, in 1898, the Choctaw, Oklahoma and Gulf bought the Memphis and Little Rock Railroad and then completed the Little Rock-Indiana Territory boundary line trackage 151 miles long, including a bridge across the Arkansas River. The Choctaw Oklahoma and Gulf then extended its Oklahoma lines to meet the Little Rock Line.

By agreement of April 1, 1904, the Choctaw, Oklahoma and Gulf, and practically all of its property, became the property of the Rock Island System.

In April, 1902, the Rock Island acquired the St. Louis, Kansas City and Colorado Railroad, which had been building a line west from St. Louis. At the time the line had been completed to Bland, 104 miles away, and the Rock Island advanced funds to finish the project.

Bland to the Gasonade River was completed in 1902; Gasconade River to Eldon in 1903; and Eldon to Hadsell in 1904. In the meantime, in late 1902, the Kansas City Rock Island Railway had been incorporated to build a rail line from Kansas City to Hadsell. Construction began and the two track laying gangs met at Hadsell in July, 1904 and the road put into partial operation.

A historic development occurred near the close of this decade, when on June 1, 1902, the Burlington, Cedar Rapids and Northern leased its property to the Rock Island for 999 years. This added another 1,289 miles to the system.

1903 - 1912

In July 1902, the Choctaw completed its line to Yarnall, Texas, just 17 miles east of Amarillo, and entered that city over trackage rights.

Construction of the Amarillo-Tucumcari mileage -- 113 miles in length--was begun in 1903 and completed May 9, 1910, establishing a through route from Memphis to Tucumcari, where a connection was made to the Pacific Coast.

In December, 1903, the important Texas mileage between Fort Worth and Dallas was completed and placed in operation by the Chicago, Rock Island and Gulf Railway.

In the meantime down in Arkansas, a railroad had been built from Little Rock to Hot Springs by a colorful Chicagoan who was known as "Diamond Joe" Reynolds. The line, later known as the "Diamond Joe Line", was completed in February, 1876, originally as a narrow gauge railroad but changed to standard gauge in October, 1889. The Choctaw, Oklahoma and Gulf acquired the Diamond Joe after the turn of the century and when the Rock Island took over the Choctaw, it of course, secured this mileage also.

The Rock Island then projected new construction which was to provide a new through route from Little Rock to New Orleans. The Rock Island, Arkansas and Louisiana Railroad Company was incorporated in 1905. Into this company were incorporated several railroads and additional new trackage was built resulting in a railroad from Little Rock to Eunice, Louisiana. This was opened for operation February 1, 1908.

The Malvern-Camden Line, 55 miles long was begun in November, 1911 and completed October 1, 1913.

1913 - 1922

In the early part of the 1900's a group of promotors known as the Reid-Moore syndicate secured control of the property. They set up two holding companies, one in Iowa and one in New Jersey. Because of certain financial manipulations the two holding companies could not meet their obligation and went into bankruptcy. A receiver was named on April 20, 1915 ending control by the syndicate and ending a great drama of empire, during which the Rock Island had acquired the Choctaw, Oklahoma and Gulf, and the Burlington, Cedar Rapids and Northern.

World War I had begun and at noon, December 28, 1917, the United States Government took over the railroads. They were turned back to their owners on February 28, 1920.

1923 - 1932

During this decade, the freight line between Amarillo and Liberal was begun in 1926 and completed in fall, 1929, opening up a rich grain country for a source of additional revenue. In 1930, the Dalhart-Morse line was opened.

In October, 1929, the memorable crash of the stockmarket took place and the Great Depression began. Railroad industry in general continued at fair level through 1930 but the following year the economic collapse began to take its toll.

Added to the company woes was the great drought that had begun in late 1931 and resulted in the well-known "dust bowl". The drought had a devastating affect on the railroad.

1933 - 1947

On June 7, 1933, the Rock Island, for the second time in its history, passed into receivership. The general economic depression and repeated crop failures had combined to weaken the system financially.

During the glum years of 1934-1935, the receivers decided to bring some new management to the property. The new management determined that what was needed was a program of "planned progress".

Heavier rail, new ballast and tie replacement for main and secondary track was called for. New bridges were needed at various locations. Segments of the main line had to be relocated to reduce curves and grades. Shops were modernized or eliminated. The first diesels were purchased, the remaining steampower was modernized, and streamlined passenger cars and new freight cars were acquired.

Greatest of the bridge building projects were a new structure over the Cimmaron River, near Liberal, and another bridge built jointly with the Milwaukee Road that spanned the Missouri and provided a new and better operation into Kansas City. Eight and one half miles of new line were built and 12 miles of old were abandoned.

1913 - 1922

In the early part of the 1920's a group of promoters known as the Reinhardt syndicate secured control of the property. They set up two holding companies, one in Iowa and one in New Jersey. Because of certain financial maneuverings the two holding companies could not meet their obligations and went into bankruptcy. A receivership was named on April 20, 1915 ending control by the syndicate and ending a great dream of empire, during which the Rock Island had acquired the Choctaw, Oklahoma and Gulf and the Burlington, Cedar Rapids and Northern.

Work had had begun and at noon, December 23, 1917, the United States Government took over the railroads. They were turned back to their owners on February 28, 1920.

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The first diesel switchers were acquired in 1937 and these were followed by the inauguration of Rock Island's first streamliner, the Texas Rocket. Other Rockets - to Peoria, Des Moines, Kansas City, Minneapolis-St. Paul - quickly followed. Dieselized freights were inaugurated in 1945.

On December 31, 1936 the Rock Island had 1,160 steam locomotives. By the end of 1947 this number was reduced to half.

Then, in late 1941, the nation again went to war. Five years of progressive planning had brought the property, physically and competitively, to the point where it could accept its burden of wartime traffic.

1948 - 1952

At 12:01 AM on January 1, 1948, the railroad came out of receivership and the reorganized company took control of the railroad's property under the name of the Chicago, Rock Island and Pacific Railroad Company. More new freight and passenger equipment was acquired and a heavy repair and building program in company shops was launched.

In 1948, the major building project was a new retarder yard at Armourdale with 43 classification tracks, flood lights and radio communications.

Another retarder yard was built at Silvis during 1949 and this facility, along with Armourdale, was the latest word at the time for efficient operation of the railroad's fleet of Rocket Freights. As the Rock Island approached its centennial year of 1952, it was a strong railroad, and one of the best in the country. Total dieselization was achieved in the centennial year.

1952 - Present

Since then the railroad has progressed even further. No significant new lines have been built, but the personality of the railroad has been altered dramatically.

Heavier diesels now move along at near passenger train speeds with ever-longer trains. Freight cars reflect change too, with jumbo hoppers, 89-foot boxcars and triple decker auto loaders common on every train.

The nation's travel habits have also changed from trains to autos and airplanes. The many glamorous streamliners which carried people over the countryside no longer exist.

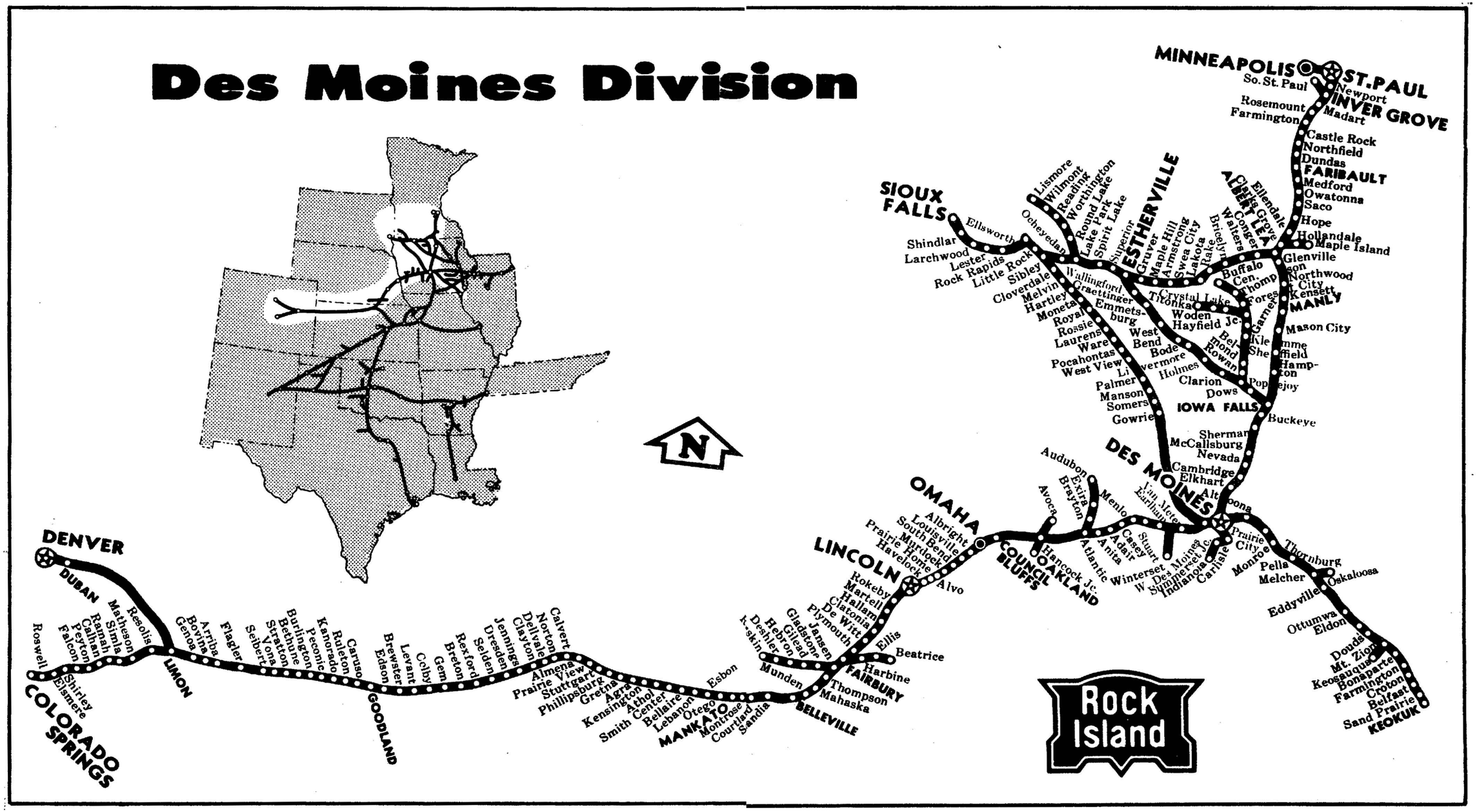
Unproductive branch lines have been eliminated. Piggyback has "wed" the railroad and the truck into a profitable venture for both.

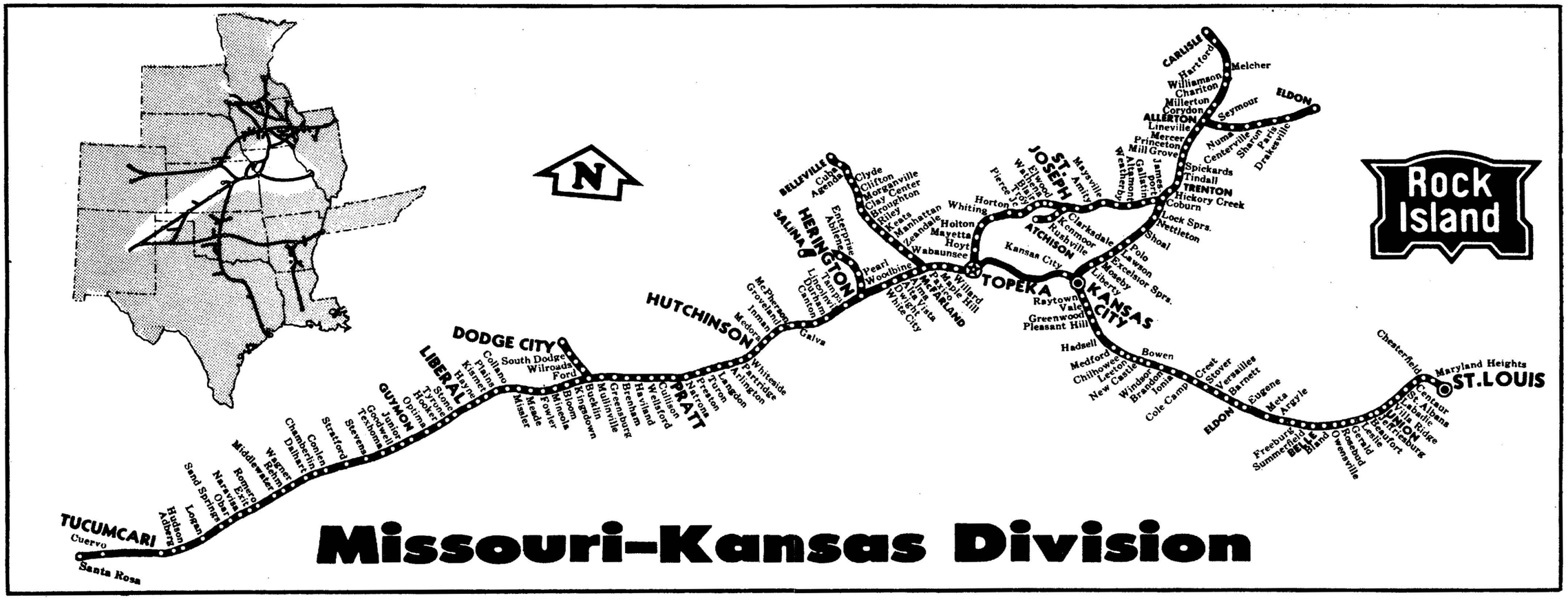
So today, the Rock Island, nearly a quarter of the way into its second century, looks toward the future with hope. Whatever may occur in the way of progress for the industry, the Rock Island will certainly be in its forefront.

COMPANY GEOGRAPHY

Illinois Division

Des Moines Division

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Missouri-Kansas Division
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Hudson
Adberg
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Sand Springs
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Romero
Exit
Middlewater
Wagner
Rehm
Dalhart
Chamberlin
Conlen
Stratford
Stevens
Texhoma
Goodwell
Junior
GUYMON
Optima
Hooker
Tyrone
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Hayne
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DODGE CITY
South Dodge
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Wellsford
Cullison
PRATT
Natrona
Preston
Turon
Langdon
Arlington
Partridge
Whiteside
HUTCHINSON
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McPherson
Canton
Durham
Lincolnville
Tampa
Galva
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Enterprise
SALINA
BELLEVILLE
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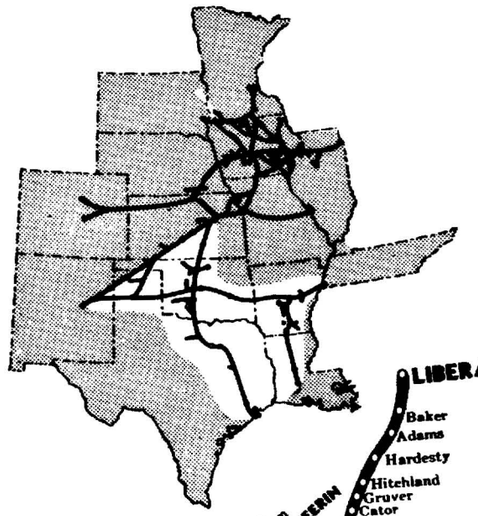
Broughton
Riley
Keats
Manhattan
Leandale
Wabaunsee
Pearl
Woodbine
McPARLAND
Paxico
Alma
Alta Vista
Dwight
White City
Maple Hill
Willard
TOPEKA
Whiting
Holton
Mayetta
Hoyt
Horton Jct.
Pierce Jct.
Elwood
Wathena
Elgin
Troy
ST. JOSEPH
Amity
Maysville
Clarksdale
Kcomoor
Rushville
ATCHISON
Kansas City
Raytown
Vale
Greenwood
Pleasant Hill
KANSAS CITY
Hadsell
Medford
Chilhowee
Leeton
New Castle
Bowen
Windsor
Brandon
Ionia
Cole Camp
Crest
Stover
Versailles
Barnett
ELDON
Eugene
Meta
Argyle
Freeburg
Summerfield
BELLE
Bland
Owensville
Rosebud
Gerald
Leslie
Beaufort
UNION
Pertreesburg
Villa Ridge
St. Albans
Labadie
Centaur
Chesterfield
Maryland Heights
ST. LOUIS
Polo
Lawson
Excelsior Sprs.
Moseby
Liberty
Shoal
Nettleton
Lock Sprs.
Coburn
Hickory Creek
TRENTON
Tindall
Spickards
Jamesport
Gallatin
Altamont
Weatherby
Mill Grove
Princeton
Mercer
Lineville
ALLERTON
Corydon
Millerton
Chariton
Williamson
Hartford
CARLISLE
Melcher
Seymour
ELDON
Numa
Centerville
Sharon
Paris
Drakeville

Southern Division



LIBERAL
Baker
Adams
Hardesty
Hitchland
Gruver
Cator
Morse
Morse Jc.
Pringle
Stinnett
Oil City
Sanford
Fritch
Deal
Wilhelm
Masterson
SHERRIN
Wilco
Exum
Etter
Sunray
Capps
St. Francis
TUCUMCARI
Leebia
San Jon
Bard
Ender
Boise
Glenrio
Grubbley
Adrian
Landergin
Vega
Everett
Bushland
Wildorado
Sorcy
AMARILLO
Boyd
Carnal
Conway
Larch
Groom
Boyston
Berrico
Knickledge
McLean
Whited
Ramadell
Leila
Shamrock
Benonine
Texola
Frick
Hext
NORRICK
Sayre
Elk City
Canute
Foss
Ralph
CLINTON
Indianapolis
Weatherford
Hydro
Geary
Greenfield
Okeene
Hitchcock
Bucher
Watonga
Homestead
Bridgeport
Hobart
Calumet
Fort Reno
Anadarko
Verden
Mangum
Granite
Lone Wolf
Gotebo
Mountain View
Carnegie
Fort Cobb
Washita
Richards
Fort Sill
Steck
Apache
LAWTON
Geronimo
Walters
Temple
Hastings
HERRINGTON
Lost Spr.
Lincolnville
Marion
Aulne
Peabody
Elbing
White Water
Furley
Kechi
WICHITA
Hayesville
Peck
Riverdale
Wellington
Perth
Corbin
Caldwell
Renfrow
Medford
Jefferson
Pond Creek
Kremlin
Ingersoll
Alva
Augusta
Lahoma
Meno
Ringwood
Warren
Cropper
Garber
Tonkawa
Ponca City
Alcorn
Billings
ENID
Waukomis
Bison
Hennessey
Dover
Kingfisher
Okarche
Concho
Banner
Yukon
EL RENO
OKLAHOMA CITY
Choctaw
Harrah
McLoud
Dale
Shawnee
Earlsboro
SEMINOLE
Union City
Minco
Pocasset
CHICKASHA
Ninnekah
Agawam
Rush Springs
Marlow
DUNCAN
Sunray
Comanche
Addington
Waurika
Sugden
Ryan
Terral
Ringgold
Stoneburg
Bowie
Park Springs
Chico
Bridgeport
Vineyard
Jacksboro
Bryson
Graham
Paradise
Boyd
Newark
Hicks
Sevin
Hurst
Euless
Arlington
DALLAS
FORT WORTH
Waxahachie
Bardwell
Onion Creek
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CORSICANA
Streetman
Kirvin
Simsboro
Teague
Fresstone
Mexia
Limestone
Donie
Newby
Concord
Flynn
Normangee
North Zaleh
Iola
Singleton
Shiro
Richards
Dobbin
Karen
Ventura
Tomball
Loretta
North Houston
Roseslyn
HOUSTON
Texas City
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GALVESTON
Holdenville
Calvin
Wewoka
Stuart
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Alderson
Hartley
Hartshorne
Wilburton
Panola
Red Oak
Finnihaw
Winter
Howe
Gowen
Blue Mountain
Havana
Bakeville
Ola
Casa
Adons
Perry
Houston
Bigelow
Roland
Natural Steps
Pinnacle
Maumelle
Magazine
Booneville
Barber
Abbott
Mansfield
Hartford
Monroe
Screeton
Hazen
Carlisle
Honoka
The Plant
North Little Rock
Biddle
LITTLE ROCK
Bauxite
Benton
Haskell
Poyen
Leola
Carthage
Bunn
Pordyce
Hot Springs
Lake Catherine
Jones Mills
Butterfield
Malvern
Landers
Willow
Manning
Sparkman
Des Arc
Gospoda
Bigelow
Gideon
Devalls Bluff
Devall
Bale
Stuttgart
Palestine
Wheatley
Brinkley
Wheatley
Widgeon
Forrest City
Bridge Jc.
Black
Wilmot
Halbert
West Memphis
MEMPHIS
Tingman
Warren
Hermitage
Ingalls
Scillions
Whitlow Jc.
Crossett
Shumaker
Kent
Camden
Banks
Harrell
Artesian
Calion
Herma
El Dorado Junction City
Lillie
Bernice
Dubach
Vienna
Ruston
Analey
Hodge
Jonesboro
Wyatt
Dodson
Tannehill
Winnfield
L. & A. Jc.
Pineville Jc.
Alexandria
Lamourie
Lecompte
Evangeline Jc.
Turkey Creek
Pine Prairie
Easton
Mamou
Eunice

N

Rock Island

Kelly Yard at Silvis is Largest Yard on Division, Classifying Trains for all Directions

Illinois Division Agriculture and Industry . . .

Partners in Rail Progress

Looking like a huge funnel on the map, the Rock Island's Illinois division cuts through the center of the rich agricultural and industrial areas of northern Illinois and eastern Iowa. Beginning at Chicago's LaSalle Street station—the company headquarters—the rails swing through Chicago's southwestern suburbs and then follow a historic route through Illinois to the Quad-Cities, located along the Mississippi river. West of there, the rails split into three directions: northwest to Manly, and eventually Minneapolis-St. Paul; west to Altoona, and Denver-Colorado Springs; and southwest to Eldon, Kansas City, Tucumcari and ultimately California via the Southern Pacific. The location of Kelly yard, at Silvis, makes it the strategic point for classification of trains for all directions.

Fast Double Track

The umbilical cord tying together Kelly yard and Chicago is by far the busiest stretch of railroad on the system—double track, cab signal territory throughout—and capable of the fastest running on the entire system. Paralleling the Illinois river, the line there follows the same route taken by Indian trails, stage coach routes and the Illinois-Michigan canal. More recently, air routes and interstate highways closely follow the Rock Island route.

Chicago is the most important city on the division, with the company headquarters there, plus three major yards, the division sub-headquarters at Burr Oak yard, and the numerous connections to other railroads. Second only to Chicago is the Quad-City area, where the many industries and the Kelly yard complex combine to make the area vitally important to the railroad. Other notable cities on the division include Peoria, Cedar Rapids, Waterloo, Iowa City, Joliet, Muscatine, Clinton and Newton.

Six Branch Lines

The Illinois division is composed of 728.8 miles of mainline, plus six branches — Toulon, Keota, Clinton, Montezuma, Postville and Iowa Falls —of 341.3 miles, for a grand total of 1070.1 miles of railroad under the jurisdiction of the superintendent.

It is busy track, with fast freights and numerous passenger and commuter trains speeding goods and people to their many destinations.

Every Chicago-originated or Chicago-bound freight train, except those to and from Peoria, must go through or past Kelly yard at Silvis. Most eastbound trains are yarded and classified there, blocked for their Chicago connections. A good share of the westbound trains, having already been blocked at Chicago, never do see the inside of Kelly yard, but are "mainlined," with cars added and taken off right on the mainline, thus avoiding time consuming yarding. Crews are also changed there, speeding the trains through the Quad-Cities with a minimum amount of time being spent in the terminal area.

Kelly yard is a gravity retarder yard, consisting of 50 bowl tracks, plus five long makeup departure tracks and a 20-track receiving yard where the trains are put prior to being run over the crest. Approximately 26 through freights are scheduled daily between Silvis and Chicago, and these, coupled with the many locals and transfers, add up to a train in and out of the yard every 30 minutes, all day long.

The retarder yard, built at a cost of $4.5 million, went into operation on Thanksgiving Day, 1949. The Silvis complex sprawls between 17th street East Moline to the Rock river bridge, a distance of 3.6 miles. At its widest point, Kelly yard is 59 tracks wide. It has a capacity of nearly 7,000 cars.

Largest Diesel Shop on System

One important segment of the overall Silvis complex is the diesel shop, largest on the system and the railroad's major heavy overhaul point. Besides the heavy work, the shop also does light and running maintenance on freight and switching units, turning out an average of 100 units a day. The

shops are manned 24 hours a day, with day and night assistant master mechanics constantly on duty.

Silvis is also an important icing point for perishables. In recent years, two tracks were retired in the receiving yard and the area black-topped to provide a mile-long roadway for mobile icing equipment. Eastbound perishable cars are now directed here so any necessary work—icing, heater insertion or removal, checking and maintenance of mechanical "reefers"—can be done prior to routing the train to the classification yard.

Icing Saves Time at Chicago

Before this service was begun, icing was done on a Chicago belt line, where all perishable cars had to be routed first and later delivered to the connections. Now, after being iced at Silvis, cars can be sent directly to connections, speeding them through the Chicago gateway with a saving of as much as 24 hours.

Rock Island's Chicago area freight operations are concentrated in three major yards—Twelfth street, South Chicago and Burr Oak—plus several smaller facilities.

Twelfth street yard is used exclusively for piggyback and container operations. There are six circus-style loading ramps, each capable of handling nine flat cars, plus two tracks which are handled with a newly installed giant overhead crane. Five tracks previously used for suburban car storage have recently been assigned to the piggyback facility, since commuter trains are now stored right in LaSalle Street station during the day. Two trains, both specializing in piggyback and containers, originate and terminate at Twelfth street daily.

Burr Oak a Busy Yard

Burr Oak yard, in suburban Blue Island, consists of 47 tracks, divided into in-freight and out-freight yards. It's a busy place, because besides making up the many trains for the West, and transfers for the many Chicago connections, Burr Oak also services several industries in the immediate area, plus some as far north as Gresham and Englewood. A total of 31 switch engine "tricks" are assigned at Burr Oak.

Also located at Blue Island are a four-track piggyback ramp capable of handling 24 cars, a suburban coach yard, a diesel house and five repair tracks, plus a "DF" track where DF components are sorted, repaired and assigned to cars.

Direct Interchanges Important

Trains inbound to Burr Oak yard, having already been pre-blocked at Silvis, are usually stopped at 139th street, south of the yard, where direct connections for the Indiana Harbor Belt, the Grand Trunk and the B&O —all three cross under the Rock Island at that point—are taken off by a waiting switch engine. Rock Island's many direct connections in Chicago, such as these, are stressed to shippers. Using them they can bypass the much slower belt lines.

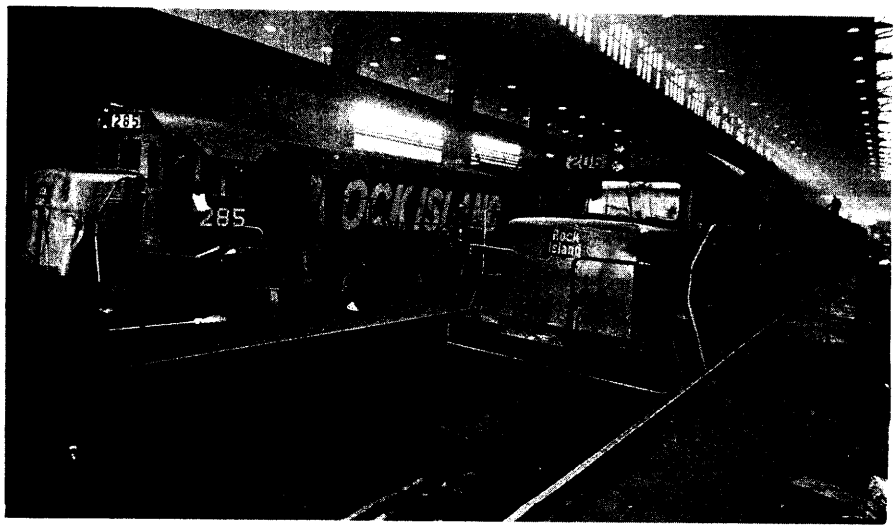
South Chicago yard, paralleling 95th street, has been increasing in importance in recent years, with more trains being scheduled in and out of the facility. The yard's strategic location, in relation to other Chicago railroads for direct connections, has made this so. Run-through freights are routed through this yard daily to and from the Erie-Lackawanna and the Penn Central. Other direct connections here include the N&W, the C&O, Chicago Short Line, the South Shore and the Belt Railway.

South Chicago Important Too

South Chicago yard is divided into "A" and "B" yards. "A" yard consists of eight tracks, each about 35 cars in length, and is used for storing grain cars for inspection, local industry cars and some interchange cars. Yard "B"

Silvis' gravity retarder yard sees hundreds of cars through it in each 24-hour period. Cars are shoved over the crest by a switch engine, and then wend their way to their assigned track through a series of switches controlled electronically from a tower.

Silvis' shops are one of the major diesel overhaul shops on the system, handling both light and heavy repairs.



is the main classification yard for road trains, and consists of 14 tracks averaging between 65 and 110 cars in length.

Mainline at Blue Island

Six trains originate here daily, four of which stop at Blue Island, right on the mainline, for the addition of more cars to the consist. Operating between the two yards are daily transfer runs which bring South Chicago industry and interchange cars to South Chicago yard. Running back to Blue Island the transfers take traffic for trains originating there and for Blue Island connections.

Veering off to the South, at Pullman junction at the west end of South Chicago yard, is the old Pullman Railroad, now a part of the Rock Island. This branch meanders through a rich industrial area, terminating at the port of Chicago. Four small yards are located along the branch, the major one at 97th Street. This yard is used to classify the port and Pullman industries, as well as being the clean-out facility for the Chicago area. Other yards are at 115th and 123rd streets, and at the port itself.

Seaway Opened in 1959

Port of Chicago, located at the southern tip of Lake Calumet, is Chicago's water doorway to the world. The port came into prominence with the opening of the St. Lawrence seaway in 1959, and now each shipping season ocean-going vessels tie up at its docks. Located at the port are two 6½-million-bushel elevators, several warehouses and transit sheds, a wholesale plywood importer, a foreign auto receiver, and a steel distribution center, all dependent on it.

The elevators receive grain during the entire year, but the shipping season —May to October—sees a vast increase in the number of cars moving in and out of the area. All port tracks, plus the 300-car yard there, are owned by the port district, although maintenance is performed by the Rock Island.

East to Irondale District

Leading east out of South Chicago yard are tracks that almost reach Lake Michigan. These serve a large grain elevator near the lake, as well as being the entry to the Irondale district, on the east side of Lake Calumet, and the industries along the Calumet river.

Chicago's La Salle Street station is

High priority freight—automobiles and piggyback—lines Burr Oak yard awaiting the westbound trains. South Chicago-originated trains are stopped right on the mainline and cars added there by a yard engine.

Perishable cars are routed to a special track in Silvis' receiving yard where necessary work can be done on them. Here, men take out heaters from cars.

Burr Oak's repair track hums with activity as men make what repairs are necessary to get cars on their way to destination.

Mainlining a train through Silvis is an exercise in motion. Carmen and mechanical personnel await the westbound train, as it pulls to a stop on the "main." The lead unit on the train will be replaced by No. 299 and it will head for the diesel shop and a periodic inspection.

headquarters for Rock Island passenger train operations, both mainline and commuter. Trains operate out of there and over the Illinois division to Peoria, Rock Island and Omaha. Seventy-seven in and out-bound commuter trains also are run between La Salle Street station and Blue Island and Joliet, daily, Monday through Friday.

The Rock Island's mainline south of the station is five tracks wide to Englewood, at 63rd street, where it narrows down to three to Blue Island, milepost 16. From there they continue as double track all the way to West Liberty on the Denver line, and Muscatine on the California line. All of this mainline is signaled and most of it is operated with Centralized Traffic Control, or C.T.C., by a dispatcher from his office in Des Moines.

Lines Split at Gresham

Track from the station to Gresham, near 89th street, is elevated with no grade crossings. At Gresham, two branch lines move off, one east, the other west. The east track leads to South Chicago yard. Westward, the tracks become what is called the "suburban" line. They head due west for several city blocks, then turn sharply south to finally rejoin the mainline at Vermont street, in Blue Island. Except for emergencies, only commuter trains run over the "suburban" line.

Train operations between Chicago and Joliet are handled by a series of towers. "MC" tower, near Joliet, watches over all traffic to Blue Island. Gresham tower then handles trains from Blue Island to Englewood as well as the South Chicago line, and a train director at Root Street tower, near 44th street, handles traffic the rest of the way to La Salle Street station. A separate tower at Polk street directs trains into the proper track in the depot. Eight other towers along the route control access to yards, operate crossovers and protect crossings with other railroads.

Commuter Activities

Suburban locomotives are maintained at the Blue Island roundhouse and at the railroad's diesel house at 47th street. Commuter train activity is a highly concentrated one, most of the suburban passengers being carried in early morning and late afternoon. During the day, trains are stored at 51st street coach yard and in the station itself. At night cars are stored and locomotives serviced at Blue Island and Joliet to be ready for the next morning's rush.

Joliet, at milepost 40, is a thriving industrial city and an important point on the Rock Island. Six separate railroads serve the town and much business arrives on the Rock Island from interchanges.

West of town, along the Rock Island mainline, are several large plants that provide many carloads of freight for the railroad. At milepost 46, a spur line veers to the south to serve a growing industrial area. Here are located several industries which take advantage of the nearby Illinois waterway, using it to bring in raw materials, which they process and ship throughout the Midwest via rail and truck.

This also is the beginning of what many call America's "Ruhr Valley." From Joliet westward to near Bureau, the Rock Island main line closely parallels the Illinois river, a busy navigable waterway bisecting the state and connecting with the Mississippi river. All along this route, a variety of industrial concerns—each dependent on rail, water and highway—are springing up because of the availability of the three. Most reflect a chemical, sand or fertilizer base, and growth has been dramatic during the past ten years.

Industries Along River

Typical are the following: Morris—a metal fabricator and a chemical complex; Seneca—fertilizer processors and another chemical complex; Marseilles—a steel fabricator, a clay processor, a carton plant and a chemical concern; Ottawa—a silica sand producer, a glass company using that silica sand, and a plastics manufacturer; Utica — more sand companies; La Salle—cement, plastic, chemical companies, and a clock manufacturer; and De Pue—a zinc and fertilizer processor.

There have been no organized industrial districts along the river until very recently when a 10,000-acre site east of Morris has been proposed for such a development. This is one of the first attempts at blocking out a considerable number of acres for heavy industrial use. The site, on the north side of the river, will be served by the Rock Island and the EJ&E.

Industrial experts predict that the near future will see the entire waterway lined with a string of industries on both sides of the river. When this happens the Rock Island will stand to benefit.

Peoria Line at Bureau

At Bureau, an important line swings south to Peoria, continuing to parallel the Illinois river which makes a sharp turn here. Much of this area too will become highly industrialized in future years because of the access of river and rail. The beginnings of such development are already underway at Henry, where two plants—a fertilizer distributor and a chemical complex—have recently located.

Peoria is Illinois' second largest metropolitan area and Rock Island ac-

tivities there reflect the busyness of the area. Some 18 switch engine "tricks" are assigned both there and in nearby Pekin. Access to Pekin, south of Peoria and on the east side of the river, is via the Peoria Terminal Company, a separate railroad subsidiary of the Rock Island.

Peoria, like other cities in Illinois division territory, reflects the dominance of agriculture. Industry there depends on farming in one form or another. Major industries include a brewer, a whiskey distiller and a large grain processor—all dependent on corn and other grains, plus a major agricultural and heavy duty machinery manufacturer.

Northwest of the city, at the end of the short Alta branch line, is Pioneer Industrial Park, one of the few organized planned parks in Illinois division territory. Some 620 acres in size, the park now has 38 buildings housing 75 firms. Fifteen new companies located there last year.

Cities Depend on Agriculture

Other cities on the division strongly reflect the agricultural base of the region. There are, for example, large grain processors at Clinton, Muscatine and Davenport. The Quad-Cities are known as the "Farm Implement Capital of the World," with three very large farm machinery manufacturers there. Eastern Iowa is the home of several meat packers which depend on livestock fed on locally grown corn.

The city of Rock Island, of course, takes its name from the island in the Mississippi which now is home to the Rock Island arsenal, one of the largest in the world.

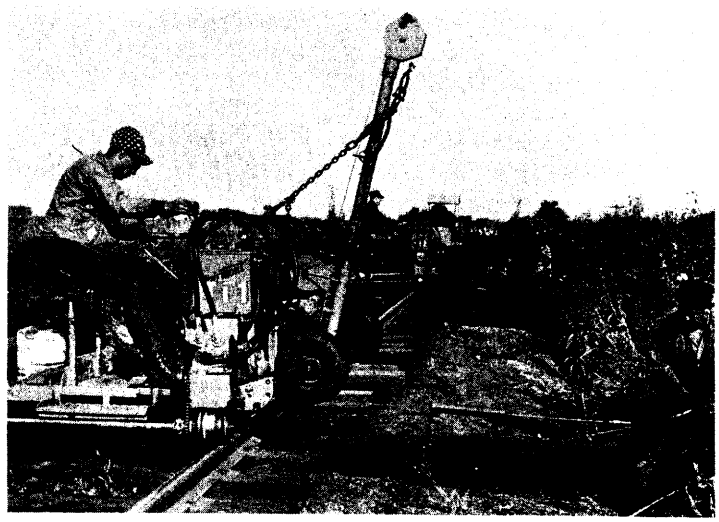
Grain Facilities at Davenport

Davenport, directly across the river, takes on the character of a major grain products station, with huge cereal mills, flour blenders and grain storage facilities located there. South and west of Rock Island, at Milan, is a growing warehousing and distributing center, which serves retail establishments in the Illinois-Iowa area.

Cedar Rapids is another important city on the division. Once the headquarters of the old Cedar Rapids division, and before then the home of the old Burlington, Cedar Rapids and Northern Railroad, which was absorbed

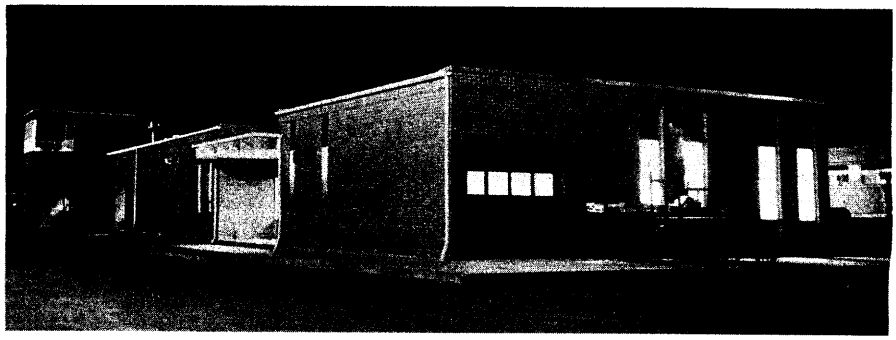
Ottawa/ Rock Island covered hopper cars line up for loading of silica sand.

Newton/ Carloads of coiled steel arrive to be manufactured into automatic laundering appliances..



Bishop Hill/ Rock Island's line from Orion to La Fayette was upgraded to handle the heavy coal trains.

Peoria/ Rock Island forces in Peoria are concentrated in a modern brick structure that doubles as offices and passenger station.



into the Rock Island system in the early 1900's, it is in the heart of Iowa farmland, and principally a city of grain elevators and grain processors.

Cedar Rapids has two cereal mills—one the largest in the world—plus soybean and corn processors, a meat packer, and several manufacturers specializing in road graders, drag lines and other heavy machinery.

Six Lines Serve Cedar Rapids

There's much competition in Cedar Rapids for the Rock Island—with five other lines serving the city. Rock Island has a 20-track yard in Cedar Rapids and sorts cars for all directions. Principle trains head for Silvis and Chicago with grain products and meats.

In recent years, the trend in meat packing has been to refrigerator trailers, carried piggyback, and Cedar Rapids is quickly becoming a TOFC center. There are, at present, two ramps, but plans are in progress to add a third.

Waterloo, served by four railroads, has three major industries—a tractor factory, a packing company and a livestock feed manufacturer.

Other towns on the division: Iowa City has several feed mills, a dentifrice manufacturer, a business form printing plant and a manufacturer of polyethylene foam. Newton's economy is tied to a large home laundry appliance manufacturer. Clinton has a large corn processor. That customer, incidentally, is reached by daily trains that operate via trackage rights over the "DRI" line, the Davenport-Rock Island shortline.

Muscatine, some 37 miles from Silvis, on the Iowa side of the Mississippi, has a large grain processor, plus three sand companies, a large canner, an office furniture manufacturer and a major chemical concern.

The various branches—except one—also depend heavily on agriculture for their business. Montezuma and Postville lines serve grain, fertilizer and lumber dealers, as well as several turkey processors. The Keota branch has a three million bushel elevator at Washington, plus smaller ones at Westchester and Keota. Clinton, at the end of the DRI line has the large corn processing complex. And the Iowa Falls line, which branches off the Minneapolis line at Vinton junction, also serves a string of small elevators and fertilizer-grain dealers.

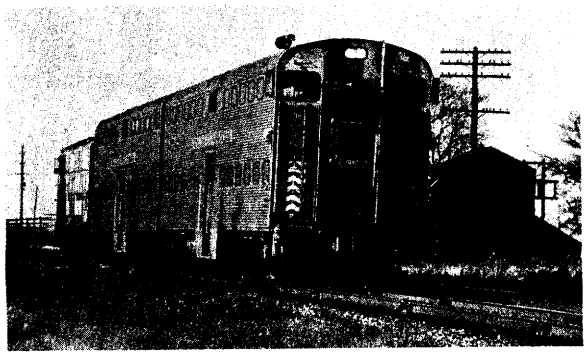
Large Mine Near La Fayette

The one exception—although it too has its share of small elevators along trackside—is the Toulon line in Illinois. Located at the end of this branch, at La Fayette, is a large strip coal mine, which accounts for a solid coal train six nights a week. To accommodate the heavy traffic, the Rock Island recently rehabilitated its line completely. Coal trains now move into Kelly yard, where cars are classified and sent to their destinations, mostly power plants in Illinois and Iowa.

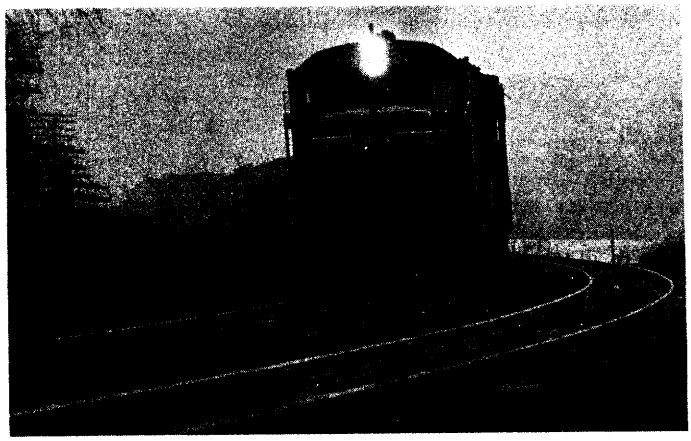
Top Safety Ratio in 1968

The many men and women who make the division operate so efficiently were the recipients last year of a singular honor, being named the safest division on the Rock Island system. With 7.5 million man hours worked during 1968, there were only 43 reportable injuries, for a safety ratio of 5.7, lowest on the railroad and below the national average.

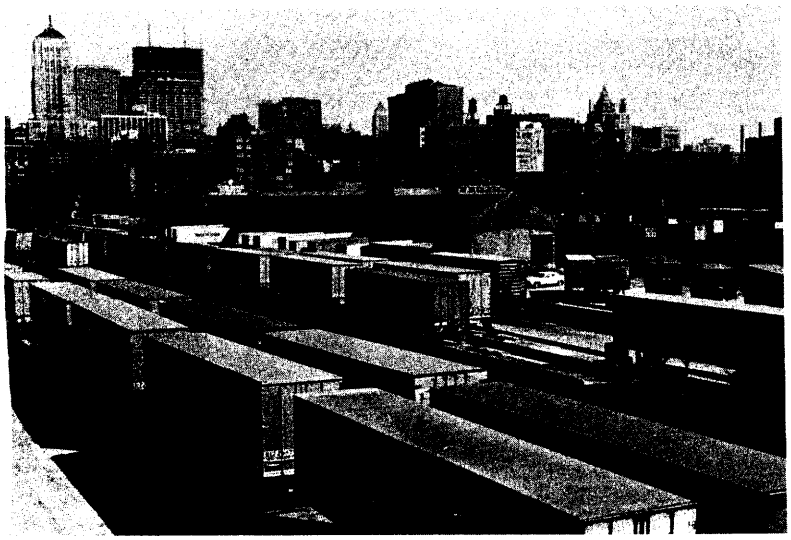
So, this is the Illinois division, starting in the metropolitan complex that is Chicago and ending in the rich agricultural country that is Iowa. The many trains that speed through this countryside carry the numerous products of the farms to market, along with the varied manufactured goods that spew out of its humming factories. These carloads, added to the "bridge" traffic, received from other railroads at Rock Island gateways, mean business for the railroad, jobs for Rock Islanders and an important place for both in the continuing growth of the country's economy.



Rock Island commuter trains carry 26,000 passengers in and out of Chicago daily. Commuter activity is, of course, highly concentrated in the early morning and late afternoon rush periods.



Track between Blue Island and Silvis is double track, and cab-signalled, permitting some of the fastest running on the system.



Major piggyback and container terminal on the Rock Island is at Chicago. Located on the northeast corner of Roosevelt Road and Wells street, the terminal is the nearest to the central business district of Chicago of any railroad TOFC operation. Several piggyback trains originate and terminate here.

Railroad to the High Country

The Des Moines division stretches north and west of its namesake city tapping a rich agricultural territory that stresses corn, wheat, soybeans and sorghums. This is the land of the small town, the grain grower and the cattle feeder.

The division's two mainlines form its boundaries—a north-south Carlisle, Iowa, to Minneapolis-St. Paul route, and an east-west Altoona, Iowa, to Denver-Colorado Springs line. Overlaid on these two is a network of 20 branch lines totalling 973.2 miles which, with the 1,007.6 miles of mainlines, brings to a total of 1,980.6 miles of railroad on the division. One branch line "violates" the general west and north pattern. This is the 151-mile-long Keokuk, or KD, line, which stretches southeast from Des Moines to the Mississippi river.

Capital, Metropolis, Division HQ

Headquarters for the division is the city of Des Moines, a bustling metropolis which is both the state capital and the largest city in the state of Iowa. Division headquarters are on the second floor of the passenger station, a building, which is shared, on the first floor, by the freight sales department. Also on the second floor are the dispatching offices which, in addition to the Des Moines division, dispatch trains for the Illinois division and a portion of the Missouri-Kansas.

Des Moines is easily the hub of the northern portion of the entire Rock Island System, with the Minnesota-Texas and Chicago-Colorado lines crossing just east of the business district and near the Des Moines yard, the busiest yard on the division. The only other point on the railroad where two mainlines cross in such fashion is on the Southern division at El Reno. Trains are dispatched out of Des Moines into all four directions, and the Rock Island is the principal railroad in the city.

Largest Yard on Division

Des Moines' yard has 28 tracks and can hold over 3,500 cars. Some 17 switch engine tricks operate around the clock, handling 28 trains a day in and out of the city. Some of these trains originate in the yard, but others are "mainlined" through the city, with cars added on and taken off the train while the crew changes right on the mainline to speed operations. East-west trains stop directly opposite the yard, which parallels the mainline. North-south trains stop near Short Line tower, the spot where the two mains cross, and a switch engine takes cars out of the train.

Des Moines yard has a large roundhouse where machinists make light repairs to locomotives assigned to the division, as well as repair tracks for heavy and light repairs, and a wash-out track that can hold 28 cars with one spot, but usually runs through about 65 cars a day.

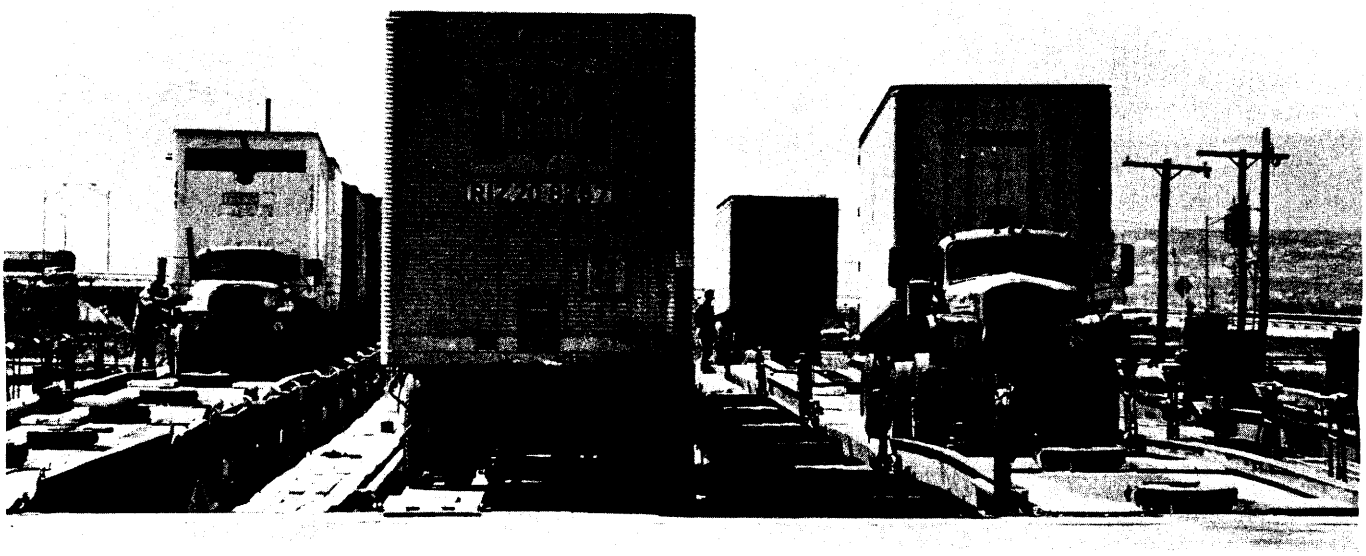
The Rock Island has two interchanges out of the Des Moines yard, one a direct connection with the Chicago and North Western, the other with the Iowa Transfer Railway, which handles interchange cars to the Burlington, the Milwaukee, the Norfolk and Western, and the Des Moines Union Railways. Yard operations center in a one story yard office which is headquarters for the terminal trainmaster, who handles day operations, and an assistant trainmaster, who supervises the night shift.

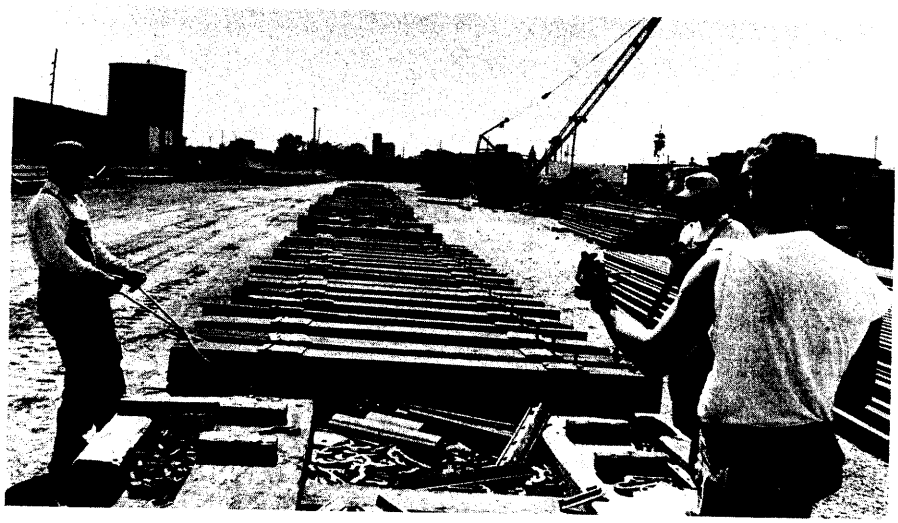
Near the eastern end of the yard are the three piggyback ramps, with a capacity of 13 flat cars. Another piggyback ramp is located at the downtown passenger station where piggyback mail and express are loaded and unloaded.

Industries Served from Yard

Nearly 70 industries are served out of the Des Moines yard. Largest ones include two cement plants, a large national publisher who receives inbound cars of paper and ships out carloads of magazines, a soybean oil processor, three separate plants for one tire manufacturer, some fertilizer blenders, plus two large grain elevators near Avon, southeast of Des Moines proper. Des Moines is the major distribution center for Iowa and the midwest area surrounding it and hence is home to a covey of small plants and ware-

Trailers are Loaded on Flat Cars at Rock Island's Duban Piggyback Terminal in Denver





Des Moines is one of two locations on the Rock Island where track panels are prefabricated in assembly line fashion. Ties are lined up on special forms, rails are placed on them and then spiked into place. The resultant panels are used for industrial sidings and emergency use.

houses that depend on efficient rail service.

Des Moines is also headquarters for many industries which are not located on the Rock Island proper, but do provide carloads in interchange, both from Des Moines and other Iowa points. Two steel fabricators, a second tire manufacturer, and two implement manufacturers in the city, plus several grain brokers, are good examples of this type of business.

To serve shippers, the Rock Island has a large freight sales staff based in offices on the first floor of the passenger station. Located here are an assistant regional manager, a district manager, and four freight sales representatives. Here too are offices for a piggyback salesman, a real estate salesman and an industrial development representative, as well as an office staff of five.

Motor Transit Offices

Adjacent to the yard is the headquarters, garage and freight house of the Rock Island Motor Transit, the railroad's subsidiary truck line.

Following the Des Moines river southeast toward its mouth at the Mississippi is the KD line, which crosses the Chicago-Kansas City mainline at Eldon, and terminates at Keokuk, where traffic is interchanged with the Burlington, the Norfolk and Western and the Toledo, Peoria and Western, a shortline that cuts across mid-Illinois on an east-west bearing.

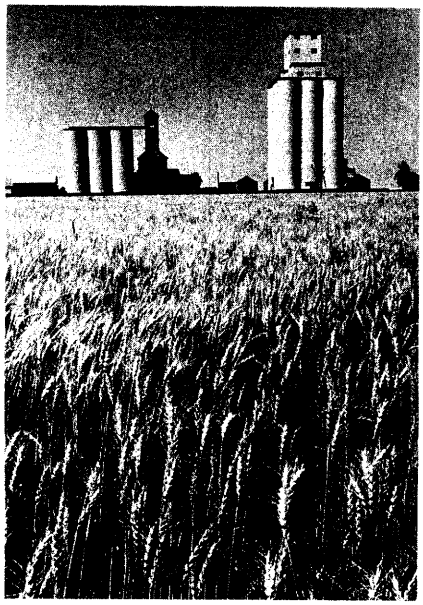
Largest city on the KD line is Ottumwa, with a meat packer, a farm implement manufacturer and a feed mill located there. Other industry on the line: Oskaloosa has a valve company; Douds, a stone quarry; and Pella, a window and door manufacturer.

Another major operating point is Inver Grove, at St. Paul, Minnesota. The ten-track yard has a capacity of nearly 450 cars and originates five trains daily which are destined for Texas, Kansas City, Kelly Yard at Silvis, and Chicago.

Interchange with Several Lines

At the yard are three piggyback tracks—one a reverse loading ramp—which can hold 15 flat cars. The Rock Island has direct connections in the Twin Cities with the Soo Line, the Great Northern, the Northern Pacific, the Milwaukee and the Chicago and North Western. Other interchange is done through the Minnesota Transfer Railway.

Switch engines work around the clock at Inver Grove. Five yard crews are assigned there, as well as five road crews, which handle the various transfers. Inbound road locomotives are generally assigned to a transfer after their arrival at Inver Grove. After they return from interchange, they are serviced and sent out on a southbound train.



Inver Grove has a cleanout track for cleaning and washing cars for the grain traffic, and two repair tracks which can handle light repairs.

Twin Cities are Important

The Twin Cities' economy is basically industrial and agricultural. Both Minneapolis and St. Paul store much grain and grain products, or convert them into something else. Minneapolis, for example, is "home" to virtually all the major grain companies.

Locally, the Rock Island doesn't have much industry on its own tracks to serve. The few that are there include a heavy machinery manufacturer, a fertilizer company, a scrap company, in St. Paul, and an oil refinery directly across the Mississippi river from Inver Grove yard. The Rock Island owns a produce terminal in Minneapolis, but this is switched by the Milwaukee. Carloads of newsprint are also delivered at this site for a Minneapolis newspaper.

Two large meat packers are located just off the Rock Island's "belt line" and are switched by the CNW.

Between the Twin Cities and the city of Des Moines, the railroad passes through a strictly farming area. However, there are some islets of industry, although most of that is still based on agriculture.

Industries at Cities

Iowa Falls has a meat packer and a large feed manufacturer; Mason City has two cement plants, two feed mills, a creamery, and a beet sugar mill; Owatonna, an implement manufacturer and a cannery; Clarks Grove a rafter and roof truss assembler; Faribault, a canner; and Northfield, a mobile home builder. Beets for the Mason City sugar mill come from the Hollandale branch line.

Albert Lea has a meat packer and a large industrial park which is crammed with a series of warehouses and small industries. Manly is an important operating point with a 730-car-capacity yard and is the connection to the Illinois division.

In the area to the west of the mainline, in northern Iowa and southern

Minnesota, is what was once called the old "Dakota division," with 595 miles of railroad centering on Estherville. The pattern here is much the same, grain, in the form of soybeans and corn, dominates—the fields literally surround the tracks—but again there is some industry, once more slanted toward agriculture. Belmond has a feed manufacturer; Forest City, a trailer manufacturer; Estherville itself, a feed manufacturer, a meat packer and a poultry processor; Sioux Falls, a meat packer; Sibley, a creamery and powdered milk processor; and Spencer, offline but using the Estherville piggyback ramp, a meat packer.

Much Activity at Estherville

Estherville is a miniature division point, and the center of extensive train operations, although most of that falls into branch line category. Estherville's ten-track yard can hold about 500 cars, and there are also four repair tracks, plus some extra industry tracks.

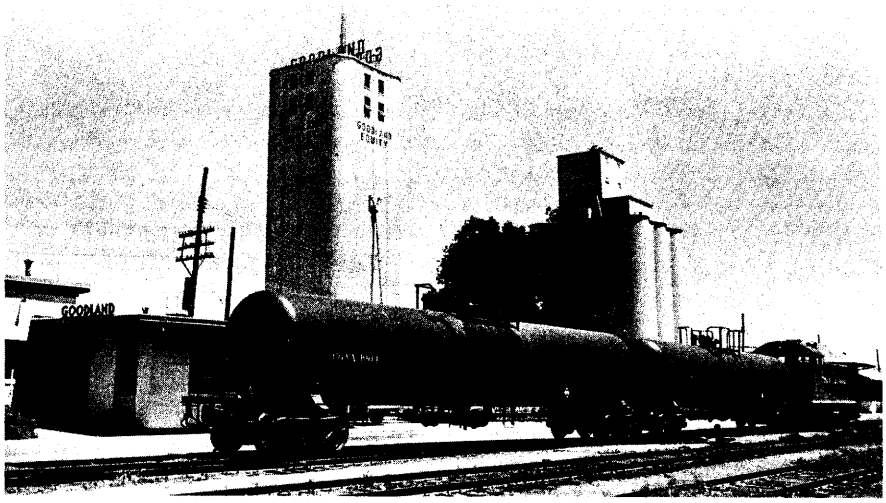
Trains are dispatched in all directions. There's a six-day-a-week train to Sioux Falls; tri-weekly service between Sibley and Gowrie; tri-weekly service to Pipestone; six-day-a-week service to Iowa Falls; and five-day-a-week service to Albert Lea, primarily meat trains to connect with Chicago-bound trains from Minneapolis-St. Paul. A six-day-a-week train also runs from Iowa Falls to serve the Buffalo Center and Titonka branch lines.

Estherville's large area is one of originating and terminating cars, mostly grain outbound and fertilizer inbound. It's not a glamour area of gateways and exotic bridge traffic, but it does contribute handsomely to Rock Island revenues.

Council Bluffs a Major Gateway

On the line running west out of Des Moines the first major terminal is Council Bluffs, with sister city Omaha just across the Missouri River. "The Bluffs" is one of the three vital gateways on the division—Denver and the Twin Cities are the other two—and the Rock Island has important connections here with the Union Pacific, the Chicago and North Western, the Milwaukee, the Illinois Central and the Burlington.

Council Bluffs yard has 14 tracks and can hold about 1,100 cars. Eight



Goodland/ A major grain storing city, Goodland is also a refueling stop for Rock Island trains coming from Chicago and Kansas City. Switcher here shunts cars of diesel fuel to the refueling station.

Lincoln/ Rock Island switch crew inspects train No. 60, eastbound for Chicago, as it rolls through town with a consist of piggyback trailers.

Limon/ Rock Island trains run over the Union Pacific from Limon to Denver. Westbound Rock Island trains swing behind the station and join the UP mainline at the left of the picture.

St. Paul/ Soo Line is the only railroad that comes to Inver Grove yard to pick up its interchange cars. Rock Island delivers to its other direct connections and to the Minnesota Transfer Railway.

switch engine tricks work around the clock, and the yard has a series of roadways to permit train inspection and light repairs to be made from mobile units right in the yard for speed and efficiency. One of the most important piggyback facilities on the Rock Island is located here, a two-track ramp which can handle 14 flat cars, and has parking for 75 trailers.

Many Trains Through "the Bluffs"

Five westbound and five eastbound trains operate in and out of "the Bluffs." Two of those terminate and two originate in the city, while a third is a "run through" operation with the Union Pacific. That train uses pooled Rock Island and UP locomotives between Kelly yard, at Silvis, and North Platte, Nebraska. Two trains operate west of the city, Nos. 81 and 59, both Denver-bound. These trains are generally added to and cars taken off right on the mainline again, while crews are changing. Their eastbound counterparts are Nos. 60 and 82.

Some locals also originate in the Bluffs' yard. One operates to Belleville to the west, while others run east to serve the branch lines at Avoca, Oakland, Hancock, and Audubon, Iowa. Oakland, incidentally, is the home of a large meat packer who provides carloads and piggyback trailers of meat for fast movement to the east.

Bluffs' yard also has a cleanout track and a wash track to provide clean cars for industries in the two cities, and a repair track that can accommodate light maintenance.

Main business of both Omaha and Council Bluffs is grain storage and processing. Nearly 35 million bushels of grain can be stored in the two cities. Omaha also has probably the largest stock yards left in the country, but these are in a slow, but steady decline, because of the industry's trend to decentralize and locate nearer cattle sources. The new plant at Oakland is a vivid example of this.

Rock Quarries for Cement Plants

There is a little industry located between Des Moines and Omaha. This includes quarries at Winear and Winterset, which supply rock for the Des Moines cement plants; a feed manufacturer at Atlantic; and a large anhydrous ammonia fertilizer station at Audubon.

Although the Rock Island doesn't directly switch any grain elevators at Omaha or Council Bluffs, or at nearby Lincoln for that matter, the multi-million bushel facilities do contribute many carloads of grain in interchange service.

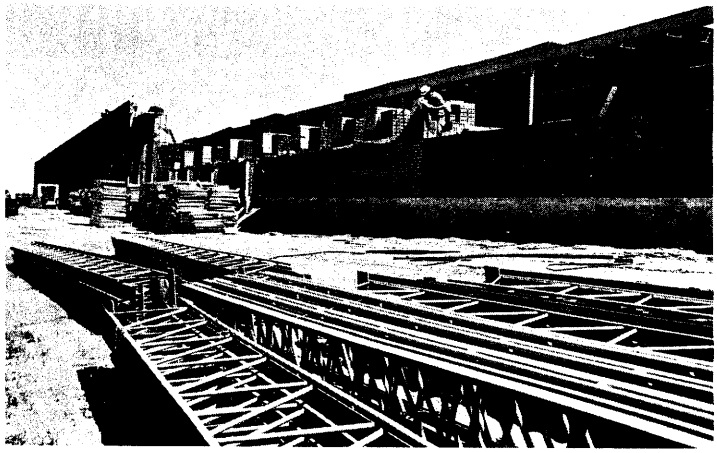
Meat and Wheat at Omaha

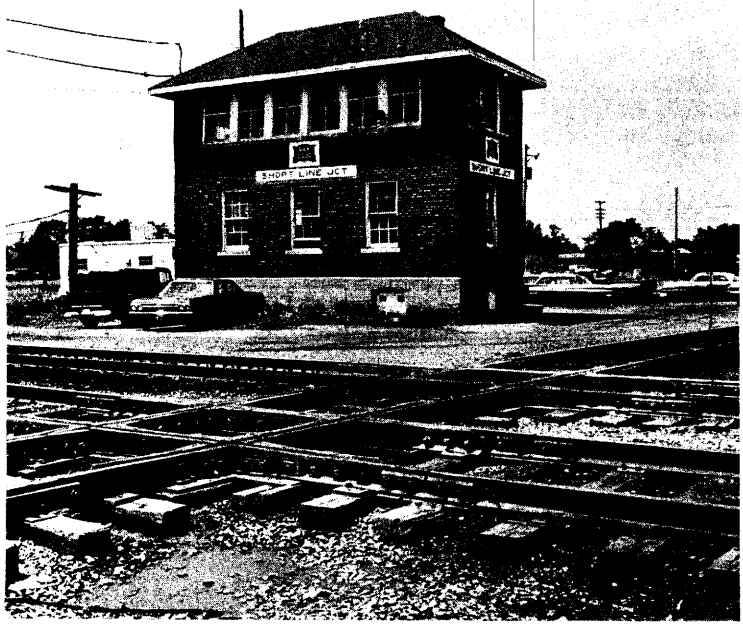
At Albright, just south of Omaha, the Rock Island serves a meat packer and a hide plant. Three large elevators are located on the "river track" at Council Bluffs. This track is owned jointly by the Rock Island, the Burlington, and the Chicago and North Western, and is switched by the CNW. Omaha has nine elevators but none are switched by the Rock Island.

West of Omaha is a land of wheat and sorghums, with large elevators thrusting their concrete shafts toward the sky at each station.

Lincoln has seven huge elevators, with a total storage capacity of 45 million bushels. What Rock Island-served industry is in the city is located mostly at Industry Park, a 300-acre development which is served by both the Rock Island and the Burlington. Located here are a food manufacturer; a paper

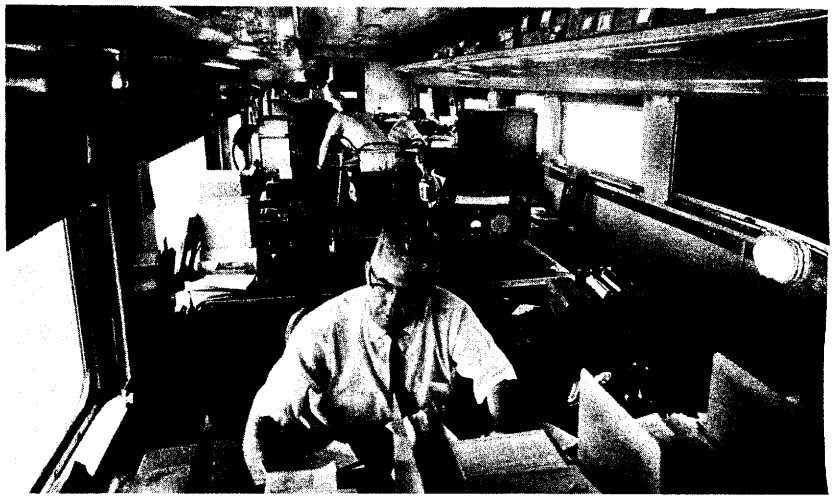
New industries continue to locate in Airlawn Industrial District, at Duban, only five miles from downtown Denver.





Rock Island's north-south line crosses the double track east-west line at Short Line tower, just east of the Des Moines business district.

Rock Island forces at Lincoln are temporarily housed in an ex-parlor car until a new office building is erected. In foreground is Gilder Beach, first trick operator.



forms printer; wholesale grocers; a potato chip firm; and a store fixtures warehouse. Other industry in town includes two steel firms, a golf cart manufacturer, and a meat packer. Lincoln has a total of five railroads serving it, including the Rock Island.

Kansas City, Chicago Lines Join

The first large operating terminal west of Omaha is Belleville, the point where the Clay Center line—from Kansas City—joins the Omaha-Denver line.

Belleville's yard consists of six yard tracks, with a capacity of 400 cars, plus two mainline tracks. It's here that trains from Kansas City, Herington, and the South are consolidated with the two from Omaha—Nos. 59 and 81—for their run to Colorado. Train 59 generally is mainlined through Belleville, but No. 81 is always stopped and cars added to it from train No. 15, from Kansas City, and the NWX, from Herington. Another train through here is No. 73 from Kansas City to Denver. One switch engine is assigned to Belleville on an around-the-clock basis. A small roundhouse is also located here to service and make minor repairs.

There are three elevators in Belleville, one a 3½-million bushel facility, with two smaller ones having capacities of 800,000 and 250,000 bushels.

No locomotives are assigned to Belleville. Normally, locomotives from train No. 15 are added to train No. 81 for the run west. All locomotives that do come in from the Clay Center Line are fully serviced at Belleville before proceeding on their way.

Road Carmen at Belleville

Two road carmen are assigned to Belleville, and they operate between Phillipsburg and Lincoln servicing cars as needed. Fairbury, ex-headquarters for the old Western Division, is now the starting point for branch line service to both Beatrice, on a six-day-a-week basis, and to Ruskin, on a tri-weekly basis.

Also assigned to the Belleville trainmaster is a switch engine at Lincoln, which works five days a week.

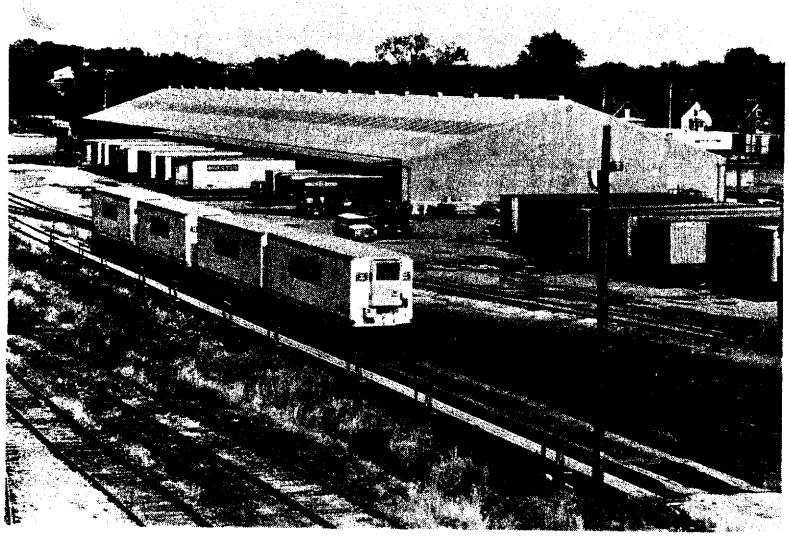
Westward, the next important operating point is Goodland, Kansas, some 200 miles east of Denver. It's here that Train No. 81 is switched and blocked for the Denver gateway. Trains 59, the piggyback special, and 73 the Kansas City originated train, generally are direct Denver trains, but No. 81 also gets Colorado Springs traffic.

Train 81 Carries Six Blocks

The blocks on No. 81 consist of four separate ones for the Denver and Rio Grande Western Railroad (a Salt Lake City block, a Southern Pacific block, a Western Pacific block, and a Denver-proper block); a Duban block; and a Colorado Springs block. Three cabooses are spotted in the train—at the end of the D&RGW cars, the Duban cars and the Colorado Springs cars—so trainmen merely cut off the cars and move up forward to the next caboose.

The Duban block includes cars for the Rock Island's piggyback ramp and automobile unloader in Denver, industry cars for the Airlawn Industrial area, and interchange cars for the Union Pacific. These latter are delivered by the Duban-based local to Pullman junction, four miles from Duban.

Recently located at Goodland is a large sugar mill which processes beets



Des Moines is headquarters for Rock Island Motor Transit, the railroad's trucking subsidiary. In background is the RIMT freight house while, in foreground, new refrigerator trailers are being loaded at the piggyback ramp.

Chief Dispatcher Carl Guenther coordinates train movements with Dispatcher J. A. Head, at the CTC board.

Not so strange bedfellows, Rock Island and D&RGW heavy-horsepower diesels sit side-by-side at Denver's North Yard servicing facilities.

grown throughout the surrounding area. There are also four concrete grain elevators, further emphasizing the grain economy. Only one switch engine trick is assigned to Goodland. The yard has seven tracks, plus four repair tracks, each with a 25-car capacity, Goodland is also a 500 mile inspection point as well as the first servicing terminal for locomotives out of Chicago and Kansas City.

Three trains operate in each direction out of Goodland daily, plus locals that run as needed.

Trains No. 59 and 73 operate straight through to Denver, over trackage rights on the Union Pacific from Limon to Denver, where they terminate in the joint Rock Island-Denver and Rio Grande Western "North Yard." Eastbound Rock Island trains are made up there.

Drop Off Block at Limon

Train No. 81 has the Colorado Springs traffic and this is dropped off at Limon, from where it is taken to "the Springs," after No. 81 leaves town. That doesn't take too long because this is the point where the first block is dropped off. The rear end crew leaves its tail-end caboose, walks forward to the next caboose, and "pulls the pin" on the cars immediately behind, leaving them for the Colorado Springs train.

At Colorado Springs, Rock Island trains terminate at the joint RI-D&RGW yard. Colorado Springs, as well as Denver, is served by a joint Rock Island—D&RGW agency.

The major "industry" served in Colorado Springs is in reality an industrial area, Roswell Industrial Park, a complex of small industries and warehouses. Here is located a two-car piggyback ramp, but if needed the Rock Island can, and does, also use a joint ramp near the station.

The major railroading activity in Denver, as far as the Rock Island is concerned, is three-fold; much interchange to and from the west, a dense industrial area at Duban, and the piggyback and auto business, also at Duban.

Area is Well Located

The industrial area and piggyback ramp are located five miles east of downtown Denver, and adjacent to Stapleton airfield. Duban station serves the 200-plus acre Airlawn industrial area, which houses nearly 50 separate industries. Most traffic is inbound into the area, but a soft drink bottler-canner, a tire warehouse and a coke processor do contribute to outbound carloads. Some 55 acres are still open for development.

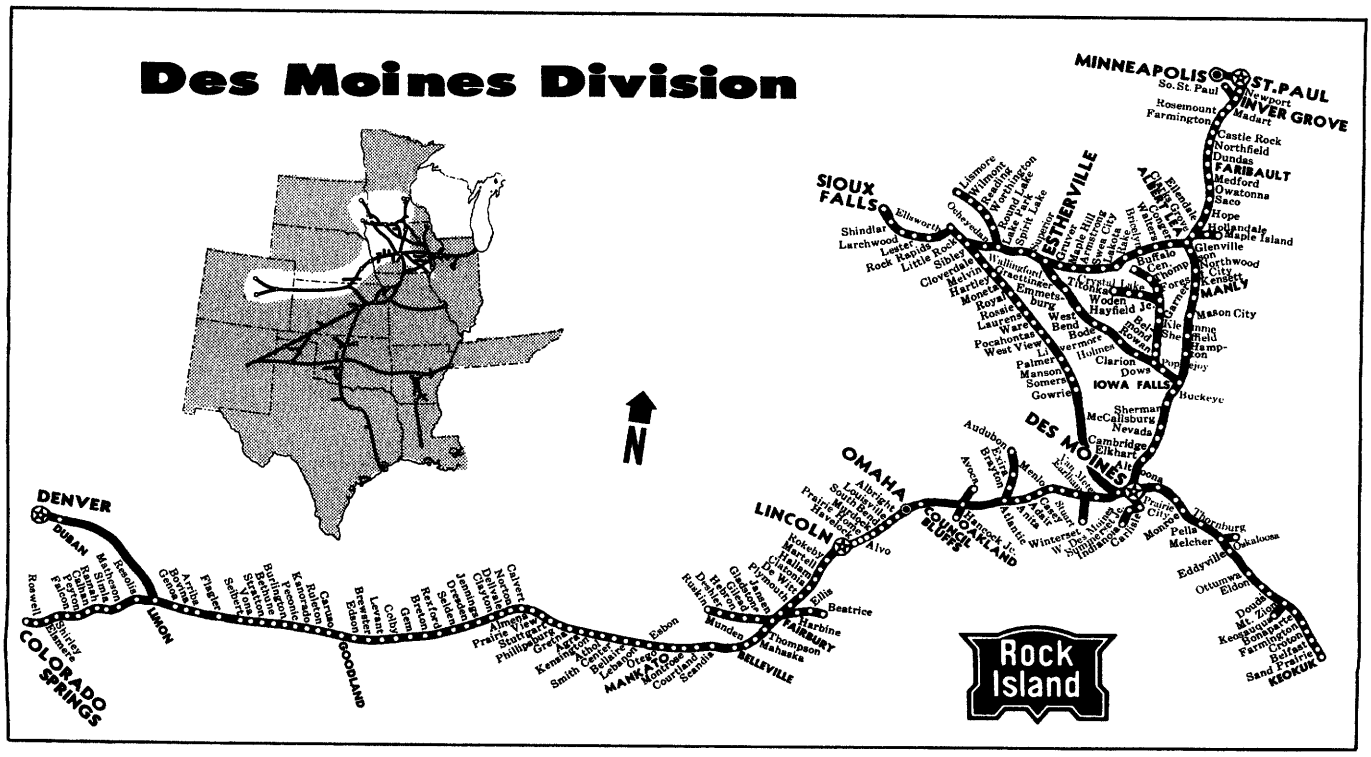
There are six tracks at the piggyback ramp, which is the second largest on the system and can spot 34 cars. Both trailers and triple and double decked auto-carriers are handled here. As a matter of fact, both a foreign car distributor, and an over-the-road auto transport company have leased property at Duban for automobile storage.

Transfers to D&RGW, UP

Major interchange at Denver is with the D&RGW, but a good percentage of car loads also go to the Union Pacific, at Pullman junction.

Denver is also headquarters for many corporations based in the west, and these are served by the railroad's freight sales department which is headquartered on the second floor of the city's Union station.

So, this is the Des Moines division, stretching from the Rockies to the flatlands of Iowa. It's topography is gently sloping, ever climbing toward the mountains. It's nearly 2,000 miles of railroad, stretching north and west of its headquarters city, but it's also over one mile of railroad stretching upward from that same city. That's because there's over 6,000 feet of difference between the altitude at Des Moines proper and Falcon, Colorado, the highest point on the division. But it's an easy haul all the way. Steepest grade on the entire division is only 1.1%, at Cedar Point, on the Union Pacific, just west of Limon.



Land of Grain and Gateways

On a map, the Missouri-Kansas division looks like a huge letter "Y" lying on its side. The base touches Tucumcari, New Mexico, one arm reaches Carlisle, Iowa—just outside of Des Moines—and the other St. Louis. This is a "long" division, stretching 909 miles between St. Louis and Tucumcari.

Branch lines are at a minimum. These include only the Dodge City, Salina and Atchison branches, plus the Trenton-St. Joseph-Topeka line, which for operating reasons is "split" at St. Joe and classed as two branches. The McFarland-Belleville line is sometimes referred to as the Clay Center branch, but in reality is a "secondary mainline," and a vital link between the Missouri-Kansas division and the western reaches of the Des Moines division.

Altogether, there are 1,183 miles of mainline, 257 miles of branches, and 104 miles of secondary mainline.

Kansas City is Headquarters

Nerve center for the division is Kansas City, with the superintendent's office located there in the two-story general office building that also serves as headquarters for the system general manager and his staff. Also at Kansas City is the complex of shops and tracks that makes up Armourdale yard, one of the most important on the entire railroad.

The Missouri-Kansas division is three things: Big grain country, a budding industrial area and the crossroads of the railroad. It connects with each of the railroad's other three divisions—two of them more than once—and is also the site of several important gateways.

Many Gateways Located Here

Examples: The Clay Center line provides the connection for St. Louis-Denver traffic. Eldon and Carlisle, Iowa are gateways between West Coast traffic and Chicago and Minnesota's Twin Cities. St. Louis is an important interchange between the Rock Island and eastern and southeastern railroads. Seventeen lines serve St. Louis besides the Rock Island and all are connected by the Terminal Railroad of St. Louis. Herington is the junction with the Southern division and its access to Texas, Oklahoma and Arkansas traffic. And, Dalhart is an interchange point with the Fort Worth and Denver railroad for traffic coming from the north.

It's a busy division, with high-speed freight trains rolling in all directions.

Geographically, the division runs from the rolling hills of the Missouri Ozarks to the flat plains of western Kansas and eastern New Mexico. It's a division of contrasts. It can have a snow storm on the east end while a sand storm rages across its western plains.

Line of Contrasts

Despite its general overall flatness, the division has the only four tunnels on the railroad, on the Kansas City-St. Louis line. This segment of line is also one of the curviest on the system, with nearly 300 curves on the 116 miles immediately east of Eldon, Missouri.

The division, too, has the highest and most spectacular bridges on the system. Towering over the Canadian river, near Logan, New Mexico, is a 775-foot-long deck plate girder bridge, which soars 135 feet above the water. And, near Kismet, Kansas, is the "Samson of the Cimarron," one of the prettiest bridges ever built, which consists of five 250-foot-long deck riveted trusses. "Samson" was built during the depression years to eliminate several sharp curves and grades, replacing a lower bridge that was constantly being flooded.

On the Missouri-Kansas, too, is the longest stretch of tangent track on the railroad and supposedly the second longest such tangent track in the coun-

Switch Engine Brings Cut of Cars For Classifying on Armourdale's Gravity Retarder Yard

try. Not one curve spoils the razor-straight rails between milepost 474.8, at Guymon, Oklahoma, and milepost 546.7, at Dalhart, Texas, a distance of 72 miles.

Still another contrast! All dispatching on the division is done from either El Reno or Des Moines, both headquarter cities for other divisions.

St. Louis, Gateway East

Easternmost city on the division is St. Louis, largest in the state and the gateway to the east. Two trains operate daily, each way, between St. Louis and Kansas City, plus a tri-weekly local to Eldon, midway between the two. Trains terminate and originate at Carrie Avenue yard, which is the location of all Rock Island offices in St. Louis, including piggyback, freight sales and operating.

Switch engines are on duty at Carrie Avenue yard on an around-the-clock basis, seven days a week. Other switchers are assigned to tranfer duty and to the Maryland Heights district, on the city's northwest edge, an ever-growing area of industrial parks and warehousing concerns.

Carrie Avenue yard is a flat switching yard, consisting of 20 tracks, each holding about 35 cars. At the south end of the yard is a four-track piggyback ramp, which has been handling an ever-increasing amount of business, and is now the fourth busiest ramp on the railroad. There, too, is a locomotive facility which services and makes minor repairs on switch engines and road freight power, plus a four-track repair facility which can run between 25 and 30 cars through daily.

Carrie Avenue yard is totally "isolated" from the Rock Island and trains must pass over 8.4 miles of Terminal Railroad between Rock Island junction and the yard. All interchange in the St. Louis metropolitan area is done through the TRRA.

Drop Cars at Lackland

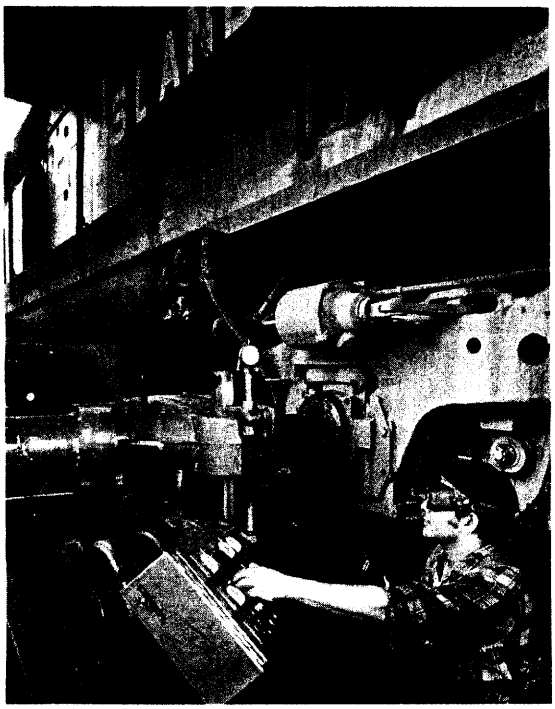
To speed that interchange traffic through the Terminal, Rock Island's train No. 72, from Kansas City, runs directly through to the TRRA's "CD" yard, on the east side of the Mississippi. Before it can do that, however, cars are dropped off at Lackland for the industries there. Other St. Louis cars are dropped off near Carrie Avenue yard, where the TRRA crew boards the Rock Island diesels for the trip to the Illinois side of the river. From "CD" yard, the locomotives and caboose then go to the "Madison" yard to pick up Rock Island-bound cars and bring them back to St. Louis. The technique, worked out in cooperation with the TRRA, has halved delivery time.

Traffic Controlled Here

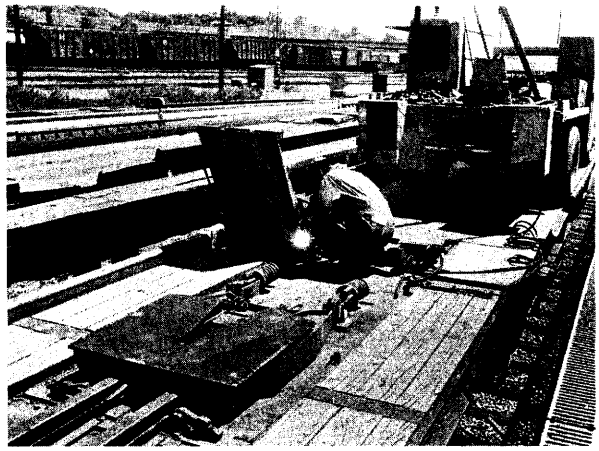
From a freight sales viewpoint, St. Louis is the home of many national concerns which control traffic from plants in other areas. St. Louis is a highly diversified manufacturing city, which makes practically anything and everything from beer to automobiles to steel to food products.

The Rock Island doesn't have many industries located on its own tracks in St. Louis proper. It does switch a large laundering products plant, a cosmetic concern and two forwarding companies. By far the largest concentration of industries served by the Rock Island is in the Maryland Heights and Lackland areas, where there are over 100 separate facilities in the string of industrial parks straddling the main-line.

That single-track, train-order-dispatched main line that ties together St. Louis and Kansas City passes through a relatively rough countryside that is devoid of much farming. But, there is a sprinkling of some industries enroute. Belle and Meta have charcoal producers; Eldon, a sub-division and crew change point, has a

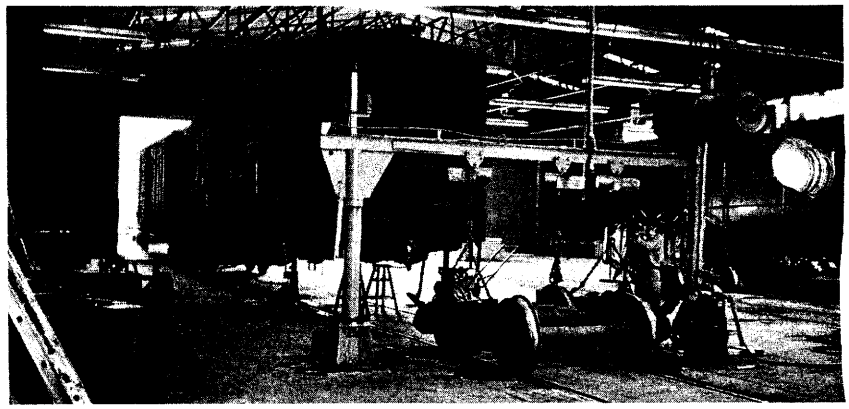


Machinist Joe Vallejo operates the wheel truing machine which grinds down worn wheels without removing them from the locomotive.



Carman Junior Atkinson welds a bridge plate on a piggyback flat car. The mechanical department truck visits the ramp each day to make minor repairs there eliminating the need for switching the cars to repair tracks.

Carmen Willis Roark and Ambrose Seifert assemble a truck in Armourdale's three-track spot repair building. The shop is outfitted with the latest tools to speed cars through.



cedar log concern; Union has a door and window manufacturer; and Owensville, a chemical concern. Near Labadie, too, there is currently being built a large electrical power plant which is providing a number of inbound cars of building materials.

Coming down from the north, toward Kansas City, the two lines—one from Carlisle, the other from Eldon—meet and join at Allerton, and continue to Trenton, where they split, one line going to St. Joseph and, ultimately, Topeka. The other line runs directly to Kansas City from Trenton.

From Eldon, through Allerton, to Polo, Missouri, the line is single track, under Centralized Traffic Control, or CTC, operated by the Des Moines dispatcher. Between Polo and Kansas City, the line is double track, CTC, which is handled by an operator at the Missouri river bridge, near Kansas City, on orders from the Des Moines dispatcher.

Joint with Milwaukee

Track between Polo and Kansas City is joint with the Milwaukee Road, and used also by their trains.

From Carlisle and Eldon to Trenton there isn't much industry, and the few carloads in and out of the area reflect the typical small town railroad business; grains outbound, and lumber-fertilizer-feed-coal inbound.

Trenton, besides being a busy operating point, is the home of a large meat canner who processes and packs meats for virtually all of the name labels. Here, too, is a small window manufacturer and two grain elevators, whose busy season is in late autumn when corn and soybeans are being harvested.

Trenton's yard consists of seven tracks, plus a series of short tracks, including three repair tracks and a caboose track. There's enough business to keep yard crews busy switching the meat plant, plus making up a daily train to St. Joseph, and adding and taking cars off the many mainline trains.

Meat and Grain at St. Joe

St. Joseph is a city of grain elevators and meat packing plants. Three major meat packers there provide cars for the nightly train to Trenton and the connection with Chicago-bound train No. 76. Besides the packers, there are twelve grain elevators — St. Joe can store over 28 million bushels of grain —a brewer, flour mills, two walnut log processors, a major tablet company, several chemical firms and a brand name feed manufacturer. At Elwood, across the Missouri river, in Kansas, is a large food product distribution warehouse. Freight trains operate to and from St. Joe in both directions, daily to Trenton and tri-weekly to Topeka and Herington. That turnaround train from Trenton also makes a daily dash down the 21 mile Atchison branch to serve grain companies, a solvent concern, flour mills and other varied industry.

Armourdale Four Miles Long

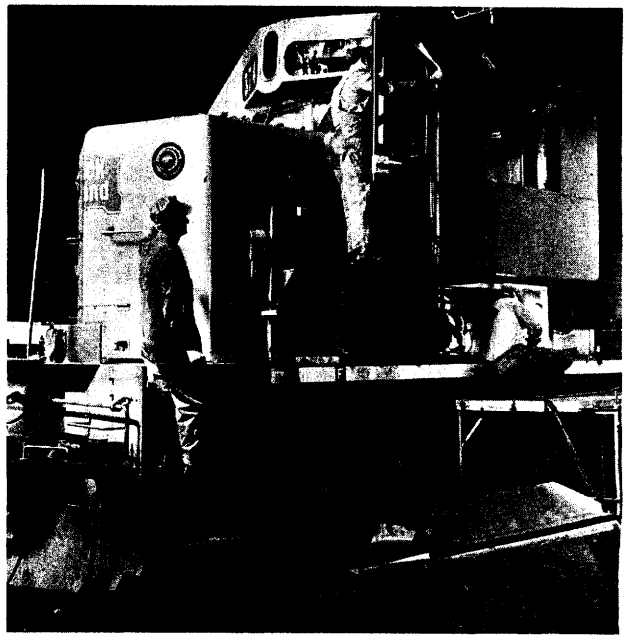
In Kansas City, Kansas, Armourdale yard stretches for nearly four miles inside the bend of the Kansas river, between 2nd and 38th streets. Operating in and out of Armourdale are 22 outbound and 19 inbound trains daily, plus occasional extras and locals. Some of those trains don't even enter the yard, but merely change crews right on the mainline to speed them to their destinations.

Armourdale is a gravity retarder yard and contains 41 tracks in the bowl. Yardmasters can make up to 139 separate classifications on those 41 tracks. At the west end of the yard are four tracks, each approximately 115 cars long, for inbound trains, and immediately north of the retarder yard are four other receiving tracks, each nearly 100 cars in length.

Car Inspector D. P. Cunningham drives down a recently completed roadway in Armourdale yard inspecting an outbound train. He and other carmen can make minor repairs right in the train.

Machinist Victor Dyrson grinds down a pair of wheels using the huge lathe in the system wheel shop. The facility works on all passenger, freight and locomotive wheels.

Mechanical department personnel repair a locomotive cab that was involved in an accident. The 14-engine diesel house accommodates work on freight, switching and passenger units.



The Rock Island interchanges cars at Kansas City with one terminal and eleven trunk lines, averaging 23,000 cars in this service each month. Armourdale handles about 3,500 cars daily in and out, doing this activity with 32 switch engine "tricks."

Also located in the yard are a 14-engine-capacity diesel house, which does light-to-medium maintenance work on freight, switch and passenger units assigned to Kansas City; a locomotive wheel-truing machine which can grind down wheels without removing them from the locomotive; and the system wheel shop, which turns wheels for all freight and passenger cars and diesel locomotives. There are also a three-track spot repair building, the two-story yard office, a train crew dormitory-restaurant, a produce track, two 88-car-capacity icing tracks and a load adjuster for shifted open-top loads.

Piggyback Ramp Has Four Tracks

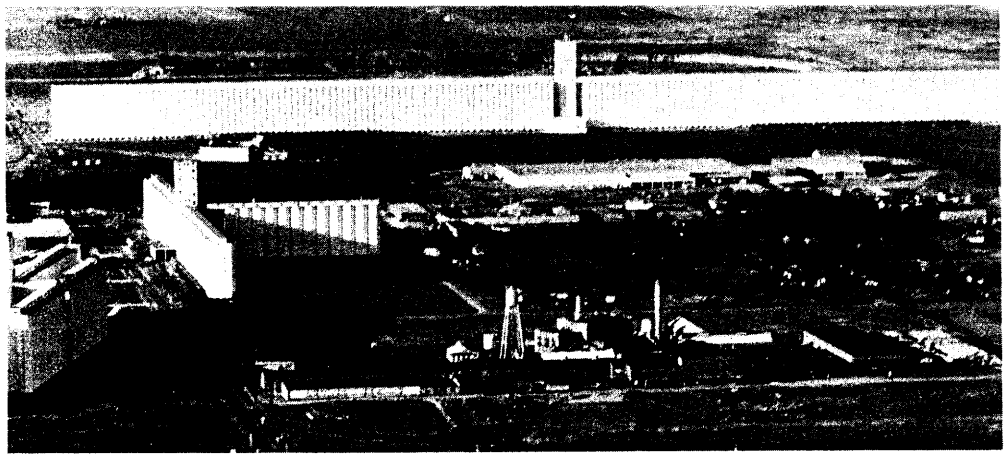
Nearby is the Kansas City piggyback ramp, with four tracks and parking for 150 trailers. Kansas City has grown to be the third busiest piggyback ramp on the Rock Island.

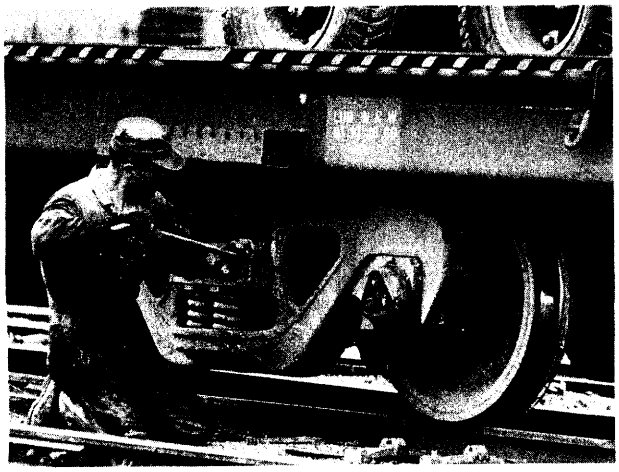
Kansas City, like St. Louis, doesn't have many industries located directly on Rock Island trackage—only about 20—but does serve as home to a myriad of industries that provide carloads of freight for the railroad through interchange. There are millers, grain elevators, steel companies, two major soap manufacturers, three automobile assembly plants, petroleum refineries, cold storage plants, meat packing plants plus a long list of other industries typical of a major city.

Grain Country Begins Here

Kansas City is the beginning of the big grain country which sprawls to the west. Three of the city's large terminal elevators are located on the Rock Island and are switched directly by the railroad. Kansas City can store over 116 million bushels of grain, and the entire Missouri-Kansas division has storage capacity approaching 350 million bushels.

Topeka is the first major city west of Kansas City, and Rock Island trains between the two points operate over trackage rights on the Union Pacific's double-track mainline. Topeka, too, is a major grain storage and marketing center with capacity for nearly 60 million bushels. But, the city also has a diversified manufacturing base with a printing concern, a steel company, a pet food supplier and one of the largest tire plants in the country.





(Above) Hutchinson is a city of grain elevators with tall white silos towering over the countryside. "Hutch" has a storage capacity of 50 million bushels. (Right) Westbound trains are completely inspected at Liberal for a through run to California, if necessary. Brakeshoes are checked and replaced if worn.

And so on down the line. McPherson can store six million bushels of grain; Hutchinson over 50 million bushels; Pratt, over half a million; Liberal, nearly three million; Mineola, a million and a half; Plains, slightly over two million; and Inman, over one million.

Dodge City, at the end of a 26-mile branch line, has storage for over six million bushels; and Abilene and Salina, on still another branch, together have capacity for over 60 million bushels.

Trend Toward Industrialization

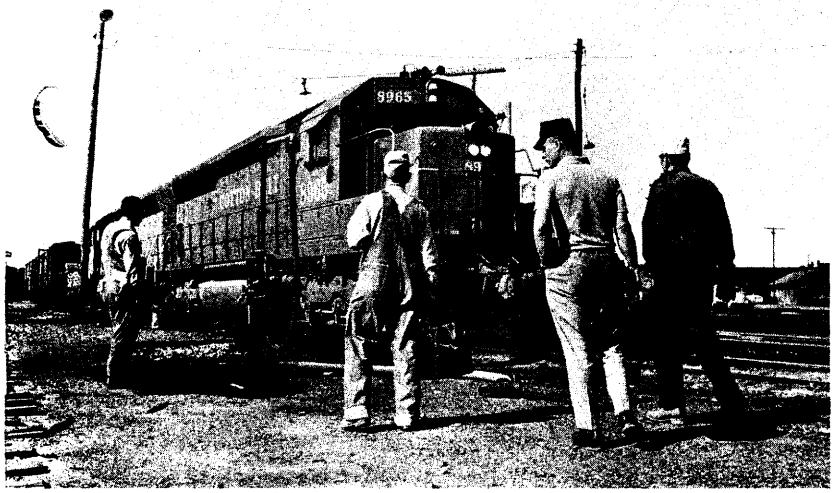
Lest we overemphasize grain, we should be aware of the recent break away from dependence on grain in the area and toward a more diversified economy.

Examples: McPherson also has a petroleum refinery; Hutchinson, three LP gas storage facilities, three salt companies, millers, an aircraft manufacturer, a wholesale grocery distributing center, a paper packaging plant, and a mobile home builder; Dodge City, a large anhydrous ammonia plant; and Pratt, a meat packer and a lawn furniture manufacturer. Perhaps the most significant break with the past is occurring at Liberal, Kansas and Guymon, Oklahoma. At both locations, in recent years, meat packers have opened new plants reflecting the current trend to locate processing plants in producing areas—where the cattle are raised and fed—instead of in the consuming areas.

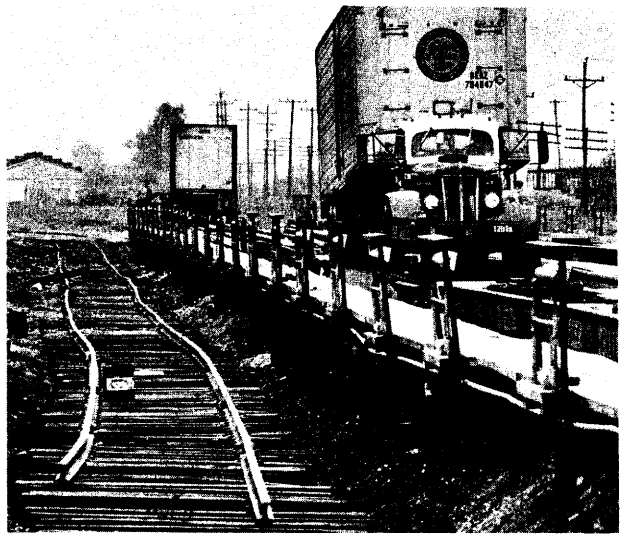
Feed Lots Surround Area

The countryside around both locations is the site of huge feed lots, which fatten the cattle, then supply them to the packers, who, in turn, process the meat and ship it out, either in refrigerated rail cars, or in refrigerated trailers via piggyback. The growth of the feed cattle industry has also resulted in the location at Liberal of a major feed manufacturer. Here, too, are a major food distribution warehouse and oil well supply concerns.

West of Kansas City, the most important operating points are Herington and Liberal. From Topeka to Herington the railroad is double track; further west to Tucumcari it is single track, and the railroad is signalled the entire distance with automatic block



Herington/ Train 67 rolls to a stop on the mainline. At left, Tony Mascareno, hostler helper, gets set to inspect the power, while Engineer Maynard McAdams, Fireman George Schlesener and Brakeman Melvin Davis prepare to board.



St. Louis/ Ever growing piggyback business has necessitated the building of a new piggyback track at Carrie Avenue yard.

Herington/ G. F. Duncan, motor car mechanic, works on a Jackson tamper. Herington is the maintenance of way equipment and motor car repair center for the system.

Topeka/ A switch crew sets cars at the large tire factory north of town. The city has an industrial base as well as stressing grain.

signals. This is fast railroad territory, with freight speeds of 70 miles per hour the rule rather than the exception. In recent years, the Rock Island has extended sidings all the way between Herington and Tucumcari—at approximately 17 mile intervals—to an average of 10,000 feet to permit easy passing between today's modern long trains.

Gateway to Southern Division

Herington is the junction with the Southern division and the gateway to Texas, Oklahoma and Arkansas. Herington's yard consists of 25 tracks, between 100 and 150 cars in length, with a capacity of nearly 3,000 cars. An average of 33 trains a day run through the town. Five of these trains, all westbound, run directly through without any switching or yarding. Crew changes and power addition or take off are done right on the mainline in a minimum amount of time. Fueling is also done on the mainline.

Trains Mainlined

Two examples of modern, Rock Island-style high-speed freight running: Train 91, Chicago to Tucumcari, doesn't enter a yard until it hits Liberal for switching and blocking. Train 97, Chicago to Fort Worth, is delivered to the Southern division intact at Herington, where it goes on, again without stops except for crew changes, to Fort Worth.

Eastbound, all traffic is blocked at Herington, either for Kansas City or for Kelly yard at Silvis. Those Kelly-bound trains don't even enter Armourdale yard at Kansas City, but change crews on the mainline for speed. Southbound trains invariably drop a locomotive unit off at Herington, because grades south of there are less steep and the general overall profile of the territory is "downhill."

Motor Car Repair Center

Located at Herington is a seven track repair facility, which can store up to 40 cars, plus a diesel service track for minor repairs, fueling, watering and sanding. Herington, too, is the motor car and maintenance of way equipment maintenance center for the entire system.

Where Herington classifies trains eastbound, Liberal performs the same function westbound. Trains are switched and blocked at Liberal for the

To reach Carrie Avenue yard, at St. Louis, Rock Island trains must travel over 8.4 miles of Terminal Railroad of St. Louis tracks between Rock Island Junction and the yard. All Rock Island interchange in the St. Louis metropolitan area is done through the TRRA.

Southern Pacific, with whom the Rock Island connects at Tucumcari, the end of the division and of the Rock Island. Those westbound "hot shots" are blocked into seven separate blocks for SP points. The SP, on the other hand, blocks cars for the Rock Island at El Paso. Those six blocks include a "Tucumcari" block, for the Amarillo-Memphis line; a "Dalhart" block for local traffic there and interchange with the FW&D; a "Liberal" block, again for local traffic and for the Liberal-Amarillo line; a "Herington" block, for local traffic there, plus southbound traffic as far as Wichita, for the Clay Center line, and for Topeka; a "Kansas City" block, for all cars this side of Silvis; and a "Kelly-and-beyond" block, for cars to be switched and further blocked at Kelly yard.

Both Rock Island and Southern Pacific locomotives and cabooses run through between Kansas City and El Paso to speed trains through the Tucumcari gateway. Eastbound trains are stopped at Liberal and cars are added to trains there, including cars from the Amarillo line, from the meat plants at Liberal and Guymon, and any other "shorts" picked up by locals. Westbound trains are thoroughly inspected and completely brakeshoed so they can make the run all the way to Los Angeles, if needed, without stops for mechanical repairs.

Tucumcari, New Mexico, is the end of the division. The Rock Island actually owns track to Santa Rosa, some 60 miles to the southwest, but that track, as well as Tucumcari itself, is operated by the Southern Pacific. The agent there is a joint employee.

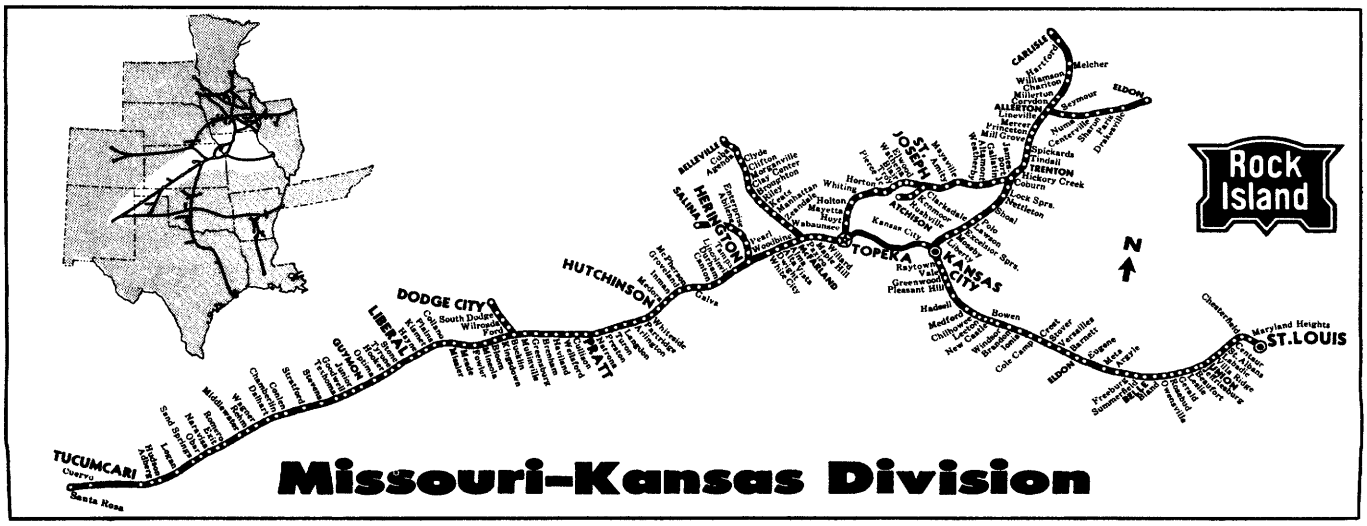
There's not much switching done in Tucumcari anymore. Most trains on the El Paso-Kansas City mainline run through, except for a stop to change crews or pick up or drop cars for local industry or the Amarillo-Memphis line. Any switching done in conjunction with that is accomplished by the crews who bring in the road trains.

Big Country Needs Big People

So this is the Missouri-Kansas division, stretching across the heart of the mid-continent, from the waters of the Mississippi to the desert country of the west. Towering grain elevators in Kansas soar beside a right of way that sees high speed freights rushing their cars to the customers. Conversely, the hills of Missouri echo to the squeal of wheel flanges as cars negotiate the tight curves there.

It's big country, with wide open spaces between cities. And it takes correspondingly "big" people to operate in such big country. Happily, the division has a good supply of these.

From St. Louis to Tucumcari, from Carlisle to Herington, from Belleville to Eldon, they're united to assure Rock Island customers the finest in service, and a railroad that they can depend on.



Train 98 Rolls Into Fort Worth With String of Jumbo Hoppers From Gulf

Southern Division

A Diversity in Freight and Landscapes

The Southern division is the largest of the four on the Rock Island, topping its nearest competitor, the Des Moines, by over 700 miles. Because it is so huge, it traverses a most diverse landscape from forests to deserts and from ocean to the mid-continent.

The division consists of two long mainlines — one from Memphis to Tucumcari, the other from Herington to Galveston; plus two secondary mainlines; and 14 branches for a total of 2,692.3 miles of track. All of it is single track, train order territory except for CTC, or centralized traffic control, between Herington and El Reno, and Fort Worth and Dallas.

Tap Rich Countryside

One of those secondary mainlines connects Liberal, Kansas, with Amarillo; while the other stretches south of Little Rock to reach Alexandria, Louisiana. The many branches reach into a wheat-rice-lumber-and-mineral territory which adds significantly to Rock Island car-loading figures.

Headquarters for the massive rail network, which in actuality totals more miles than some Class I railroads, is El Reno, Oklahoma, where the east-west and north-south mainlines cross, some 30 miles west of Oklahoma City. It's here that the superintendent, his staff and dispatchers for both the Southern and Missouri-Kansas divisions have their offices.

El Reno Has Largest Yard

As befits a headquarters city, El Reno has the largest yard on the division, with 32 tracks, located on the north edge of town. This is also the site of an ultra modern assembly line spot repair building, and a large and efficient, mechanized two-track car washing facility. Over 125 cars can be run through the wash tracks daily and between eight and fifteen cars per shift through the repair building.

Here, too, are large car shops which do heavy maintenance work, plus a locomotive repair building, with drop pits and all the necessary tools, to do any heavy repairs, including changing out of main engines, generators, or traction motors. The only work El Reno can not do is to turn locomotive wheels.

Some 30 trains operate in and out of El Reno yard each 24 hour period, heading, literally, into all four directions of the compass. Eleven switch engine tricks are assigned there on an around the clock basis. Locals for the Chickasha, Mangum and Lawton branches also originate at El Reno yard. In recent years, the yard has been mechanized with the creation of roadways between certain tracks to allow scooters and trucks to reach trains for in-yard inspections and repairs.

On the south side of the yard is located one of the two system panel rail plants, where are built skeletonized sections of track for use at industrial locations and for emergency use.

Subdivision headquarters on the busy division include Little Rock, with an assistant superintendent assigned there, and Fort Worth, with a terminal superintendent overseeing operations there.

Memphis A Major Gateway

Some 130 miles east of little Rock is Memphis, the large Tennessee city on the banks of the Mississippi river. Memphis is the major interchange point from railroads in the south and southeast, including the Louisville and Nashville, the Southern, the Frisco, the

Illinois Central, the Missouri Pacific, and the Gulf, Mobile and Ohio.

The railroad does serve five industries at West Memphis, Arkansas from the Memphis yard, including petroleum companies, a steel fabricator and a manufacturer.

Cross Mississippi to Arkansas

Rock Island trains originate and terminate in the 22-track Fourth Street yard, which has a capacity of 250 cars. Two through trains are operated in and two out of the stub yard daily. In Memphis, too, are two repair tracks with a capacity of 15 cars. Four switch engine tricks are assigned there, with switching work done around the clock.

Rock Island trains run over the Louisville and Nashville the short distance from the yard to the Mississippi river where they cross into Arkansas over the jointly owned—along with the Missouri Pacific and Cotton Belt—bridge.

Little Rock is located virtually in the geographic center of the state, and the territory varies dramatically in each direction. The Rock Island goes east, west, south and southwest out of the captial.

Train operations in Little Rock center on Biddle yard, on the south side of the city, which has 21 tracks, a six stall roundhouse, and repair facilities for both locomotives and rolling stock There is also a four track "city yard," near the old division offices, and a four track yard at North Little Rock, across the Arkansas river, to serve industries there. All Rock Island forces in the city were recently centralized in a new office building constructed at Biddle yard.

Two mainline freight trains operate both east and west out of Little Rock daily plus a daily mainline train each way between Biddle yard and Alexandria. The rest of the many trains in and out of the busy yard take the form of "locals," most notably to the rice center of Stuttgart, to Hot Springs, and to Bauxite.

The land east of the city is flat and swampy and one of rice, soy beans and cotton, with the huge elevators looming over the horizon in towns along the Rock Island tracks. Stuttgart is the rice capital of the state, with several rice processors located there. Separate branch lines run north and south out of Mesa, through the rice country to reach the towns of Des Arc and Stuttgart. The rice mills at Stuttgart are serviced each day by two road switchers. Although the territory has long grown cotton, it recently has added soy beans to its economic base and beans have been gaining in tonnage each year.

Paper and Lumber Important

To the south of Little Rock is a land of primarily forest products, and the line to El Dorado runs through virtually a solid green landscape. Industries in the south consist primarily of paper plants and lumber mills, although El Dorado itself has chemical plants and an oil refinery located there. A regular daily train runs to Alexandria, and south of there, a "Eunice Local" is operated when business warrants.

El Dorado is also the originating point for a series of local trains that fan out to Camden, via Fordyce; to Crossett; and to Winnfield. El Dorado has a 15 track yard, a small repair track and is a crew change point. Interchange is done here with the Missouri Pacific and the El Dorado and Wesson, a short line.

Another short line, the Warren and Ouachita Valley, a wholly-owned Rock Island subsidiary, runs 16 miles from Banks to Warren where it serves a lumber mill.

Industry, Mining to Southwest

To the southwest of Little Rock, the line runs to Hot Springs to tap a territory that is rich in both industry and mining. On that line are located a vanadium mine and an aluminum cable and rod plant at Wilson Springs; aluminum processing facilities at Jones Mill and Bauxite; a bauxite ore mine, also at Bauxite; and two barite mines at Malvern. Hot Springs, the end of the line, has a large pulp wood storage yard located there.

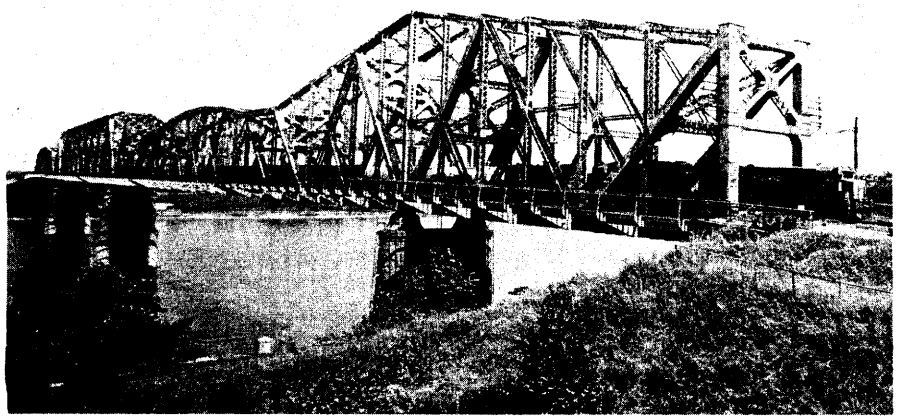
West of Little Rock, the line winds through a mountainous terrain to nearly the Oklahoma state line. A large paper plant is located at Perry, and several of the smaller towns along the line, notably Ola, Booneville and Mansfield, are busy wood chip and pulpwood loading points for the facility.

At Danville, there is a large poultry raiser and processor and consequently the town accounts for many carloads of inbound feed each month. At Booneville there is a bowling ball manufacturer, who needs inbound cars of plastics. Recently announced for the city was a large toy manufacturer who is to build there in the near future.

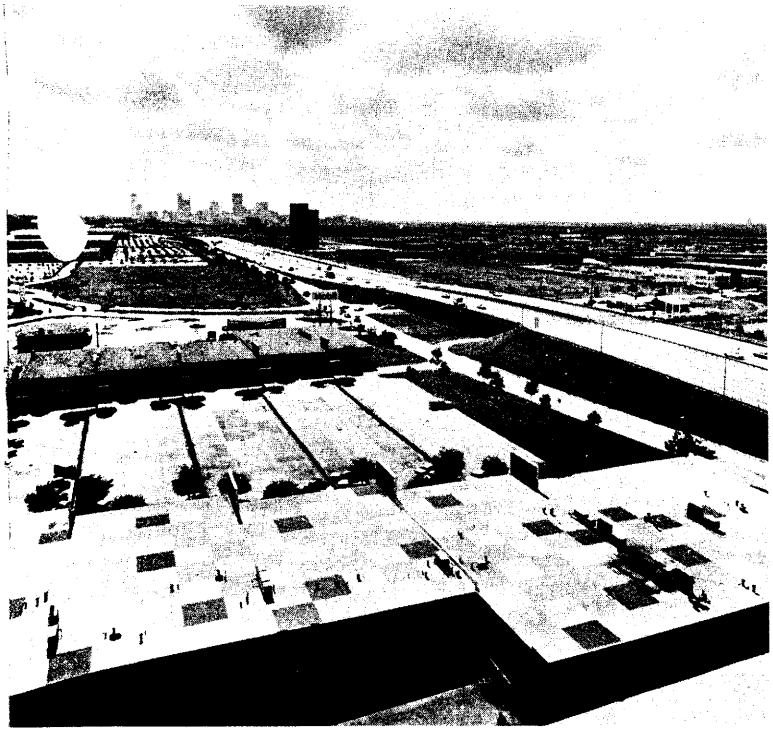
Continuing westward, the railroad goes through a series of small towns with some industries. At McAlester the railroad serves a large naval ordnance plant. Seminole was once the site of a huge oil boom. Shawnee and Yukon are the sites of large flour mills.

Distribution Center

Oklahoma City is the largest city in the state and as such is the distributing center for the area, as well as the location of several large manufacturing plants. Carloads in and out of town reflect the general nature of a large metropolitan area, including the many products of merchandise needed for day to day living.



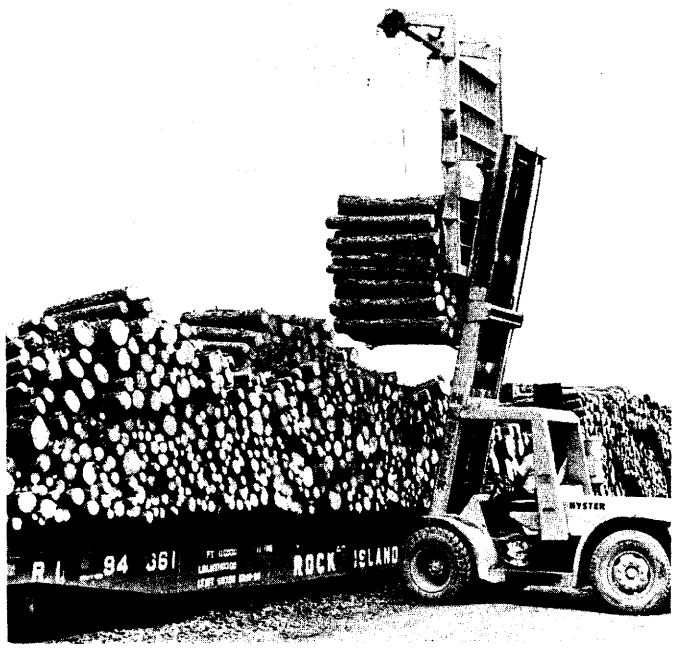
Entry into Memphis is made over the jointly owned — Rock Island, Missouri Pacific, Cotton Belt — Mississippi river bridge. The city is a very important gateway with its many connections to railroads serving the south and east.



East of downtown Dallas the Rock Island passes through a continuous string of modern industrial districts consisting of warehouses and small plants.

Another source of carloads is the petroleum industry. Tank cars, from small ones to the super huge "jumbos" are a common sight on Southern division trains.

Stuttgart is the rice capital of Arkansas and its many elevators and mills dominate the skyline. The irregularly shaped rice fields surround the city.



Pulp wood is loaded modern style at Belleville, Arkansas. The logs are shipped to mills for conversion into paper.

Wheat is the dominant crop in Oklahoma. One of the large elevators at Enid seemingly grows out of the ground in company with the crop it stores.

Central Oklahoma is wheat country, and during harvest in June, the golden grain gleams in the sunlight awaiting the fleets of threshers to roll through the fields to cut the crop. The several branch lines in the El Reno area tap that rich wheat territory, although some of them also have other industries located along them.

At Ponca City, for example, is one of the largest petroleum refineries in the country. At Warren, on the branch, and at Okeene, on the branch, and at Medford and Hennessey, on the mainline, are located large LP gas plants. Stone and rock comes from Bucher, on the Okeene line, Richards Spur, on the Lawton line, and Anadarko.

Large Military Complex

South of El Reno, on the Lawton branch line is Fort Sill, a sprawling military establishment, including the Army's large field artillery schools, which accounts for shipments of military hardware as well as inbound food and building materials needed to supply such a base. Lawton itself is Oklahoma's third largest city and thereby a source of more inbound carloads of merchandise needed to supply a large population center. There are mobile home manufacturers at both Lawton and Chickasha.

On the Mangum line, too, are peanut growers, other stone suppliers, cotton producers and, specifically at Anadarko, a large rug manufacturer.

Further south, at Duncan, there is an oil refinery and an oil well cement supplier.

Enid a Huge Wheat Center

Wheat storage is of tremendous importance in Oklahoma. The state has over 200 million bushels of storage, with Enid, a city on the Rock Island north of El Reno, accounting for 68 million bushels of that total.

Enid has two yards, one a ten track facility, the other having six tracks. Two switch engines work at Enid around the clock. Ten separate elevators there supply the many jumbo hopper cars full of wheat for the railroads serving the town.

The Rock Island does not originate any mainline trains at Enid as a general practice, but periodically does begin solid grain trains for the ports of Houston and Galveston. Those generally are mainlined all the way through, stopping only to change crews, without yarding anywhere enroute.

Locals do start out of Enid to serve the Alva, Warren and Ponca City branches.

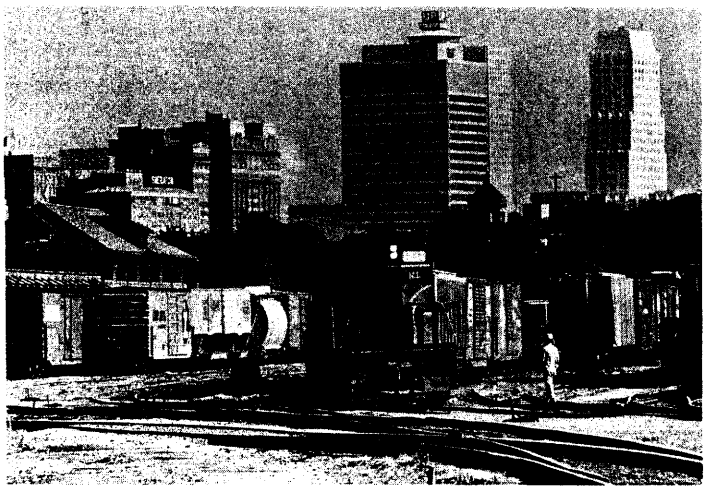
At Enid is a small roundhouse, with a machinist on duty, a 22-car-capacity wash track to supply clean cars for wheat and coke loadings, and two repair tracks, each with a capacity of 20 cars.

Six miles north of the city is a large carbon company, which takes petroleum coke and puts it through its kilns to manufacture calcined carbon. Inbound cars of coke come in from all directions, and the Rock Island has a nine-track yard at the plant to serve it.

More Wheat, Meat in Wichita

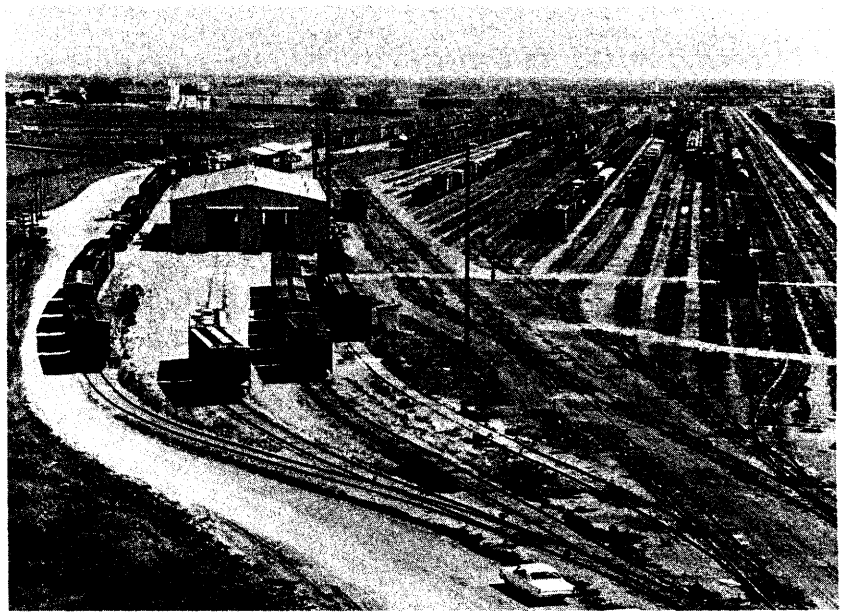
The next large city to the north is Wichita, which is also a large wheat town. Meat packing, however, follows as a close second in providing cars for the railroad. Most of that meat is handled in piggyback service, and is headed for the east coast.

Wichita has an eight track yard, an engine house with attendant machinist, a piggyback track and works four switch engine tricks, with at least one on duty around the clock. Wichita



Memphis/ Downtown skyscrapers form a picturesque background for switch crew working in Rock Island yard.

El Reno/ Yard here is largest on the division. At left is the spot repair building. Behind it are the two clean out tracks.



El Reno/ Locomotive shop has drop pits and all necessary tools to do any heavy repairs necessary, including changing main engines, generators or traction motors.

can store nearly 90 million bushels of grain.

West of El Reno the predominant "industry" continues to be wheat, although cotton is grown in the Elk City area. Some petroleum also originates at Elk City and a carbon black plant is located at Norrick, Texas. From Norrick to Amarillo the countryside is all wheat and milo. Amarillo itself is yet another major grain terminal with storage for 35 million bushels in 15 separate elevators.

Two Lines Out of Amarillo

Amarillo has a 14 track yard, divided into two sections, each with a separate lead track. One serves the east-west mainline, the other the Amarillo-Liberal, or ACR, line. Collectively, the yard can hold 950 cars. One mainline train operates each way on the east-west line, plus locals, or OFM's — Over Flow Manifests, as necessary. A daily train is also scheduled in each direction between Liberal and Amarillo.

Cars are interchanged at Amarillo with both the Fort Worth and Denver and the Santa Fe railroads. As a matter of fact, the Santa Fe interchange includes a connection with the Rock Island's hot-shot train No. 25, from Memphis with cars from the southeast for the west coast.

Nearly 85 industries are served by the Rock Island in Amarillo, mostly consisting of inbound consumer products. Outbound cars are primarily grain and grain products. Three switch engine tricks operate around the clock to serve the many customers.

One unusual source of carloads is at Soncy, about eight miles west of Amarillo. Located here is one of the very few spots in the country where helium is produced. Amarillo is informally known as the "Helium Capital of the World." A large cement plant is also located at nearby Bushland.

The ACR line is mostly wheat and milo territory, although fertilizer, in the form of both nitrogen and anhydrous ammonia, is produced at Sheerin and Etter, on the Wilco branch line. A large petroleum refinery is also located at Sheerin.

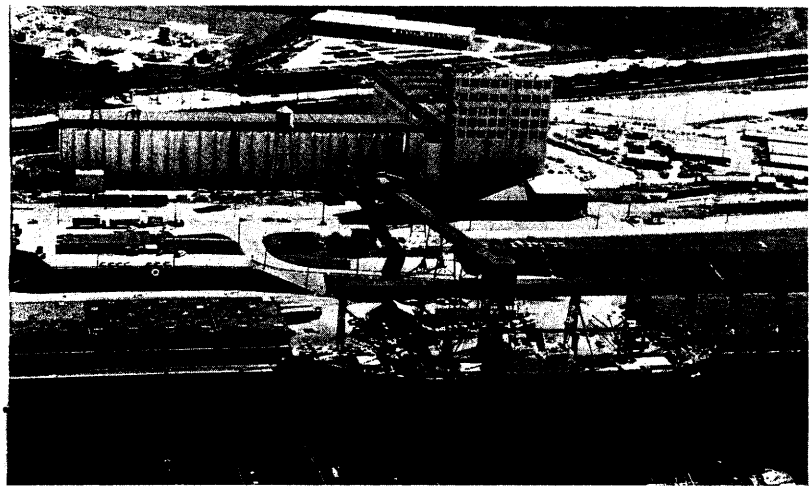
Four Yards in Fort Worth

The major cities south of El Reno are Fort Worth, Dallas and Houston. At Fort Worth, the Rock Island has four yards; North Fort Worth yard, New yard, Peach yard, and Sylvania yard. The main facility is the combination Peach-New yard complex. The two yards are located end-to-end and originate the many north and south bound trains. New yard consists of 17 tracks, and Peach yard has 10 tracks, plus two recently opened piggyback tracks.

Huge Animal Feed Mill

North Fort Worth yard is primarily used for interchange to the Cotton Belt and the Frisco and to switch industries between Fort Worth and Saginaw. Sylvania yard handles cars for the major industry, the world's largest animal feed mill, served exclusively by the Rock Island and for storage of loaded cars during the wheat harvest, and to switch plants in the nearby Sylvania industrial district.

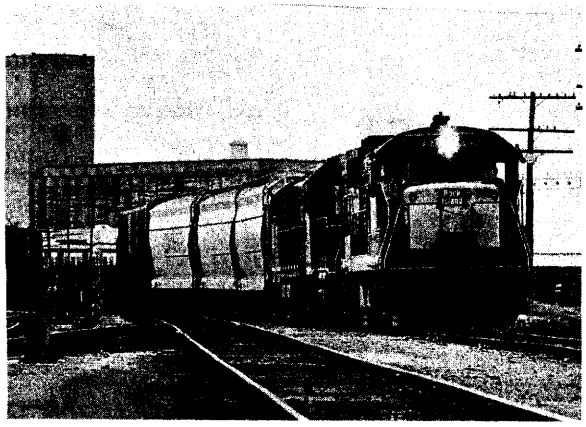
All along the 30 miles of track between Fort Worth and Dallas, are located a string of industries, either separately or in modern, functional industrial parks. Midway between the two metropolises, at Station 95, is the connection with the Great Southwest Railroad, owned partly by the Rock Island, which serves the Great Southwest Industrial District, a huge collection of warehouses and small industries. And, just before reaching Dallas, the railroad runs through a seemingly



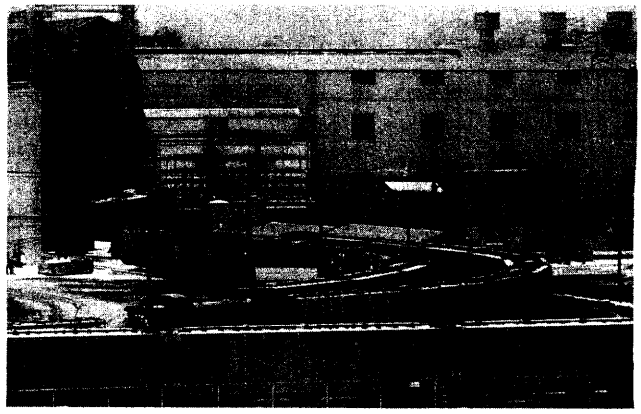
Houston/ Grain elevators, like the Port of Houston's facility, channel midwest grain to the world via ocean-going ships.

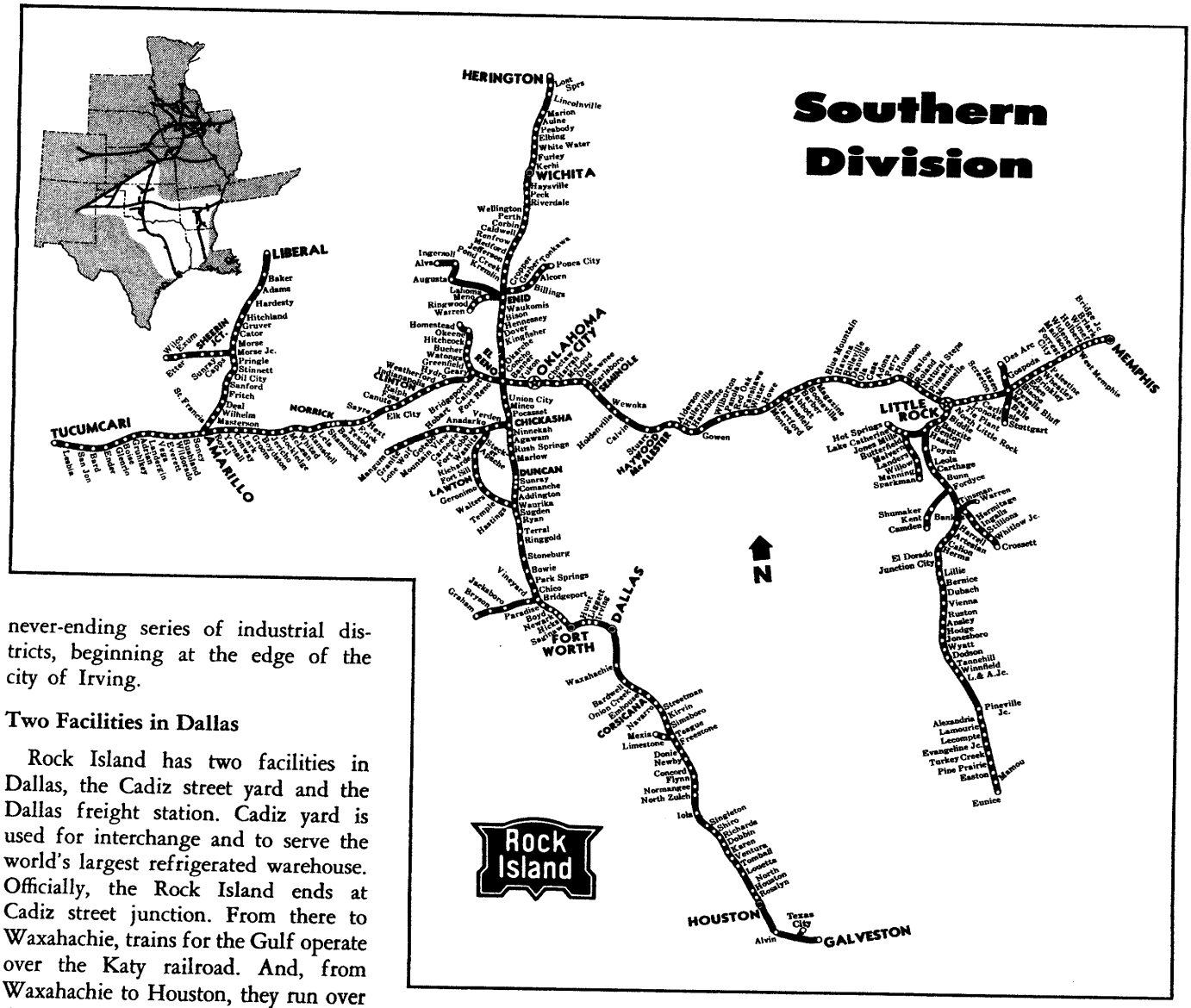
Amarillo/ Grain elevators dot the skyline of this west Texas metropolis. Rock Island serves 85 industries in town.

Wichita/ Northbound train enters Wichita yard with empty jumbo hoppers on head end for elevators in town.



Bauxite/ Bauxite and Northern's switcher shunts cars at aluminum plant. Raw ore is first processed into alumina, a fine powder, then converted into aluminum metal.





never-ending series of industrial districts, beginning at the edge of the city of Irving.

Two Facilities in Dallas

Rock Island has two facilities in Dallas, the Cadiz street yard and the Dallas freight station. Cadiz yard is used for interchange and to serve the world's largest refrigerated warehouse. Officially, the Rock Island ends at Cadiz street junction. From there to Waxahachie, trains for the Gulf operate over the Katy railroad. And, from Waxahachie to Houston, they run over the "Joint Texas Division," owned by both the Rock Island and the Burlington railroads. Operations are handled in turn by each on five year terms. Currently, the track is run by the Burlington until January 1, 1971.

Service South of Houston

Rock Island trains terminate at the Houston Belt and Terminal railroad's "South" yard. From there a daily "Galveston Turn" takes cars to the Rock Island yard in Galveston, operating over the Santa Fe between those two points. Major commodities to the ports include grain and other products for export, plus the myriad of goods and materials needed for the daily life in a metropolitan area.

Rock Island offices in Fort Worth are located in the Texas and Pacific building, with operating offices on the fourth floor, and freight sales, including headquarters of the resident vice president for Texas, on the eighth floor.

Modern piggyback terminals are located at Fort Worth, Dallas and Houston. The Houston trailer-container complex consists of four tracks—two storage tracks parallel to the railroad's mainline, and two loading and unloading tracks, each 1,600 feet long, adjacent to a paved parking area that can accommodate two hundred trailers.

Originates Much Traffic

The division is one of fast mainline trains, primarily those from the north—including Chicago, Kansas City and the Twin Cities—for the big cities of Texas, Oklahoma, Arkansas and the ports. Conversely the division operates probably more locals than any other one. It's an originator of traffic, including the many hundreds of cars of wheat, rice, and forest products.

It's the division of the hot-shot Texas trains; the speedy No. 25 from the Memphis gateway; and the periodic all-wheat, all-jumbo-covered-hopper trains heading for the Gulf.

Variety of Scenery

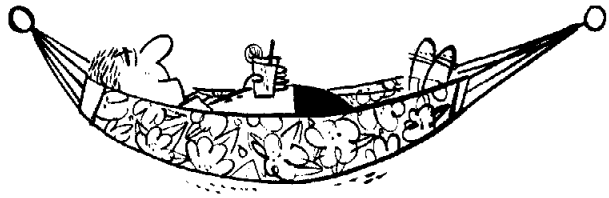
It has the desolation of the Arkansas woods, but also the sophistication of big cities. It has the precision of assembly-line-like wheat growing, and the string-like grouping of industries, primarily in the Dallas-Fort Worth area.

It has virtually anything one could want on a railroad, including excellent Rock Island personnel who operate those trains over a spider-web-like division, with the total skills of modern, 1970-style railroading.

EMPLOYEE BENEFITS

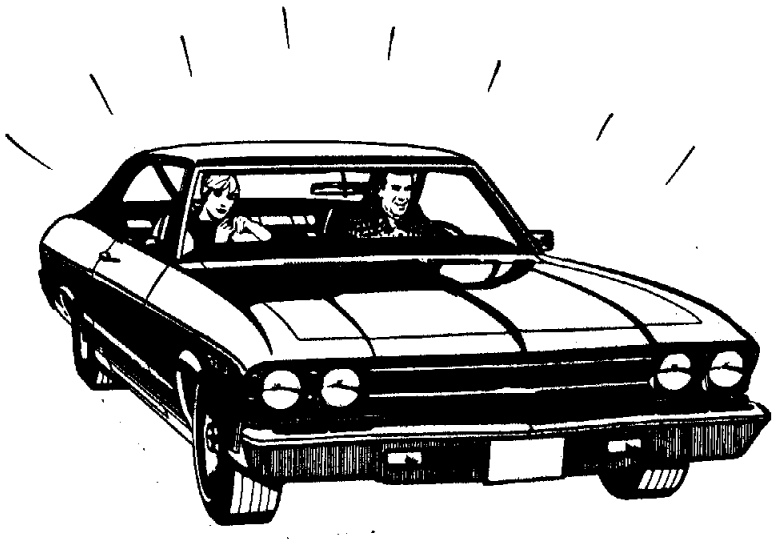
Rock Island employees have long enjoyed major benefits as a result of their railroad employment which adds approximately 26.3% to their basic income. Many of these benefits are determined by length of service or by satisfying certain requirements of eligibility.

Should the need arise, Company paid insurance provides eligible employees $6,000.00 in life insurance benefits; $10,000.00 in accidental death benefits; and dismemberment benefits ranging from $2,000.00 to $4,000.00. Eligible retired employees are provided with $2,000.00 in life insurance benefits. Annual paid vacations from 5 to 20 days, dependent on length of service, are provided eligible employees.

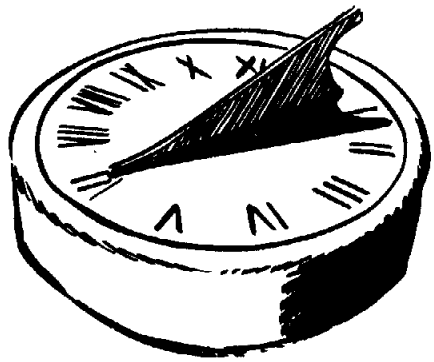


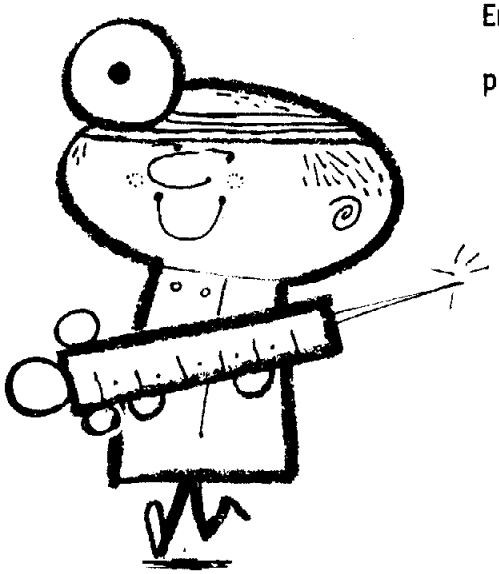
Seven paid holidays plus the employees birthday are granted annually. In 1972, Good Friday becomes a holiday in lieu of the birthday holiday. In 1973, Veteran's Day is an added holiday.

Financial assistance is available at most locations through Credit Unions which are sponsored by employee groups.



A 40-Hour week, plus overtime after 8-hour duty tours is standard for all crafts except in train and engine service.





Employee and eligible dependents are provided with Hospital, Surgical and extended Medical Expense insurance benefits.

Unemployment Benefits are provided at company expense under the provisions of the Railroad Retirement Act.

Substantial Pension Benefits are provided under the provisions of the Railroad Retirement Act.

Employees may also participate in a Company sponsored insurance plan with the Metropolitan Life Insurance Company that provides life insurance benefits for themselves and eligible dependents at group rates.

NO JOB IS SO IMPORTANT

AND NO SERVICE IS SO URGENT

THAT WE CANNOT TAKE TIME

TO PERFORM OUR WORK SAFELY

SAFE WORK PRACTICES FOR YARD CLERKS

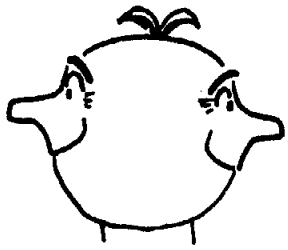
Yard clerks' duties expose them to some hazards not experienced by other clerical employees. Rain, fog, ice, snow, summer heat, ground conditions and the dangers of night work are a routine part of the yard clerks' working environment. Added to this is the need for working around tracks and moving equipment. These factors demand that yard clerical employees be alert at all times. The work can be performed with minimum risk.

A study of railroad accident causes shows 90 per cent result from human error. When this fact is fully accepted and the guidelines (Safety Rules, advice from yardmasters, trainmasters and the Safety Supervisor) are strictly followed, the frequency of accidents and the severity of injuries will be reduced. The cost to the employee in terms of personal pain and anguish to his loved ones cannot be measured. Injuries can be suffered by old and new employees alike -- no one is immune. Accidents can be prevented. They don't just happen. They are caused.

To avoid accidents or injuries, employees must know the hazards of the work in which they are engaged. Most injuries have been traced to two primary causes:

1. Taking the "short cut" by ignoring Safety Rules.
2. Negligence or thoughtlessness.

To avoid injury, the employee must know the principal causes of accidents involving yard clerks. In general, they are:

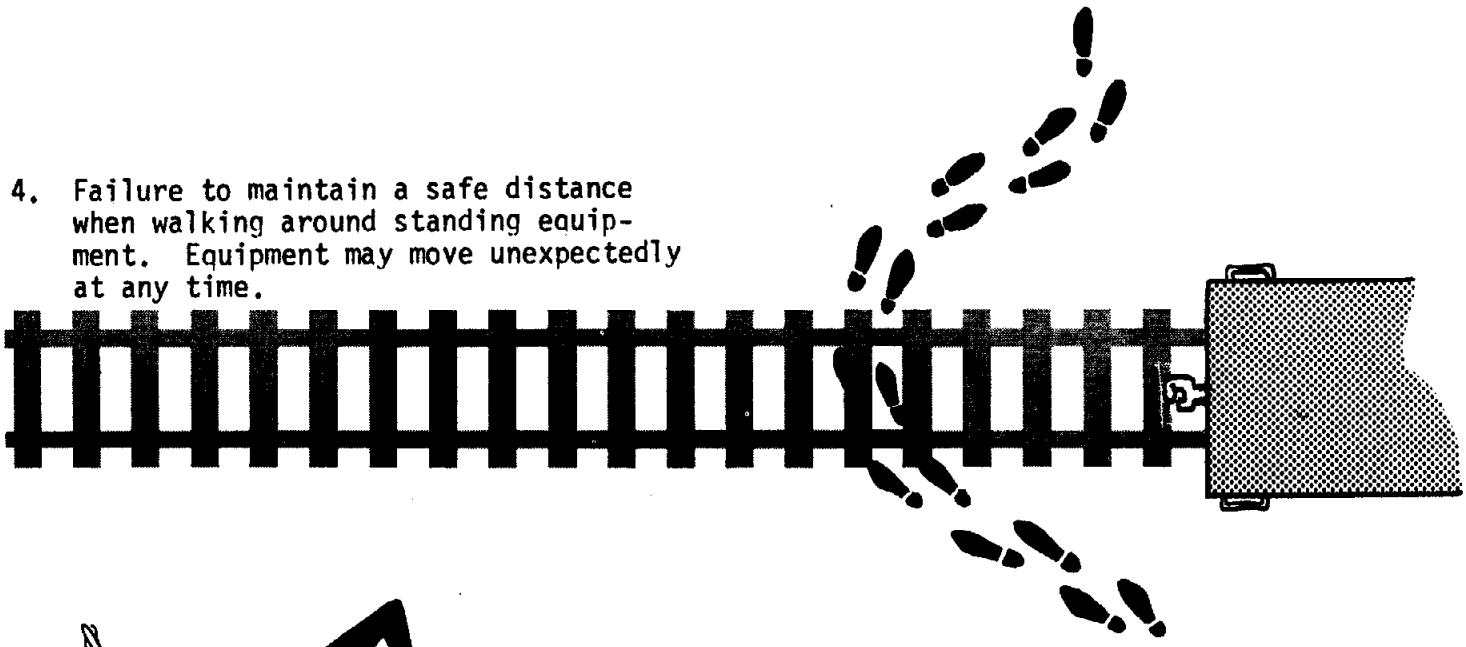


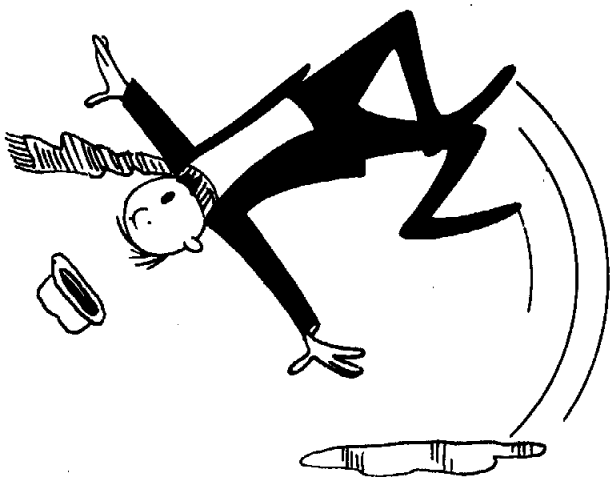
1. Failure to look in both directions for moving equipment before crossing over tracks.

2. Loss of handhold or footing while climbing between cars. The unexpected movement of equipment may cause falls.

3. Tripping and falling over track structure. Do not step on rails.

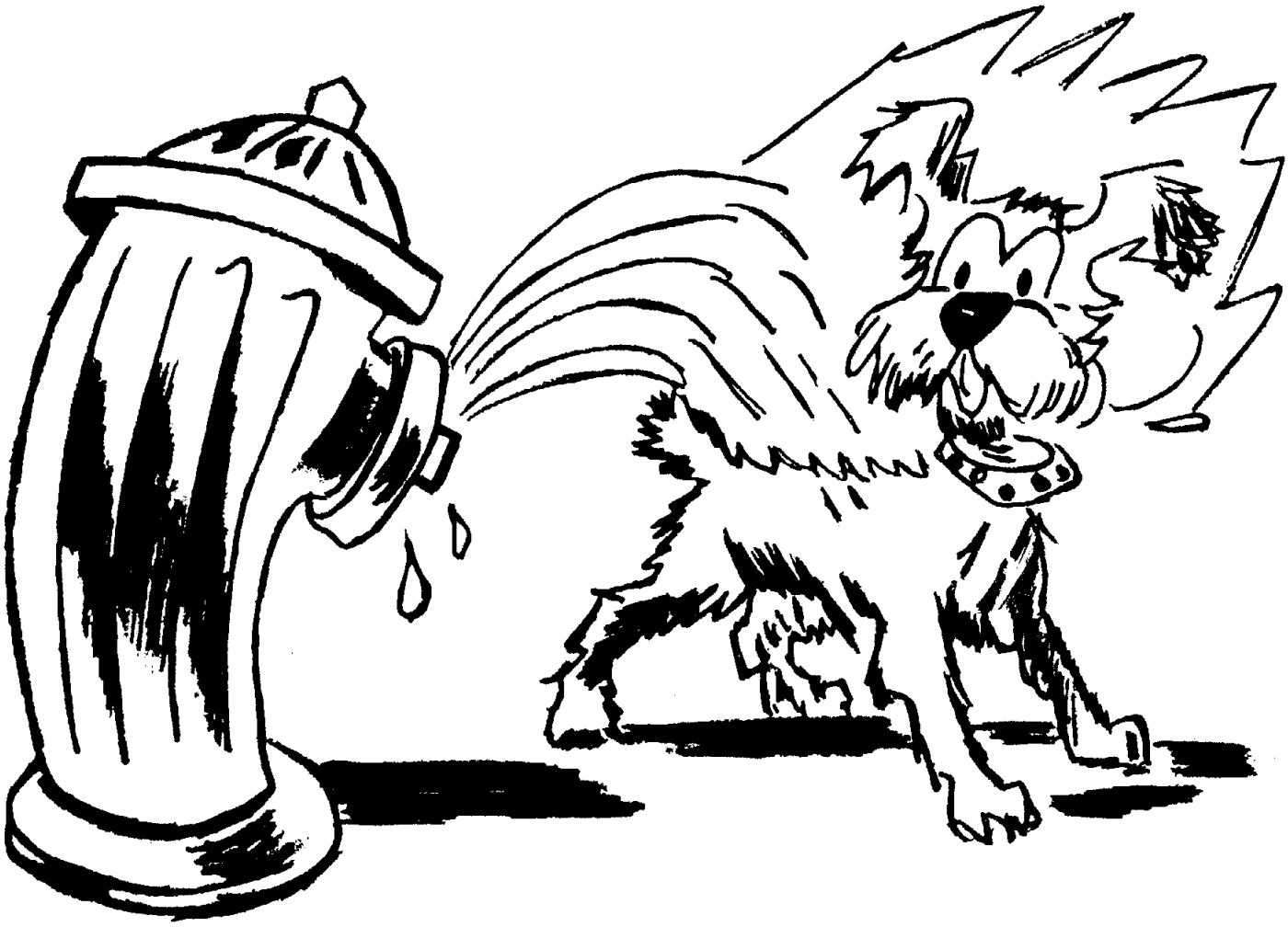
4. Failure to maintain a safe distance when walking around standing equipment. Equipment may move unexpectedly at any time.





5. Falls due to tripping or slipping as a result of snow or ice.

There's a FIRST TIME for every accident!



REVIEW QUESTIONS

1. Why are yard clerks' duties more hazardous than those of other clerical employees?
2. What are the major factors behind the majority of railroad accidents?
3. From whom can the yard clerk get advice as to how best avoid accidents?
4. There are two primary causes of accidents. Name each.
5. There are five principal causes of injuries to yard clerks. Name each.
6. There are several preventive measures that can be taken by the yard clerk to avoid injury to himself. Name four.
7. What is the obligation of the yard clerk to his fellow worker in the yards?

FLOW CHART

Your job and its importance will be better understood if you have some knowledge of the clerical function in its entirety. Basically, yard clerks must account for incoming and outgoing cars and must keep track of cars in the yards and terminals.

As illustrated on the Flow Chart at the end of Section 6, cars on hand in a terminal come from one of three sources.

1 - Local Industry (Plant G)
2 - Local Interchange (Junction F)
3 - Inbound Trains (Sub-divisions X and Y)

When switched and classified, cars will be dispatched to one of three destinations:

1 - Local Industry (Plant D)
2 - Local Interchange (Junction E)
3 - Outbound Trains (City A, Plant B and City C moving over Sub-division Z)

Each freight car moving over the railroad is accompanied by a waybill. Waybills for cars coming from local industry (Plant G) are provided by the local agent. Waybills for cars received from foreign roads in interchange (Junction F) must accompany the cars. Waybills for cars received on an inbound train are carried by the conductor (Sub-divisions X & Y).

The clerical duties included in moving a car through a terminal are:

A. <u>INBOUND</u>

1 - <u>Cars originating from local interchange or industry</u>.

Cars arrive in the receiving yard. Clerks track check cars, arrange waybills in the same order as cars stand on the track, prepare a switch list, indicate proper classification for each car and give the list to the Yardmaster. The Yardmaster uses the list to instruct yard crews as to how the cars are to be switched.

2 - Cars originating from inbound trains.

A teleprocessed advance consist, containing information on each car, is received prior to train arrival. A switch list is prepared from the advance consist, however some local inbound train lists are prepared after train arrival. When a train arrives, it is checked into the receiving yards and the waybills brought to the yard office. The train check and waybills are compared against the switch list and corrections made as necessary. The correct list is given to the Yardmaster. The principal difference between handling inbound trains and handling local cars is the use of the advance consist.

3 - Filing Waybills.

Using the switch list, the Yardmaster will instruct yard crews as to the switching of cars from the receiving yard into the classification yard. Using the same list, the clerk may file the waybills in a waybill case. Waybills can be filed by one of three methods:

(1) Car Number
(2) Classification
(3) Track in car standing

Local instructions govern the method used because some yards work under the PICL System (Perpetual Inventory Car Location).

B. OUTBOUND

1 - Dispatching cars to local interchange.

The cars are checked in the classification yard, then the waybills are aligned in car order. When cars are dispatched, waybills must be given to the receiving road at a designated location. At some stations, clerks may be required to deliver the waybills.

2 - Dispatching cars to local industry.

Cars are checked in the classification yard. The local industry by name or number is noted on the list. The yard foreman is provided a list of the cars. The waybills are forwarded to the local agent.

3 - Dispatching cars on outbound trains.

The cars involved in the makeup of the outbound train, which may be on one or more tracks, are checked and the waybills aligned in train standing. The yard clerk will prepare an outbound teleprocessed consist using the waybills. The waybills are then given to the road conductor who will carry them with the train. Transmission of the teleprocessed consist will be made to the Computer Center and to each yard through which the train travels.

These procedures are followed until each car reaches its destination or interchange point.

C. EXCEPTIONS

There are conditions that prevent cars from being handled in a normal manner. For example:

1 - Mechanical defects. (Bad Order)
2 - Waybill and car become disassociated creating a No Bill.
3 - Awaiting additional instructions.
4 - Awaiting clearance instructions.
5 - Partial unloading or transfer of lading.
6 - Misclassified.

REVIEW QUESTIONS

1. Cars on hand in a terminal originate from three sources. Name them.

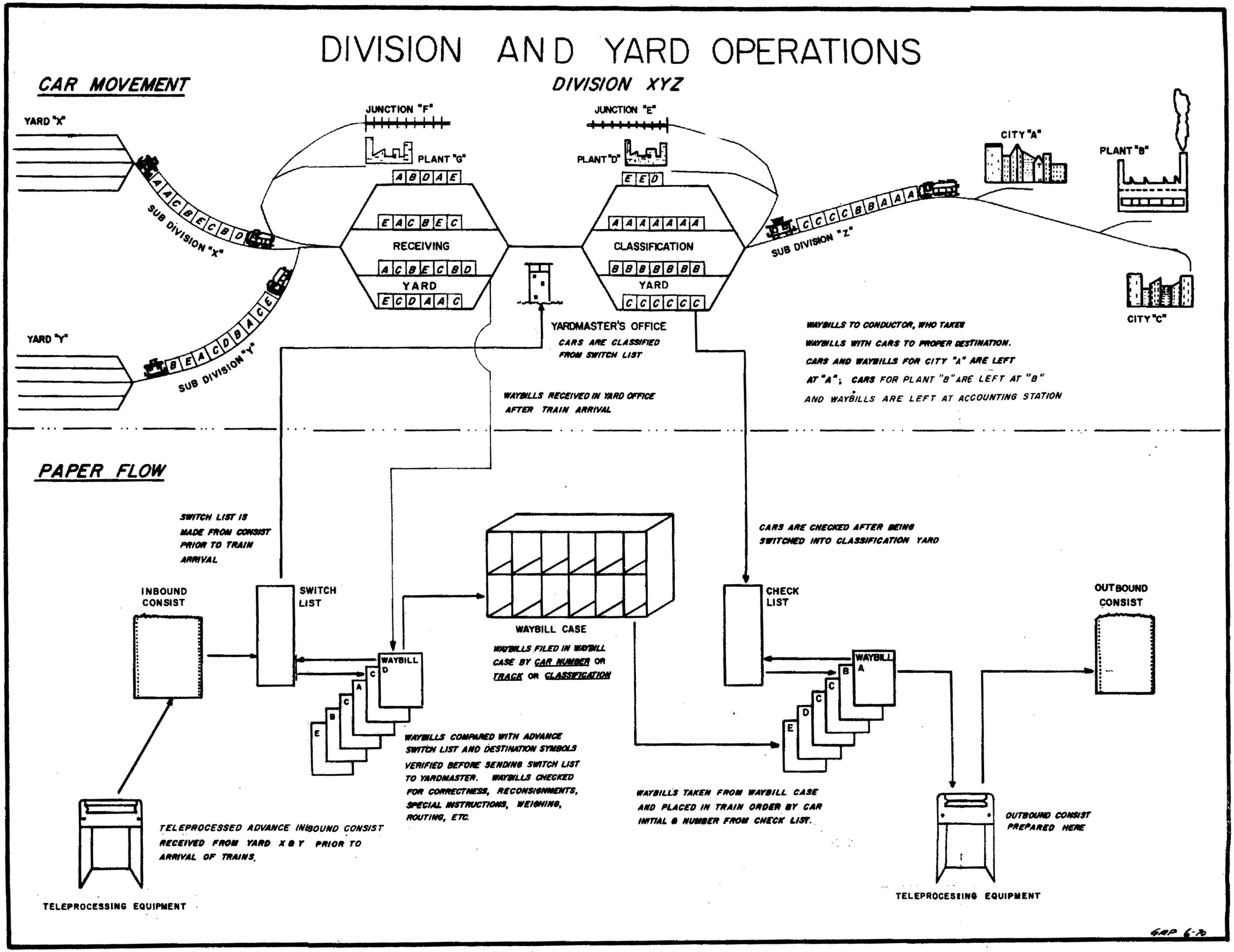
2. What clerical duties are involved in inbounding cars from local interchange or industry?

3. Waybills are filed in what manner?

4. Where are teleprocessed transmissions of consist sent?

5. Name five conditions that could prevent cars from being handled in a normal manner?

DIVISION AND YARD OPERATIONS



YARDS, TRACK CHECKS AND SWITCH LISTS

A yard is a system of tracks, other than main tracks, with defined limits, for the purpose of receiving, switching, dispatching, repairing, storing, weighing, loading and unloading cars. Each yard will have its own characteristics.

Each track in a yard will have either a name or a number. You should learn the reference points, such as buildings, sheds, roads, highways, light poles, speakers, towers, elevation changes and other tracks, which can be used to locate individual tracks.

The location of cars within a yard must be known at all times. This is accomplished by maintaining a constant inventory of cars and their location. By walking beside a track, a list of cars (initials and numbers) is made in the order they locate on that track. This list is known as a "track check". The purpose of this check is threefold:

1 - Inventory.
2 - A set of Instructions, when used as a switch list.
3 - Permanent Record.

In some yards the track check is used as a switch list; in others, a switch list will be prepared from information contained on the track check. Local instructions will govern the form used and the amount of information required for each car.

When used for an inventory or a permanent record, certain information is required. The heading of the track check includes:

1 - Yard Identification
2 - Track Number
3 - Clerk's name or initials
4 - Date and Time
5 - Direction (West to East, North to South, Engine to Cab)
6 - Number each page of the track check, if more than one is required.
7 - Local instructions may require additional information to be shown.

WHAT DO WE NEED TO KNOW ABOUT EACH CAR ON EACH TRACK ?

Local instructions and the situation will govern the amount of information required for each car being track checked. This information is divided into classes: A, B, C, D. Each is discussed below:

CLASS	INFORMATION REQUIRED
A	1 - Initial 2 - Number 3 - Load (Contents, if possible) or Empty (Empty grading, length, door size and type, all stencilled information as to return movement instructions.) 4 - Car Type 5 - Placards 6 - Other information available from physical check of car or as required by local practice.
B	1 - Initial 2 - Number 3 - Load or Empty Condition 4 - Car Type 5 - Placards
C	1 - Initial 2 - Number 3 - Tare Weight (weight of the car)
D	1 - Initial 2 - Number

When making the track check-switch list, ACCURACY IS IMPORTANT! The initial and number on the track check and the car should match exactly. Guard against transposing (mixing up) car numbers. Avoid walking by a car. Not listing a car results in cars becoming No Bills; that is, becoming separated from the waybill.

As an aid in pre-planning work, a thorough knowledge of the yard operation is essential. For example, before checking a track, inquire if there are other tracks to be checked. This will permit one track being checked going, the other when returning. Frequently, two tracks can be checked simultaneously if located side by side, or if the view of adjacent tracks is unobstructed.

Knowledge of train arrivals will enable a clerk to position himself to check an incoming train as it pulls by.

A good rule is: "Time permitting, never walk by or have a 'cut of cars' move without getting at least a Class D check." In this manner, experienced clerks save much time and effort.

HAPPINESS IS A COMPLETELY CHECKED YARD!

Form C.T.-42
Rev. 7/70

ROCK ISLAND LINES

TRAIN LIST

Train No. _____ Arriving / Leaving _____

Date and Time _____ Conductor _____

YARD CHECK — STATION RECORD

ON HAND STATION _____

Date _____ 19____, AGENT _____

	INITIAL 1	NUMBER 2	KIND 3	NET TONS 4	CONTENTS OR EMPTY 5	DEST'N STATION Off Going Jct. OFF GOING ROAD 6	Car Cap'y Trk. Height	DATE RECEIVED	CONSIGNEE	NO. OF DAYS DETAINED: To Be Placed	Un-load-ing	Mty	Load-ing	For Move-ment	REASON FOR DELAYS
1															
2															
3															
4															
5															
6															
7															
8															
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TRAILER
V — Van R—Refgr. OT — Open top F — Flat

BOX, PLAIN
- 40 ft. single door ..... BX
- 40 ft. double door ..... BD
- 50 ft. door opening less than 8 ft. ..... BE
- 50 ft. door opening 8 ft. or wider ..... BQ
- Cushion underframe, any length or door size ..... BU

BOX, SPECIAL
- Automobile parts ..... AP
- Equipped with interior load restraining equipment ..... DF

FLAT
- Less than 50 ft. ..... FF
- 50 ft. or over, less than 60 ft. ..... FM
- 60 ft. or over ..... FL
- Bulkhead, pulpwood, or farm implement equipped with tiedown chains ..... FI
- Bi-level automobile rack ..... BL
- Tri-level automobile rack ..... TL
- TOFC (Piggyback) ..... FT

GONDOLA
- 48 ft. or less ..... GS
- Over 48 ft., less than 61 ft. ..... GB
- 61 ft. or over ..... GL
- Covered ..... CG

HOPPER
- Open top ..... HO
- Covered ..... CH
- Longitudinal dump ballast ..... LH

REFRIGERATOR
- Mechanical ..... RM
- Beef rail ..... RB
- All other ..... RS

STOCK
- Single Deck ..... SD
- Double Deck ..... DD

CONTAINER
- Flat or gondola ..... CN

TANK ..... TK

998 CHICAGO ROCK ISLAND AND PACIFIC RAILROAD CO.

FORM CT 264 G

LINE	CAR INITIAL	CAR NUMBER	KIND	NET TONS	CONTENTS	DESTN. STATION / OFF-GOING JCT.	OFF-GOING ROAD	REFGN. OR SPL. INSTNS.							
							DEPARTURE				ARRIVAL				
							TRAIN OR ROAD	HR	MN	DAY	TRAIN OR ROAD	HR		MN	DAY
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2															
3															
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28															

A	DIESEL LOCOMOTIVE NUMBERS	SHEET

B	TRAIN	TRAIN DEPARTURE					TRAIN ARRIVAL		
		STATION		MO.	DAY	TIME	STATION		
1									

SWITCH LIST

1	CAR INITIAL	CAR NUMBER	L/E	KIND	NET TONS	CONTENTS	C. R. I. P. DESTN. STA.	OFF-GOING ROAD	REFGN. OR SPL. INSTRUCTIONS	
1										
2										
3										
4										
5										
6										
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ROCK ISLAND LINES Form C. T. 117 600M 1-70

REPORT OF CARS HANDLED IN SWITCHING SERVICE

SWITCH CARS CAREFULLY—DO NOT EXCEED COUPLING SPEED OF 4 MPH.

Station _____ Date _____ 19____

Engine No. _____ Engineman _____

Yard Foreman _____

	INITIAL	CAR NUMBER	Ld or Em	FROM	TO	WHO FOR	TIME
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
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33							

(OVER)

REVIEW QUESTIONS

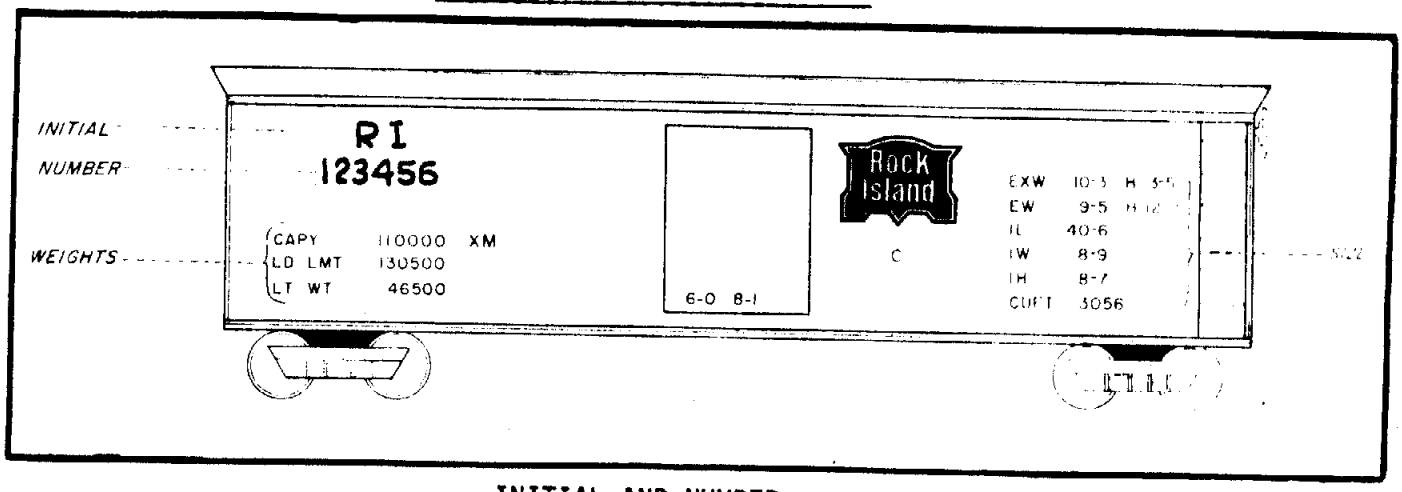
1. What is a yard?
2. What reference points should be used for track locations?
3. Why is the location of cars within a yard important?
4. A track check has three purposes; name them.
5. What is important when making a track check?

CAR IDENTIFICATION

Yard clerks must correctly identify railroad cars. In recent years, new types of cars have been designed to better serve the railroad's customers. As an example, today there are many variations of the box car.

The markings on the side of a railroad car are important. Each marking has a definite meaning. This section will be devoted to the markings on the side of a car and how to identify the different types of cars.

HOW TO "READ" A FREIGHT CAR



INITIAL AND NUMBER

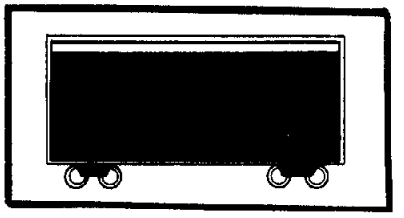
Initial (or Reporting Mark) - RI - This is the initial of the car. The initial is stencilled on both sides and ends of all railroad cars. The initial is the abbreviation for the name of the company owning the car. This car is owned by the Rock Island Railroad Company. Cars owned by companies other than railroads and used for transportation of goods over various railroads are termed "Privately Owned" cars. Most "Privately Owned" cars have initials ending in "X". Almost all tank and refrigerator cars are privately owned, also many covered hoppers and piggyback flat cars. Example: Cars with initials FGEX are owned by The Fruit Growers Express Company.

Number - 123456. The number of the car is stencilled below the car initial on both sides and ends. Only one number is assigned to each car owned by each railroad. When the Yard Clerk is making a yard check of a group of cars, the car initial and number must be correctly recorded.

Automatic Car Identification (ACI). You will note that almost every freight car, trailer and diesel locomotive in service today has a red, blue and black scotch lite decal on its side. The lines and colors on the decal are strategically positioned to indicate the car (or locomotive) initial and number which can be read electronically by a scanner. When the system is in full operation, the location of all equipment can be read by computers. Improved car utilization and accurate records, is the goal of this national project under the supervision of the AAR Mechanical Division.

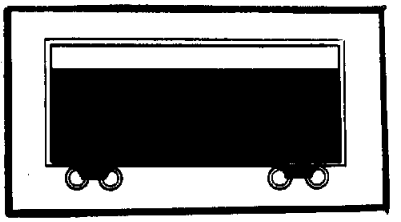
WEIGHTS

CAPY - CAPACITY 110000



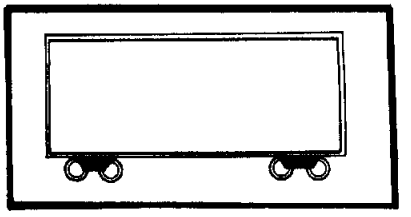
The capacity is the nominal load in pounds in which the car is designed to carry. The capacity is generally based on the size of the axle between the wheels. The stencilled nominal capacity is always in multiples of 1,000 pounds.

LD LMT - LOAD LIMIT 130500

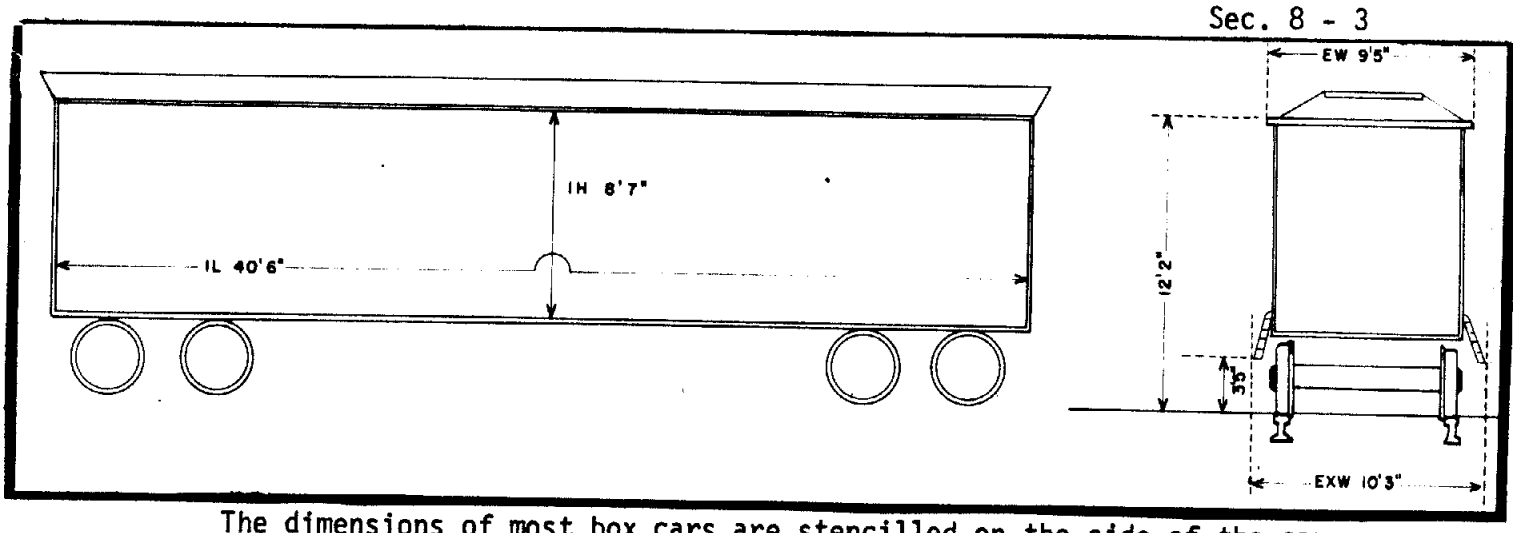


The Load Limit is the maximum allowable weight of lading which a car can carry. The load limit is stencilled on all freight cars except tank cars. The load limit is in multiples of 100 pounds.

LT WT - LIGHT WEIGHT 46500



The total weight of the empty car. Light weight is sometimes called the tare weight. The light weight is stencilled in multiples of 100 pounds nearest the scale weight of the empty car. If the scale weight indicates an even 50 pounds or lower, the lower multiple is used.



The dimensions of most box cars are stencilled on the side of the car to the right as you face the side. These dimensions are also shown in the Official Railway Equipment Register.

EXW EXTREME WIDTH - 10 3 H 3 5 - The extreme width EXW of this car is 10 ft. 3 in. at a height of 3 ft. 5 in. above the top of the rails. This dimension is of particular importance when the car is placed at a platform for loading or unloading.

EW - EAVES WIDTH - 9 5 H 12 2 - The exterior width of this car at the eaves is 9 ft. 5 in. The eaves of this car are 12 ft. 2 in. above the top of the rail.

IL - INSIDE LENGTH 40 6 - The length of the inside of the car is 40 ft. 6 in. This dimension often determines the type of shipment that can be loaded in the car.

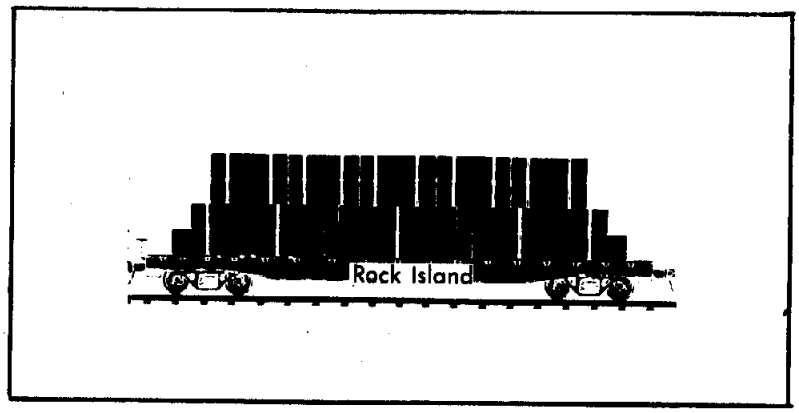
IW - INSIDE WIDTH - 8 9 - This car measures 8 ft. 9 in. from one inside wall to the other inside wall.

IH - INSIDE HEIGHT 8 7 - This is the measurement on the inside of the car from the floor to the roof at the lowest point.

CU FT - CUBIC FEET - 3056 - This is the volume, in cubic feet, which the car will hold. There are 3056 cubic feet of space inside RI 123456.

TYPES OF RAILROAD CARS

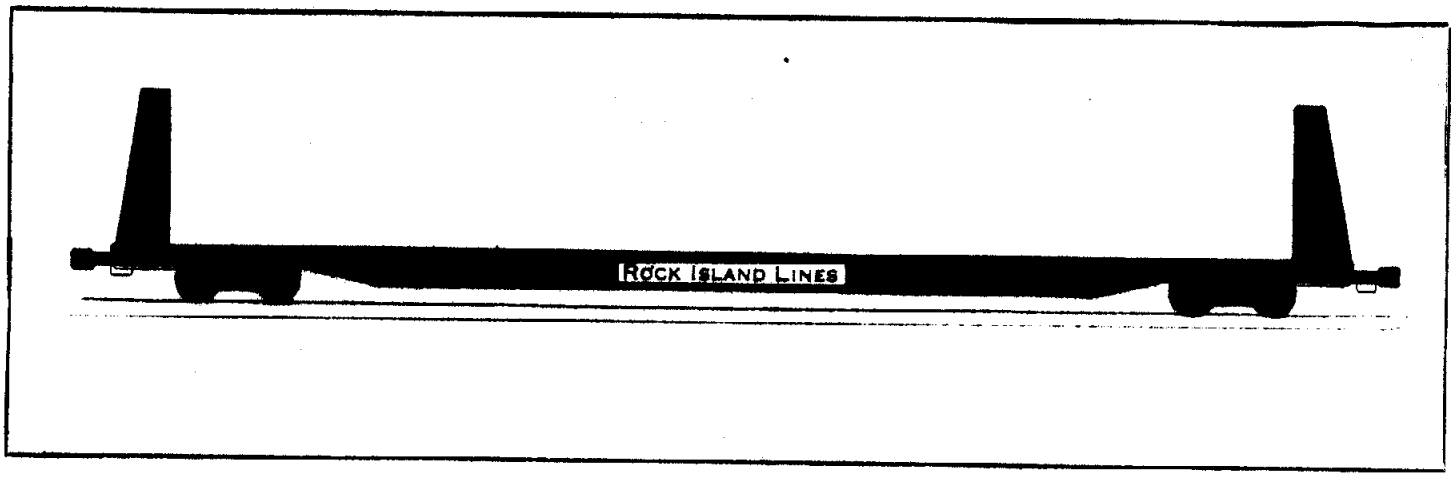
To aid you in becoming familiar with the various types of railroad cars we now picture, identify and describe each type. The symbol of the car for teleprocessing reports is shown for each type of car.



Flat Car

Symbol - FF (less than 50')
FM (50' or over, less than 60')
FL (60' or over)

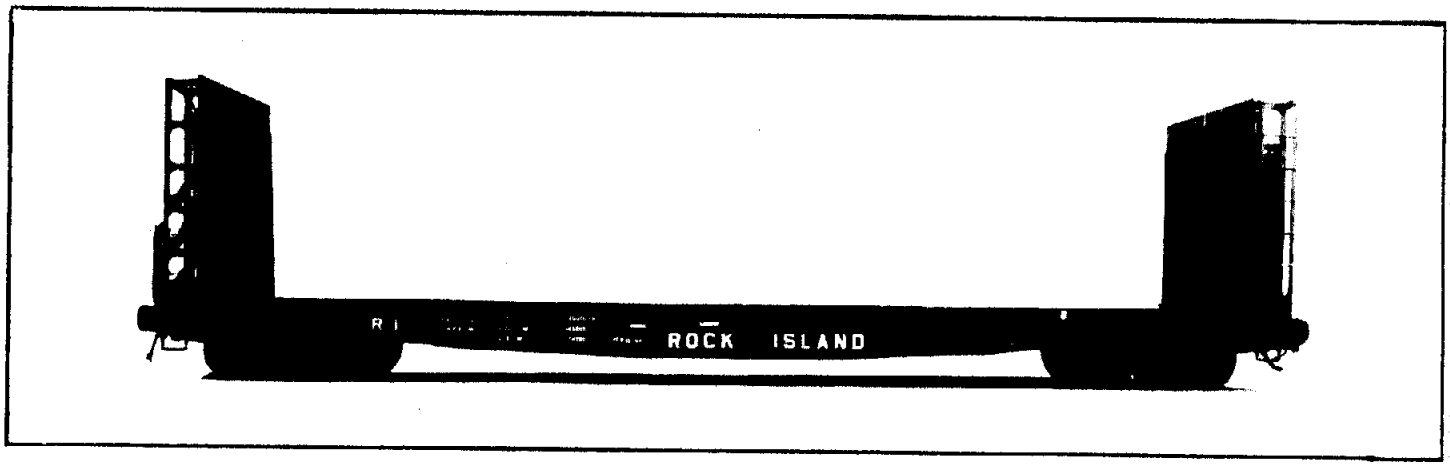
The standard flat car has a flat floor laid over the frame of the car. It does not have sides or ends. Flat cars carry products which cannot be easily loaded into closed or high side cars -- commodities such as machinery, vehicles, boats, lumber, large pipe, etc.



Bulkhead Flat Car

Symbol - FI

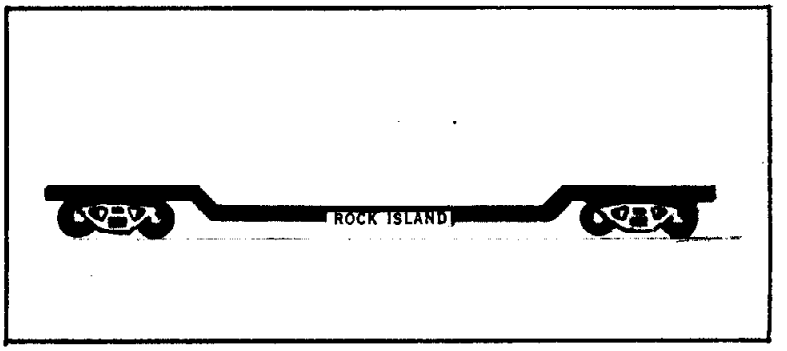
A special type flat car used for transporting shipments that could otherwise shift over the ends of the car. Most bulkhead flats carry lumber, wallboard, and sometimes pipe.



Pulpwood Car

Symbol - FI

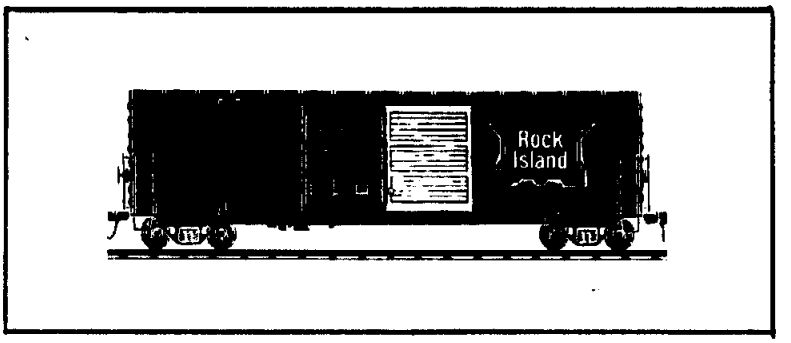
This car is designed for transporting pulpwood from the sawmills to the paper mill. The woodrack or pulpwood car is similar to the bulkhead flat car with the principle difference being the woodrack car has a V-shaped floor.



Depressed-Centre Flat Car

Symbol - FH

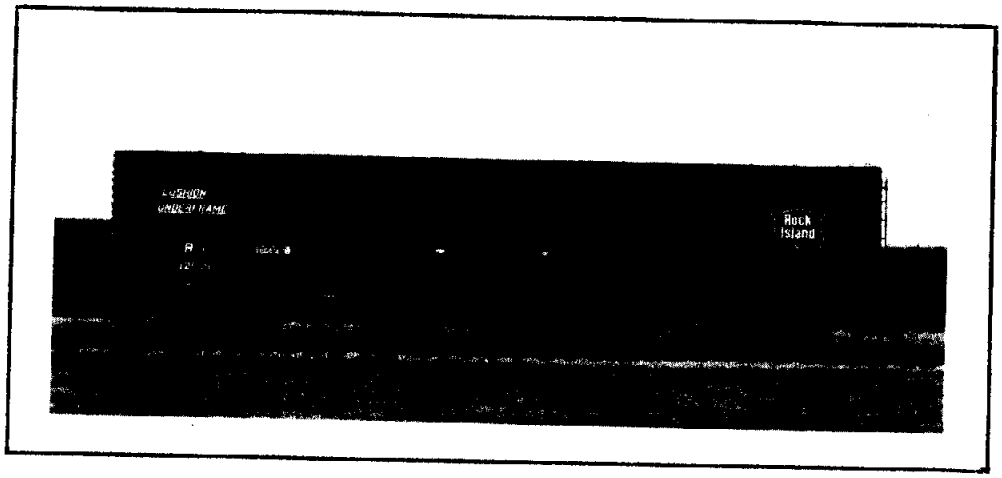
Designed for special shipments which might otherwise be too tall for transporting on the railroad. Some variations of this type are designed for extra-heavy shipments and may carry up to 250 tons. Most of these shipments require clearance restrictions.



Box Car Plain

Symbol - BX (40' single door)
BD (40' double door)
BE (50' door opening less than 8')
BG (50' door opening 8' or wider)
BU (Cushion underframe, any length or door size)

A car with sides enclosed and having a roof; doors are placed in the sides and ends. Some box cars also have roof hatches. The box car is used to transport many commodities -- especially lading which must be protected from the weather.



Box Car Special

Symbol - DF (Damage Free)
AP (Automobile Parts)

Auto Parts (AP) and Damage Free (DF) box cars are equipped with moveable bulkheads or special protective devices to hold the load in place to prevent shifting and stop damage to the shipment.

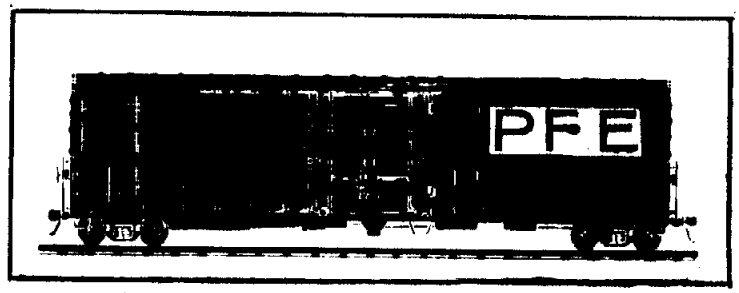
Refrigerator Car

Symbol - RS
RB (Beef Rail)

A specially built car with insulated walls, floor and roof, for carrying commodities that need cooling in transit. This car depends upon ice or ice and salt for cooling; is often called a "reefer".

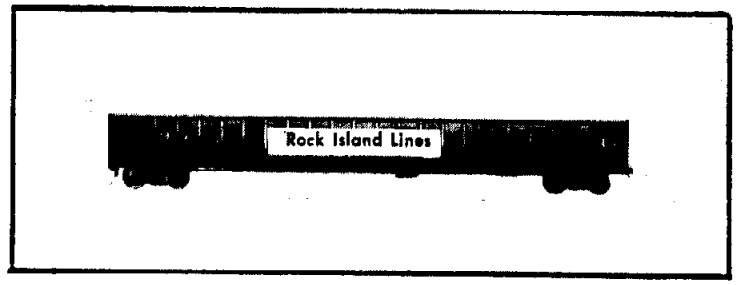
These refrigerator cars have hatches in the roof through which the bunkers or brine tanks receive ice and salt. Refrigerator cars are often converted to heater cars during winter weather to protect perishable products against freezing, by installing temporary heaters inside the car.

This type of refrigerator must be serviced at terminals along the railroad -- ice and salt in warm weather, heater fuel in cold weather. Virtually all refrigerator cars are privately owned.



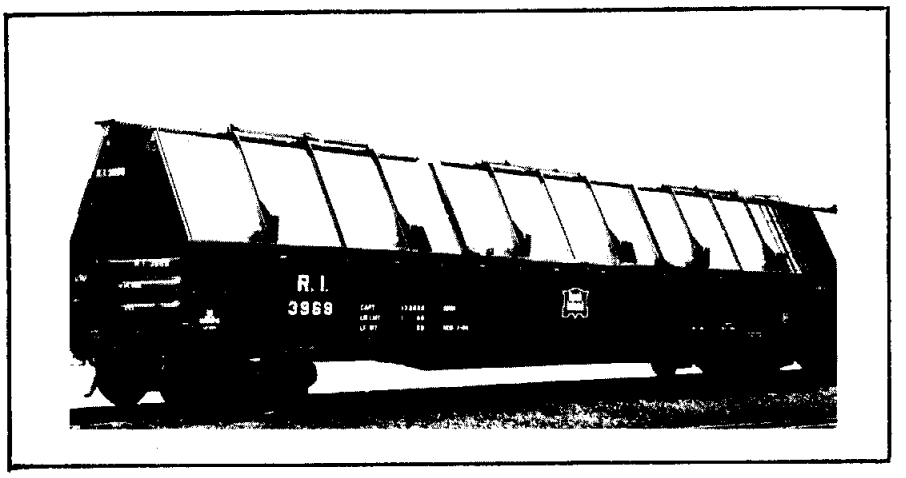
Mechanical Refrigeration
Symbol - RM

This car is similar in appearance and construction to the refrigerator car that requires ice or ice and salt. The mechanical refrigerator is equipped with mechanical cooling equipment instead of ice and salt bunkers. The mechanical refrigerator car must be inspected regularly by a refrigerator company representative for service. Diesel engines are used in most mechanical cooling systems.



Gondola Car
Symbol - GS (48' or less)
GB (over 48' less than 61')
GL (61' or over)

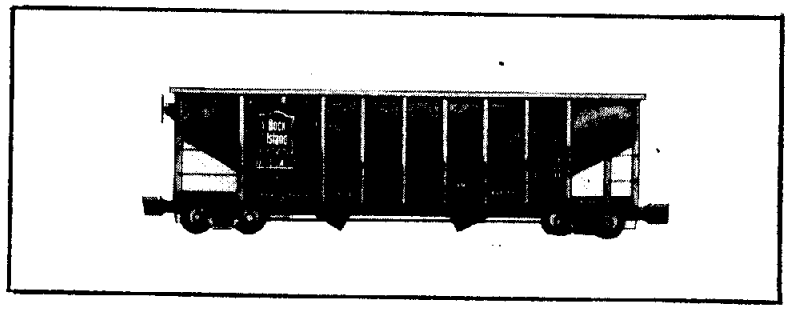
The Gondola Car, frequently called "Gon", receives its name from its appearance. It is a freight car with sides, ends and bottom, but without a top covering. The bottom may be constructed of wood, steel, or a combination of wood and steel called composite. The floor or bottom of the gon is level or approximately so. They are used to carry bulk products like coal, ores, sand, stone, and a variety of steel products.



Covered Gondola Car
Symbol - CG

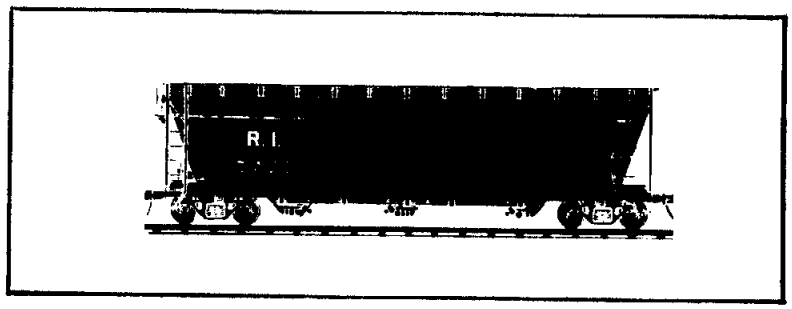
Gons which have been equipped with some form of removable cover which can be placed over the lading to protect it from weather exposure while in transit. Some covers are removed by crane, some are telescoping, and some are of canvas with various means of withdrawal and attachments.

The covered gondola car is primarily used for loading steel in plate, coils or bundles without the necessity of packing.



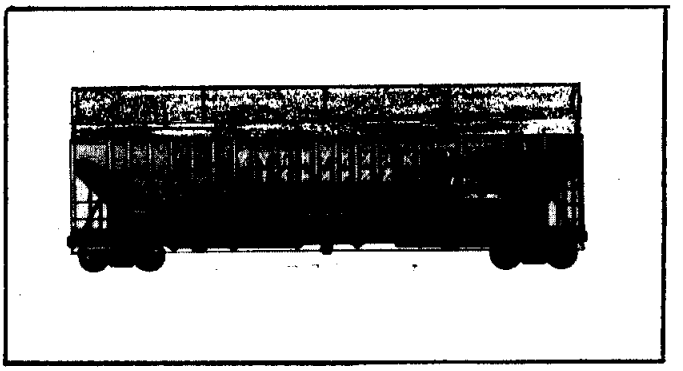
Hopper Car
Symbol - HO (Open Top)

A hopper car is open topped with the floor sloping from the ends and sides to one or more pockets which will discharge its entire load by gravity through the pocket doors. This car is used primarily for transporting ore, coal, stone, and similar bulk commodities.



Covered Hopper Car
Symbol - CH (Covered)

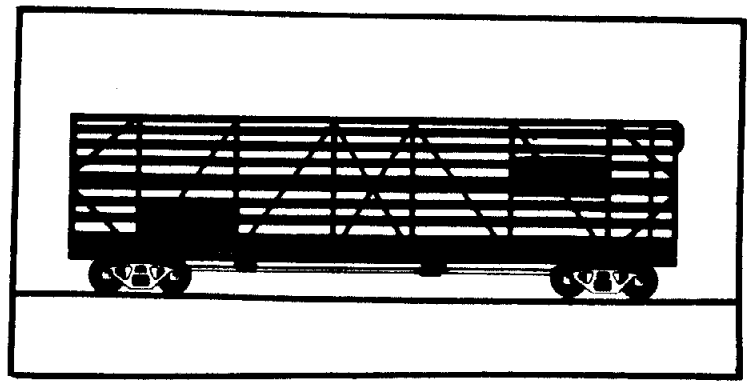
A hopper car with a permanent roof, roof hatches and bottom openings for unloading the commodity. This car is often used for carrying cement, lime, grain, sugar, dry chemicals, and other bulk commodities which must be protected from the weather.



Wood Chip Hopper

Symbol - HO

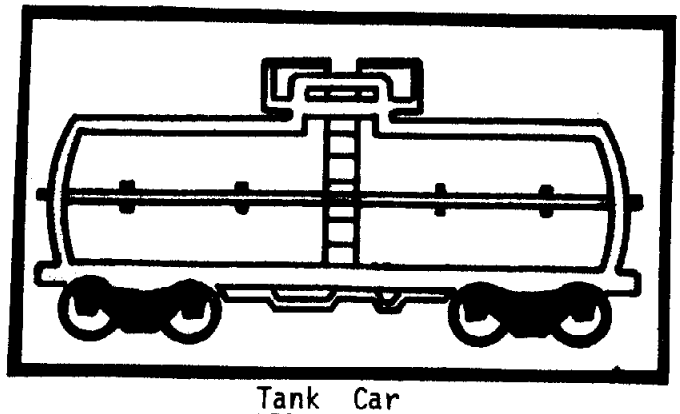
The wood chip hopper is designed especially for transporting wood chips from the sawmills to the paper mills. As wood chips are not as heavy as coal or ore, the sides of the regular hopper have usually been extended on the wood chip hopper. Wood chips must be transported in clean cars to avoid contaminating the chips.



Stock Car

Symbol - SD (Single deck)
DD (Double deck)

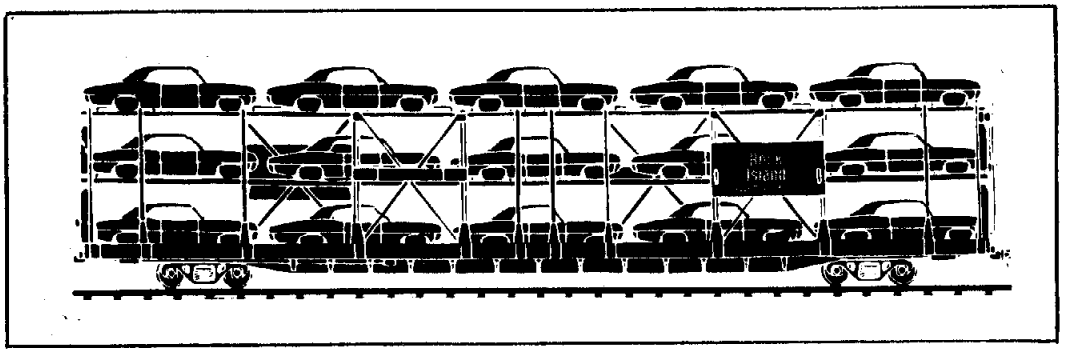
This car is designed to transport live animals, primarily cattle, sheep, and hogs. The stock car is equipped with roof, slatted sides, and side doors. Either a single or double deck may be contained in this car.



Tank Car

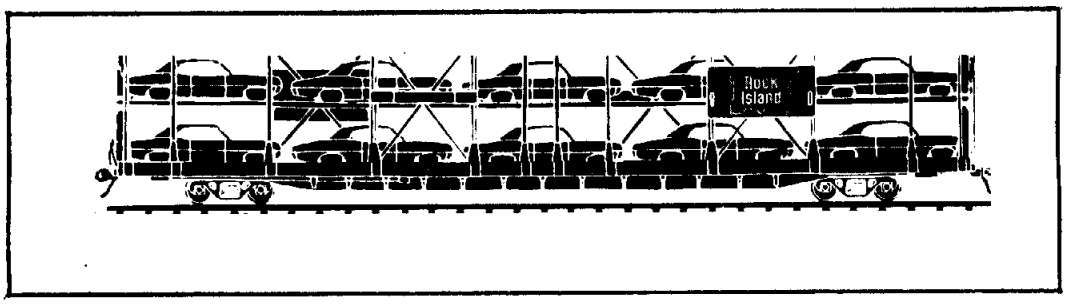
Symbol - TK

This car is a large container (tank) on railroad wheels. Tank cars are designed for carrying liquids such as chemical, oil, molasses, vinegar, acid, compressed gasses, and granular solids such as shelled corn, etc. Tank cars are usually owned or controlled by "private" shippers or companies and are called private line cars.



Tri-Level Auto Rack Car

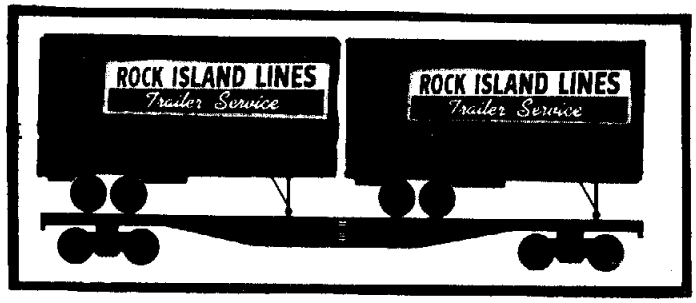
Symbol - TL



Bi-Level Auto Rack Car

Symbol - BL

Flat car with steel racks, either fixed or demountable, for transporting automobiles and other types of machinery on wheels. Multi-Level Auto Rack Cars are equipped with tie-down devices and are cushioned for vertical and horizontal shocks.



TOFC or COFC (Piggyback) Flat Car*

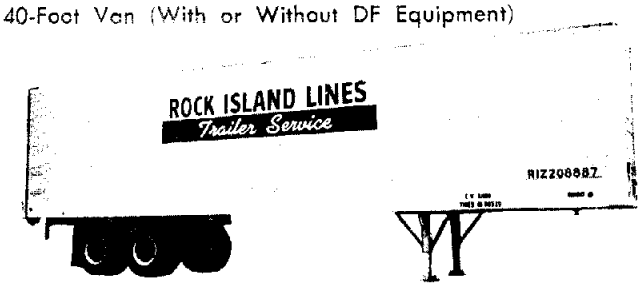
Symbol - FT

A railroad flat car specially designed for hauling highway trailers and containers. Most of these cars are owned by the Trailer Train Corporation and are initialed "TTX". Trailer Train Corporation (TTX) is a railroad controlled car leasing company.

*TOFC = Trailer-On-Flat-Car
COFC = Container-On-Flat-Car (No Trailer Wheels)

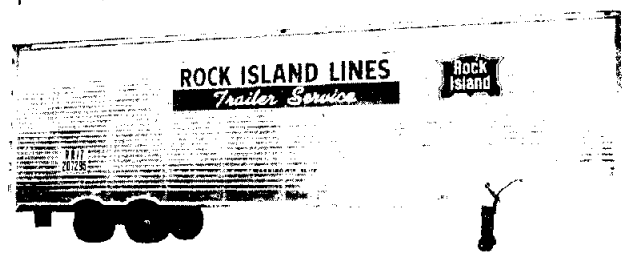
EQUIPMENT

40-Foot Van (With or Without DF Equipment)

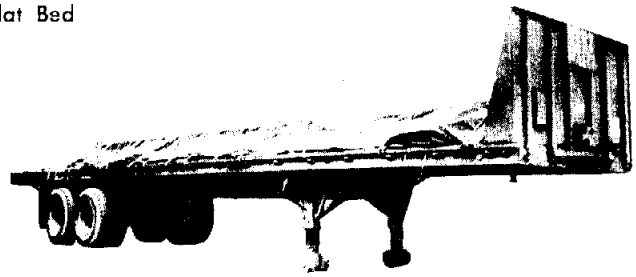


Refrigerated Van

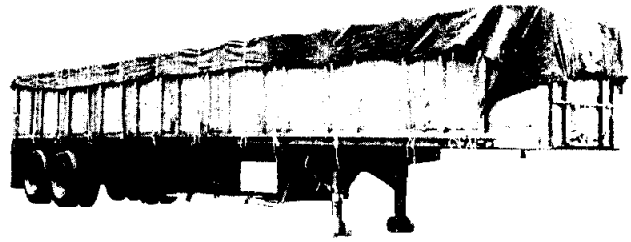
Drop Frame

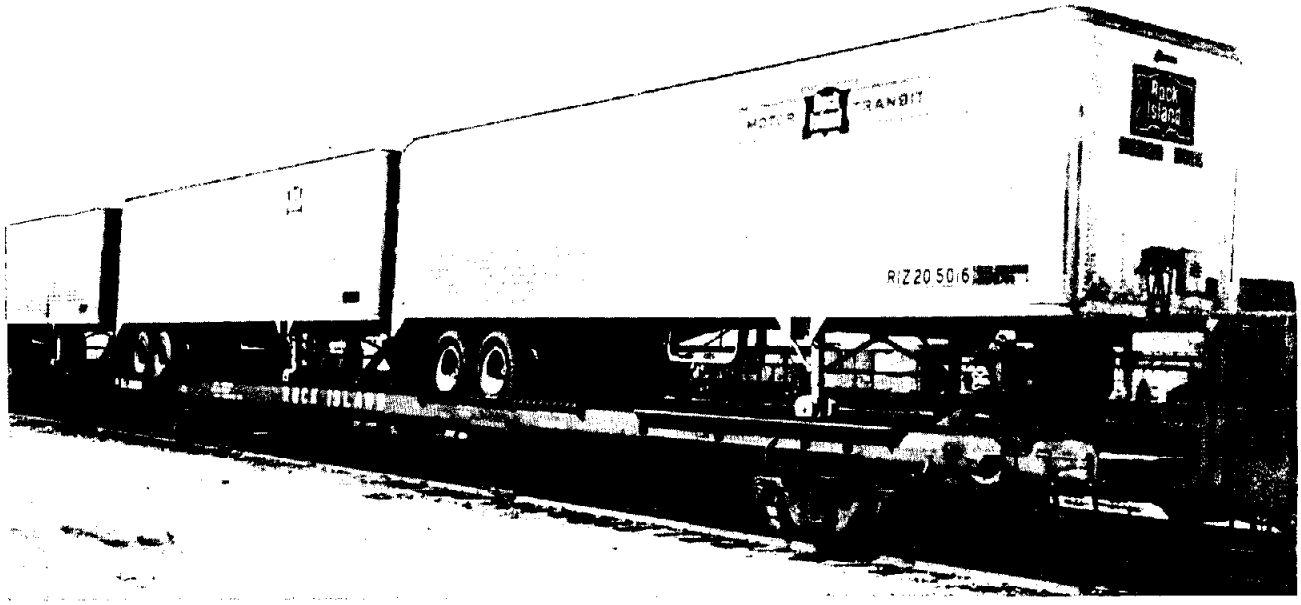


Flat Bed



Open Top





TOFC Cars

Size: 85 ft.

Capacity: Two semi-trailers up to 40 feet each in length.

Application: Photo shows 85 ft. unit with 40-foot trailers in position. These cars have durable "stanchions," "hitches," or "fifth-wheels," for supporting the trailers. Supporting units incorporate modern cushioning devices. Also available are shorter TOFC cars for single trailer loading.

REVIEW QUESTIONS

1. Define light weight.
2. What does the marking "EXW" stencilled on box cars denote?
3. Inside height is measured at what point in a freight car?
4. Depressed-Centre flat cars are used for what purpose?
5. Describe a box car.
6. Describe a gondola.
7. What type of commodities are carried in covered hoppers?
8. What is COFC?

PUBLICATIONS

Yard offices have various manuals, publications, magazines and directives for use as references by yard clerks. The information that may be found in these publications includes: Station lists, serving railroads, car types, dimensions and capacities, junction points, per diem, AAR and Car Service Rules, time tables, data processing procedures, maps, clearance diagrams, etc. The most frequently used are:

THE OFFICIAL RAILWAY EQUIPMENT REGISTER: A magazine published quarterly containing a listing of every car presently in use on railroads in the United States, Mexico and Canada. Cars are listed by ownership in numerical series including:

a. Type of car
b. AAR Mechanical Designation
c. Inside and outside length; width and height from top of rail
d. Type of door (end or side) with the width of door indicated
e. Type of gondola ends (drop or fixed)
f. Type of floor (wood, steel or composite)
g. Capacity in cubic feet, pounds or gallons
h. Number of cars by type

In addition to the section describing cars, other information provided is:

a. Junction Points
b. Car Service Rules
c. Per Diem Rules
d. Circular SCD 87 (Placing and handling of embargoes)
e. Clearance diagrams

THE OFFICIAL GUIDE OF THE RAILWAYS: The official Guide contains an index of all railroad stations and includes information on air and steamship lines. System maps, time tables, mileage distances, and the names and addresses of principal officials and traffic representatives of most railroads are included. This publication, issued monthly, is available in each yard office.

Due to the cost of these publications, the more recent copies are provided to offices having the greater need. The earlier copies are then distributed to those having a lesser need.

MANIFEST FREIGHT TRAIN SCHEDULES AND CLASSIFICATIONS: The movements of freight trains over the system are scheduled to enable customers to plan their operations around the known arrival and departure of particular trains. Many railroads cooperate in the scheduling of trains to provide cross-country service. The General Manager issues a booklet, known as Freight Train Schedules and Blocking Instructions, which governs the movement of scheduled trains. This booklet provides information as to classification and arrival/departure times of trains for each terminal.

YARD DATA CAR REPORTING INFORMATION AND PROCESSING INSTRUCTION MANUAL: Prepared and distributed by Director of Management Services, this manual provides detailed instructions for the preparation of car movement reports. Yard clerks are required to observe procedures outlined in this manual for the preparation of consists and other related data processing reports.

YARD CLERICAL MANUAL: Intended for use by new and experienced clerks, the Yard Clerical Manual provides general guidance on major functions of yard clerks in the performance of their duties.

OTHER PUBLICATIONS:

STATIONS, SIDINGS AND JUNCTIONS: The RI has several publications which include List of Stations issued by the Accounting Department and Time Tables which contain listing by divisions of stations, and junctions. These are of use in routing and blocking cars.

DIVISION SAFETY BULLETINS: Provide guidance as to how best avoid injuries and accidents.

CAR ORDERS are instructions, usually issued daily for the disposition of empty cars.

OTHER PUBLICATIONS: (Continued)

SPECIAL CAR ORDER 90: Issued by the AAR is a direct route plan for disposing of empty box cars to owners with whom there is no direct connection. SCO 90 suspends provisions of Car Service Rule 2 and allows ordinary box cars to be short-routed home. (Copy has been furnished agents.)

OPERATOR MANUALS for the various pieces of teletype and IBM equipment located in yard offices provide general instructions in the use of such equipment.

CHICAGO, ROCK ISLAND & PACIFIC R. R.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

NOTE—See PEORIA TERMINAL CO., at end of this registration.

Alton & Southern—
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).

Arkansas & Louisiana Missouri—
Crossett, Ark.

Ashley, Drew & Northern—
Crossett, Ark.
Whitlow Jct., Ark.

Atchison, Topeka & Santa Fe—
Abilene, Kan.
Alma, Kan.
Alva, Okla.
Amarillo, Tex.
Atchison, Kan.
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Caldwell, Kan.
Ⓑ Chicago (U. S. Yards), Ill. (via C. R. & I.).
Chillicothe, Ill.
Ⓑ Clearing, Ill.
Clinton, Okla.
Colorado Springs, Col.
Dallas, Tex.
Denver, Col.
Dobbin, Tex.
Dodge City, Kan.
Enid, Okla.
Enterprise, Kan.
Etter Jct., Tex.
Ft. Worth, Tex.
Galveston, Tex.
Houston, Tex.
Hutchinson, Kan.
Joliet, Ill.
Kansas City, Kan.
Lawson, Mo.
Lone Wolf, Okla.
McPherson, Kan.
Medford, Okla.
Oklahoma City, Okla.
Peabody, Kan.
Peoria (Pekin), Ill. (via P. T. Co. or P. & P. U.).
Ponca City, Okla.
St. Joseph, Mo.
Salina, Kan.
Shawnee, Okla.
Texas City, Tex.
Tonkawa, Okla.
Topeka, Kan.
Wellington, Kan.
Wichita, Kan.

Baltimore & Ohio—
Ⓑ Blue Island, Ill.
Ⓑ Clearing, Ill. (via B. R. of C.).
Ⓑ Kensington, Ill.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).

Baltimore & Ohio Chicago Terminal—
Ⓑ Blue Island, Ill.

Bauxite & Northern—
Bauxite (Gibbons), Ark.

Beaver, Meade & Englewood—
Baker, Okla.
Hooker, Okla.

Belt Ry. of Chicago—
Ⓑ Clearing, Ill.
Ⓑ Pullman Junction, Ill.
Ⓑ So. Chicago, Ill.

Burlington Northern—
Atchison, Kan.
Beatrice, Neb.
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Burlington, Ia.
Centerville, Ia.
Ⓑ Clearing, Ill.
Clinton, Ia.
Council Bluffs, Ia.
Davenport, Ia.
Denver, Col.
Des Moines, Ia.
East Moline, Ill.
Fairfield, Ia.
Galva, Ill.
Kansas City, Mo.
Keokuk, Ia.
La Salle, Ill.
Lester, Ia.
Lincoln, Neb. (via O. L. & B.)
Louisville, Neb. (via Mo. Pac.).
Mediapolis, Ia.
Minneapolis, (Minneapolis Jct.), Minn.
Minnesota Transfer, Minn.
Moline, Ill.
Norton, Kan.
Omaha, Neb. (via Un. Pac.).
Ottawa, Ill.
Ottumwa, Ia.
Peoria, Ill.

Burlington Northern— *Continued.*
Pipestone, Minn.
Rock Island, Ill.
St. Joseph, Mo.
St. Louis, Mo. (via T.R.R.A.)
St. Paul, Minn.
Silvis Transfer, Ill.
Sioux Falls, S. D.
South Omaha, Neb. (via S. O. T.).
Washington, Ia.

Cedar Rapids & Iowa City—
Cedar Rapids, Ia. (via C. & N. W. or C., M., St. P. & P.).
Iowa City, Ia.

Chesapeake & Ohio—Southern Region—
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Ⓑ Chicago (U. S. Yards), Ill. (via C. R. & I.).
Ⓑ Clearing, Ill.
Ⓑ So. Chicago, Ill. (via B. R. of C.).

Chesapeake & Ohio—Northern Region—
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Ⓑ Clearing, Ill.
Ⓑ South Chicago, Ill.

Chicago & Eastern Illinois—
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Ⓑ Chicago (U. S. Yards), Ill. (via C. R. & I.).
Ⓑ Clearing, Ill.
Ⓑ Oakdale, Ill.
St. Louis, Mo. (via T.R.R.A.).

Chicago & Illinois Midland—
Peoria, Ill.
Peoria (Pekin), Ill. (via P. T. Co.).

Chicago & Illinois Western—
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Ⓑ Clearing, Ill. (via B. R. of C.).

Chicago & North Western—
Abbott Crossing, Ia.
Albert Lea, Minn.
Belmond, Ia.

Chicago & North Western— *Continued.*
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Cedar Falls, Ia.
Cedar Rapids, Ia.
Ⓑ Chicago, Ill. (via B. R. of C. or C. R. & I.).
Ⓑ Chicago (Wood St.), Ill.
Clarion, Ia.
Clarksville, Ia.
Clinton, Ia.
Council Bluffs.
Des Moines, Ia.
Eddyville, Ia.
Estherville, Ia.
Faribault, Minn.
Forest City, Ia.
Goldfield, Ia.
Gowrie, Ia.
Grinnell, Ia.
Hampton, Ia.
Iowa Falls, Ia.
Kansas City, Mo.
Lincoln, Neb.
Livermore, Ia.
Manly, Ia.
Mason City, Ia.
Minneapolis, Minn.
Minnesota Transfer, Minn.
Morning Sun, Ia.
Northfield, Minn. (via MILW)
Oelwein, Ia.
Omaha, Neb.
Oskaloosa, Ia.
Peoria, Ill. (via P. P. U.).
Reinbeck, Ia.
St. Joseph, Mo.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).
St. Paul, Minn.
Sibley, Ia.
Sioux Falls, S. D.
Somers, Ia.
Ⓑ So. Chicago (Irondale), Ill.
So. Omaha, Neb. (via S. O. T.)
South St. Paul, Minn.
Spring Valley, Ill.
Waterloo, Ia.
West Des Moines, Ia.
Worthington, Minn.

Chicago & Western Indiana—
Ⓑ Clearing, Ill. (via B. R. of C.).

Chicago Heights Terminal Transfer—
Ⓑ Blue Island (Chicago Heights), Ill. (via B. & O. C. T.).

Chicago, Indianapolis & Louisville—
(See Monon Railroad)

Chicago Junction—
Ⓑ Chicago (U. S. Yards), Ill.

Chicago, Milwaukee, St. Paul & Pacific—
Albert Lea, Minn.
Ⓑ Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Cambridge, Ia.
Cedar Rapids, Ia.
Ⓑ Chicago, Ill. (via B. R. of C. or C. R. & I.).
Clinton, Ia.
Council Bluffs, Ia.
Davenport, Ia.
Depue, Ill.
Des Moines, Ia. (via D.M.U.).
East Moline, Ill.
Emmetsburg, Ia.
Faribault, Minn. (via Chic. Great West.).
Farmington, Minn.
Garner, Ia.
Joliet, Ill. (via E., J. & E. or Mich. Cent.).
Kansas City, Mo.
Mason City, Ia.
Minneapolis, Minn.
Minnesota Transfer, Minn.
Muscatine, Ia.
Nora Springs, (Nora Junction), Ia.
Northfield, Minn.
Omaha, Neb. (via U. P.).
Ottumwa, Ia.
Pipestone, Minn.
Polo, Mo.
Postville, Ia.
Rock Island, Ill.
St. Paul, Minn.
Sioux Falls, S. D. (via C. & N. W. or Ill. Cent.).
South Omaha, Neb. (via S. O. T.).
Washington, Ia.

(Freight Connections and Junction Points continued on following page.)

CHICAGO, ROCK ISLAND & PACIFIC R. R.—CONTINUED.

FREIGHT CONNECTIONS AND JUNCTION POINTS—CONTINUED

Chicago Produce Terminal—
Chicago (31st St. & Western Ave.), Ill.

Chicago River & Indiana—
Chicago (U. S. Yards), Ill.

Chicago Short Line—
So. Chicago Ill.

Chicago South Shore & South Bend—
Kensington, Ill.

Chicago, West Pullman & Southern—
Blue Island (West Pullman), Ill.
So. Chicago (Irondale), Ill.

Colorado & Southern—
Colorado Springs, Col.
Denver, Col.

Davenport, Rock Island & Northwestern—
Davenport, Ia.
East Moline, Ill. (via C., M., St. P. & P.)
Rock Island, Ill.

Denver & Rio Grande Western—
Colorado Springs, Col.
Denver, Col.

Des Moines & Central Iowa—
Des Moines (Highland Jct.), Ia.

Des Moines Union—
Des Moines, Ia.

East St. Louis Junction—
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).

El Dorado & Wesson—
El Dorado, Ark.

Elgin, Joliet & Eastern—
East Morris, Ill.
Joliet, Ill.
So. Chicago, Ill.

Erie Lackawanna—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.)
Chicago (U. S. Yards), Ill. (via C. R. & I.)
Clearing, Ill.
South Chicago, Ill.

Federal Barge Lines—
Burlington, Ia.
Clinton, Ia. (via C. & N. W.).
Memphis, Tenn.
Minneapolis, Minn. (via Ry. Transfer).
Peoria, Ill.
Rock Island, Ill.
St. Paul, Minn. (via C. G. W.)

Fordyce & Princeton—
Fordyce, Ark.

Ft. Dodge, Des Moines & Southern—
Des Moines, Ia.
Gowrie, Ia.

Fort Worth & Denver—
Amarillo, Tex.
Bowie, Tex.
Dalhart, Tex.
Dallas, Tex.
Ft. Worth, Tex.
North Fort Worth, Tex.
Shamrock, Tex.

Fort Worth Belt—
No. Ft. Worth (Ft. Worth) Tex.

Galveston, Houston & Henderson—
Galveston, Tex.
Houston, Tex.

Galveston Wharves—
Galveston, Tex.

Grand Trunk Western—
Blue Island, Ill.
Clearing, Ill.

Great Southwest—
Great Southwest, Tex.

Gulf, Mobile & Ohio—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Clearing, Ill. (via B. R. of C.).
Joliet, Ill.
Kansas City, Mo.
Memphis, Tenn.
Peoria, Ill.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.)

Houston Belt & Terminal—
Houston, Tex.

Hutchinson Northern—
Hutchinson, Kan.

Illinois Central—
Albert Lea, Minn.
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Cedar Falls, Ia.
Cedar Rapids, Ia.
Clearing, Ill.
Council Bluffs, Ia.
Independence, Ia.
Iowa Falls, Ia.
Kensington, Ill.
La Salle, Ill.
Manson, Ia.
Memphis, Tenn.
Omaha, Neb. (via Un. Pac.).
Peoria, Ill.
Rock Rapids, Ia.
Ruston, La.
St. Louis, Mo. (via T.R.R.A.)
Sioux Falls, S. D.
South Omaha, Neb. (via S. O. T. or U. P.).
Waterloo, Ia. (via Chic. Gt. West. or W., C. F. & N.)
Winnfield, La.

Illinois Northern—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Chicago, Ill. (via B. R. of C., or C. J.).

Illinois Terminal R. R. Co.—
Peoria, Ill. (via P. & P. U. or T. P. & W.).
St. Louis, Mo. (via T. R. R. A.).

Indiana Harbor Belt—
Blue Island, Ill.
Kensington, Ill.

Iowa Terminal—
Marble Rock, Ia.
Mason City, Ia.

Kansas & Missouri Railway & Terminal Co.—
Kansas City, Kan.

Kansas City Public Service Co.—
Kansas City, Mo. (via G., M. & O.).

Kansas City Southern—
Howe, Okla.
Kansas City, Mo.

Kansas City Terminal—
Kansas City, Kan.-Mo.

La Salle & Bureau County—
La Salle, Ill. (via I. C.).

Louisiana & Arkansas—
Alexandria, La.
Dallas, Tex.
Winnfield, La.

Louisville & Nashville—
Memphis, Tenn.
Chicago, Ill. (via B. R. C., B. O. C. T., C. R. & I., I. H. B.).
Clearing, Ill.
Oakdale, Ill.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).

Manufacturers' Junction Ry.—
Clearing, Ill. (via B. R. of C.).

Manufacturers Ry.—
St. Louis, Mo. (via T.R.R.A.).

Minneapolis, Anoka & Cuyuna Range—
Minneapolis, Minn. (via Ry. Transfer Co. and Soo Line or N. P. and Soo Line.

Minneapolis Eastern—
Minneapolis, Minn.

Minneapolis Industrial—
Minneapolis, Minn. (via Railway Transfer).

Minneapolis, Northfield & Southern—
Minneapolis, Minn. (via G. N.).
Northfield, Minn.

Mississippi Valley Barge Line—
Memphis, Tenn. (via I. C.).

Missouri-Kansas-Texas—
Dallas, Tex.
Elk City, Okla.
Ft. Worth, Tex.
Galveston, Tex.
Houston, Tex.
Kansas City, Mo.
McAlester, Okla.
Mangum, Okla.
Oklahoma City, Okla.
St. Louis, Mo. (via T. R. R. A.).
Texas City, Tex.
Waxahachie, Tex.
Windsor, Mo.

Missouri Pacific—
Abco, Ark.
Alexandria, La.
Atchison, Kan.
Benton, Ark.
Camden, Ark. (via St. L. S. W.).
Crossett, Ark. (via A.D.& N.)
El Dorado, Ark.
Eunice, La.
Forrest City, Ark.
Ft. Worth, Tex.
Galveston, Tex.
Herington, Kan.
Houston, Tex.
Hutchinson, Kan.
Kansas City, Kan.-Mo.
Koch, Tex.
Lincoln, Neb.
Little Rock, Ark.
Louisville, Neb.
McPherson, Kan.
Malvern, Ark.
Memphis, Tenn.
Omaha, Neb. (via U. P.).
Pleasant Hill, Mo.
St. Joseph, Mo.
St. Louis, Mo. (via T. R. R. A.).
Salina, Kan. (direct or via A., T. & S. F. or Un. Pac.)
So. Omaha, Neb. (via S.O.T.)
Texas City, Tex.
Topeka, Kan.
Wichita, Kan.

Monon Railroad—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Clearing, Ill.
South Chicago, Ill.

Norfolk & Western—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Chicago (U. S. Yds.), Ill. (via C. R. & I.).

Norfolk & Western—*Continued.*
Clearing, Ill.
Council Bluffs, Ia.
Des Moines, Ia. (via D. M. U.)
Gallatin, Mo.
Kansas City, Mo.
Keokuk, Ia.
Lock Springs, Mo.
Omaha, Neb. (via Union Pacific).
Ottumwa, Ia.
Peoria, Ill.
Pullman Junction, Ill.
St. Louis, Mo. (via T.R.R.A.).
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).
South Chicago (Stony Island), Ill.

North Louisiana & Gulf—
Hodge, La.

Omaha, Lincoln & Beatrice—
Lincoln, Neb.

Penn Central—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Chicago, Ill. (via B. R. of C. or C. R. & I.).
Clearing, Ill. (via B. R. of C.).
Clearing, Ill.
Depue, Ill.
Englewood, Ill.
Joliet, Ill.
Kensington, Ill.
Peoria, Ill.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.).
St. Louis, Mo. (via T.R.R.A.).
South Chicago, Ill.
South Chicago (Colhour), Ill.
Washington Heights, Ill.

Peoria & Pekin Union—
Peoria, Ill.

Peoria Terminal Co.—
Peoria, Ill.

Port Terminal Ry. Association—
Houston, Tex.

Railway Transfer—
Minneapolis, Minn.

St. Joseph Belt—
St. Joseph (So. St. Joseph), Mo.

St. Joseph Terminal Co.—
St. Joseph, Mo.

St. Louis-San Francisco—
Chickasha, Okla.
Clinton, Okla.
Dallas, Tex.
Enid, Okla.
Ft. Sill, Okla.
Hobart, Okla.
Holdenville, Okla.
Hulbert (Presley Jct.) Ark.
Irving, Tex.
Kansas City, Mo.
Lawton, Okla.
Medora, Kan.
Memphis, Tenn.
North Ft. Worth, Tex.
Okeene, Okla.
Oklahoma City, Okla.
St. Louis, Mo. (via T.R.R.A.)
Wichita, Kan.
Wister, Okla.

St. Louis Southwestern—
Brinkley, Ark.
Camden, Ark.
Corsicana, Tex.
Dallas, Tex.
Fordyce, Ark.
Memphis, Tenn.
North Ft. Worth, Tex.
North Little Rock, Ark.
St. Louis, Mo. (via T.R.R.A.)
Shumaker, Ark.
Stuttgart, Ark.

St. Paul Union Depot Co.—
St. Paul, Minn.

Seatrain Lines, Inc.—
Texas City, Tex.

Soo Line—
Blue Island, Ill. (via B. & O. C. T. or I. H. B.).
Chicago (U. S. Yards), Ill. (via C. R. & I.).
Chicago (31st. Street), Ill.
Clearing, Ill.
Inver Grove, Minn.
Minneapolis, Minn. (via G. N., N. P. or Ry. Transfer).
Minnesota Transfer, Minn.
St. Paul, Minn. (via Nor. Pac.).

So. Omaha Terminal Ry.—
So. Omaha, Neb.

Southern—
Memphis, Tenn.
St. Louis, Mo. (East St. Louis, Ill.), (via T.R.R.A.)

Southern Industrial R. R. Co.—
Centerville, Ia. (via C., B. & Q.).

Southern Pacific—
Alexandria, La.
Corsicana, Tex. (via St. L. S. W. of T.).
Dallas, Tex.
Eunice, La.
Ft. Worth, Tex.
Galveston, Tex.
Houston, Tex.
Mexia, Tex.
Santa Rosa, N. M.
Texas City, Tex.
Tucumcari, N. M.
Waxahachie, Tex.

Terminal R. R. Association—
St. Louis, Mo.

Texas & Pacific—
Alexandria, La.
Calvin, Okla.
Dallas, Tex.
Ft. Worth, Tex.
Midland Tower, Kan.
Wichita, Kan.

Texas City Terminal—
Texas City (Terminal Junction), Tex.

Toledo, Peoria & Western—
Keokuk, Ia.
Peoria, Ill.

Union Pacific—
Abilene, Kan.
Beatrice, Neb.
Colby, Kan.
Council Bluffs, Ia.
Denver, Col.
Fairbury, Neb.
Kansas City, Kan.
Limon, Col.
Lincoln, Neb. (via C., B. & Q. and O., L. & B. or M. P.).
McPherson, Kan. (via A., T. & S. F. or M. P.).
Manhattan, Kan.
Omaha, Neb.
Pullman, Col.
St. Joseph, Mo.
Salina, Kan.
South Omaha, Neb.
Topeka, Kan.
Troy, Kan.
Wathena, Kan.

Union Terminal Ry. Co.—
St. Joseph, Mo.

Warren & Ouachita Valley—
Banks, Ark.

Warren & Saline River—
Hermitage, Ark.

Waterloo—
Cedar Falls, Ia. (via C. G. W.)
Cedar Rapids, Ia. (via C., M., St. P. & P. or I. C.).
La Porte City, Ia.
Waterloo, Ia.

—Chicago Switching District
—Fort Worth Switching District.

PEORIA TERMINAL CO.—FREIGHT CONNECTIONS & JUNCTION POINTS.

Atchison, Topeka & Santa Fe—
Pekin, Ill.

Chicago & Illinois Midland—
Pekin, Ill.
Peoria, Ill.

Chicago & North-Western—
Peoria, Ill. (via P. P. U.).
Peoria (Bartlett), Ill.

Chicago, Burlington & Quincy—
Peoria, Ill.

Chicago, Rock Island & Pacific—
Peoria, Ill.

Federal Barge Lines—
Peoria, Ill.

Gulf, Mobile & Ohio—
Pekin, Ill.
Peoria, Ill.

Illinois Central—
Pekin, Ill.
Peoria, Ill.

Illinois Terminal Co.—
Peoria (East Peoria), Ill. (via P. & P. U.).

Norfolk & Western—
Peoria, Ill.

Penn Central—
Pekin, Ill.
Peoria, Ill.

Peoria & Pekin Union—
Pekin, Ill.
Peoria, Ill.

Toledo, Peoria & Western—
Hollis, Ill.
Peoria, Ill.

July, 1970.

FREIGHT WAYBILL

There are five basic modes of transportation within this country competing for the privilege of moving materials from one location to another. In order to compete with trucks, planes, pipelines, and barges, railroads must work together to provide coast-to-coast service. For this reason, many documents used on the railroads have been standardized through the Association of American Railroads.

One of the more important forms of standard design is the Freight Waybill, more commonly referred to as Waybill, which is authority, and contains directions, for movement of car(s) (including TOFC/COFC shipments), from one point to another.

Normally, waybills are prepared by the agent based on the shipper's Bill of Lading or Shipping Notice. At some locations, the yard clerk may be required to prepare a car movement waybill which includes the same information as a regular waybill -- except freight charges. All papers used by the Clerk for this purpose must be sent to the Agent to enable him to prepare a regular waybill.

A copy of a Freight Waybill is shown on Sec. 10 - 3. This waybill is for a shipment of canned chopped meat shipped in car PFE 456735 from Trenton, Missouri to Phoenix, Arizona with a stop-off at Flagstaff, Arizona. Each part of the waybill is numbered and explained on the following pages. The left portion (A) pertains to destination of the car; right side (B) contains origin information.

When working with waybills, notice should be made of stickers, bold face rubber stamps, or other notations alerting to special handling required by certain shipments. For example, protective services (Commodities that might burst violently), excessive dimensions (Shipments that near or exceed maximum clearance), etc.

PLACE SPECIAL SERVICE PASTERS HERE

(1) SEE STOPS BELOW

FORM 1

Sec. 10 - 3

145—Chicago, Rock Island and Pacific Railroad Company—145

(2) **ORIGINAL FREIGHT & TRANSIT WAYBILL**

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
PFE 456735 (3)	RM							

T. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

O.

F. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

C.

DATE OF SHIPMENT (12) 4/8/71 — WAYBILL NUMBER 27412

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

STOP THIS CAR (4) At FLAGSTAFF ARIZ. % J F SMOTHERMAN

At PHOENIX ARIZ. % J F SMOTHERMAN % WHSE SUPV 1921 N. 22ND AVE. TO PART UNLD

At

CONSIGNEE AND ADDRESS AT STOP

% WHSE SUPVR NAVAJO TRIBE TUBA CITY

To No. Station State or Prov.

FLAGSTAFF ARIZ.

( )

From: Audit No. Station State Block No.

3507 (13) TRENTON, MO 08416

( ) ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) Route Code No.

RI-AMARILLO ATSF (5) SRCJ

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address. (14) Customer No.

USDA/CARNATION CO. TRENTON FOODS DIVN

Reconsigned to Station State or Prov.

Authority

Origin and Date, Original Car, Transfer Freight Bill and Previous Waybill Reference and Routing When Rebilled (15)

Consignee and Address Customer No.

(6) J F SMOTHERMAN CHIEF SURPLUS FOODS
DIST. WHSE SUPVR SURPLUS COMMD WHSE
15 EAST BUCHANAN STREET

WEIGHED

AT AGRT WTS 12097

GROSS

TARE

ALLOWANCE

NET

WEIGHING AND INSPECTION BUREAU — SHIPPERS WEIGHT 1275 UNDER WEIGHT AGREEMENT

FINAL DESTINATION AND ADDITIONAL ROUTING

PHOENIX ARIZ. (7)

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

DRY CAR ONLY.... DO NOT RUN UNIT.
DO NOT RUN UNIT. (8)

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID" (16)

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

No. Pkgs.	Description of Articles, Special Marks and Exceptions (10)	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
C/L	CANNED CHOPPED MEATS ECT. SWLC. U.S. GOVT. INSPD. SEALS: L/617862///63 CONT NO. 12 25 010 19256 COMMD CODE. 5847100 COLLECT FROM USDA/ASCS OFFICE 6400 FRANCE AVE. SO. MPLS. MINN	2013414 (9)	107000 (17)	188 (18)	2011.60 (19)		

FIRST JUNCTION (11) — SECOND JUNCTION — THIRD JUNCTION — FOURTH JUNCTION

PLACE
SPECIAL SERVICE PASTERS
HERE

1 SEE STOPS BELOW

FORM 1

145—Chicago, Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

This identifies the form as a "Freight Waybill." Each railroad company has its own form which is similar to the RI Railroad.

FORM 1

145—Chicago, Rock Island and Pacific Railroad Company—145

2

Railroad Accounting Code Number

The number 145 before and after the Chicago, Rock Island and Pacific Railroad Company is a code number assigned to the RI by the Interstate Commerce Commission for accounting purposes. Each railroad is assigned a code number, and it is shown on the Freight Waybill before and after the name of the railroad.

Car Initial & Number

The car initials and numbers on the waybill must be the same as those stencilled on the car, which contains the shipment described on the waybill. Incorrect initials and/or numbers on a waybill may result in the waybill not accompanying the car. Separation of a refrigerator carload of meat from the waybill because of an incorrect initial or number can result in complete spoilage of the meat, as the car would not receive the proper servicing.

CAR INITIALS AND NUMBER

PFE 456735 (3)

STOP THIS CAR (4)	At FLAGSTAFF ARIZ. % J F SMOTHERMAN	CONSIGNEE AND ADDRESS AT STOP
	At PHOENIX ARIZ. % J F SMOTHERMAN % WHSE SUPV 1921 N. 22ND AVE.	% WHSE SUPV NAVAJO TRIBE TUBA CITY TO PART UNLD
	At	

Stop-Off

Sometimes a shipment is stopped for partial unloading or to complete loading before reaching the final destination. This waybill has instructions that PFE 456735 is to stop at Flagstaff, Arizona, for partial unloading by the J. F. Smotherman, c/o Whse. Supv. Navajo Tribe, Tuba City, and stop at Phoenix, Arizona for partial unloading by the J. F. Smotherman c/o Whse. Supv. 1921 No. 22nd Avenue. The Yard Clerk must look for stop-offs when "reading" a Freight Waybill.

Route (Show each Junction and Carrier in Route order to destination of waybill.)	Route Code No.
RI_AMARILLO ATSF (5)	SRCJ
SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING	

Route

The route shows, in order, the railroads and the cities at interchange points where the car will travel. The example originated on the RI. At Amarillo (Texas), it will be delivered to the ATSF (Atchison, Topeka & Santa Fe Railway).

Who Routed Car

The symbols in this space show who originally routed the car. The following symbols indicate who authorized the route:

A - The railroad Agent at the point of origin routed the car.

S - The Shipper requested the route the car was to go. Frequently, there are several combinations of routes a car may travel.

AS - This indicates a combination Agent's and Shipper's routing.

SRCJ - This indicate a shipper's routing and carrier's junction.

Consignee and Address

Customer No.

6 J F SMOTHERMAN CHIEF SURPLUS FOODS
DIST. WHSE SUPVR SURPLUS COMMD WHSE
15 EAST BUCHANAN STREET

Consignee

The name and address of the individual or company receiving the shipment. The example is going to the J. F. Smotherman, Chief Surplus Foods, Dist. Whse. Supv. Surplus Commodity Whse., 15 East Buchanan St., Phoenix, Arizona. Note: The name of city is omitted here, because it is shown in the Final Destination.

FINAL DESTINATION AND ADDITIONAL ROUTING

PHOENIX ARIZ. 7

Final Destination

The final destination is the last point to which this car is waybilled. The Agent will arrange to notify the consignee the car has arrived and process the proper reports.

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

DRY CAR ONLY.... DO NOT RUN UNIT.
DO NOT RUN UNIT. 8

Special Instructions

This space will show any special service required for this shipment. Example: Standard Refrigeration, Special Equipped Car and etc. Our example is a shipment loaded in a special equipped car not in assigned service between two locations. The instructions specify what is to be done with this car for protective service.

Commodity Code No. 2013414 9

The Standard Transportation Commodity Code

The STCC contains seven characters and is used to numerically identify the contents of the car. These numbers are derived from the Standard Transportation Commodity Code book prepared and distributed by a branch of the Interstate Commerce Commission.

No. Pkgs.	Description of Articles, Special Marks and Exceptions
C/L	10 CANNED CHOPPED MEATS ECT. SWLC. U.S. GOVT. INSPD. SEALS: L/617862///63 CONT NO. 12 25 010 19256 COMMD CODE. 5847100

Commodity

Here we find a description of the article or commodity loaded in the car. I.C.C. rules require that the description of the article or commodity being shipped conform exactly with the tariff designation.

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION
(11)			

145—CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY—145

Junction Stamps

A junction is a location where two or more railroads connect. At these locations, a rubber stamp is used to show on the waybill the junction point, time, and date the interchange of the car was made. Yard Clerks, when applying junction stamps to the waybill, must not place the stamp on any information already on the waybill. The reverse side of the waybill may be used for junction stamps when necessary.

DATE OF SHIPMENT	WAYBILL NUMBER
(12) 4/8/71	27412

Waybill Date and Number

The waybill date is the date the waybill was made. Agents are assigned a waybill number series that is used whan making waybills. The example was waybilled April 8, 1971, and the number of this waybill is 27412. Waybill numbers are assigned to an agent by the Manager Revenue Accounting.

From: Audit No.	Station	State	Block No.
3507 (13)	TRENTON, MO		08416
( )			( )

Point of Origin

This is the location where the car is loaded. All locations on railroads are assigned Audit numbers for accounting purpose. Our example was loaded at Trenton, Missouri, Audit No. 3507. Block No. 08416 (Station number Trenton, Missouri.)

Full Name of Shipper, Street or Post Office Address (14)	Customer No.
USDA/CARNATION CO. TRENTON FOODS DIVN	

Shipper

The shipper is the name of the company or person offering the shipment for rail transportation

AGRT WTS 12097 WEIGHED (15)

AT

GROSS

TARE

ALLOWANCE

NET

WESTERN WEIGHING AND INSPECTION BUREAU
SHIPPERS WEIGHT
1275
UNDER WEIGHT AGREEMENT

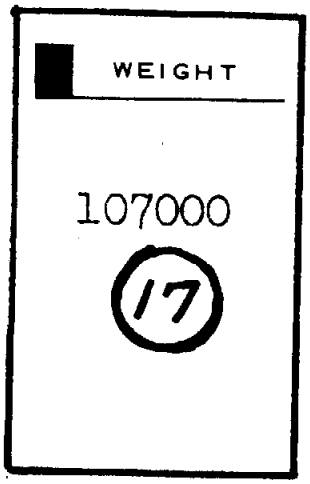
Location Car was Weighed, Weights

The railroads use weights when computing the amount to charge for hauling a commodity. In some instances, cars are weighed on railroad scales. This shipment was not weighed. This shipment is moving on an agreed weight under Shipper's Weight Agreement Number 1275. The weight Agreements are supervised by the Western Weighing and Inspection Bureau (W.W.I.B.).

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE
"TO BE PREPAID" (16)

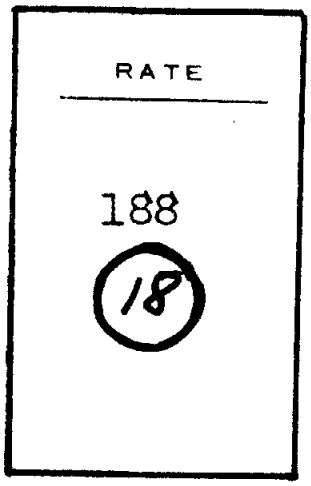
Is Shipment Prepaid?

A shipment is "Prepaid" if the freight charges are paid to the railroad before the shipment is transported over the rails. If this part of the waybill does not indicate "Prepaid", other arrangements are made with the railroad Agent for paying the freight charges. This shipment is moving collect. Freight charges must be paid at the destination or as instructed on this waybill -"Collect from USDA/ASCS Office, 6400 France Avenue, So., Minneapolis, Minn."



Weights

This example is of the Net Weight of the commodity. These weights must be accurate. They are used when computing the freight or amount the railroad will receive for transporting the shipment.



Rate

The rate is the amount, per unit, charged by railroads to a customer for transporting a shipment. The rates are published in tariffs. For our example, the proper tariff shows the rate for canned chopped meats $1.88 per hundred lbs.

FREIGHT

2011.60

19

Freight

The freight column of a waybill shows the amount of money a railroad receives for transporting a commodity. Freight charges are determined by multiplying the weight by the rate as shown below.

Weight x Rate = Freight

107,000 x $1.88 = $2,011.60

FREIGHT WAYBILLS - EMPTY EQUIPMENT

There are several different types of equipment that are specifically designed for the loading and handling of certain commodities or freight. Examples:

Tank Car - Liquids, gases, etc.
Covered Hopper Car - Sand, lime, cement, flour, sugar, etc.
Auto-Rack Car - Automobiles, trucks, etc.
Damage Free (DF) Box Car - Canned goods, etc.

All empty movements of special equipped cars must be accompanied by non-revenue form of Freight Waybill without charges, showing full routing by railroads and all junction points.

Some special equipped cars are assigned to specific points or railroads for loading. When these are not assigned at point where they were received or made empty, and unless otherwise instructed, they will be forwarded to their assigned point or railroad.

The following exhibits cover Freight Waybills for the return of empty special equipment. Freight Waybills covering empty tank cars and empty covered hoppers must be endorsed as to the last loaded contents or commodity.

REVIEW QUESTIONS

1. What must be furnished by the shipper for the normal preparation of a waybill?

2. What is the Railroad Accounting Code Number assigned the RI?

3. Incorrect reporting of car number and initial on the waybill could have what results?

4. What publication lists all stations by name and number?

5. Name three types of routing instructions.

6. Why should strict attention be paid to the special instruction portion of a waybill?

7. How is the net weight for a shipment determined?

8. What type movements require revenue type waybills?

9. What type of waybill is used for a shipment when the revenue waybill is not available?

PLACE SPECIAL SERVICE PASTERS HERE

FORM 1

Sec. 10 - 17

145—Chicago, Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER: RTTX 900601

KIND: TL

WEIGHT IN TONS: GROSS | TARE | NET

T. O. F. C. TRAILER INITIAL AND NUMBER | LENGTH | PLAN NUMBER

TRAILER INITIAL AND NUMBER | LENGTH | PLAN NUMBER

LENGTH OF CAR: ORDERED | FURNISHED

MARKED CAPACITY OF CAR: ORDERED | FURNISHED

DATE OF SHIPMENT: 4/12/71

WAYBILL NUMBER: 9400

CONSIGNEE AND ADDRESS AT STOP

STOP THIS CAR At ____ At ____ At ____

To No. | Station | State or Prov.

( ) ST. THOMAS, CANADA

From: Audit No. | Station | State | Block No

( ) DENVER, COLORADO ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) | Route Code No.

RI-KC-NW-TALBOTVILLE-CP

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Reconsigned to | Station | State or Prov.

Authority

Consignee and Address | Customer No.

FORD MOTOR

Full Name of Shipper, Street or Post Office Address. | Customer No.

FORD MOTOR

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

FINAL DESTINATION AND ADDITIONAL ROUTING

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	EMPTY AUTO RACK RETURNED FREE CSD 145B ASSIGNED CAR						

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION

PLACE SPECIAL SERVICE PASTERS HERE

Sec. 10 - 18

FORM 1

145—Chicago. Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
RI 33332	DF							

T.O.F.C. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

DATE OF SHIPMENT: 4/15/71

WAYBILL NUMBER: 500

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

STOP THIS CAR At ____ At ____ At ____

CONSIGNEE AND ADDRESS AT STOP

To No. Station State or Prov.

( ) KANSAS CITY, KANSAS

From: Audit No. Station State Block No.

( ) DALLAS, TEXAS ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) — Route Code No.

RI

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address. — Customer No.

AGENT RI

Reconsigned to Station State or Prov.

Authority

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

Consignee and Address — Customer No.

PROCTER GAMBLE

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	EMPTY DF CAR RETURNED FREE						
	UNASSIGNED CAR CSD 150B						

TRANSIT BUREAU NUMBER	INBOUND REFERENCE (POINT OF ORIGIN, ROAD, COMPLETE WAYBILL REFERENCES IN DATE, ORDER AND ROUTING)	COMMODITY IN	COMMODITY OUT	WEIGHT	RATES THRU	RATES FOR IN	RATES BAL

Destination Agent's Freight Bill No.

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION	FOURTH JUNCTION WILL STAMP THEIR OFFICE NAME AND DATE REPORTED

Junction Agent Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps [illegible]

PLACE SPECIAL SERVICE PASTERS HERE

FORM 1

Sec. 10 - 19

145—Chicago. Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
RI 13288	CH							

T. O. F. C. — TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

DATE OF SHIPMENT: 4/15/71

WAYBILL NUMBER: 500

STOP THIS CAR At ____ At ____ At ____

CONSIGNEE AND ADDRESS AT STOP

To No. Station State or Prov.

( ) GOODLAND, KANSAS

From: Audit No. Station State Block No.

( ) ENID, OKLAHOMA ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) — Route Code No.

RI

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address. — Customer No.

AGENT

Reconsigned to Station State or Prov.

Authority

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

Consignee and Address — Customer No.

MUELLER REID GRAIN CO.

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	EMPTY COVERED HOPPER RETURNED FREE						
	LAST CONTAINED WHEAT						

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION

PLACE SPECIAL SERVICE PASTERS HERE

Sec. 10 - 20

FORM 1

145—Chicago. Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
UTLX 12750								

T. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

O.

F. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

C.

DATE OF SHIPMENT: 4/15/71

WAYBILL NUMBER: 500

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

STOP THIS CAR At _____ At _____ At _____

CONSIGNEE AND ADDRESS AT STOP

To No. Station State or Prov.

( ) HOUSTON, TEXAS

From: Audit No. Station State Block No.

( ) KANSAS CITY, KANSAS ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) — Route Code No.

RI FT. WORTH-MP

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address. — Customer No.

FUEL OIL COMPANY

Reconsigned to Station State or Prov.

Authority

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

Consignee and Address — Customer No.

FUEL OIL COMPANY

WEIGHED

AT _____

GROSS _____

TARE _____

ALLOWANCE _____

NET _____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	EMPTY TANK CAR RETURNED FREE LAST CONTAINED FUEL OIL						

TRANSIT BUREAU NUMBER	INBOUND REFERENCE POINT OF ORIGIN, ROAD, COMPLETE WAYBILL REFERENCES IN DATE, ORDER AND ROUTING	COMMODITY IN	COMMODITY OUT	WEIGHT	RATE TARIFF	RATE FOOT NOTE	RATE

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION	STAMP NAME AND STATION

[illegible] Bill of Lading and Order Plus [illegible] Additional [illegible]

Sec. 10 - 21

FORM 26 LARGE 50M 10-69

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern, Western and Illinois Classification territories, March 15, 1922, as amended August 1, 1930, and June 15, 1941.)

1

UNIFORM STRAIGHT BILL OF LADING

Original—Not Negotiable

Shipper's No.

Agent's No.

Rock Island

Chicago, Rock Island and Pacific Railroad Company

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

At CHICAGO, ILLINOIS APRIL 1, 19 71

From TRAILER TRAIN INC

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to P M T TRUCKING - COMMERCIAL AVENUE AND EVANS ROAD

Destination RENO State of NEVADA County of

Route RI-DENVER-DRGW-SP

Delivering Carrier Car Initial RIZ RIZ Car No. 207255 207167

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	Class or Rate	Check Column
	GENERAL MDSE	45959	PC	1221.99
			TR/R	138.90
	RIZ 207255 SEALS: 2582-88		CA/R	45.03
	TARE WT: 14000# NET WT: 21785#			
	RIZ 207167 SEALS: 286876	RAMP CHARGE		
	TARE WT: 14000# NET WT: 24174			
	NOTE & REL TO BENDER WHSE POB 4300			
	LPC SLC DO NOT HUMP			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

TO BE PREPAID

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per (The signature here acknowledges only the amount prepaid.)

Charges Advanced: $ 18.14

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is specifically stated by the shipper to be not exceeding per

TRAILER TRAIN INC Shipper. M. A. DELL Agent.

Per 509 WEST ROOSEVELT ROAD Per

Permanent postoffice address of shipper

Sec. 10 - 22

FORM 26 LARGE 50M 10-69

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern, Western and Illinois Classification territories, March 15, 1922, as amended August 1, 1930, and June 15, 1941.)

2 **THIS SHIPPING ORDER** must be legibly filled in, in Ink, in Indelible Pencil, or in Carbon, and retained by the Agent.

Shipper's No.

Agent's No.

Chicago, Rock Island and Pacific Railroad Company

RECEIVE, subject to the classifications and tariffs in effect on the date of the issue of this Shipping Order,

At CHICAGO, ILLINOIS APRIL 1, 19 71

From TRAILER TRAIN INC

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to P M T TRUCKING - COMMERCIAL AVENUE AND EVANS ROAD

Destination RENO State of NEVADA County of

Route RI-DENVER-DRGW-SP

Delivering Carrier Car Initial RIZ RIZ Car No. 207255 207167

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	Class or Rate	Check Columns
	GENERAL MDSE	45959	PC	1221.99
			TR/R	138.99
	RIZ 207255 SEALS: 2582-88		CA/R	45.03
	TARE WT: 14000# NET WT: 21785#			
	RIZ 207167 SEALS: 286876	RAMP CHARGE		
	TARE WT: 14000# NET WT: 24174			
	NOTE & REL TO BENDER WHSE POB 4300			
	LPC SLC DO NOT HUMP			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

TO BE PREPAID

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per (The signature here acknowledges only the amount prepaid.)

Charges Advanced: $ 18.14

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

TRAILER TRAIN INC Shipper.

Per 509 WEST ROOSEVELT ROAD

Permanent postoffice address of shipper

M. A. DELL

Agent Must Detach and Retain this Shipping Order and Must Sign the Original Bill of Lading.

FORM 26 LARGE 50M 10-69

Sec. 10 - 23

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern, Western and Illinois Classification territories, March 15, 1922, as amended August 1, 1930, and June 15, 1941.)

3 **THIS MEMORANDUM** is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shipper's No.

Agent's No.

Chicago, Rock Island and Pacific Railroad Company

Received, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading,

At CHICAGO, ILLINOIS APRIL 1, 19 71

From TRAILER TRAIN INC

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to P H T TRUCKING - COMMERCIAL AVENUE AND EVANS ROAD

Destination RENO State of NEVADA County of

Route MI-DENVER-RENO-SP

Delivering Carrier Car Initial RIZ RIZ Car No. 207255 207167

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	Class or Rate	Check Column
	GENERAL MDSE	45959	PC	1221.99
			TR/R	138.00
	RIZ 207255 SEALS: 2582-88		CA/R	45.03
	TARE WT: 14000# NET WT: 21785#			
	RIZ 207167 SEALS: 286876	RAMP CHARGE		
	TARE WT: 14000# NET WT: 24174			
	NOTE & REL TO BENDER WHSE POB 4300			
	LFC SLC DO NOT HUMP			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

TO BE PREPAID

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per (The signature here acknowledges only the amount prepaid.)

Charges Advanced: $ 18.14

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is specifically stated by the shipper to be not exceeding per

TRAILER TRAIN INC Shipper. M. A. DELL Agent.

Per 509 WEST ROOSEVELT ROAD Per

Permanent postoffice address of shipper

PLACE
SPECIAL SERVICE PASTERS
HERE

FORM 1

Sec. 10 - 24

145—Chicago, Rock Island and Pacific Railroad Company—145

(Copy) FREIGHT & TRANSIT WAYBILL

KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED

CAR INITIALS AND NUMBER: TTX 154806

T.O. TRAILER INITIAL AND NUMBER: RIZ 207255 — LENGTH: — PLAN NUMBER: FOUR

F.C. TRAILER INITIAL AND NUMBER: RIZ 207167 — LENGTH: — PLAN NUMBER: FOUR

DATE OF SHIPMENT: APR 1 1971 ET

WAYBILL NUMBER: PB 16253

STOP THIS CAR At _____ At _____ At _____

CONSIGNEE AND ADDRESS AT STOP

To No. Station State or Prov.

( ) RENO NEVADA

From: Audit No. Station State Block No.

(101) CHICAGO, ILLINOIS ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) — Route Code No.

RI -DENVER DRGW SP

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address. — Customer No.

TRAILER TRAIN INC SN: 4-1
509 W ROOSEVELT RD
CHICAGO, ILL 60607

Reconsigned to Station State or Prov.

Authority

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

Consignee and Address — Customer No.

P M T TRUCKING
COMMERCIAL AVE & EVANS RD

WEIGHED

AT _____

GROSS _____

TARE _____

ALLOWANCE _____

NET _____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID" — TO BE PREPAID

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No. 44 111 10	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	GENERAL MDSE RIZ 207255 SEALS: 2582-88 TARE WT: 14000# NET WT: 21785# RIZ 207167 SEALS: 286876 TARE WT: 14000# NET WT: 24174# NOTE& REL TO BENDER WHSE POB 4300 LPC SLC DO NOT HUMP						

WEIGHT & CHARGES TO FOLLOW

Destination Agent — This is a car movement waybill only, DO NOT REPORT. Revenue waybill (same number) will be mailed.

Destination

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION

PLACE SPECIAL SERVICE PASTERS HERE

FORM 1

Sec. 10 - 25

145—Chicago, Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER: TTX 154806

KIND

WEIGHT IN TONS: GROSS / TARE / NET

LENGTH OF CAR: ORDERED / FURNISHED

MARKED CAPACITY OF CAR: ORDERED / FURNISHED

T. TRAILER INITIAL AND NUMBER: RIZ 207255 — LENGTH — PLAN NUMBER: FOUR

O.

F. TRAILER INITIAL AND NUMBER: RIZ 207167 — LENGTH — PLAN NUMBER: FOUR

C.

DATE OF SHIPMENT: APR 1 1971 ET

WAYBILL NUMBER: PB 16253

CONSIGNEE AND ADDRESS AT STOP

STOP THIS CAR At ____ At ____ At ____

To No. Station State or Prov.

( ) RENO, NEVADA

From: Audit No. Station State Block No.

(101) CHICAGO, ILLINOIS ( )

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

RI-DENVER DRGW SP

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Route Code No.

Full Name of Shipper, Street or Post Office Address.

TRAILER TRAIN INC SN: 4-1
509 W ROOSEVELT RD
CHICAGO, ILL 60607

Customer No.

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

P M T TRUCKING
COMMERCIAL AVE & EVANS RD

Customer No.

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

REV W/BILL ISSUED APR 13 1971 SE
COMPLIES WITH NOTES 1 6 & 23 ITEM 6950
TARIFF I-R ICC 1789

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID" TO BE PREPAID

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No. 44 111 10	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	GENERAL MDSE		45959	PC	1221 99		
RIZ	207255 SEALS: 2582-88			TR/R	138 90		
TARE	WT: 14000# NET WT: 21785#			CA/R	45 03		
					1405 92	ADV	
RIZ	207167 SEALS: 286876						
TARE	WT: 14000# NET WT: 24174#			RAMP CHGE		18 14	1424 06
NOTE	& REL TO BENDER WHSE POB 4300						
LPC	SLC DO NOT HUMP						

FIRST JUNCTION | SECOND JUNCTION | THIRD JUNCTION | FOURTH JUNCTION

NO BILLS AND NO CARS

All trains should be checked for proper classification and to insure a waybill accompanies each car. A car should not be dispatched without a waybill. A car without a waybill will be delayed at the next yard awaiting movement instructions. No waybill should be forwarded without the car for this same reason. Waybills are discussed in Section 10 and yard checks in Section 7 of this manual.

NO BILLS

"No Bill" is a railroad term used to define a car that has been separated from the waybill. When all efforts to locate the waybill have been exhausted and a "No Bill" situation is known to exist, do the following:

1 - Make Class A check of car:
(1) Initial
(2) Number
(3) Load (Contents if possible)
or
Empty
(4) Other information available from physical check of car.

2 - Note date, time, train symbol and lead engine.

3 - Check with origin point of train, or in case of interchange, the delivering railroad.

4 - Prepare a Waybill - No Bill Form 1000 (See Sec. 11 - 3) which will contain known information. Some yards use a locally designed form for this purpose; others use plain paper.

When additional waybill information is received, enter this data on Form 1000 to accompany the car to destination. Form 1000 Waybill - No Bill becomes a permanent record. For this reason, the Waybill - No Bill should be typewritten. If prepared in ink, print as legibly as possible.

Another type of No Bill is a loaded car covered by an empty car waybill. When discovered, handle the car as a No Bill.

To protect per diem reclaim, and other revenues to which we are entitled, the local agent must be furnished train arrival information and the empty car waybill.

NO CARS

The term "No Car" identifies a waybill which has been separated from a car. When discovered, contact the yard originating the train or, in case of interchange, the delivering railroad, passing on all information. If prompt advice is not received, hold the waybill in the designated place in the yard office.

Should a No Bill or No Car develop from local industry, handle with the local agent.

There are aids set up to assist in the handling of No Bills and No Cars.

1 - The No Bill Service Bureau in the Transportation Department at Chicago assists in the handling of the No Bill and No Car problem on a system-wide basis.

2 - The Data Processing Center (DPC) in Chicago has direct access to computer records. Information is available for each reported move of a car within the previous two week period. Movements of RI owned cars are retained indefinitely.

WAYBILL

R INITIALS AND NUMBER	KIND	GROSS	TARE	NET

T. O. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

F. C. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

STOP THIS CAR At.....
At.....
At

CONSIGNEE AND ADDRESS AT STOP

TO NO. STATION STATE OR PROV.

ROUTE

RECONSIGNED TO STATION STATE OR PROV.

CONSIGNEE AND ADDRESS

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS — PROTECTIVE SERVICE, MILLING, WEIGHING, ETC.

DATE OF SHIPMENT | WAYBILL NUMBER

FROM NO. STATION STATE OR PROV.

FULL NAME OF SHIPPER

KIND OF FREIGHT	WEIGHT	COLLECT	PREPAID

NO-BILL

Station Date

RECORD OF DELAYED CARS AND WAYBILLS

Train No. or Road From	Date Received	Time

(CHECK APPROPRIATE BOX)

- [ ] CAR WITHOUT WAYBILL
- [ ] WAYBILL WITHOUT CAR
- [ ] CAR IN TRAIN — NOT ON CONSIST

ISSUING CLERK: | WIRE FILE:

RECORD OF TELEPHONE NOTIFICATION (OTHER YARD OFFICES CONTACTED, ETC.)

DISPOSITION ORIGINAL WAYBILL

REMARKS:

INSTRUCTIONS: Original with car movement
Copy General Superintendent Transportation
Copy Station Record

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION	DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED

REVIEW QUESTIONS

1 - What is a No Bill?

2 - Which Class of check must be made of a No Bill?

3 - What document must be prepared when information is received on a No Bill?

4 - What is a No Car?

5 - What aids have been set up on a system basis to assist in handling of No Bills and No Cars?

TELEPHONE COURTESY

Always remember that an important part of the Rock Island's business is handled over the telephone. The proper use of the telephone in the Yard Office where you work and the intelligent operation of the RI communication system is important to the daily, efficient operation of the Railroad.

The RI telephone system is a modern communication network with direct long-distance dialing to most points on the Railroad. Study the following simple rules of courtesy. This chapter contains suggestions about how you can develop good telephone habits.

RECEIVING A CALL

Answer Promptly - before the second ring.

Prompt answering helps build a reputation of courtesy. Treat your caller to the same courteous, prompt answer you expect when making a call.

Identify Yourself and Location - Identification should be clear, complete and understandable. When you consider how you are going to answer your telephone, think about the average caller. What kind of identification would be most helpful to him? Answering "Hello" is much like saying: "Guess who this is".

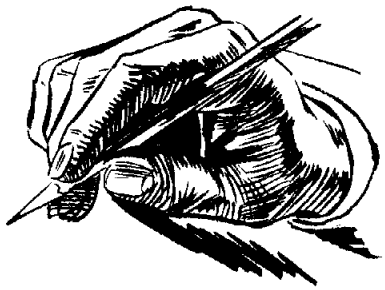
Here are some suggestions:

3247 - Jones

Westbound Yard - Smith

Answering by telephone number or location and name is quicker -- saves everyone's time.

KEEP PAD AND PENCIL HANDY



The Yard Clerk should be ready to write as soon as the caller starts talking. The alert Yard Clerk saves time by having at hand a pad and pencil, switch lists and reports necessary to make calls businesslike. By having the necessary forms and reports available to handle telephone calls properly, you'll find you will save time, and make the job easier.

SPEAK CLEARLY

To be understood easily, speak directly into the telephone; your natural voice is best. Speak clearly and distinctly, with the transmitter about one inch from your lips. There should be no obstructions such as pipe, gum, cigar, or cigarette in your mouth while talking.

The qualities of a good voice are:

Alertness - Give the impression you are wide-awake and alert.

Naturalness - Be yourself, use simple, straight-forward language.

Distinctness - Speak clearly and distinctly. Keep the mouth free of obstructions. Talk directly into the mouthpiece.

Pleasantness - Build a pleasant image. The friendly voice wins friends. In a telephone conversation, you express your personality solely through your voice. This is not difficult; you do it by a cheerful, natural, unhurried tone of voice. One thing more, profanity does not win friends or influence people.

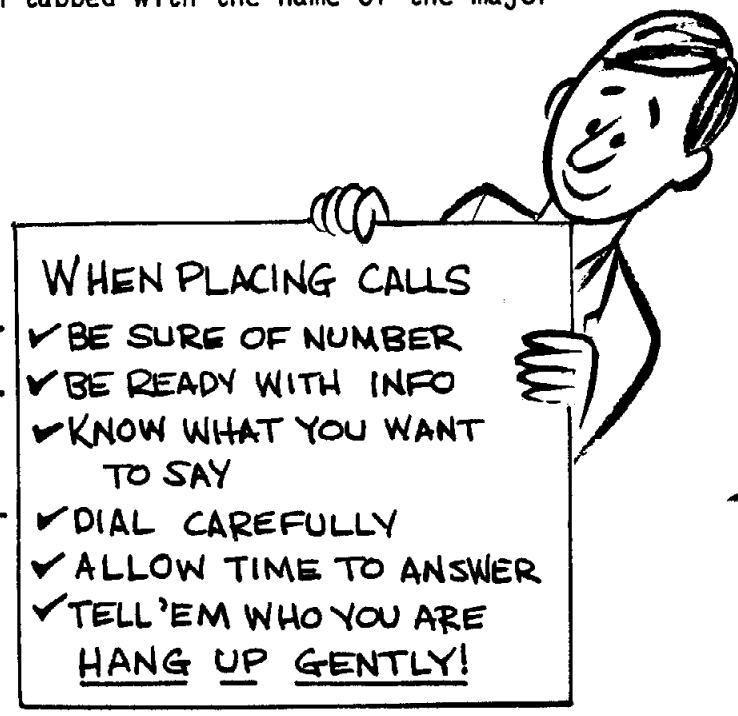
PLACING A CALL

Be sure of the number - If you aren't sure, don't guess! The Railroad has a Railroad Telephone Directory near each telephone. If there is any doubt in your mind about the number you want to call, look it up in the directory.

RI Telephone Directory - The Company Directory has sections for each location or groups of locations on the Railroad, each tabbed with the name of the major city. In each section, listed alphabetically, are the names, titles, locations, and extension numbers. You may complete direct long-distance dialing by dialing the area code then the number of your party. Keep your directory up-to-date at all times.

Keep a list of numbers - It's a time-saver to keep a list of telephone numbers you frequently call.

Dial Carefully - Listen for the dial tone. It's the "Go Ahead" from the equipment.

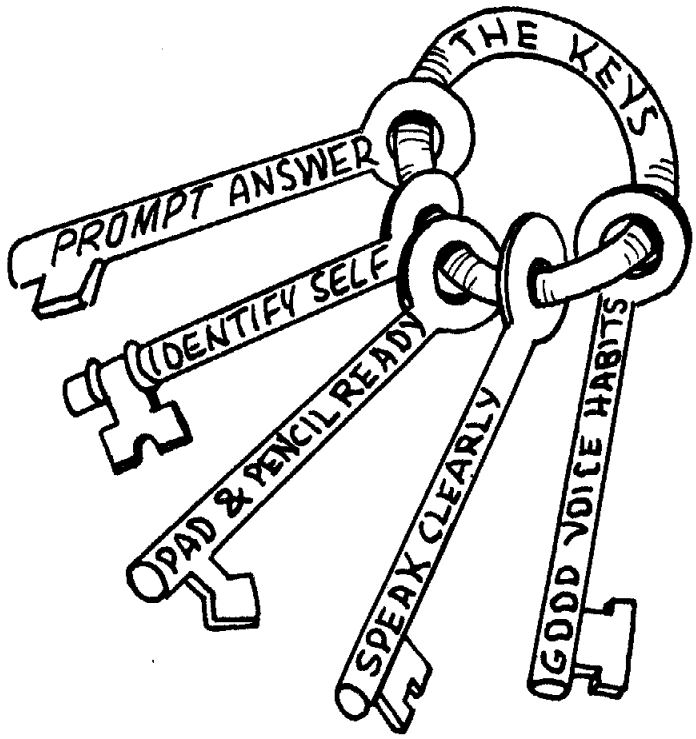


Allow time to answer - Give the person you are calling a reasonable time to reach his telephone. Perhaps, it will save you another call.

Identify yourself - As soon as the called party answers, announce your name. Don't expect others to recognize your voice. Announcing your identity gets the called person's attention and helps get the conversation off to a good start.

PLACING A CALL

Hang up gently - After saying "good-bye" courteously, be sure that you hang up - GENTLY. A receiver slammed in the ear of the caller is like slamming the door after a visitor -- it may not be intentional but the effect is the same.



TO PLEASING SERVICE
AND SATISFIED CUSTOMERS

Know Any Of These Folks?

Is your voice so flat and dry that people think you look like this?

Remember. . . . .

Send

a

Smile!

Bill Dreary

Don't know for sure what you're calling about? Then you'll probably give this impression.

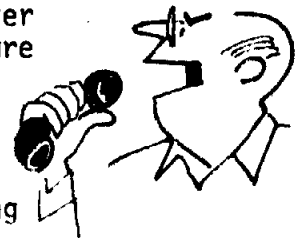
Before you call. . . .

Be Prepared!

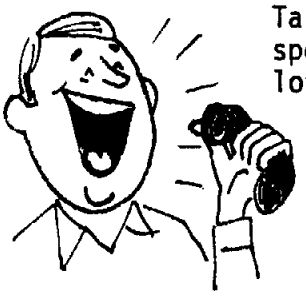
Willie Bewildered

A loud, rude voice never sends a pleasing picture across the wires.

There's a fine line and an important one -- between sounding business-like and sounding rude.



Bill Bossman



Slow down!!

Talking at breakneck speed will take twice as long -- because you'll have to repeat everything.

Bernie Breathless

Do you ever send this image?

Talking to someone who's trying to do ten things at the same time can really be frustrating.

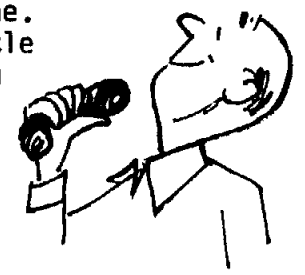
Harry Whirlwind

Are you a Marty Mouthful?

With a pencil, a cigarette, or a piece of candy in your mouth, your voice won't come through clearly over the phone.

Marty Mouthful

Insincerity shows up clearly over the phone. If you're just a little bit too grateful, you may come across like this.



Al Affected

REVIEW QUESTIONS

1. What part of the RI's business is handled over the telephone?
2. How should the telephone be answered?
3. How can the yard clerk save time and make his job easier?
4. How can you contribute to being easily understood over the telephone?
5. What are the qualities of a good voice?
6. Why is the manner in which the telephone is hung up important?

WORKING RELATIONSHIP WITH OTHER DEPARTMENTS

Most activities of the railroad are directly connected to the operations in the yards, which make the duties and responsibilities of the yard clerk closely related to many other departments. Personnel within these departments plan and perform their work based on information supplied by yard clerks. The reverse is also true.

For these reasons, cooperation between employees and departments is extremely important. "Courtesy is contagious."

The exchange of information may include the following:

Information to Car Department employees

1 - Location of selected cars within a terminal.

2 - Cars requiring special inspections.

3 - Track locations on which outbound trains are assembled.

4 - Outbound train calling time.

5 - Arrival time and track location for inbound trains.

6 - Notice of perishables and livestock shipments.

Information from Car Department employees

1 - Bad order cars and their location.

2 - Excessive dimension cars.

3 - Results of car grading inspection.

4 - Prompt notice of unusual conditions about freight cars.

5 - Handling given perishables or livestock.

Information to Traffic Offices

1 - Car record and tracing information

Information from Traffic Offices

1 - Advance notice of special shipments.

Information to Agency Forces

1 - Copies of waybills when special handling has been given cars, e.g., reconsignments.

2 - Exchange of information on No Bills and No Cars.

3 - Cars to be constructively placed (CP) for demurrage charges.

4 - Waybills for cars delivered locally.

5 - Switching services performed for customers.

6 - Cars ordered placed for loading and/or unloading if local custom is for yards to receive such request direct from customer.

7 - Interchange and reclaim information when necessary.

Information from Agency Forces

1 - Loads and empties being released by industries.

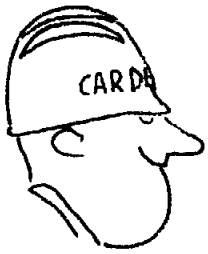
2 - Orders for placement of loads and empties.

3 - Waybills for cars released from local industry.

Information required by others

Occasionally yard clerks will be requested by the Trainmaster or Superintendent to assist in accumulating information for various reports required by management. They may also assist in studies of train performance or car handling procedures within their yards.

MEET THE YARD FAMILY!

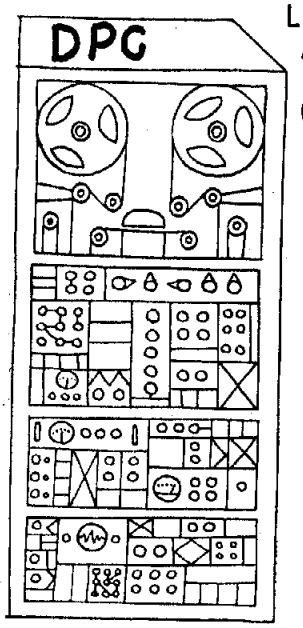


THE CAR DEPT. NEEDS TO KNOW WHERE THE ACTION IS - TRAINS, TRACKS, CALLING TIMES. WE'LL TELL YOU ABOUT BAD ORDER CARS, HIGH CARS AND WHEN AIR HAS BEEN WORKED!

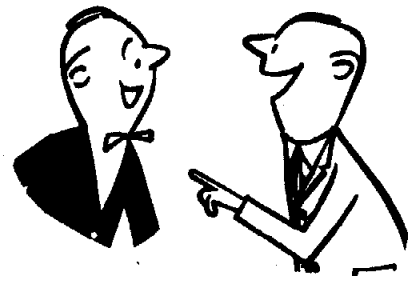
CUSTOMERS WORK THRU ME TO KEEP TAB ON THEIR CARS. I TELL THE YARD ABOUT SPECIAL CARS.

OUR JOB IN THE YARD IS MADE EASIER BY EVERYONE WORKING TOGETHER.

INFO FED TO ME HELPS KEEP TRACK OF CARS ON LINE AND INTER-CHANGED.

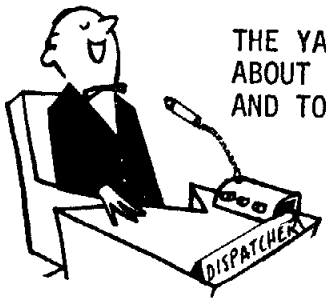


THE SUPER & TRAINMASTER DEPEND ON REPORTS FROM THE YARDS TO OPERATE TRAINS ON THE DIVISION.



I SUPPLY WAYBILLS AND CAR MOVEMENT INSTRUCTIONS FROM SIDINGS.

THE TRAIN CONSIST HELPS ME LOCATE SPECIAL CARS FOR PROTECTION.



THE YARD TELLS ME ABOUT LOADS, EMPTIES AND TONNAGE FOR TRAINS.

REVIEW QUESTIONS

1 - Why is information supplied by the yards of importance to other departments?

2 - Are yard clerks dependent on information supplied by other departments?

3 - What information is exchanged between the yard and Car Department?

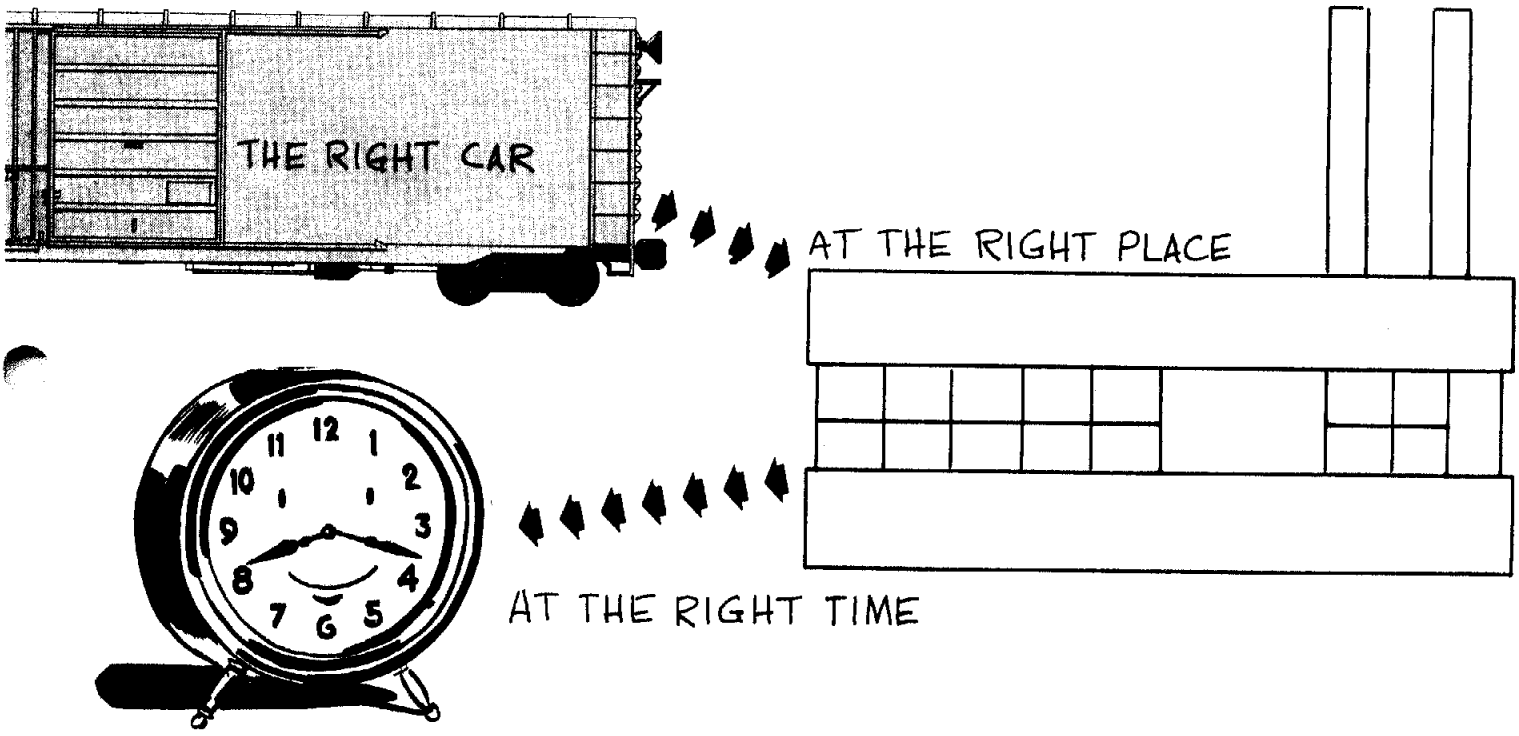
4 - What information is exchanged between the yard and Agent?

5 - What other requirements may a clerk be asked to fulfill?

CAR DISTRIBUTION - UTILIZATION

A railroad is divided into two major parts. These are the immovable, or fixed plant, and the rolling stock. The fixed plant includes right-of-way, roadway, track, bridges, tunnels, terminals, stations, shops, roundhouses, etc. These are explained in Section 29 of this Manual.

Rolling stock includes locomotives, passenger cars, trailers, containers, and freight cars. The proper utilization of this freight equipment is very important.



Car Utilization means obtaining the maximum use of the available in-service time of freight equipment. Each is dependent upon the other; and both are the concern and responsibility of many departments.

Yard Clerks generally receive car* orders (requests for cars*) from various other departments (Agents or Car Distributors) and customers and move available freight cars* as instructed. Requests from other than Agents and Car Distributors should be referred to the Agent. Several tools are provided to assist in the handling of empty equipment. They are:

Car Grading System - This system is designed to assist in the distribution and utilization of general purpose equipment. Mechanical department employees inspect empty cars* received at interchange points and cars* made empty on line. A Commodity Code is assigned each car and the information is provided the yard clerk on a form similar to that shown in Figure 1.

(*) equipment

ROCK ISLAND LINES

FORM M. P. 71
10M BKS. 5-68

CAR INSPECTORS ORIGINAL RECORD AND TRAIN REPORT

Train_____ Eng._____ Date_____ 19____

INBOUND

Arr._____ M

Inspection Finished_____ M

Number Bad Orders_____

OUTBOUND

Called for_____ M

Made up_____ M

Eng. on_____ M

Inspection Finished_____ M

Signature_____ Inspector

INITIAL	NUMBER	Kind	SHOP CAR—PRINCIPAL DEFECT	SHOP TO

So state, when damage is due to any Rule 32 condition. Make separate report (4 copies) for cars damaged in yards, by switching, listing all pertinent data for each car in cut, sending one copy of report, each, to Manager Disbursements, Chicago, Local Yardmaster, Car Foreman to whom cars are sent for repairs and retain one copy for file. Use form MP 64 for major accidents.

When this information is received, the yard clerk prepares an Empty Car Bill to include car initial, number, kind of car, kind of door, length, type ends and floors, etc. (See Figure 2). The Empty Car Bill is then used as instructions to move the car from terminal to terminal or to a customer.

Customer needs, so far as grade of car is concerned, vary from station to station. It is necessary, therefore, that a yard clerk familiarize himself with the grade of cars required by customers within his area.

Equipment Distribution System - This organization is a part of the Transportation Department in Chicago. Its function is to scan various reports and issue orders moving cars from a car-surplus area to an area where a car shortage exists. Reports used for this are based on information supplied by Yard Clerks, through the data network.

Car Service Rules - The Association of American Railroads, through Car Service Rules, assists in the handling of freight cars by controlling the decisions on each railroad. These rules are designed to protect the investment of the car owner and prevent unfair practice in the use of the freight car by other than the owner.

Car Service Rule 15 requires carriers to keep a record of a customer's request for cars. The form shown in Sec. 14 - 6, is used for this purpose. Generally this record is kept on file in the Agent's office. If the yard receives customer request, the Agent must be provided with necessary information to maintain the record.

To relieve a chronic car shortage within the United States, the Interstate Commerce Commission will issue car distribution directives known as Pfhaler Orders, instructing various carriers to provide freight cars to a particular railroad. These directives are lawful mandatory orders to the roads involved. The Association of American Railroads issues directives in the form of Car Service Orders, instructing railroads in the orderly handling of all car types.

FORM C. T. 38 700M 12-69

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

EMPTY CAR SLIP WAY-BILL

Initials_____

Number_____

Kind_____

From
date

(Issuing Station Stamp)

To_____

Movement Ord. by_____ Billed by_____

Authority (Ord. number, Car letter or 47 No.)_____

Diverted to_____

At_____ Date_____

Authority_____

FOR ☐ Loading ☐ Home

☐ Disposition ☐ Storage ☐ Repair

(Place X in square applicable)

HOME ROUTE

Recd. from_____
(Show full name road)

Station_____ Date_____

DO NOT USE THIS FORM FOR SPECIALLY EQUIPPED CARS

FORM C. T. 113 (COM 5-69)

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

SWITCH CARS CAREFULLY

DO NOT EXCEED COUPLING SPEED OF 4 MPH

ORDER FOR EMPTY CARS FOR LOADING.

Order No. _____

Date _____ 19____ Hour _____ M.

To Agent _____ R.R. Co.

Please furnish empty cars for loading as follows:

Number of cars wanted _____

Kind _____ Size _____ Capacity _____

Where and when wanted _____

To be loaded with _____

Destination _____

Routing

_____ Applicant

INFORMATION BELOW TO BE FILLED IN BY AGENT.

Order received by _____

CARS USED TO FILL ABOVE ORDER:

INTL.	NUMBER	PLACED		INTL.	NUMBER	PLACED	
		Date	Hour			Date	Hour

Both equipment distribution and equipment utilization depend heavily upon information originated by yard clerks. The importance of the yard clerk in this area cannot be overemphasized.

REVIEW QUESTIONS

1 - What is rolling stock?

2 - What is meant by Equipment Distribution?

3 - What is meant by Equipment Utilization?

4 - When are empty cars inspected? By whom?

5 - Who prepares the Empty Car Bill?

6 - What rules are designed to prevent unfair practice in the use of freight equipment?

SUGGESTED ADDITIONAL READING MATERIAL

Railway Equipment Register

CAR SERVICE RULES

The movement of railroad freight car equipment is governed by a Code of Car Service Rules developed by representatives of Member Roads of the Assocation of American Railroads, coordinated and supervised by the A.A.R.'s Car Service Division. Car Service Rules, Special Car Orders, Car Service Division Circulars, and A.A.R. Circulars pertaining to freight car movement are voluntary regulations intended for improved utilization of equipment and protection of car owners' rights.

It is not necessary for yard clerks to retain a detailed knowledge of these rules in order to fulfill their responsibilites in yard clerical duties. However, instructions received by yard clerks for distribution of equipment from local agents and local area car distributors are based on instructions issued by system car distribution officers within the guidelines of Car Service Rules, Special Car Orders and Cicrulars. These instructions are normally referred to as "Car Orders," though local terminology may differ at certain locations. All movements of cars must be controlled by complying with Car Orders, in order to avoid excessive expense to our company.

At times, the Interstate Commerce Commission of the federal government will issue orders making certain Car Service Rules, A.A.R. Special Car Orders or Commission Orders mandatory (a legal law) for limited periods of time. The compliance with these instructions is policed by the Transportation Department, Chicago, Illinois and appropriate instructions are issued to all divisional, and terminal personnel. Yard clerks, by following currently issued instructions, will be complying with mandatory rules, and they need not worry about possible violations.

Sometimes instructions issued to yard clerks might seem to be in violation of Car Service Rules. However, if instructions from system car distribution officers are being observed, these movements are based on modifications or authority received by our company from the A.A.R., the car owner, or, possibly, the Interstate Commerce Commission. These modifications are often handled by telephone authority from the Transportation Department, Chicago, Illinois.

A complete text of Code of Car Service Rules can be found in the rear section of The Official Railway Equipment Register. Yard clerks should understand that the basic concept of Car Service Rules is the protection of car owners' rights, consistent with accepted car distribution procedures.

Brief descriptions of Car Service Rules relating directly to yard work follow:

Car Service Rule 1

This rule deals with the handling of foreign cars held empty at a junction with the owner. The rule states cars should be loaded at the junction to or via owner or delivered empty at that junction to owner unless otherwise agreed upon by the roads involved.

Car Service Rule 2

This rule covers empty foreign cars other than those covered in Rule 1. Dependent upon the circumstances and existing field instructions, cars under provisions of Rule 2 may be:

(a) Loaded to or via owner's rails.

(b) Loaded to a destination closer to the owner's rails than is the loading station, or delivered empty to a short line or switch loading road for such loading.

Car Service Rule 2 (Continued)

(c) Delivered empty to the home road at any junction subject to Rule 6.

(d) Sent home by way of reverse route (Except a car belonging to a road with whom we have a direct connection may not be given back to a road having no direct connection).

(e) Returned empty to the delivering road when handled in switch service.

Car Service Rule 3

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

Car Service Rules 4 and 5

These rules relate to matters normally handled by the Transportation Department with instructions issued to concerned personnel.

Car Service Rule 6

This rule states that a railroad by authority of a designated transportation officer may insist upon the return of empty cars of a specified type at the junction where they were delivered as loads.

Car Service Rule 7

This is a very important rule, for it pertains to the interchange of cars from one railroad to another and protection of our per diem on interchanged cars. The rule states, "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."

Car Service Rules 8 to 18

These rules cover various matters pertaining to the movement of equipment and are in many cases handled by personnel other than yard clerks. Any questions on these rules should always be clarified by proper inquiry. Yard clerks should never apply their own interpretations of these rules.

The enforcement of Rule 12 and Rule 15 is becoming increasingly important on our railroad. Rule 12 states "Cars containing refuse may be rejected by the receiving road when offered in interchange as empty cars". The purpose of this rule is to reduce the volume of cars to be cleaned.

Rule 15 outlines information required when customers request cars for loading. Form CT-113 (Rev) "Order For Empty Cars For Loading" should be used to record the information required by Rule 15.

A.A.R. CIRCULARS, SPECIAL CAR ORDERS AND I.C.C. INSTRUCTIONS

A.A.R. Circulars, Special Car Orders and I.C.C. instructions pertaining to certain classes of cars are governed by regulations that take precedence over the Code of Car Service Rules and are in effect for special specific reasons. Yard clerks should be acquainted with these rules to know what they consist of and should be governed by appropriate instructions issued by car distributors, agents, or instructions stated on inbound freight waybill.

Special Car Order No. 90 (SCO 90)

This order provides for disposition of empty general purpose box cars (XM - A.A.R. Mechanical Designation). Known as the Short Route Plan, it specifies the route (railroad and junction) by which we should forward such cars home or receive them from other roads for handling to the owner. Such routes are known as SCO 90 Route and are listed in Special Car Order No. 90, a copy of which is located in each yard office.

Car Service Division Circular 145-A (CSD 145-A)

Rule 145-A provides for the handling of special equipped box cars in assigned service. Special equipped box cars are cars equipped with loading devices, special dunnage, fitted bulkheads, insulation, or a combination of these items. They are normally called "DF's" (damage free). "Assigned Car" refers to cars reserved for exclusive use by a shipper district location. CSD 145-A requires special equipped box cars in assigned service be returned empty to the point of origin by way of reverse route on a revenue form of waybill without charges showing full route and destination.

Car Service Division Circular 150-A (CSD 150-A)

Rule 150-A provides for the handling of special equipped cars which are unassigned. These cars are referred to as "free runners" and may be loaded on our property for return movement to the owner. No free runner car (CSD 150-A) should be moved without proper instructions of the local car distributor.

Car Service Division Circular 435 (CSD 435) I. C. C. Order 1025

Class "CH" car types (Special Car Type, such as a covered hopper car) must be handled under instructions of CSD 435, which states that after unloading, the car shall be promptly returned to originating line via reverse of service route billed on standard form waybills without charges.

Car Service Orders, I. C. C. Service Orders, Etc.

There are other Car Service Orders and, at times, certain Interstate Commerce Commission Orders issued for the control or movement of specific types of cars of the national car fleet. These orders are policed and proper field instructions issued by the Transportation Department, Chicago, Illinois. If in doubt at any time about the proper movement of equipment, check with local supervision and/or car distributor.

REVIEW QUESTIONS

1. What organization coordinates and supervises Car Service Rules?
2. What is "mandatory"?
3. Which publication contains a complete text of Car Service Rules?
4. What is the basic purpose of Car Service Rules?
5. How can Yard Clerks comply with mandatory Car Service Rules?

THE INTERSTATE COMMERCE COMMISSION

The railroads are known as a regulated industry. They are under the direct controls and laws of the Interstate Commerce Commission (ICC).

Established February 4, 1887, the ICC is an independent agency of the United States Government, whose eleven members are appointed by the President. The Commission enforces Federal laws that deal with the transportation of passengers and property by land and water across state line; regulates the rates and trade practices of companies that arrange for and transport goods and passengers by train, motor vehicles, boats and pipelines (except water and natural gas).

The ICC polices the railroad industry to insure compliance with the provisions of all published tariffs which are designed to provide equitable treatment to users of rail services. Railroads and their customers may be subjected to heavy fines for the violation of lawfully published tariffs or regulations of the ICC.

Yard clerical personnel should become familiar with the various provisions of the ICC regulations with which they come in contact, so as to inform their supervisors of possible violations. These will include the proper handling of dangerous and explosive placarded freight cars and the preparation and maintenance of records and reports. Car movement reports; e.g., consists, interchange reports, etc., fall into this category.

REVIEW QUESTIONS

1 - What is the Interstate Commerce Commission (ICC)?

2 - Which type laws does it enforce?

3 - What relationship exists between the railroad insutry and the ICC?

4 - How can yard clerks assist the railroad in complying with ICC regulations?

ASSOCIATION OF AMERICAN RAILROADS

Organized in 1934, the Association of American Railroads (AAR) is sponsored by the railroad industry of the United States, Canada and Mexico. Working through committees of the AAR, the railroads collectively get together to formulate policy with respect to per diem rules, car service rules, mechanical repairs to freight cars, etc. Railroad officials serve as committee members.

The AAR might be considered the bond that holds the member railroads together in a uniform manner insofar as practices and policies are concerned.

The Interstate Commerce Commission delegates to the AAR the authority to set per diem rates and issue instructions for the handling of equipment. The AAR committee which has this responsibility, and the one with which yard personnel most frequently come in contact, is the Car Service Division (CSD).

The CSD is established by and functions within the provisions of Per Diem Rule 19. Among other duties, this division will:

a - Supervise the application of Car Service and Per Diem rules.

b - Order the transfer of cars from one railroad or territory to another when necessary to balance car supply.

c - Obtain car location statements and other car performance statistics.

d - Take action to bring about uniformity of practice among railroads by the standardization of car distribution rules, including record and report forms.

The AAR serves as the congressional representative of the railroad industry and, as such, speaks for the industry or for individual railroads before congressional hearings and ICC proceedings.

REVIEW QUESTIONS

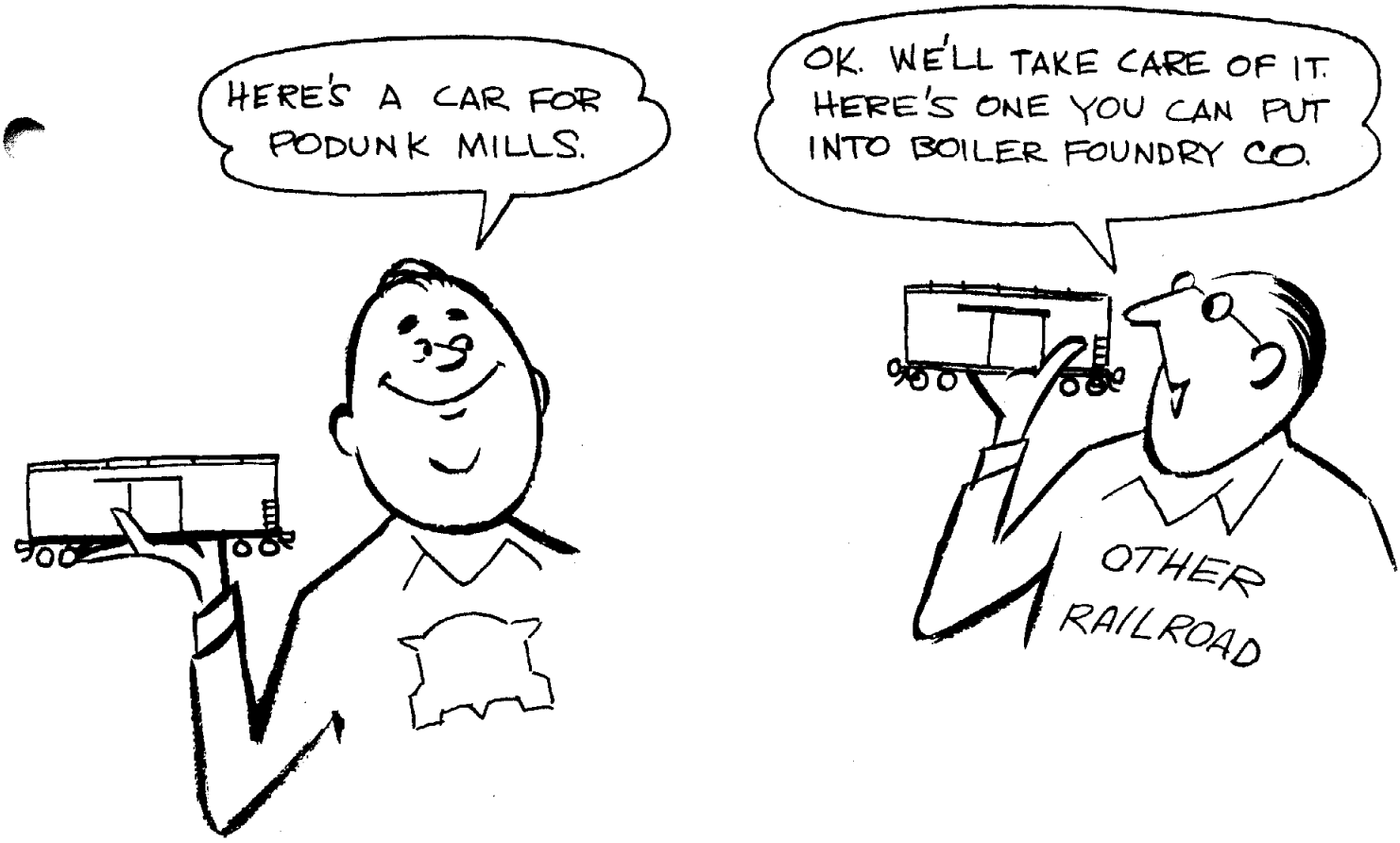
1. Who sponsors the Association of American Railroads (AAR)?
2. What is the purpose of the AAR?
3. Who serves on the various committees of the AAR?
4. Who has the authority to set Per Diem rates?
5. Name three responsibilities of the Car Service Division of the AAR?

RECOMMENDED ADDITIONAL READING

The Official Railway Equipment Register; AAR Per Diem Rules and Interpretations; Per Diem Rule 19.

RECIPROCAL SWITCHING

Many times a customer will request that a railroad handle shipments to an industry not served by that railroad, even though the industry locates within the carrier's switching district. In this situation, there is an agreement between carriers to handle one another's cars, for either inbound or outbound movement, known as reciprocal switching.



Reciprocal switching covers the movement of cars between rail carriers, who by agreement will move cars to or from an industry, from one carrier to another, for either inbound or outbound road-haul movement. These movements are entered on a switching statement covering switching charges proposed by the local freight agent.

An Interline Switching Waybill at some locations must be prepared for cars received at destination in road-haul movement that are consigned to patrons located on connecting rail lines. Fill in the center portion only with Car Initial and Number, Kind, Date, Consignee, To Destination, via (Destination Carrier), and Contents. Do not fill in the top of bottom portion.

One copy of the Interline Switching Waybill will be furnished to each connecting rail line involved and must move with the car(s). Attach one copy to the inbound Freight Waybill and send both of these documents to the Local Freight Agent.

Interline Switching Waybills must be stamped or endorsed according to instructions on Freight Waybills when cars contain "Explosives," "Dangerous," etc. Stop-off, Icing, Heater or other special service instructions must be shown also on the Interline Switching Waybill.

An Exhibit on Sec. 18 -3 describes a shipment handled by the RI in road-haul movement to Chicago, Illinois for delivery to a consignee located on a connecting rail line. Note the three roads involved (RI, BRC and MILW) in the handling of this car at Chicago.

NOTE 1: COMPLETE INFORMATION MUST BE SHOWN, IN SPACE PROVIDED THEREFOR, TO ENABLE THE ROAD HAUL CARRIER TO ISSUE THE REVENUE WAYBILL.
NOTE 2: AGENTS MUST BE CAREFUL TO INDICATE, IN SPACE PROVIDED THEREFOR, WHETHER SHIPPING ORDER IS ATTACHED HERETO, RETAINED BY OR NOT FURNISHED TO SWITCHING CARRIER.
NOTE 3: WHEN IT IS CONTRARY TO INSTRUCTIONS TO SHOW ORIGINAL POINT OF SHIPMENT ON INBOUND TRAFFIC, INDICATE IN PLACE THEREOF THE NAME OF THE STATE IN WHICH IT ORIGINATED.
NOTE 4: ENTER ALL INSTRUCTIONS REGARDING ICING, HEATING, VENTILATION, MILLING, EXECUTION OF SECTION 7 OF BILL OF LADING, ETC.

Form 11 Rev. 300M 7-64

145—Chicago, Rock Island and Pacific Railroad Company—145

INTERLINE SWITCHING WAYBILL

STOP this Car at

FOR

LENGTH OF CAR		MARKED CAPACITY OF CAR	
Ordered	Furnished	Ordered	Furnished

CAR INITIALS AND NUMBER	KIND	TRANSFERRED TO	DATE	WAYBILL NO.	ISSUING STATION
SP 652898			12/12/70	K 2387	BURR OAK IL WFG

TO (Track, Industry or Final Destination): CHICAGO ILL

FROM (Original Point, Track or Industry): SP POLK SACRAMENTO CAL 12/4/70 29171

ROUTE: RI BRC MILW

FULL NAME OF SHIPPER: PROCTER GAMBLE MFG CO

CONSIGNEE AND ADDRESS: PROCTER GAMBLE MFG CO
1665 NO THROUP ST

INSTRUCTIONS (See Note 4)

WEIGHED
AT WWIB
GROSS
TARE
ALLOWANCE
NET

OUTBOUND FREIGHT CHARGES TO BE (CHECK BELOW): COLLECT | PREPAID

SHIPPING INSTRUCTIONS

	Attached	Retained	Not Furnished
SHIPPING ORDER			
OTHER INSTRUCTIONS			XXXXX

KIND OF FREIGHT	WEIGHT	RATE	DUE TO	ADVANCE CHARGES		SWITCHING CHARGES COLLECT		SWITCHING CHARGES PREPAID	
			C. R. I. & P. R. R. CO.						
CLEANING COMP	78750		BRC	XXX	XX			15	53
		395	MILW	XXX	XX			31	11
			TOTAL					46	64

SWITCHING CHARGES ABSORBED	SWITCHING CHARGES COLLECTED	SWITCHING PRO

REFERENCE TO REVENUE WAYBILL

FREIGHT BILL NO.	FROM OR TO	ROUTE	DATE	W. B. NO.	FREIGHT	ADVANCES

145—CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY—145

TERMINAL SWITCHING

Inter-Plant Switching:

A Switching Movement between plant or units of a single industry located on the tracks of the RI within the switching limits of one station or industrial switching district.

Intra-Plant Switching:

A Switching Movement from one track to another or between two locations on the same track within the confines of the same (single) plant or industry.

Intra-Terminal Switching:

A Switching Movement of traffic originating at and destined to points located on the tracks of the RI within the switching limits of one station or industrial switching district.

Terminal Switch Order or Switching Waybill :

Usually prepared by the Local Freight Agent to cover any of the above movements for loaded cars. After service is performed by Yard Crew, the Conductor should date and sign one copy, returning it to the Yard Office.

The Yard Clerk should notify the local Freight Agent with full particulars concerning the switching movement of any cars that are switched under the above services for which a Terminal Switch Order or Switching Waybill has not been prepared.

INTER-TERMINAL SWITCHING

Inter-terminal switching is a switching movement wholly within one switching district by two or more switching carriers interchanged either directly between initial and destination carriers or through one or more intermediate carriers.

A Terminal Service Order or Switching Waybill is usually prepared by the Local Freight Agent covering car(s) to be switched from shipper(s) located on RI for forwarding to consignee(s) located on connecting rail line.

One copy of the Terminal Switch Order or Switching Waybill will be furnished to each connecting rail line involved and must move with car(s).

Terminal Switch Order or Switching Waybill must be stamped or endorsed when cars contain "Explosive," "Dangerous," etc. This should be done by the shipper or agent; however, this should be checked by Yard forces to ensure full compliance with instructions for handling these commodities.

The following exhibit covers a car in Inter-Terminal Switching service.

Form C. T. 78-Rev. 25M 3-64

ROCK ISLAND LINES

SWITCHING ORDER

For Intra-Plant, Inter-Plant and Inter-Terminal Movements

№ 174444

Part No. 2:—To be forwarded direct to Agent by Shipper.

AGENT, YARDMASTER OR CONDUCTOR:— K.C.K. STATION APRIL 6 19 71

Please switch following cars:

PHILADELPHIA QUARTZ COMPANY
SHIPPER

CAR		SWITCH		CONSIGNEE	CONTENTS
INITIALS	NUMBER	FROM	TO		
GATX	17276	P. Q. CO.	KCT	PROCTER & GAMBLE	SODIUM SILICATE

Cars switched as above

Conductor or Foreman

INSTRUCTIONS

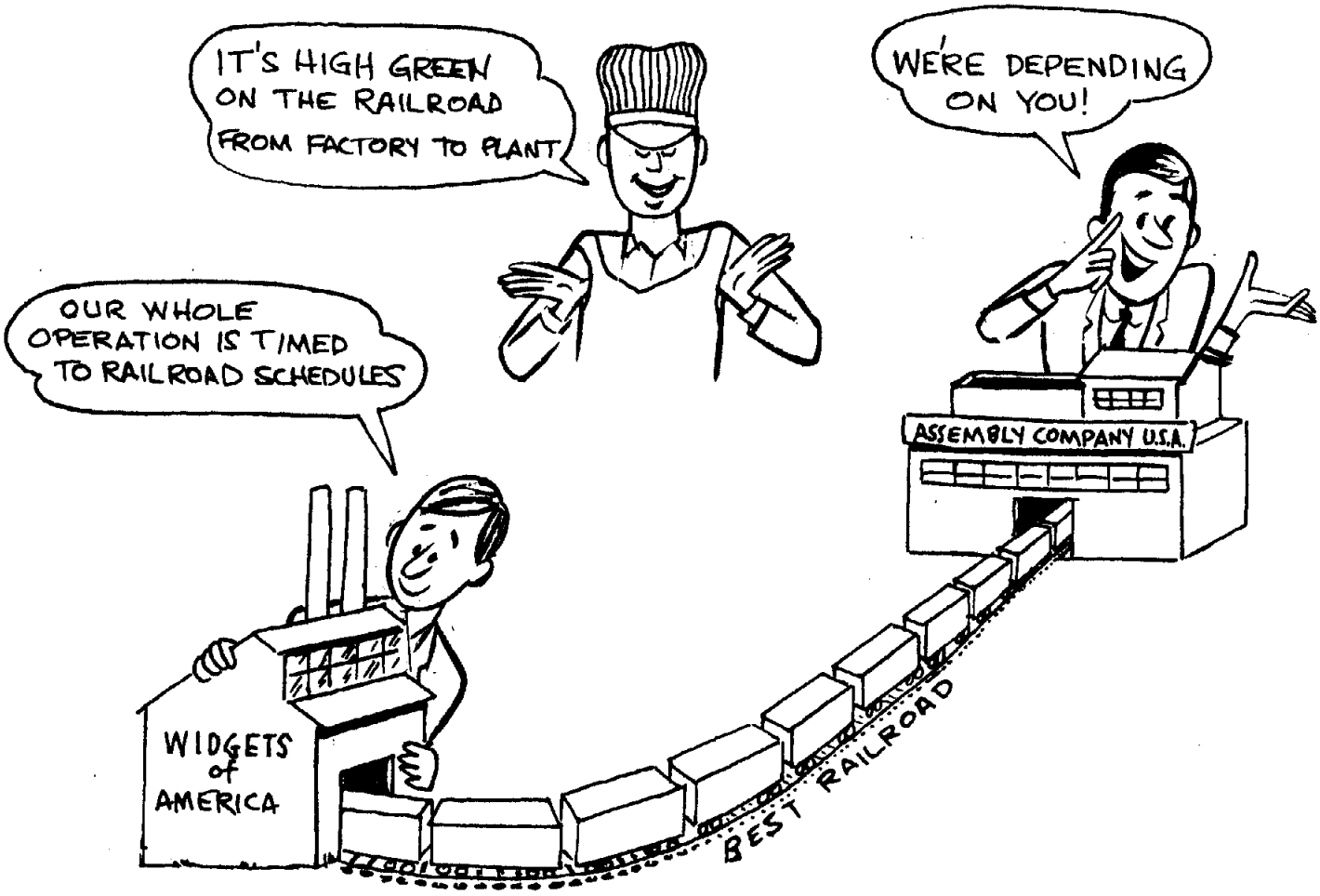
[illegible] be used by shippers when ordering cars switched to other track locations within the same plant or industry; for cars switched to other plants or industries located on the [illegible] within the switching limits of the station; or to other plants or industries located on the tracks of other carriers within the switching limits of the station. Bill of Lading [illegible] on forms other than C. T. 78-Rev., must be tendered with cars consigned for road haul via the Rock Island Lines and connections to destinations beyond the [illegible] of the station. Switch Orders should be furnished by connecting carriers for cars switched to them for road haul to destinations beyond the switching limits of the station unless [illegible] specifically provided.

REVIEW QUESTIONS

1. Define Reciprocal Switching.
2. What is an "Interline Switching Waybill"?
3. What is a "Switching Order"?

CAR TRACING

American industry has developed cost reduction techniques that depend heavily on the timely arrival of products carried by rail. Many manufacturers base their operations on the production of an item at a foundry, railroad delivery of the item to an assembly plant, and the introduction of the item onto the assembly line direct from the freight car, on a scheduled basis. A delay in any phase can cause a company to suspend operations -- usually at great cost. For this reason, a customer will frequently verify the location of a car by contacting the yards through which it will pass en route to destination. As a rule, such calls are limited to those cars suspected of being delayed.



The RI car reporting and car record system is designed to reduce terminal car tracing to a minimum. When possible, refer patrons to the Traffic Department: do so courteously.

Traffic Department personnel will call on the Data Processing Center (DPC) in Chicago for car location information. Car record information is retained for two weeks in the DPC tracing systems. Records older than two weeks must be secured through the General Superintendent Transportation Chicago.

The method of tracing cars locally will vary. Usually, inbound consists, track checks, switch lists and waybills, etc., will be used to determine if a car is on hand or has been forwarded. This method may also be used to establish delays which may have occurred in the handling of a car. In our Data System Mechanized Yards, a machine produced record of cars handled in a 24-hour period may be provided for this purpose.

The successful use of Car Tracing aids depends on the yard clerk, who is responsible for most of the information incorporated in the system. Reports and statistics produced by the computer are only as good as the data received from on line stations. An oft used phase, "GIGO" (Garbage In-Garbage Out), is still true today.

REVIEW QUESTIONS

1. What is DPC?

2. How long are records retained in DPC?

3. Who may be contacted to secure records needed after expiration of retention time in DPC?

4. The successful use of tracing aids depends on whom? Why?

INTERCHANGE OF CARS - CAR HIRE

Although the term "per diem" is still commonly used, since 1970 car hire (the money paid by one railroad for its use of the cars of another railroad) has been paid for on a formula based on the time held and the miles run - "time-mileage". These charges are based on the value of the car plus the age of the car - - rates range from a low of 69¢ per day and the rate of 0.63¢ per mile to a high of $38.58 per day plus 14.03¢ per mile.

The days are calculated from interchange records covering receipt of the car on line and delivery of the car off line. As an example, if we received in interchange from the Penn Central a car of N&W marks on the 5th of the month and we delivered that same car to another railroad in interchange on the 18th of the month, we will pay the car owner, the Norfolk and Western, for 13 days at the predetermined rate of the car and in addition we will pay for the miles that car has run on the Rock Island.

For every foreign car of railroad ownership, on our tracks, time-mileage is automatically paid to the car owner regardless of whether the car is loaded or empty. In the year 1970 the RI paid $30,500,000 for the on line use of foreign cars, and we received from other railroads $21,000,000 for the use of our cars while off line. These are significant sums of money and therefore, every effort must be made by all concerned to minimize detentions to foreign cars while on our line.

The time part of time-mileage day runs from midnight to midnight. We pay for no time on any cars that we receive in interchange and deliver off our line in interchange on the same date. We pay for all cars on our tracks at midnight. It is, therefore, important that every car possible be interchanged prior to midnight.

The Rock Island equipment fleet approximates 27,000 cars. It is the responsibility of the General Superintendent Transportation at Chicago to see that records

are kept of all of our cars on and off line in addition to all cars of foreign ownership on our rails on a given day. These records are only possible through accurate compilation and teleprocessing of data by all yard offices, covering train movements and interchange reports. This is one of the most important functions of your position.

The settlement of time-mileage accounts between railroads, and the proper handling of the records which certify the location of cars on a railroad, are covered by a formal set of rules. These are known as "Code of Car Hire Rules" and are agreed to by all roads which are members of the A.A.R. These rules can be found near the back of the "Official Railway Equipment Register" which is a large yellow book found in most yard offices.

Most of these rules govern how railroad central offices will handle records between roads; however, certain rules apply to the handling of records at the yard operations level.

Car Hire Rule 9 - This rule covers the proper handling of formal interchange reports and is quoted here for your ready reference:

"Rule 9"

(a) The Interchange Reports shall be made for each calendar day on the prescribed form shown in Appendix C of the Per Diem 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 Car Interchanged" except when agreed that reports shall be made only for days on which cars are interchanged. (RI Form C. T. 68B)

(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 the Car Service Officers; otherwise, corrections to be made on all copies of Interchange Reports before forwarding. (RI Form C. T. 65B)

(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 easternly reckoning shall govern.

INTERCHANGE REPORTING

It is the responsibility of yard supervision and personnel to see that interchange records are correctly transmitted via teleprocessing, to insure that the data transmitted match those shown on the formal interchange documents, and that both agree with the actual physical interchange of the cars.

In order to meet the requirements for information on a timely basis, the RI has adopted the general practice of transmitting interchange data from track checks. Where this is done, it remains the responsibility of the yard personnel to insure that the information gets into the computer system, via the teleprocessing reporting system. Cars which for any reason were not included must be added, to insure that the teleprocessed data going into the computer system are complete.

The teleprocessed interchange data is the information used by the computer to pay per diem to foreign car owners, and to calculate the per diem due on system cars. When disputes arise between railroads, however, it is the formal document, the daily interchange of cars, which governs the final settlement.

The interchange of cars between railroads requires that certain formal conditions must occur. These are set forth in the Code of Car Service Rules by The Association of American Railroads.

"Rule 7

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 railroad."

The following instructions should be complied with fully to obtain proper interchange records and avoid discrepancies between teleprocessed interchange and formal document.

INTERCHANGE RECEIPTS:

Determine the actual time and date cars were interchanged. A field inspection is desirable, in order to get a physical check of car initials and numbers.

CAR HIRE RULE 15

This rule covers how the time part of time-mileage will be handled when a road fails to keep its interchange track connections open for cars arriving from other roads. When a foreign road will not accept cars, which we have ready to deliver to the interchange track, we must protect our right to reclaim (i.e., recover payments) by following the provisions of Car Hire Rule 15.

The most important requirement for yard personnel in connection with Rule 15 is the requirement that notice of our intention to reclaim on cars held must be given to the designated representative of the connection road PRIOR TO MIDNIGHT. This must then be followed up, within 48 hours, with a written list of car initials and numbers of the cars so held.

RI Form 41 is provided for the use of yard and agency forces in reporting cars on which reclaim will be made. The back of the form quotes the rule and shows detail instructions for handling.

CAR HIRE RULE 16

This rule covers the proper handling of time-mileage when cars arrive at an interchange point, and the destination road will not accept them, when the cars were loaded prior to the time limits under the Embargo Regulations.

RI Form 141 (the same as used for Rule 15) will be used. Instructions for proper handling are printed on the back of the form.

The most important requirement for yard personnel in this situation is again that proper notice must be given PRIOR TO MIDNIGHT.

CAR HIRE RULE 14

This rule covers the proper handling of time reclaim when cars are forced to be held on a road's tracks because some other road has made an error.

The most important requirement for yard personnel in connection with Rule 14 is again the provision for notice of intention to reclaim be given to the designated representative of the connecting road. In this case notice must be given within 48 hours after receipt of the car. RI Form C.T. 66A Rev. is provided for this purpose.

The following types of errors are covered under Rule 14, which cause car delay and time costs to be unfairly imposed on one road by another:

Rule Sections:

1 - No Bills - cars held en route for instructions.
2 - No Bills - cars held in terminals for instructions.
3 - Cars held in terminal - empty as load, loaded as empty, or error in routing.
4 - Error by non-A.A.R. members or Canadian road.
5 - Error by short line roads (Appendix B).
6 - Empty cars provided by another road for shipper loading which are rejected by shipper.
7 - Errors on embargo or permit cars.

CAR HIRE RULE 5

At some locations railroads are open to what is known as reciprocal switching. This is the handling of a car to a patron by a road other than that which road hauled the car. For this service the road doing the switching receives a switching charge in lieu of a division of the revenue on the waybill.

While the car is on the tracks of the road doing the switching, that road pays time-mileage to the car owner. The switching charges, however, do not include any money for the cost of the car hire, therefore, a reclaim must be made to obtain refund from the connecting road haul carrier to recover the car hire costs. The provisions of Rule 5 cover this procedure.

The agency personnel provide the records for the Manager Car Accounting where Rule 5 reclaims are made. The agency may request yard personnel to provide certain documents which will help them gather the necessary car records. It is part of your job to assist the local agency wherever possible in this connection.

CAR HIRE RULE 22

When foreign owned cars are held for prospective loading on orders from the car owners, they agree to honor our reclaims for refund of car hire. The car hire of course is automatically paid using the interchange teleprocessed dates on and off our line. Reclaims are not automatic. Should we fail to present a reclaim for car hire refund, we simply do not get the refund.

It is the responsibility of the local agency to provide the necessary information that is used to make the reclaim. In some cases the foreign cars are permanently assigned to industries on our tracks. In these cases, the authority to hold the foreign car has been established with the car owner on a permanent basis.

In other cases, the foreign roads' representative may grant this authority when he orders a car held for loading. This may be a phone call or a waybill ordering the car to our road. Yard and agency personnel must protect this vital reclaim information so that our road can reclaim the car hire from the car owners. Records of phone orders, including name of foreign roads' representatives or copies of the waybills covering empties with yard date and time stamped should be given to agency forces, who are responsible for this reclaim information reaching the General Superintendent Transportation offices.

Yard personnel should also give the agency a copy of the inbound train consists, with arrival date and time shown wherever assigned cars are arriving at loading stations. This will assist agency forces in reporting proper dates on the reclaim forms.

Reclaims may also be made when foreign assigned cars are held, short of their normal loading stations, for example: during automobile plant shutdown. In these cases the inbound and outbound train consists are invaluable in protecting reclaims on these cars.

PRIVATE OWNER CARS

In addition to the railroad owned cars, there are many privately owned cars. These are generally tank cars, certain covered hopper cars, certain refrigerated cars as well as small numbers of other car types.

When these cars move over our lines, records are teleprocessed to the central computer system. We then pay mileage charges to car owners based on these records. On tanks and covered hoppers we pay only for loaded miles, nothing for empty car miles. It is very important that the teleprocessed reports on these cars are correct, as to initials and numbers, as well as dates and whether loaded or empty.

TRAILERS - CONTAINERS

Railroads and private companies own trailers and containers which we haul in piggyback service. Trailers are covered by rules similar to freight car hire rules. Car hire on trailers is paid by the day, from interchange reports, just like freight cars.

Flat cars with trailers or containers are interchanged the same as any other car. When trailers or containers are delivered on a flat car or on their own wheels to another railroad a separate interchange report form must be made reporting these moves. If a trailer is delivered to an industry and is moved out over another railroad, interchange reports must be made and agreed to between the roads concerned. Form CT 68 BT is provided for this purpose.

REVIEW QUESTIONS

1 - How are car hire days calculated?

2 - What constitutes a day for the time charge?

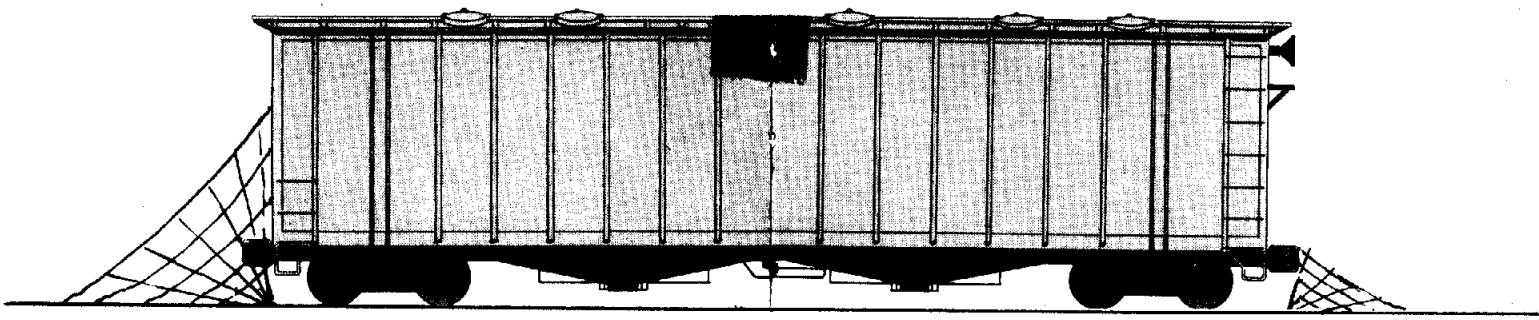
3 - Who is responsible for the records of the Rock Island fleet of cars?

4 - Where do you find the Rules known as "Code of Car Hire Rules - Freight"?

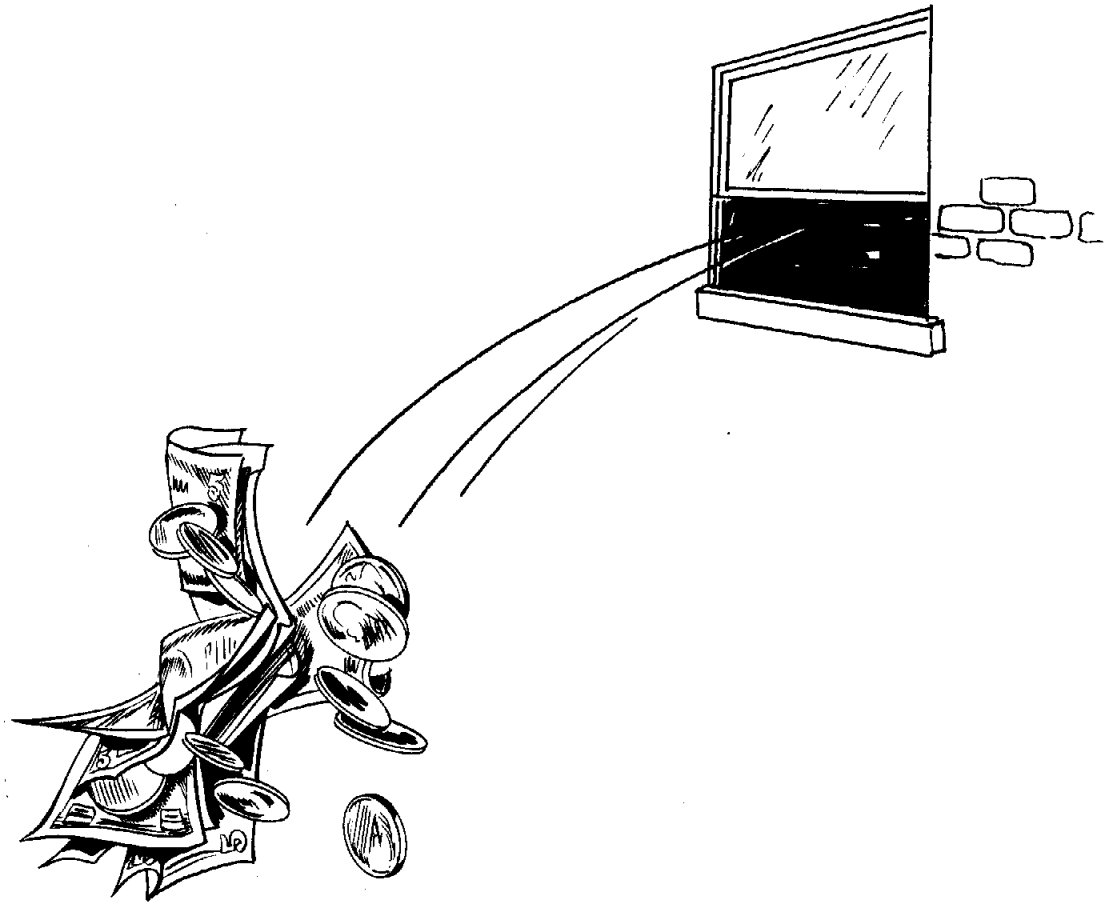
RECOMMENDED ADDITIONAL READING

1 - Official Railway Equipment Guide

2 - Code of Car Hire Rules - 1 thru 19 inclusive



DELAYED CARS



MEAN MONEY THROWN OUT THE WINDOW!

Rock Island

Sec. 20 - 10

DAILY INTERCHANGE REPORT OF CARS

FROM 12:01 A.M. TO 11:59 P.M.

FROM **CHICAGO ROCK ISLAND AND PACIFIC R.R.**

TO STATION NO. STATION DATE SHEET

	CAR		L/E	KIND	CONTENTS	DESTINATION		REMARKS OR LOCAL INFORMATION AS REQUIRED	TIME
	INITIAL	NUMBER				CITY	ST		
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
26									
27									
28									
29									
30									
31									
32									
33									

I CERTIFY THAT THESE CARS WERE RECEIVED AS ABOVE.

AGENT

R.R. AGENT

CHICAGO, ROCK ISLAND AND PACIFIC R.R.

FORM CT-68-B 6PT 100M 7-65

1B-1

SPACE FOR BINDING

1

Form C. T. 68-B 200M 11-66

Rock Island

DAILY INTERCHANGE REPORT OF CARS

Sec. 20 - 11

From Chicago, Rock Island and Pacific Railroad Company to _____ R. R.

At _____ Date _____ 19____

From 12:01 A. M. to 11:59 P. M. Station No. _____ Sheet No. _____

1	MARKS 2	NUMBER LOADED 3	NUMBER EMPTY 4	KIND 5	REMARKS OR LOCAL INFORMATION AS REQUIRED 6 7 8	HOUR 9	POINT OF SHIPMENT 10	FINAL DESTINATION 11	CONTENTS
				1					
				2					
				3					
				4					
				5					
				6					
				7					
				8					
				9					
				10					
				17					
				18					
				19					
				20					
				21					
				22					

I Certify that these Cars were Received as above.

Agent _____ R. R.

_____ Agent

Space for Binding and for Symbols.

Size of Form 8½ x 14 Inches

Use sheets of different color to distinguish between "Delivered" and "Received" Reports.

Space for Binding.

Form C. T. 65-B 50M-7-67

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

CORRECTION TO DAILY INTERCHANGE REPORT OF CARS

No._____

From_____ R. R. To_____ R. R. At_____

	Marks	NUMBER		Kind	DATE			Hour	Point of Shipment	Final Destination	Contents	Remarks
		Loaded	Empty		Month	Day	Year					
Reads												
Should Read												
Reads												
Should Read												
Should Read												
Reads												
Should Read												
Reads												
Should Read												

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 carbon copies 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.

DAILY INTERCHANGE REPORT OF TRAILERS

From Chicago, Rock Island & Pacific R. R. Co. to _____ R. R.

At _____ Date _____ 19__

From 00:01 to 23:59 Station No. _____ Sheet No. _____

IMPORTANT FORM CT-68 BT

In Columns 10 and 11, show Point of Shipment and Final Destination on first half of each line, also Initial and Number of Car handling Trailer on second-half of each line.

PLAN NO. 1	MARKS 2	NUMBER LOADED 3	NUMBER EMPTY 4	KIND 5	REMARKS OR LOCAL INFORMATION AS REQUIRED 6 7 8	HOUR 9	POINT OF SHIPMENT AND CAR INITIAL 10	FINAL DESTINATION AND CAR NUMBER 11	CONTENTS 12
	TRAILER			1					
	TRAILER			2					
	TRAILER			3					
	TRAILER			4					
	TRAILER			5					
	TRAILER			6					
	TRAILER			7					
	TRAILER			8					

I Certify that these Cars were Received as above.

Agent _____ R. R. _____ Agent

Space for Binding and for Symbols.

Size of Form 8½ x 7 inch

Space for Binding.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

PER DIEM RECLAIM STATEMENT

Form C.T.-66A Rev. 1/71

Check One ☐ RULE 5 ☒ RULE 14 ☐ RULE 15 ☐ Supplemental Sheet No. _____

Cars switched or held for _____ R ___ At _____ Station; Month of _____ 19 ___

INSTRUCTIONS:— This statement shall be made in quadruplicate by Agent at station where cars are switched or held, immediately after close of each calendar month and should include all cars switched or held for other Railroad companies. Reports covering Rule 5, 14 or 15 should be signed by both agents and (2) two copies forwarded to Manager Car Accounting before the 10th of the following month.

Necessary information such as "No Bill" - "RR. Error" - "Party notified" - "Disp'n. Rec'd'From" etc. should be entered on line below car involved!

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(MANAGER' CAR ACCOUNTING USE ONLY)						
									CAR HIRE		MILEAGE		INCENTIVE		
Line	Initial	Number	Date Rec'd	Load or Empty	Date Del'd	Load or Empty	Road Del'd To	No. of Days	Rate	Amount	Rate	Amount	Rate	Amount	TOTALS
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
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21															
22															
23															
24															
25															
26															
27															
28															
29															
30															
31															
32															
						TOTALS			XXX		XXX		XXX		

CORRECT:

_____ Agent _____ RR.

CORRECT:

_____ Agent _____ RR.

Sec. 20 - 15

[FORM 141]

ROCK ISLAND LINES

REPORT OF CARS HELD FOR DELIVERY

Sheet No.....

Mr.....,

Station.....Date.....19 .....
(Date list is furnished)

Local Agent.....R. R.,
(Of road not accepting cars)

Owing to the inability of your Company to accept them, this Company was holding at 11:59 p. m. .....19 .....
(Date cars were held)

.....cars for delivery to you at.....
(Total cars held) (Junction via which routed)

This includes.....cars previously listed and those listed below. In accordance with Per Diem Rule 15, reclaim will be made for per diem which accrues on these cars while held for acceptance by your Company. This confirms our..... message of yesterday acknowledged by your Mr. .....

	1 Marks	2 Numbers	3 Contents or Empty	BILLING SHOWS 4 Date Loaded or Reconsigned	5 Point of Origin or at which Reconsigned	6 Destination	7 Via (Full Routing)	8 Date Delivered or Released	9 Total Days Held
1									
2									
3									
4									
5									
6									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
								Total	

See instructions on back.

.....
Signature of Agent making list.

PER DIEM 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.

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 offered to that road at another junction point, is the holding road entitled to reclaim under Per Diem Rule 16?
Answer:- No.

PER DIEM 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* with such traffic on the date such notice is issued, and cars loaded* 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.

(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 reconsign cars already loaded.

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

* The date of loading, diversion or reconsignment to be determined from the data accompanying the car.

INSTRUCTIONS TO AGENT MAKING THIS REPORT

1-A. Make original and three carbon copies. Hold original until each car on it has been disposed of; show disposition in column 8 and then send to Auditor Car Service Accounts. Send first and second carbon copies to agent of the connecting line not later than the next day after cars are held, first copy to be retained by him and receipt therefore acknowledged on second copy which is to be returned to agent of issuing line and retained in his file. Send third carbon copy immediately to the Auditor Car Service Accounts.

B. Where there is doubt as to prompt or safe handling of the carbon copies by railroad mail or by messenger, send by U.S. Mail.

C. Number sheets consecutively, starting on first day on which cars are held and continuing until the end of that month.

D. Run a separate series for each month, for each road for which cars are held.
E. Make a report for every day cars are held.
F. Cars once reported need not be listed again, but it is very important that every car held be promptly reported.

G. For days when there are no cars on hand other than those shown on previous reports, regular telephone or telegraph notice MUST BE GIVEN, same to be confirmed by notation in proper spaces on the face of this form.

H. Date in Column 4 must be date originally loaded or reconsigned to destination shown in Column 6.
2 - When cars are held at outlying points under Paragraph (b) of Rule 15. the Agents at these points where cars are held shall notify the Agent at junction point daily, before midnight, the total number of cars so held, and upon receipt of this information the Agent at junction point shall promptly communicate it to connecting line in accordance with Paragraph (c) of Rule 15.

Chicago, Rock Island and Pacific Railroad Company

PER DIEM RULE 22 - RECLAIM REPORT

Form CT66-D 1/71

ROAD _____

☐ PATRON ASSIGNED ☐ OTHER ASSIGNED ☐ UNASSIGNED

PATRON _____ LOCATION _____ MONTH _____ 19__

Line No.	CAR		Date Arrived	Date Placed	Date FWD Empty	Days	CAR HIRE		MILEAGE		TOTAL	AUTHORITY
	Initial	Number					Rate	Amount	Rate	Amount		
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20												
21												
22												
23												
24												

DATE _____ AGENT _____

INSTRUCTIONS

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 release 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.

PREPARATION: Prepare original and 3 copies. Forward the original and two copies to GST Chicago and retain one copy for agency files.

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 car hire 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 reclaims will be allowed for all car hire 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 officers of that road and in violation of Car Service Rules, the owner will accept charges as specified in Car Service Rule 5.

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 demurrage report (see Note), less one day.

(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 proration 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 as shown in Appendix K and must be presented and handled within the time limits prescribed 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.

Sec. 20 - 19

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

PER DIEM RECLAIM STATEMENT

Form C.T.-88A Rev. 1/71

Check One ☒ RULE 5 ☐ RULE 14 ☐ RULE 15 ☐ Supplemental

Sheet No. _____

Cars switched or held for _____ R ___ At _____ Station; Month of _____ 19 ___

INSTRUCTIONS:— This statement shall be made in quadruplicate by Agent at station where cars are switched or held, immediately after close of each calendar month and should include all cars switched or held for other Railroad companies. Reports covering Rule 5, 14 or 15 should be signed by both agents and (2) two copies forwarded to Manager Car Accounting before the 10th of the following month.

Necessary information such as "No Bill" - "RR. Error" - "Party notified" - "Disp'n. Rec'd'From" etc. should be entered on line below car involved!

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(MANAGER' CAR ACCOUNTING USE ONLY)						
									CAR HIRE		MILEAGE		INCENTIVE		
Line	Initial	Number	Date Rec'd	Load or Empty	Date Del'd	Load or Empty	Road Del'd To	No. of Days	Rate	Amount	Rate	Amount	Rate	Amount	TOTALS
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
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24															
25															
26															
27															
28															
29															
30															
31															
32															
							TOTALS		XXX		XXX		XXX		

CORRECT:

_____ Agent _____ RR

CORRECT:

_____ Agent _____ RR

RULE 5

(a) An amount (Note 1) for each loaded car handled in Terminal Switching Service except as otherwise provided in paragraph (b) 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 not to exceed five (5) shall be used. The average number of days shall be determined annually, or at such other periods as may be agreed upon by the interested roads, by an examination of the records (Note 2) of each individual switching road for each local territory. However, on the request of the majority of the interested roads in any local territory, the settlement of terminal switching reclaims will be 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 and the maximum average of five (5) days per car.

(a) (1) An amount (Note 1) for each car loaded or empty handled in Intermediate Switching Service, except as otherwise provided in paragraph (c), may be reclaimed from the delivering carrier. In determining the amount, an average not to exceed one (1) day shall be used. The average shall be determined annually, or at such periods as may be agreed upon by the interested roads, by an examination of records (Note 2) of each individual switching road for each local territory. However, on the request of the majority of the interested roads in any local territory, the settlement of intermediate reclaims may be made on the basis of actual time involved in handling of cars during the month for which reclaim is made and, except as provided in paragraph (c), may reclaim from delivering road one (1) day's car hire only on any car on which car hire accrues while in intermediate switching service.

(a) (2) When the provision for actual time reclaim calculation is exercised, it must remain in effect for a minimum of one (1) year.

(b) An amount (Note 1) equal to the actual car hire accruing on each car loaded with livestock handled in switching service (but not including cars loaded with emigrant movables or exhibition livestock, 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) 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 intertermital switching movement.

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

(f) When checks for the purpose of establishing or revising arbitraries under the provisions of Car Hire Rule 5 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.

(f) (1) When checks are made to establish arbitraries 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.

(f) (2) When checks are made covering cars handled in both terminal and intermediate switching service to establish arbitraries, 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.

(f) (3) When checks for the purpose of establishing or revising arbitraries under the provisions of Car Hire Rule 5 are requested, the arbitraries 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 arbitraries so established or revised shall become effective on the first day of the month following completion of the check.

NOTE 1:—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 actual car hire rate on each car handled in switching service.

NOTE 2:—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.

PER DIEM

We hereby call attention to a double kind of word
That no railroad man a livin' can say he never heard;
The engineer, the call boy, the conductor and his crew,
The agent and the yard clerk are familiar with 'em too.

Two words, of seven letters, no hyphen in between,
But what a lot of money these two short words can mean!
They come from ancient Latin and refer to fleeting time.
What words do we refer to? Why, the little words per diem.

Per diem means many dollars our railroad has to pay
For every foreign car that stays with us a day.
Yes, many green back dollars for loaded car or light,
That lingers on our railroad line past 12 o'clock at night.

These bucks each day for every 'for'ner' down there on the 'hold',
And every idle empty box, be it new or old,
And every flat car on the sidin' a-waitin' for a trip
And each and every stock car a-waitin' on the 'rip'.

And when you count this station and all other stations, too,
Think of what a hole it eats in our road's revenue!
So start 'em goin'; keep 'em movin'; and never let 'em stop
'Till they're coupled in a freight train about to make the hop.

When'er you find a 'for'ner' makin' rust upon our rail
Find out why it ain't a-movin'; then keep right on its tail.
Keep 'em movin'; keep 'em rollin'; as if they were the mails
For each one costs many dollars every day its on our rails.

DEMURRAGE

When a railroad places an empty or loaded car at the loading dock of a shipper or receiver, the shipper or receiver is permitted 48 hours loading or unloading "free time" after the first 7:00 A.M.

On occasion a shipper or receiver may hold a car beyond the free time for loading or unloading. Also, when a car is reconsigned or stopped in transit, it may be held beyond the free time allowance. Just as railroads pay each other for the use of their cars, shippers must also pay the railroad for the use of its cars beyond the free time. In keeping with published tariffs, the railroad assessed shippers a charge for this delay known as "Demurrage". Shippers and receivers must pay demurrage charges for cars held beyond the free time on an increasing rate. Presently this rate is increased substantially starting with the 5th day and the 7th day. The collection of this charge is the responsibility of the local freight agent.

The railroad has the privilege of holding cars that the customer cannot accept at any convenient yard. If a shipper cannot accept delivery of a car, a Constructive Placement (CP) notice must be given the firm in order to start the demurrage charge. This has the same effect as if the car had been actually placed.

Private or leased tank cars that contain dangerous commodities are subject to a hazardous storage charge in addition to demurrage when held on railroad owned tracks. The yard clerk must notify the local freight agent of all cars being held in order for the agent to give the customer the proper notice so charges can be placed against the customer for delay to the cars.

A railroad may not deliberately delay a car for the purpose of assessing demurrage or storage charges as this is a violation of federal law and subjects the railroad to fines by the I.C.C. On the other hand, a failure to assess and collect demurrage is a violation too.

Regardless of whether a car is held for a customer in the serving or other yard, the responsibility of notifying the local agent rests with the yard clerk. Car Hire continues on all cars while on our line even though placed at a private siding. Demurrage is sufficiently high to enable the carrier to recover these costs and some portion of freight revenues lost as a result of the car not being available for revenue service and is meant to encourage the shipper to get the car back in service.

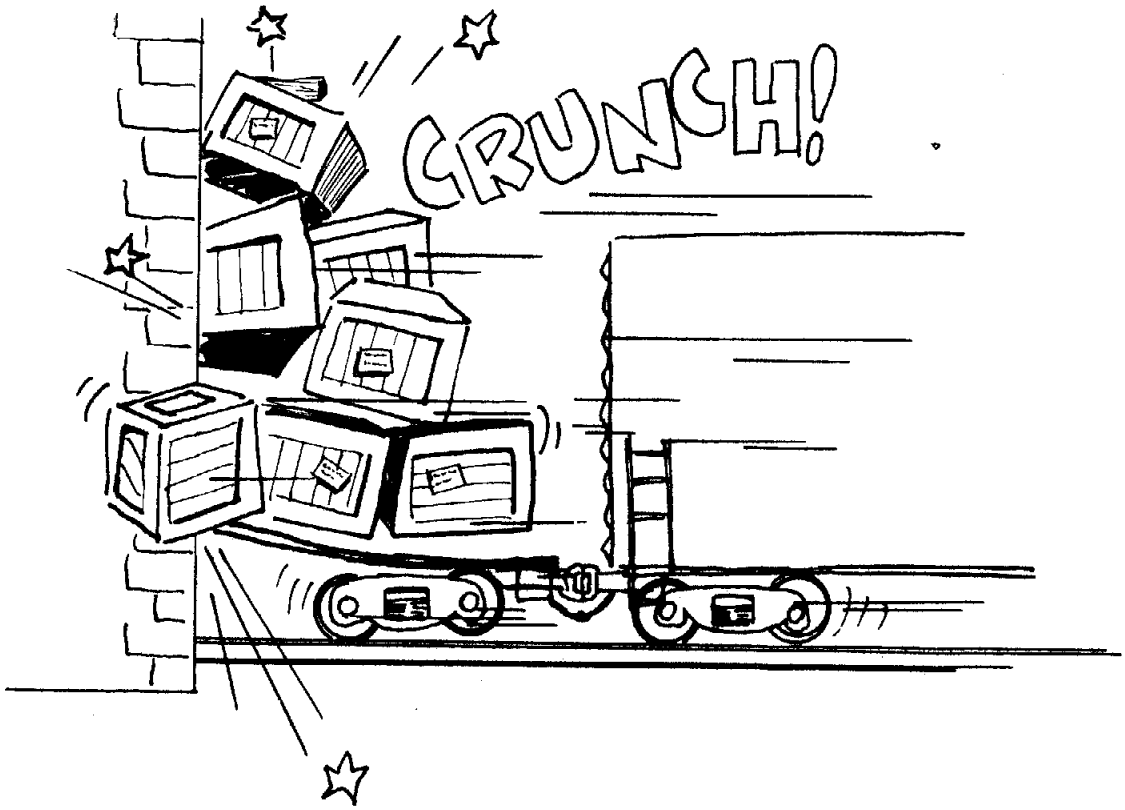
The railroad cannot afford to be in the temporary warehouse business. Many shippers and receivers find that it is less expensive to store their merchandise in railroad owned equipment than go through the process of placing the shipments in a warehouse of their own. The cost of equipment detention beyond the free time is very high for the receiver but the carrier suffers a greater damage in lost shipments. Therefore, it is extremely important for yard clerical forces and other railroad personnel to complete proper records for the assessment of demurrage charges. If this responsibility is overlooked or disregarded, other shippers must do without freight cars and Rock Island's equipment costs increases!

Some volume shippers and receivers have executed contracts with the Rock Island which are called "average agreements". Under this agreement, if a shipper or receiver loads or unloads a car within the first 24 hours of his free time, he is entitled to a credit of one day which may be applied to cars not loaded or unloaded until after the free time has run out.

REVIEW QUESTIONS

1. By what authority does the railroad assess demurrage charges?
2. Demurrage accounts are the responsibility of whom?
3. How does the railroad protect itself when a consignor advises to "detain" or hold a loaded car account inability to handle it for unloading?
4. What is meant by "storage" charge?
5. What part does the yard clerk play in protecting demurrage records?

EXCESSIVE LOAD DIMENSIONS



LET'S NOT DO THIS!

EXCESSIVE DIMENSIONS

Most shipments will clear tunnels, overhead bridges, narrow passages and other fixed obstructions along the right-of-way. However, some shipments are oversized and require the yard clerk and all other railroad personnel to be constantly aware of the restrictions on their movement.

Shipments of trailers and containers on flat cars (TOFC and COFC) autos on auto rack cars (Multi-Levels), auto parts in high cube boxcars, household appliances in high roof cars, and auto parts in 60 ft. boxcars (auto parts cars), require special attention. These shipments are handled over our lines on blanket instructions issued by General Superintendent Transportation, Chicago. Instructions of this type indicate routes, dimensions, restrictions, and procedures to be followed for movement.

It is the responsibility of loading points, as well as interchange points, to protect these movements. Loads moving off line must be cleared to destination making it ESSENTIAL that routing clearance be obtained before accepting cars for movement.

Another type of car to be given special attention is Pullman Standard PS-2CD 4000 or greater cubic foot capacity, 100-Ton Covered Hoppers. Although not excessive in dimensions, their design and weight require that they be handled on line of road as directed by Division Time Table. When necessary, conductors and engineers are to be informed when their trains include this type of car. Chief Dispatchers are also to be notified. These cars do not require clearance forms or separate handling instructions.

The following shipments are also usually excessively large and/or heavy, requiring rigid restrictions:

1. Single loads of large, heavy machinery, structural steel, transformers, generators, boilers, cylindrical tanks and poles, etc.

2. Loads on heavy capacity cars equipped with 6, 8, 12, 14, 16 or 20 axles and jumbo tank cars having 6 or 8 axles.

3. Loads of excessive length requiring more than one car, known as multi-carloads or overhang.

Inspection and measurement of excessive dimension shipments is the responsibility of the Mechanical Department.

Instructions for movement of these loads are issued by the General Superintendent Transportation Office, Chicago.

When an excessive dimension or weight shipment is tendered for movement, advance clearance instructions are sent to the yard office where the shipment originates, or will be received in interchange. Sometimes the clearance message is received prior to the arrival of the car. When a clearance message is received prior to the cars arrival, the yard clerk must make a record file (similar to a diversion record file) pending arrival of the shipment. When the car arrives, the yard clerk must pull the record file and attach a copy of the clearance message to the waybill. The clerk handling the record file and waybill on such a shipment must notify his supervisor that the car has arrived and is O.K. to move subject to the clearance message.

Yard clerks should check all excessive dimension and weight shipments originating at their terminal or received from connecting line railroads. If you ascertain that a particular load in your yard is of excessive height or width or weight and has not been given proper clearance by the General Superintendent Transportation, you should immediately contact your supervisor to secure clearance in order to get the load moving!

RESTRICTED

HANDLE PER CLEARANCE INSTRUCTIONS

FILE: C

ROUTE

CAR—INITIALS	NUMBER	STATION	INSPECTOR	DATE

MAIN LOAD

HEIGHT ATR	WIDTH

OVERHANG LOAD

OVERALL LENGTH OF LADING	BEARING SPACING

LENGTH	HEIGHT ATR	WIDTH

OK WITHOUT RESTRICTIONS

DO NOT DETOUR WITHOUT CLEARANCE

REVIEW QUESTIONS

1. Who has the initial responsibility in protecting excessive high and wide shipments?

2. How far must clearance be arranged for in the event an excessive dimension car is destined off line?

3. Authorization and restruction for movement of excessive high and wide shipments are handled by whom?

DANGEROUS AND EXPLOSIVE LOADS

The railroads are frequently used to transport explosives, dangerous and highly flammable materials. To insure the safe handling of these items the Interstate Commerce Commission issues instructions in the form of tariffs governing the manner in which cars loaded with such materials are to be handled. Tariff 23 covers handling of these cars.

The AAR Bureau of Explosives has taken excerpts from Tariff 23 and has issued them in poster form, known as "Poster #1", which must be displayed in ALL yards offices. Employees whose duties require them to handle cars of explosives, dangerous or flammable materials should read and understand the contents of Poster #1. This is especially true of yard clerks as they are in a position to see both the car and the waybill.

To readily identify each car loaded with explosives or dangerous articles, placards are applied to each side and end of the car. Railroads furnish placards to the shipper who affixes them to the car. Should a placard become lost or damaged during transit the carrier must replace it. The car department performs this function. Each waybill for shipments of this type must be stamped in vicinity of initial and number to identify the shipment as explosive, dangerous, etc.

DANGEROUS PLACARDED CARS

Cars Dangerous Placarded should be more than six (6) cars from both engine and caboose. When the number of cars in a train will not permit this separation, these cars must be placed in the middle of the train. Under NO condition will these cars be premitted to move in a train less than the second car from the engine or caboose. For additional information, refer to Bureau of Explosives Pamphlets 20-A and 20-F which will be found at the end of Sec. 23.

EXPLOSIVE PLACARDED CARS

Cars placarded explosives must not be nearer than sixteen (16) cars to engine or caboose. When the number of cars in a train will not permit this separation, these cars must be placed in the middle of the train. Under NO condition will they be permitted to move in a train nearer than the second car from engine or caboose. In classified trains, (train arranged to make setoffs in station order), an explosive car must be placed in the middle of the set off, but not nearer than six cars from the engine or caboose.

Explosive cars and trailers must not be handled next to any cars or trailers placarded "Dangerous" or "Flammable". The movement of explosives next to cars or trailers equipped with operating automatic refrigeration or heating apparatus is forbidden.

Train crews are to be notified when their train contains explosive placarded cars on RI Form C.T. 231 (Rev). These forms are completed in triplicate, with original being provided to the Conductor and the first copy to the Engineer. The second copy is retained for office file.

HYDROCYANIC ACID (HCN) TANK CAR MOVEMENT

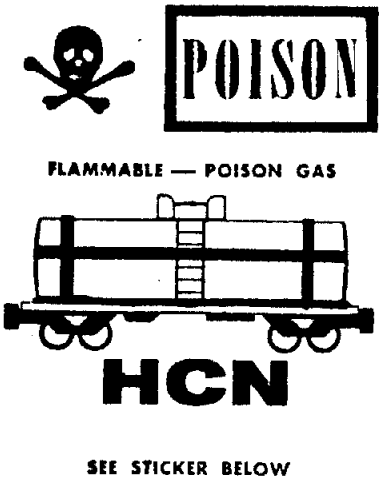
The care and precaution with which cars loaded with Hydrocyanic Acid (HCN) must be handled cannot be overemphasized. Guidance for their handling is provided in Division Time Tables under the heading "Engine and Equipment Restrictions - General".

These cars are specially designed and marked for quick identification. A label with similar markings is attached to the waybill. Posters are provided yard offices to enable everyone to become familiar with this equipment. An example of this waybill label and poster is shown on Sec. 23-5 and 23-6.

A copy of instructions issued by the manufacturers governing "Action to be Taken and Precautions to be observed at time of Wreck, Derailment or Leakage", may be reviewed on Sec. 23 - 7. Each individual involved in the handling of HCN cars should familiarize themselves with the contents of this pamphlet.

A list of manufacturers' telephone numbers to be used in time of emergency, is shown on Sec. 23 - 9.

A small square sticker is affixed to the upper left corner of the waybill showing a drawing of the tank car and a skull and crossbones. There are many other types of poisonous, gaseous, explosive and dangerous ladings which must be handled in line with the Division Superintendent's instructions.



Rock Island has issued a Chemical Safety Index chart for the use of those persons directly responsible for transporting potentially dangerous chemicals and explosives. Every operating officer and all conductors responsible for the movement of trains carrying dangerous chemicals and explosives have been furnished copies of this chart. If you should discover a potentially dangerous situation in the yard, quickly notify all concerned. Your prompt action could save the lives of your associates and others!

Form CT 231

ROCK ISLAND LINES

NOTICE OF CARS CONTAINING EXPLOSIVES

No._____

_____ STATION

_____ DATE 19____

To: C. & E. Train_____

Cars containing explosives are in your train in the following positions from engine:

INITIAL	NUMBER	CARS FROM ENGINE

_____
Agent or Yardmaster.

(Position in train of cars containing explosives must be in conformity with Section 589, Bureau of Explosives Rules and Regulations).

NOTE—This form must be prepared in triplicate, one each for conductor and engineman, one for file.

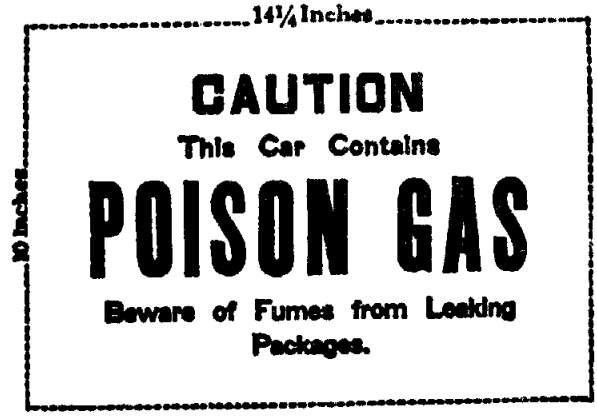
Some of the placards you will encounter are:

§ 74.550 Explosives, class A placard. (a) The **"Explosives"** placard must be of rectangular shape, measuring 11 by 14 inches, and must bear the wording as shown in the following cut; the printing must be in red and black as follows:

EXPLOSIVES PLACARD
(Reduced size)

§ 74.551 Poison gas placard. (a) The "Poison gas" placard for other than tank cars must be of rectangular shape, measuring 10 x 14¼ inches, and must bear the wording as shown in the following cut; the printing must be in red as follows:

POISON GAS PLACARD
(Reduced size)



§ 74.552 Dangerous placard. (a) The "Dangerous" placard must be of diamond shape, measuring 10¾ inches on each side, and must bear the wording as shown in the following cut; the word "Dangerous" must be in red, and the lettering in black, as follows:

DANGEROUS PLACARD
(Reduced Size)

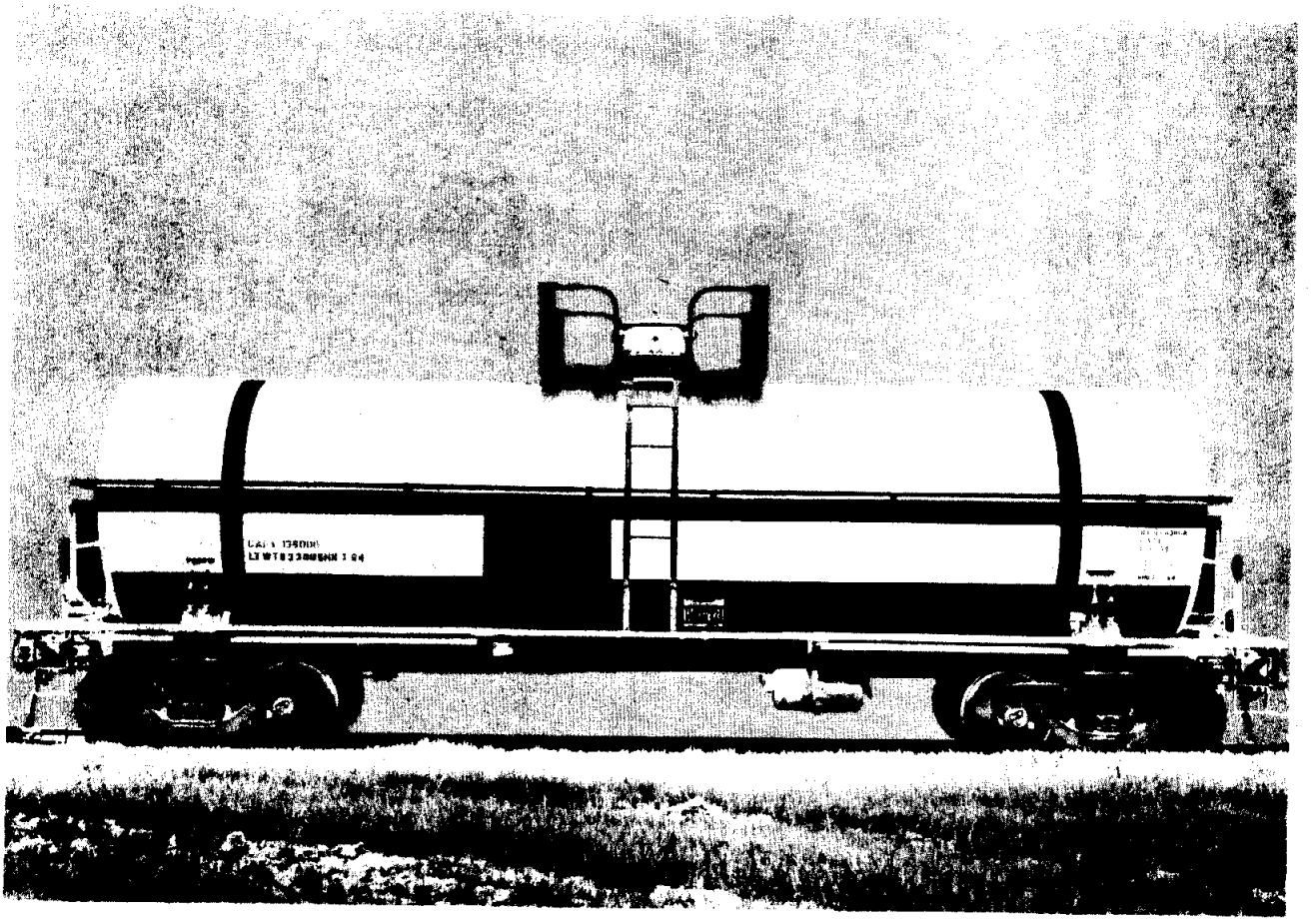
(b) The reverse side of such placards may bear the wording as prescribed for the "Dangerous-Empty" placard. (See § 74.563 of this part.)

"DANGEROUS—EMPTY" PLACARD
(Reduced size)

NOTE 1: The words "Keep lights and fires away" and "Flammable or poisonous vapor" may be omitted from placards attached to tank cars which previously contained alkaline corrosive liquids or corrosive liquids which do not react with the metal wall or lining of the tank to form a flammable or poisonous gas.

This car contains HYDROCYANIC ACID

A FLAMMABLE POISON GAS



If the car is derailed, bad ordered or appears to be leaking, be governed by instructions on the waybill and/or the message received from the Superintendent.

Report any difficulties immediately.

HYDROCYANIC ACID TANK CAR MOVEMENTS

Action to be Taken and Precautions to be Observed at Time

of

Wreck, Derailment or Leakage

IT IS MOST IMPORTANT THAT IMMEDIATE TELEPHONE NOTIFICATION BE MADE DIRECTLY TO THE INDICATED SHIPPER'S PLANT AT THE TIME OF BAD ORDER, DERAILMENT OR LEAKAGE. THE SHIPPER WILL THEN BE ABLE TO PROVIDE EXPERT ADVICE TO MINIMIZE POSSIBILITY OF A SERIOUS CATASTROPHE PENDING ARRIVAL OF SHIPPER'S EMERGENCY TEAM. NOTIFICATION SHOULD BE MADE ON EMPTY CARS AS WELL AS LOADED ONES.

PERTINENT INFORMATION TO SUPPORT DIRECT AND IMMEDIATE NOTIFICATION IS LISTED BELOW:

PROPERTIES OF HYDROCYANIC ACID:

Health Hazards

Hydrocyanic acid is one of the most toxic and rapidly acting substances encountered in industry. It is extremely hazardous by inhalation, by contact with the intact skin and by ingestion. Exposure to excessive concentrations of vapor may result in instantaneous loss of consciousness and death without warning.

Although hydrocyanic acid has a characteristic odor, its toxic action at hazardous concentrations is so rapid that it is of no value as a warning.

Fire and Explosion Hazards

Hydrocyanic acid is flammable and can be ignited by an open flame, hot surface, or spark. Escaping gas can endanger lives, and add fuel to any incidental fire. It forms explosive mixtures with air.

Since it is a very volatile liquid and its volatility increases with rise in temperature, its use under high temperature conditions is more hazardous.

TANK CAR DESCRIPTION: 6,000, 10,000 & 20,000 gallon tank cars Class Number ICC 105-A-500W, specifically approved by the I.C.C. for this movment, have four inches of insulation. Pressure relief is provided by a 1-1/4 inch safety valve, calibrated at 225 psig.

SPECIAL PRECAUTIONS: At time of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from upwind side. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. If the car is actually involved in a fire, or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning. If the car is not actually involved in a fire, IT MUST BE LEFT ALONE pending the shipper's instructions.

An HCN tank car involved in a derailment (car damage) or wreck, shall not be re-railed, rigged for hoisting, or have other work performed on the car, except as instructed by the shipper.

NOTIFICATION: Each car has four special placards bearing the following precautionary statement, and the same information, to an expanded degree, is provided on the conductors' waybills:

NOTICE TO CARRIERS

THIS CAR CONTAINS HYDROCYANIC ACID

CLASS A POISON

IN CASE OF:

LEAKAGE: ISOLATE CAR AND KEEP ALL PERSONS AWAY. NOTIFY SHIPPER AND BUREAU OF EXPLOSIVES IMMEDIATELY.

BAD ORDER CAUSING DELAY: NOTIFY SHIPPER IMMEDIATELY BY PHONE COLLECT.

WRECK OR DERAILMENT: NOTIFY SHIPPER IMMEDIATELY BY PHONE COLLECT.

1. Phone Shipper Emergency Collect

2. Phone Bureau of Explosives New York, N. Y. - COrtland 7-6788

HCN
EMERGENCY COVERAGE

	Telephone Nos.	
	Area Code	No.
AMERICAN CYANAMID CO.		
Telephone Day or Night:		
Shipments South of Cincinnati, O. New Orleans, La.	504	729-5511
Shipments Cincinnati, O. and East Linden, N. J.	201	HUnter 6-6000
E. I. DU PONT DE NEMOURS & CO.		
Telephone Day or Night:		
Memphis, Tenn.	901	357-1546
HAMPSHIRE CHEMICAL CORPORATION		
Telephone Day:		
Nashua, N. H.	603	883-7727
Telephone Night:		
Mr. P. Dunlap (Home)-Amherst, N. H.	603	673-3392
Mr. J. McCarthy (Home)-Nashua, N. H.	603	882-1268
Mr. J. Murray (Home)-Quincy, Mass.	617	GR2-2866
BUREAU OF EXPLOSIVES		
Telephone Day or Night:		
New York, N. Y.	212	COrtland 7-6788

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

(c) 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 Poison 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 road 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 (8) 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, 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 cars 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 subparagraph (8) 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 engines 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 traller-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 engines 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

(L) 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 CLASS D POISONS

(n) Position in train of cars containing class D poisons. 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 next to carload shipments of undeveloped film.

Revised December 1, 1967

DIVERSION OR RECONSIGNMENT

After a car, trailer or container has been given to the railroad for movement to destination, a change may be requested in the waybilled instructions. This change is known as a Diversion or Reconsignment. These terms are used interchangeably and have the same meaning.

This is a service whereby a customer may make changes in waybill information pertaining to:

a - Consignee
b - Consignor (shipper)
c - Destination
d - Route
e - Any other information necessary to effect delivery, additional movement of the car, or both.

Reconsignments may be requested by either the shipper or consignee, and when requested, should be handled through certain channels.

Normally, the Reconsignment Bureau in the office of General Superintendent Transportation, Chicago, receives requests for reconsignments on a system basis and issues reconsignment orders to responsible yard and Agent. This Bureau is in service nine hours a day, seven days per week, to assist with reconsignments. Representatives of the Traffic Department and local agents may also receive requests for reconsignments. In emergency situations, the customer may contact a yard directly.

When yards are contacted by a customer, the Reconsignment Bureau should be consulted and confirming authority obtained.

In all cases, reconsignment requests must be confirmed in writing by the person requesting the reconsignment.

When reconsignment of cars is performed by yard clerks, all requested changes are to be shown on the waybill by marking through the original information in a manner that will not obliterate it. Write or type in the new information, noting on the waybill, the location (yard, terminal or station) where made, date, authority and file number. This notation is known as an endorsement. Preferably, this should be typewritten; however, pen endorsements are acceptable. See Sec. 24 - 4.

When the reconsignment has been accomplished, the endorsed waybill must move with the car (Sec. 24 - 5). Wire advice of accomplishment must be given to all concerned (Sec. 24 - 6). Therefore, a copy of the waybill reflecting all changes is forwarded to the local Freight Agent for protection of revenue and further waybill handling. When necessary, the yard clerk will initiate an "Advance" Waybill to cover charges which accrued after the original waybill was made (See Sec. 24 - 7). The Advance Waybill may be mailed to the destination by the Agent or attached to the back of the original waybill and both documents forwarded with the car. The term "Advance" as used here describes an additional service charge which is added to the charges shown on the original waybill.

All shipments which are billed Shippers Order-Notify for diversion, should be referred to our Reconsignment Bureau, General Superintendent Transportation, Chicago for handling unless previous wire clearance has been received from GST.

JR 320-2 US

SPRINGFIELD MO 14 1216AM

H W M RI RR CHICAGO ILL FILE CB-9005
AGT RI RR KANS CITY KS

SAL 31331 HOLDING RI KC PER MY DV 1727 REDIVERT TO CENTRAL FERTILIZER CO GOODLAND KANSAS VIA RI BILL ALL CHRGES TO JR SIMPLOT CO PO BOX 912 POCATELLO IDAHO 83201 DISPM RECD 1515 MRS 4/13 ADVISE WHEN DONE DV 1727 JT HWM AGT RI KC
HJL

T M GALLOWAY FRISCO RWY

PLACE
SPECIAL SERVICE PASTERS
HERE

712 **SCL** **SEABOARD COAST LINE RAILROAD** 712

Sec. 24 - 4

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
SAL 31331	C			98				

T. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

O.

F. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

C.

DATE OF SHIPMENT: 4/6/71 LS

WAYBILL NUMBER: 213114

CONSIGNEE AND ADDRESS AT STOP

STOP THIS CAR At _____ At _____ At _____

To No. ( ) Station: KANSAS CITY, MISSOURI State or Prov.

From: Audit No. (15267) Station: GREEN BAY, FLORIDA State (B/A 15255 MULBERRY,FLA.) Block No. ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.): SCL BHAM SLSF.

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Route Code No.

Full Name of Shipper, Street or Post Office Address: J R SIMPLOT COMPANY

Customer No.: 1014

Reconsigned to — Station — State or Prov.

Authority

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

Consignee and Address: J R SIMPLOT COMPANY

Customer No.

WEIGHED

AT GREEN BAY, FLA.

GROSS 2592

TARE 632

ALLOWANCE

NET 1960

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

THIS CAR IS NOT TO BE DIVERTED UNLESS AUTHORIZED BY FARMLAND INDUSTRIES TRAFFIC DEPT.P.O.BOX 7305 KANSAS CITY,MO.64116.IF CAR IS DELAYED OR DETAINED WHILE ENROUTE, IMMEDIATELY NOTIFY THE SAME.

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No. 28 712 51	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
C/L	SUPERPHOSPHATE O/T DEF. AMMON 101A		196000	4 / 13.54	1326.92		
	PHOSPHATIC FERTZ SOLUTION CONTAINING NOT MORE THAT 77% PHOSPHORIC ANHYDRIDE BY WEIGHT, AMMON. OR NOT AMMON. FOR DIVERSION						

SECOND JUNCTION — THIRD JUNCTION — FOURTH JUNCTION

Show Junction Stations ... Additional Instructions ... to be Placed ...

712 712

Seaboard Coast Line Railroad Company

SPECIAL SERVICE PASTERS HERE

712 **SCL** **SEABOARD COAST LINE RAILROAD** 712

Sec. 24 - 5

CAR INITIALS AND NUMBER	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED
SAL 31331	C			98				

SILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

O. F. C. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

DATE OF SHIPMENT: 4/6/71 LS

WAYBILL NUMBER: 21311

STOP THIS CAR At Held Dispn per authy T M Halloway SLSF At ~~Transportation Office~~ At

CONSIGNEE AND ADDRESS AT STOP: Done KC-CRIP

To No. ( ) Station: Goodland Kansas ~~KANSAS CITY, MISSOURI~~ State or Prov.

From: Audit No. 15267 Station: GREEN BAY, FLORIDA (B/A 15255 MULBERRY, FLA.) State Block No.

Route (Show each junction and Carrier in Route order to destination of waybill.): SCL BHAM SLSF. KC RI

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING — Route Code No.

Full Name of Shipper, Street or Post Office Address: J R SIMPLOT COMPANY — Customer No. 1014

Reconsigned to Central Fertilizer Co. Station State or Prov. Authority

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

Consignee and Address: ~~J R SIMPLOT COMPANY~~ — Customer No.

WHEELED AT 4773 AR MOURDALE

FINAL DESTINATION AND ADDITIONAL ROUTING

WEIGHED AT GREEN BAY, FLA.

GROSS 2592

TARE 632

ALLOWANCE

NET 1960

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.
THIS CAR IS NOT TO BE DIVERTED UNLESS AUTHORIZED BY FARMLAND INDUSTRIES TRAFFIC DEPT.P.O.BOX 7305 KANSAS CITY,MO.64116.IF CAR IS DELAYED OR DETAINED WHILE ENROUTE, IMMEDIATELY NOTIFY THE SAME.

IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No. 28 712 51	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
C/L	SUPERPHOSPHATE O/T DEF. AMMON 101A		196000	4 / 13.54	1326.92		
	PHOSPHATIC FERTZ SOLUTION CONTAINING NOT MORE THAT 77% PHOSPHORIC ANHYDRIDE BY WEIGHT, AMMON. OR NOT AMMON. FOR DIVERSION						

TRANSIT BUREAU NUMBER	ROUTING REFERENCE POINT OF ORIGIN ROAD COMPLETE WAYBILL REFERENCE IN DATE ORDER AND ROUTING	COMMODITY IN	COMMODITY OUT	WEIGHT	RATE THRU	RATE PO IN	RATE BAL
	Bill all charges to J R Simplot Co. P.O. Box 912 Pocatello Idaho						

Destination

TMH DV 1727 Spg 4/10/71

RECEIVED APR 11 1971 F.A. GT. L. S. RY. CO.

APR 12 1971 ACCOUNTING DIVISION

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION	DATE REPORTED

Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and Yard Stamps to be Placed on Back.

712 712

Seaboard Coast Line Railroad Company

HWM CHGO ILL WIRE KCKS APRIL 14 1971
AGENT
FRISCO RAILROAD
SPRINGFIELD MO.

TMG'S DV 1727 DATE SAL 31331 FERTZ DIVERSION ACCOMP. B 02 331

SRS 910AM

BY JOH

PLACE SPECIAL SERVICE PASTERS HERE

FORM 1

Sec. 24 - 7

145—Chicago. Rock Island and Pacific Railroad Company—145

(Copy) FREIGHT & TRANSIT WAYBILL

R INITIALS AND NUMBER: SAL 31331

KIND

WEIGHT IN TONS: GROSS | TARE | NET

LENGTH OF CAR: ORDERED | FURNISHED

MARKED CAPACITY OF CAR: ORDERED | FURNISHED

T. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

O.

F. TRAILER INITIAL AND NUMBER — LENGTH — PLAN NUMBER

C.

DATE OF SHIPMENT: APRIL 14 1971 JOH

WAYBILL NUMBER: 28821

STOP THIS CAR — At ____ At ____ At ____

CONSIGNEE AND ADDRESS AT STOP

To No. — Station: GOODLAND KANSAS — State or Prov.

( )

From: Audit No. (3612) — Station: KANSAS CITY KANSAS — State — Block No. ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.) — Route Code No.

RI

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Full Name of Shipper, Street or Post Office Address: COLLECT ALL CHARGES FROM J R SIMPLOT CO POB 912 POCATELLO IDAHO 83201 — Customer No.

Reconsigned to — Station — State or Prov.

Authority

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

Consignee and Address: CENTRAL FERTILIZER COMPANY — Customer No.

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

FINAL DESTINATION AND ADDITIONAL ROUTING

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	ADVANCE ONLU TO CHARGES DUE AGENT CRIP RR KANSAS CITY KANSAS ON ABOVE CAR MOVING FROM GREEN BAY FLORIDA ON SCL W/B 213114 DATED 4/6/71						
	RECONSIGNING ENROUTE					11.29	

FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	FOURTH JUNCTION

COPY

145—CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY—145

REVIEW QUESTIONS

1. What is the primary difference between Diversion and Reconsignment?
2. Which office normally receives requests for reconsignments on a system basis?
3. What is an endorsement?
4. Why must a copy of the endorsed waybill be given the local agent?
5. What must be done when diversions are accomplished?

WEIGHING CARS

Most of the revenue to operate our railroad is derived from transporting freight. Freight rates are published in tariffs. Primarily, these rates are based on the weight of the goods and the distance moved.

On occasion, the railroads are offered shipments of unknown weight. Coal, scrap metal, and lumber are examples of such shipments. The railroad may be requested to weigh cars and provide weight information to the shipper or consignee, or both. These weights will be used to determine proper charges. In addition to the normal road haul charges, a service charge for weighing may be made.

Qualified railroad employees are designated to perform car weighing. In some locations, if the volume warrants, a weighmaster from the clerical ranks may be established. In locations where car weighing is infrequent, a yard foreman (conductor) or yard clerk may perform this task. Regardless of who does the weighing, copies of the scale tickets and a record of cars weighed must be kept according to local practices.

When car weights are discussed three terms are used: gross weight, which is the total weight of the car and its contents; tare weight, which is the empty weight of the car (also known as lite weight); net weight, which is the weight of the lading in the car.

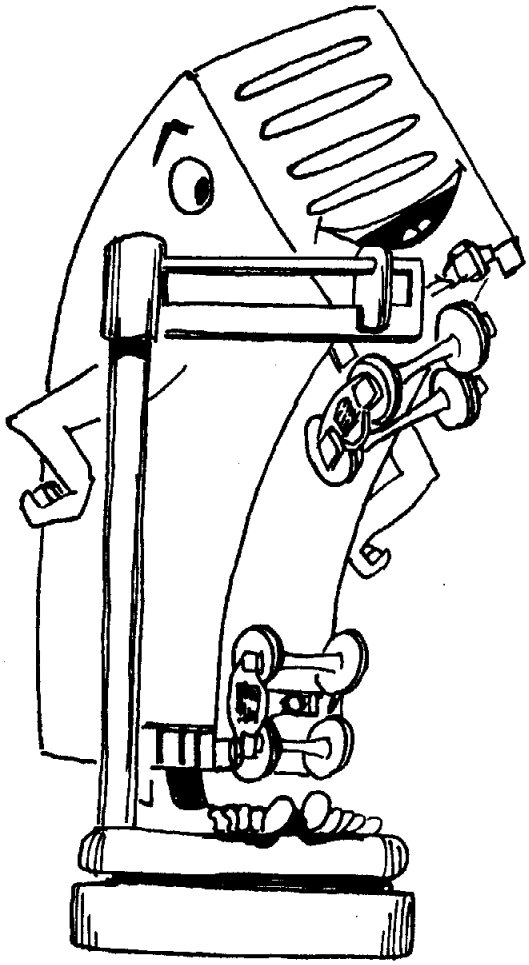
Each of these is required for different reasons. The customer is charged according to how heavy the goods are he wants moved. This is the net weight. The yardmaster needs to know how heavy the car and its contents are so he will know how many locomotives will be required to pull the train. This is gross weight. The empty (tare) weight of the car is necessary to figure the difference between the gross and net weights. This information is also used in many reports to compile statistics required by management and by various governmental agencies.

For ease in understanding these terms, use the following explanation:

<u>Gross Weight</u> - The combined weight of car and contents.

<u>Tare Weight</u> - The weight of the freight car. This is stencilled on both sides of the car.

<u>Net Weight</u> - The actual weight of the goods loaded in the car. Net weight is obtained by subtracting tare from gross. (G-T=N)



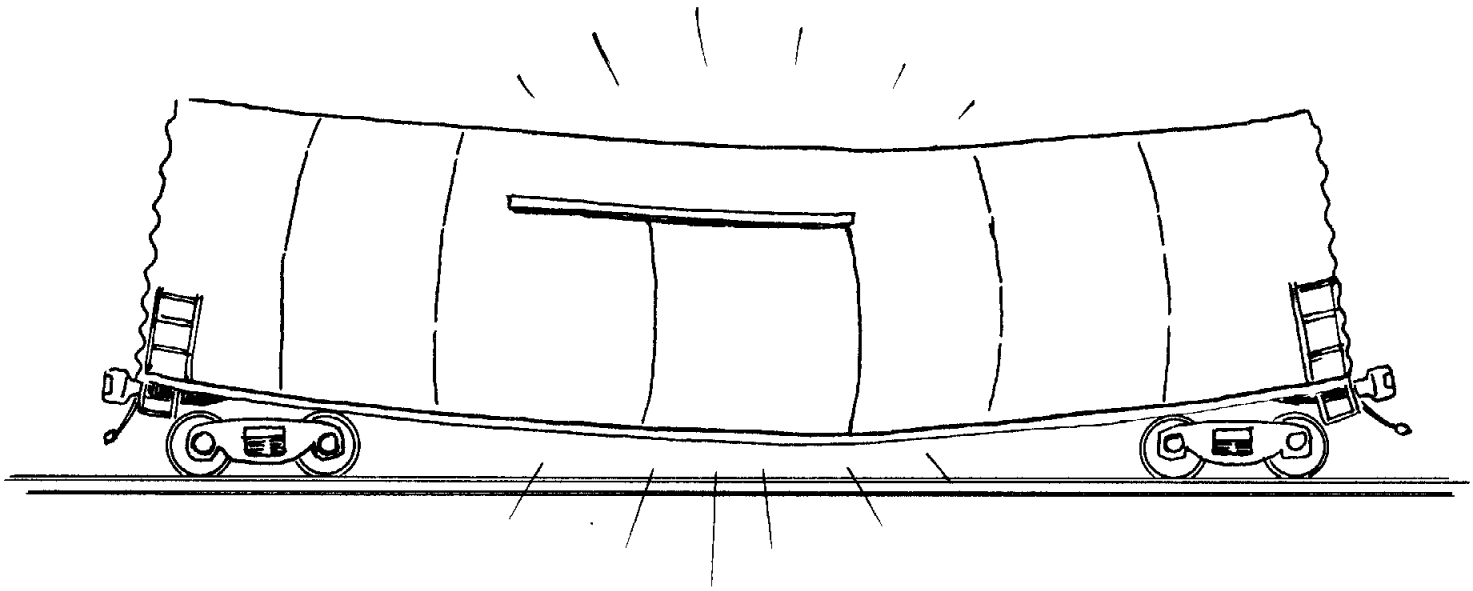
At present there are two types of scales in use on the Rock Island.

1. Beam Scale. This scale is similar to the type used by a doctor. The car being weighed is placed on the scale track and the beam balanced. Scales of this type may be equipped with printing devices which will print the gross weight when triggered, others are sight read and the weight recorded manually.

2. Floating Scales. Scales of this type locate on a 'hump' where each car is uncoupled and permitted to roll free over the scale track. This is called a rolling weight. The weight is automatically recorded on the scale card (ticket), or waybill, which has been placed in the scale weight recording device. The movement of the car over the scale rail trips mechanisms activating the weight recorder. The Rock Island also has a scale of this type at 97th Street at Chicago.

When cars are weighed on the two types of scales discussed, cars must be uncoupled and handled individually. Should it be necessary to weigh a car whose length exceeds the length of the scale, each end of the car must be weighed individually, with both weights added to obtain the gross.

All weighing of cars on Rock Island track scales is governed under rules published by the Western Weighing and Inspection Bureau (WW&IB) the latest issue of these rules is Circular 592-G.



OVERLOADS

Regardless of which type scale is used to determine gross weights, cars which are found to be overloaded must be reported to the local designated supervisor at once for disposition from the General Superintendent Transportation at Chicago. An overloaded car is one whose gross weight exceeds the sum of the tare weight and the load limit stencilled on the car. Overloads exert considerable stress on wheel axles and journals which may lead to track damage and derailments.

To determine if a car is overloaded the total weight on rail is computed. A car is overloaded when the gross weight exceeds the sum of the car's load limit and tare weight, as stencilled on the side of the car.

Examples:

Stencilled LD LMT	177,000 lbs.
LT WT	43,000 lbs.
Total Permissible Weight	220,000 lbs.

Car #1.

Scale Gross Weight	188,000 lbs.
Car Stenilled	
LD LMT	140,000 lbs.
LT WT	43,000 lbs.
	183,000 lbs.

Car #1 is overloaded 5,000 lbs.

Car #2.

Scale Gross Weight	142,500 lbs.
Car Stencilled	
LD LMT	146,000 lbs.
LT WT	47,200 lbs.
	193,200 lbs.

Car #2 is 50,700 punds under the total weight limit.

AVERAGE WEIGHTS

In addition to scale weights, the railroad, consignee, and shipper will agree to the use of average weights which are obtained by random weighing and averaging the weights. Averages obtained are applied to shipments of like commodities carried in the same size and type of car. Another commonly used method is "Weight Agreement". This is a mutual agreement between shipper, consignee, and the railroad to transport items of known weight without weighing. An example of this would be canned goods. Presuming a car can be loaded with 200 cases, each weighing 100 pounds, all would agree to a net weight of 20,000 pounds.

REVIEW QUESTIONS

1. What terms are used to define the three types of weights? Define each.
2. What are the two types of scales used on the Rock Island?
3. What is an overloaded car?
4. What is "Weight Agreement"?

LIVESTOCK, PERISHABLE, AND TRAILER SERVICES

Certain shipments, other than excessive dimensions, require special handling and instructions. Those relating to explosives and other dangerous articles are defined in Section 23 of this manual. The handling of livestock, perishables, and trailers are the more important of the other special shipments and are discussed below.

LIVESTOCK

Ordinary Livestock means all cattle, swine, goats, sheep, horses and mules, except such as are chiefly valuable for breeding, racing, show purposes or other special uses. Shipments of livestock chiefly valuable for the aforementioned purposes, or other special uses, are considered Other Than Ordinary Livestock. The shipper must declare their value prior to shipment. Rates vary depending on the declared value.

Federal law covering movement of livestock must be observed, and the following general rules must be complied with: (a) Livestock will not be confined in a car for more than 28 consecutive hours (28-Hour Law) unless notation on waybill extends such time to 36 hours (36-Hour Law). Livestock must be unloaded into properly equipped pens for rest, water, and feeding for at least 5 consecutive hours, except as provided in (b) and (c). (b) If prevented by storm or other accidental or unavoidable causes, livestock may continue in transit to first station enroute at which shipment can be unloaded for rest, water, and feed. (c) Sheep are not required to be unloaded when the time limit expires at night, and may continue in transit to a suitable place for unloading, subject to maximum time of confinement of 36 hours. (d) Hogs must be rested, fed, and watered in car for at least 2 consecutive hours when manner in which they are loaded permits such handling. During warm weather, cars containing hogs must be showered at every available point. The degree of temperature at which showering of hogs will commence cannot be stated as it will vary according to circumstances. It is very

important to shower hogs when there has been a sudden change from very cool to very warm weather, even though the maximum temperature may not be extremely high. The consensus of General Livestock Dealers is that 75 degrees or higher would be the proper temperature for showering.

The time livestock is loaded is shown on each waybill. This is often confusing because the livestock travels from one Time Zone into another. For example, when livestock is loaded at 7 PM CST, it is 6 PM MST. A chart showing the difference between Central Standard, Mountain Standard, the Continental times is included in this section.

CENTRAL		MOUNTAIN	
CONTINENTAL	STANDARD	STANDARD	CONTINENTAL
0100	1 AM	12 M	*
0200	2 AM	1 AM	0100
0300	3 AM	2 AM	0200
0400	4 AM	3 AM	0300
0500	5 AM	4 AM	0400
0600	6 AM	5 AM	0500
0700	7 AM	6 AM	0600
0800	8 AM	7 AM	0700
0900	9 AM	8 AM	0800
1000	10 AM	9 AM	0900
1100	11 AM	10 AM	1000
1200	12 N	11 AM	1100
1300	1 PM	12 N	1200
1400	2 PM	1 PM	1300
1500	3 PM	2 PM	1400
1600	4 PM	3 PM	1500
1700	5 PM	4 PM	1600
1800	6 PM	5 PM	1700
1900	7 PM	6 PM	1800
2000	8 PM	7 PM	1900
2100	9 PM	8 PM	2000
2200	10 PM	9 PM	2100
2300	11 PM	10 PM	2200
*	12 M	11 PM	2300

* There is no Continental Time for Midnight. Use 2359 (11:59 PM) or 0001 (12:01AM)

PERISHABLE SHIPMENTS

Perishable shipments are commodities which are susceptible to deterioration or decay. These commodities may be protected by mechanical refrigeration, icing, or ventilation against either cold or heat to control ripening and to prevent spoilage or freezing.

At the larger stations we have Perishable Protective Service Inspectors (PPSI) who make inspection of these shipments and perform all necessary protective services and prepare reports covering these services. However, at the smaller stations, where there are no assigned PPSIs, the Yard Clerks are responsible for performing these duties.

All perishable shipments must be inspected and reports issued (Form 100 or 100-R Sec. 26-5 and 26-6) at origin, destination, junction points and certain specified regular intransit stations, with a few minor exceptions, such as at Tucumcari, N.M.

The Form 100 and 100-R reports must be completed carefully showing the inspection and service performed, mailing the original to Manager Perishable Protective Service at Chicago. Some locations must retain a copy for station records. At some locations the inspections are written in books for station records.

When performing protective service and issuing Form 100 and 100-R reports on TOFC shipments, the flat car number must go in Space 2 and the trailer numbers recorded in body of report or on back.

ROCK ISLAND LINES

PERISHABLE FREIGHT SERVICE REPORT

Form 100 10 69 300M

(1) STATION WHERE CAR WAS LOADED

(2) INITIALS AND NUMBER OF CAR

(3) CONTENTS OF CAR (If not in apparent good order, make special report by wire or mail and show facts in detail.)

(4) DESTINATION OF CAR (If it is a Scheduled Car, show Line or Route number.)

ORDER FOR CAR

	Date	Hour	Year
(5) When received?		....M.	
(6) When to be spotted?		....M.	
(7) Was it verbal or written?			
(8) Name of Shipper			

MOVEMENT OF CAR

	Train	Date	Hour	Year
(9) Arrived (If received from connecting line, state name.)			....M.	
(10) Spotted for loading or unloading			....M.	
(11) Moved from loading or unloading track			....M.	
(12) Departed (If delivered to connecting line, state name)			....M.	

CONDITION OF CAR

(13) Was it equipped with floor racks or cleats?

(14) Were bunker bulkheads papered?

(15) Were bunkers, drip pans, and pipes clean?

(16) Did car have dividing curtain?

(17) Was padding on doors and hatch plugs in good condition?

LOADING RECORD

	Date	Hour	Year
(18) Commenced?		....M.	
(19) Finished?		....M.	
(20) Billing instruct'ns furnished?		....M.	
(21) Temperature while loading?	High	Low	

UNLOADING RECORD

	Date	Hour	Year
(22) Co'signee Notified		....M.	
(23) Commenced unloading		....M.	
(24) Finished unloading		....M.	
(25) Diversion order received		....M.	

(26) Protective service provision on billing. (If report is accompanied by copy of billing, this space may be left blank.)

Diverted to

ICING RECORD

(27) Empty space in bunkers on arrival

A—End Inches.....

B—End Inches.....

(28) Ice and salt furnished here

Date	Hour	Amount Ice	Amount Salt	How Charged
	....M.			
	....M.			
	....M.			
	....M.			

(29) Empty space in bunkers on departure

A—End Inches.....

B—End Inches.....

HATCH COVERS, HOODS, HATCH PLUGS

(30) Position on arrival

A—End

B—End

(33) Temperature

(31) Changes made here

	Date	Hour	Year	
		....M.		
		....M.		
		....M.		
		....M.		

(32) Position on departure

A—End

B—End

HEATER SERVICE

Heaters in car on arrival

(34) Numbers	(35) Burning (Yes or No)	(36) Fuel replenished	(37) If heater removed, show time

Heaters furnished here

(38) Numbers	(39) Time Placed?	(40) Time removed	(41) If sent forward, were they burning at that time?

(42) REMARKS: If car is delayed give full details; if transferred, state why and into what car; if there was a Messenger in charge, state his name. Give any other information you may have, so as to show complete record of the attention given to car while in your care.

(43)

.....Station.....Agent or Inspector

Report shall not be closed until shipment has cleared the reporting station and shall then be sent to the Supt. Perishable Protective Service Dept., CHICAGO.

PERISHABLE FREIGHT SERVICE REPORT

ROCK ISLAND LINES FORM 100-R 100M 3-69

AT

STOP - HOLD AND DESTINATION

(1) INITIALS AND NUMBER OF CAR

(2) CONSIGNEE

(3) CONTENTS

(4) INSTRUCTIONS

(5) ORIGIN

(6) W.B.NO. AND DATE

(7) ARRIVAL
DATE HOUR TEMP

(8) NOTIFIED
DATE HOUR

(9) PLACED
DATE HOUR

(10)
SEALS EAST

FANS
ON OFF

(11)
SEALS WEST

FANS
ON OFF

(12) DATE	* TIME INSP	TEMP	VENTS F	VENTS L	INCHES DOWN	ICE SUPPLIED SKR.	ICE SUPPLIED TOP	SALT	ICE CHARGED	HTR NUMBER	BURNING YES	BURNING NO	INITIAL INSPECTOR

(13) HEATER
DETENTION PERIODS $ CHARGED

(14) MECH. CAR
DETENTION PERIODS $ CHARGED

(15) UNLOADING
COMMENCE DATE HOUR

(16) UNLOADING
COMPLETED DATE HOUR

(17) DIVERSION RECEIVED
DATE HOUR

(18) DIVERTED TO

(19) ROUTE BEYOND

(20) SEALS
OUTBOUND

(21) DEPARTED
DATE HOUR TEMP

INSTRUCTIONS:

For position of Vents and Plugs show 'O' for Open and 'C' for Closed - 'F' for Found and 'L' for Left.

For heaters show burning 'YES' or 'NO' - for installed 'I' - for Removed 'R'.- for Lights 'L' and for Extinguish 'E'.

* Show time iced, Heater installed, Lighted, Refueled, Removed and changes made in ventilating devices.

_____ STATION _____ AGENT OR INSPECTOR

REPORT SHALL NOT BE CLOSED UNTIL SHIPMENT HAS CLEARED THE REPORTING STATION AND SHALL THEN BE SENT TO THE REFRIGERATOR SERVICE DEPT CHICAGO

SOUTHERN PACIFIC TRANSPORTATION CO.

Sec. 26 - 7

PLACE SPECIAL SERVICE PASTER HERE PFE

DATE 902 APR 6 -9 55 AM

721 - SOUTHERN PACIFIC COMPANY - 721

PERISHABLE FREIGHT WAYBILL

TRANSFERRED TO CAR	KIND	WEIGHT IN TONS GROSS	TARE	NET	LENGTH OF CAR Ordered	Furnished
INITIAL AND NUMBER PFE 2026	KIND RS					
T. O. F. C. TRAILER INITIAL AND NUMBER		LENGTH	PLAN NUMBER		DATE OF SHIPMENT 4/6/71	WAYBILL NUMBER SP 20836
TRAILER INITIAL AND NUMBER		LENGTH	PLAN NUMBER			

MARKED CAPACITY OF CAR: Ordered / Furnished

ENTERED TOPS APR 6 1971

STOP THIS CAR (TO NO) AT STATION STN # 45510 STATE OR PROV.

DETROIT, MICHIGAN

CONSIGNEE AND ADDRESS AT STOP

FROM NO STATION STATE OR PROV.

NA 6884 REDLANDS CALIF

BA 6840 COLTON, CALIFORNIA

ROUTE (Show each Junction and Carrier in Route order to destination) Route Code No.

SP SROSA CRIP IHB C&O
OAK YARD-BORMAN PERISHABLE WHSE SIDING

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

FULL NAME OF SHIPPER AND, FOR C. O. D. SHIPMENTS STREET, POST OFFICE ADDRESS, AND INVOICE NUMBER — Code No.

PURE GOLD INC

PER: REDLANDS FOOTHILL GROVES

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED.

RECONSIGNED TO STATION STATE OR PROV.

014

CONSIGNEE AND ADDRESS — Code No

BORMANS, INC.

WHEELED AT 02065 EL PASO

FINAL DESTINATION AND ADDITIONAL ROUTING

DATE CAR ORDERED FOR 7AM 4/6/71

DATE AND HOUR CAR PLACED 5PM 4/5/71

DATE AND HOUR CAR RELEASED 5PM 4/6/71

DATE AND HOUR BILL OF LADING SIGNED 5PM 4/6/71

WEIGHED AT

GROSS

TARE

ALLOWANCE

NET

DATE AND HOUR PLACED AT SECOND LOADING STATION

DATE AND HOUR RELEASED AT SECOND LOADING STATION

DATE AND HOUR COOLING COMMENCED

DATE AND HOUR COOLING COMPLETED

ICE REMOVED AT

ADVANCE ONLY WAYBILL NO. DATE

HEATERS SUPPLIED AT DATE HOUR

HEATERS REMOVED AT DATE HOUR

INSTRUCTIONS PROTECTIVE SERVICE, MILLING, WEIGHING, ETC.

RULE 255
HALF STAGE PREICED CAR FURNISHED BY CARRIER. REICE HALF STAGE AT ALL REGULAR ICING STATION. FANS ON.

RENDER ALL BILLS FOR REGULAR IN TRANSIT ICE & SALT AGAINST P.F.E. CO. CHICAGO, ILL.

No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No.	★	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
1116	CTNS ORANGES	01 214 10		44082	2.62	1154.95		
			SWLC			102.50	DUE SPT CO	
	SEC 7 SGD		STATED REFGN			1257.45		
	NOT LOADED OVER 6 LAYERS HIGH							
	B/L DATED SGD P/U 5PM 4/6							

DISTINCTION AGENT'S FREIGHT BILL NO.

C.Rd. & T.R.R.

APR 10 1971 DLD

Total of junction and yard 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 Here Station Name

TRAILER SERVICE

Realizing the need to provide door-to-door service for customers in order to compete with other modes of transportation, the railroads established a service whereby highway trailers and containers are transported on railway flat cars. This service is commonly referred to as "Piggyback Service". It is also called TOFC (Trailer On Flat Car) or COFC (Container On Flat Car). Rock Island offers this service under nine different "Plans". These plans will be described later in this section.

Yard Clerical responsibilities vary at most Rock Island ramp points. The loading and unloading of all Piggyback shipments is performed by cartage contractors at each ramp point. At some ramp points, we have TOFC Clerks who are responsible for trailer and shipping records. At some of our lower volume TOFC ramp points, yard and freight office clerks are responsible for similar records.

When trailers have been loaded on designated flat cars, Yard Clerks complete track checks prior to the flat cars being switched from loading ramps. This track check of flat cars and trailer initials and numbers is then matched to waybills and the destination station or off-going junction number is shown on the switch list. The Yardmaster or switch foreman uses this list to switch the cars into proper classification tracks.

All information and material in this manual that pertains to the processing of freight car shipments also applies to trailer-container shipments. The same precautionary measures such as checking waybills or shipping document, (i.e., determining whether shippers order movement, proper protective service heating or refrigeration or diversion) should be accomplished for trailer-container shipments.

Yard clerks are responsible for checking piggyback shipments against advance consists to insure that all shipments moved according to the waybills, whether the shipments are terminating at their station or delivered to connection carriers.

It is very important for yard clerks to report to their superviosrs the identity and location of trailers or containers which are "bad order". Shipments of meat and other perishables should be given special attention to protect the carrier and shipper against serious financial loss.

You should be aware that occasionally a fully loaded trailer may be transported or moved as an empty trailer. The absence of a waybill or shipping document for any trailer is a warning to investigate the situation immediately.

Rock Island Piggyback Plans are as follows:

Plan I - Railroad carries trailers owned by motor common carriers, ramp-to-ramp.

Plan II - Railroad carries its own trailers under its own truck competitive tariffs and furnishes pick-up and delivery.

Plan II 1/4 - Similar to Plan II except railroad to provide either pick-up or delivery only, but not both.

Plan II 1/2 - Similar to Plan II except railroad performs ramp-to-ramp service only, does not furnish pick-up and delivery.

Plan III - Railroad carries trailers owned by shippers, ramp-to-ramp, at published rates.

Plan IV - Railroad carries trailers owned or leased by shippers on cars also owned or leased by shippers.

Plan V - Railroad carries its own or motor common carrier trailers under through billing at joint rail-truck rates.

Plan VIII - Railroad carries U. S. Mail in own trailers or containers, ramp-to-ramp, on contract rates.

Plan IX - Railroad carries Express (REA) in own or REA trailers, ramp-to-ramp, on contract rates.

Close coordination between TOFC clerks, yard clerks and the local freight agent will preclude the possibility of mishandling trailer-container shipments.

For your safety, you should exercise extreme care in walking about the TOFC ramp and parking areas. Recognize that tractors and trailers are not confined to rails. They can be moved in any direction at any time. Be alert - keep your head up and your eyes open.

REVIEW QUESTIONS

1. For what purpose must livestock be unloaded?
2. What type of commodity is considered perishable?
3. What services are the basis for Trailer-On-Flat-Car Plans?

CREW CALLING

As discussed in the History Section, our railroad has evolved from a number of smaller companies. Each of these had particular labor agreements which were continued with the parent company. As a result of this, and the fact physical characteristics differ between locations, there are no uniform procedures in the area of crew calling.

At most locations, the responsibility of notifying individuals working in Engine (Engineers & Firemen) and Train Service (Conductors, Flagmen and Brakemen) to report for duty is delegated to the Crew Caller. At some locations, calling replacements for yard clerical positions and switchmen falls within the scope of their duties. This position is filled by a member of the clerical ranks. As the term 'Crew Calling' implies, notice is given to employees being ordered to service. The most commonly used aid in performing this function is the telephone.

Yards having a great deal of activity use more crews and usually have an individual employed for the sole purpose of calling crews. At other locations, crew calling is an additional duty of yard clerks.

Engine and Train Service employees are selected for duty from separate lists (Boards), with maintenance of the Boards being the sole responsibility of the caller. A variety of Boards may be kept in order to "Mark up" the following:

a - Line of Road Train
b - Yard trains used in switching service
c - Local freight service
d - Wreck and Maintenance service

Information below may assist in an understanding of crew calling instructions:

Train and engine crews are either "assigned" or "unassigned" (extra), and priority is granted on basis of seniority or time available.

Assigned crews are those which work together as a unit, either in "pools" with the crew having the longest time off being called for the next available train, or on "regular assignment" when a crew always works the same train (e.g. Train 81 Chicago to Silvis, Train 2 Silvis to Chicago). Yard crews work on a similar basis.

Employees working on various 'Boards' do so as a manner of seniority and qualifications thereby creating Road, Yard, and Extra Boards. The latter is a term applied to the list of surplus employees from which individuals are drawn to fill vacancies occurring on other Boards. This may be a result of sickness, vacations, missed calls (unexplained absences when called for duty), or "marking off" (individual requesting caller to remove his name from the Board). Notification to caller for placement on duty list is known as "marking up". Other lists on Boards may be maintained as directed by local practices and working agreements.

Crewmen, not assigned to a pool or train, work "Extra" and are placed on Boards or lists by qualification and territory. Thus, a single terminal will have one or more Extra Boards - Engineers, Firemen, Conductors, Brakemen, etc. Separation of these lists are normal. Boards are also established separately for Road and Yard Service. Therefore, you may have a Yard Conductors' (frequently called Yard Foremen) Board, Road Conductors', Yard Engineers', Road Engineers', etc. Road crewmen are often assigned by territory; West End Conductors, East End Conductors, etc.

As a general rule of thumb, extra lists work in time order (i.e., men are called in the same chronological order they were placed on the list) and overtime as availability lists (a list of men who have completed their normal five days of work) are called in seniority order. That is, the qualified man with the most seniority is called first.

Those responsible for crew calling must be thoroughly familiar with the various agreements under which the crews work. National Agreements are standard and must be followed. In addition, there are many local agreements that must be recognized.

Payment of claims will result when mistakes (non-compliance with contract agreements) are made in the performance of "crew calling" duties.

Some causes of claims fall into these categories:

a - Run-around (not calling the first available qualified man.
b - Failure to properly update Board.
c - Calling men to duty from wrong Board (i.e. Road to Yard Service).
d - Failure to notify employee he has been bumped. (displaced by senior man)

When any of these occur, payment must be made to the person denied his rightful tour of duty, as well as the man who performs the work.

Clerks working on assignments with crew calling responsibilities must take care to maintain complete and accurate records regarding the 'marking up' and 'marking off' of train and engine service employees. These records must be kept on file and are used to determine validity of time claims. When doubt arises pertaining to interpretation of an agreement, consult your supervisor. NEVER GUESS!

REVIEW QUESTIONS

1. What is a Board?

2. Define: Marking up
   Marking off
   Missed calls
   Bumped

This section of the manual deals with the CRI&P data system. Before we start, there are a few things we should understand about our data system.

First, the computer. The computer is capable of helping us with our daily records and bookkeeping chores, and doing it in a flash! But, the computer is like a little child that must be told everything it is to do. Set a bad example for a child, and nothing but problems will follow. Feed bad information to the computer, and you'll get "bad" reports, records and bookkeeping. Imagine what that could do to your paycheck.

To make our job easier, we use symbols called codes. By using simple codes that everyone can understand, there is less chance of things getting mixed up. The people who use these codes have agreed that they will mean only one thing -- and nothing else.

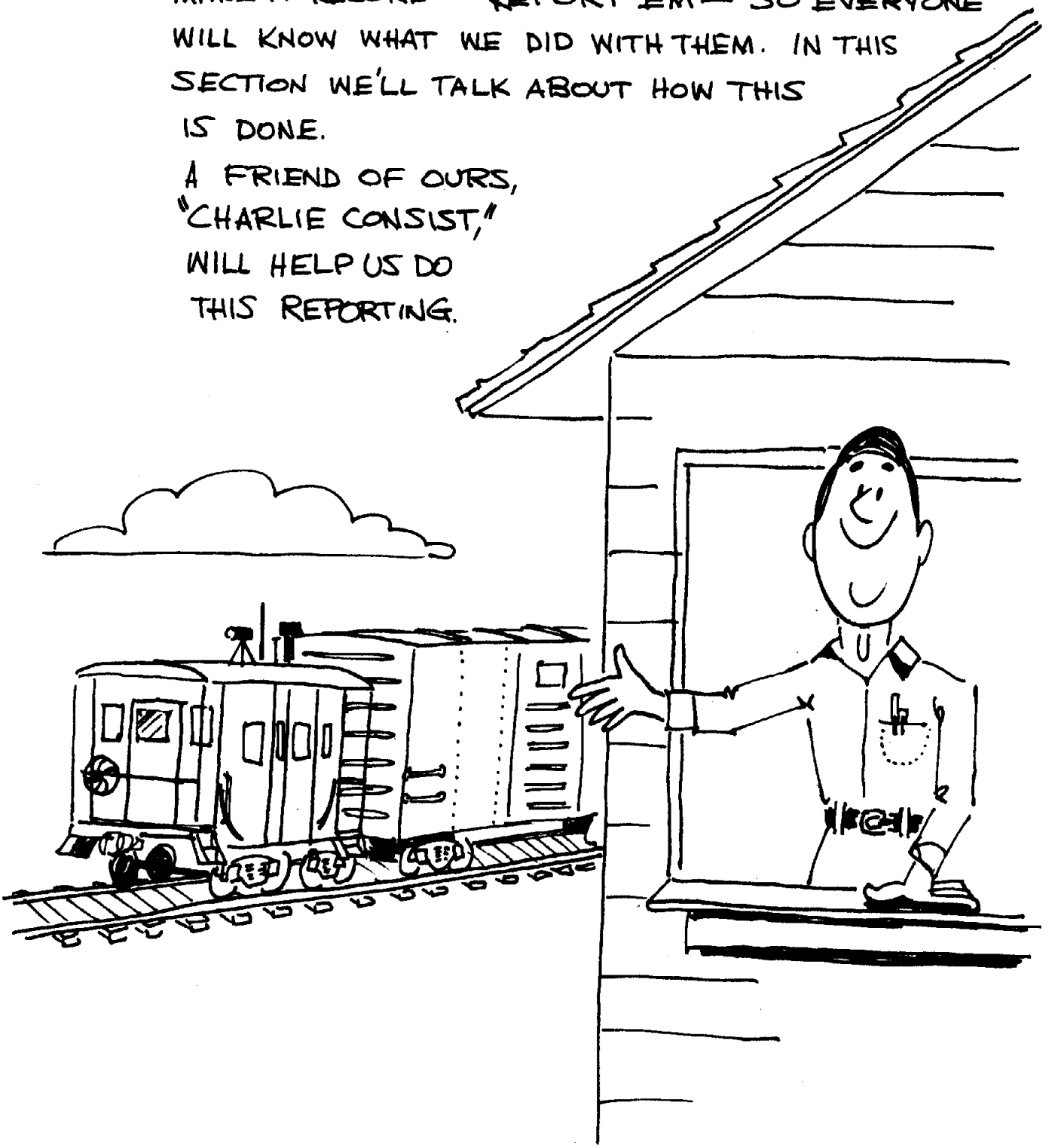
These codes are used to cause the computer and other types of data processing equipment to handle consist information in a certain way. A "fringe benefit" of these rigid codes is the knocking out of errors which would be caused by poor handwriting, slurred speech, etc.

Another thing we should understand is that we "tell" other yards about our train by sending a message known as a consist. The consist is prepared by the Yard Clerk. The consist is transmitted to each yard having a need for information of our train -- and it's sent to TPS at the same time.

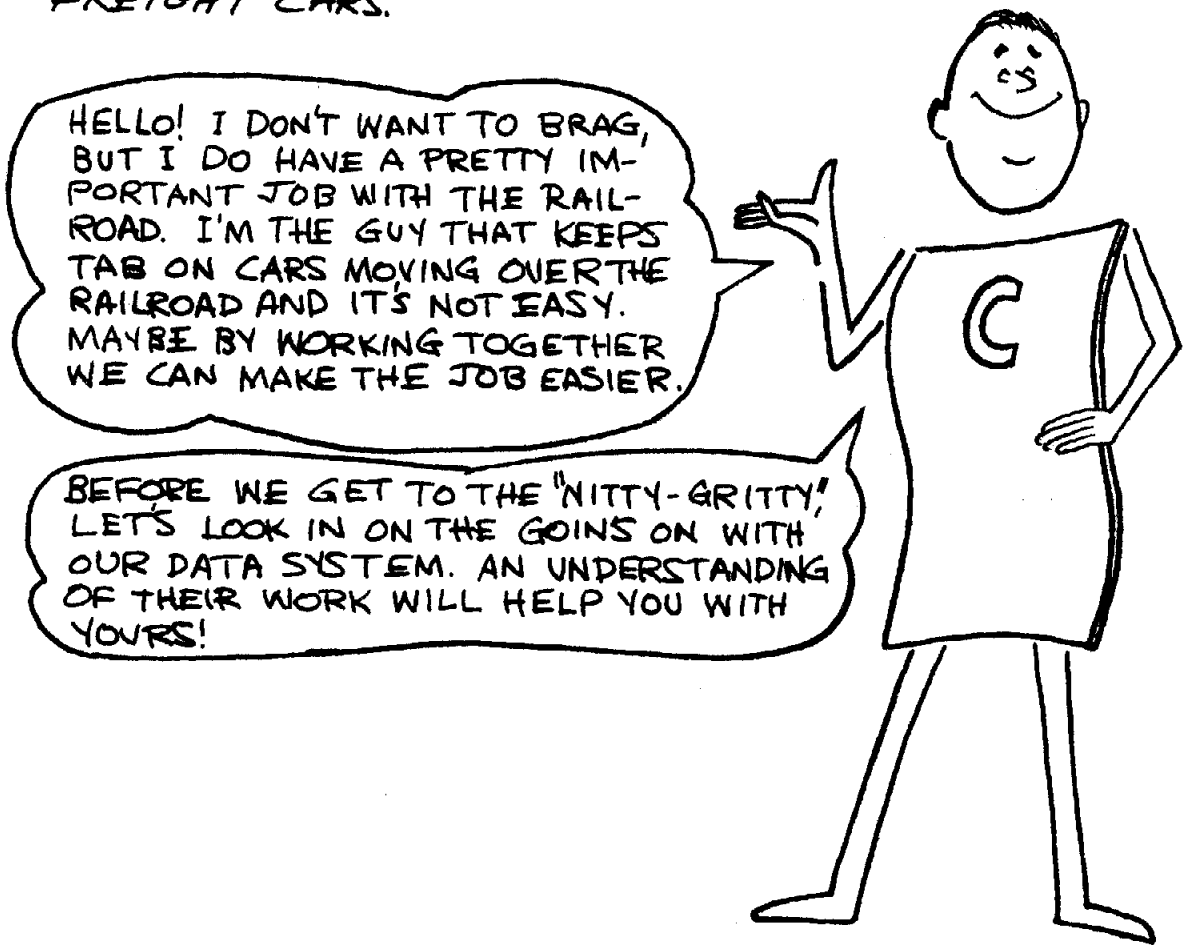
All of these will be discussed in this portion of the Clerical Manual.

WELL, THERE GOES OUR TRAIN. EVERYTHING COVERED IN THE OTHER SECTIONS OF THIS MANUAL HELPED US MOVE CARS THE RIGHT WAY. NOW, WE HAVE TO MAKE A RECORD — REPORT 'EM — SO EVERYONE WILL KNOW WHAT WE DID WITH THEM. IN THIS SECTION WE'LL TALK ABOUT HOW THIS IS DONE.

A FRIEND OF OURS, "CHARLIE CONSIST," WILL HELP US DO THIS REPORTING.



MEET "CHARLIE CONSIST." HE'S OUR EXPERT ON TELEPROCESSING PROCEDURES. ON THE NEXT FEW PAGES HE WILL GIVE YOU SOME HINTS ON CORRECT PREPARATION OF THE SEVERAL TYPES OF CAR MOVEMENT REPORTS THAT HELP KEEP TRACK OF FREIGHT CARS.

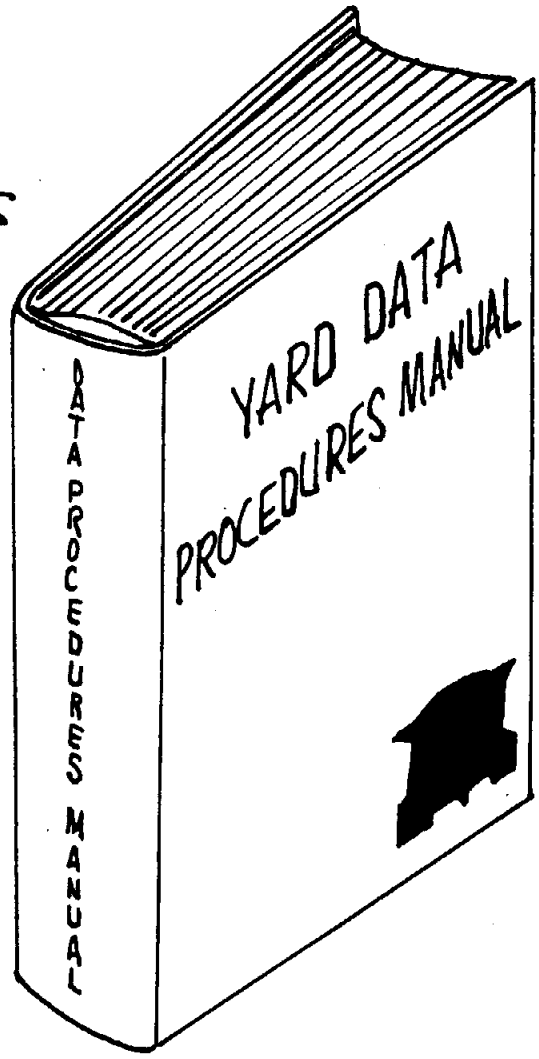


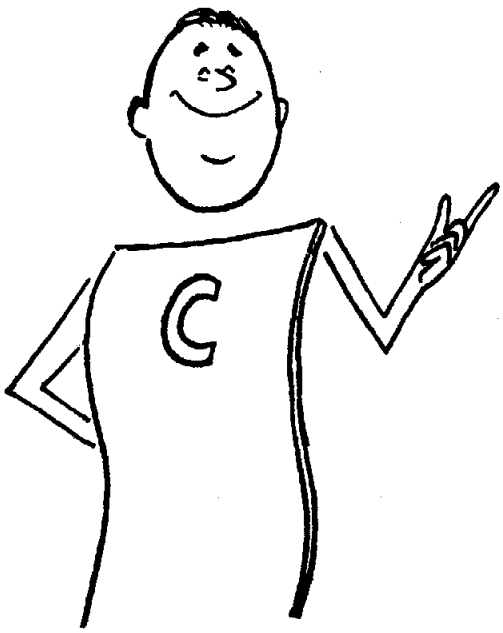
THE YARD DATA PROCEDURES MANUAL MIGHT BE A HANDY THING TO HAVE CLOSE BY WHILE CHARLIE TALKS ABOUT HIS WORK.

THIS SECTION IS NOT A SUBSTITUTE FOR THE YARD PROCEDURES MANUAL. IT DOES HAVE SOME WORDS OF WISDOM ABOUT THE MANUAL AND ITS USE.

FOR THE CORRECT PREPARATION OF REPORTS —

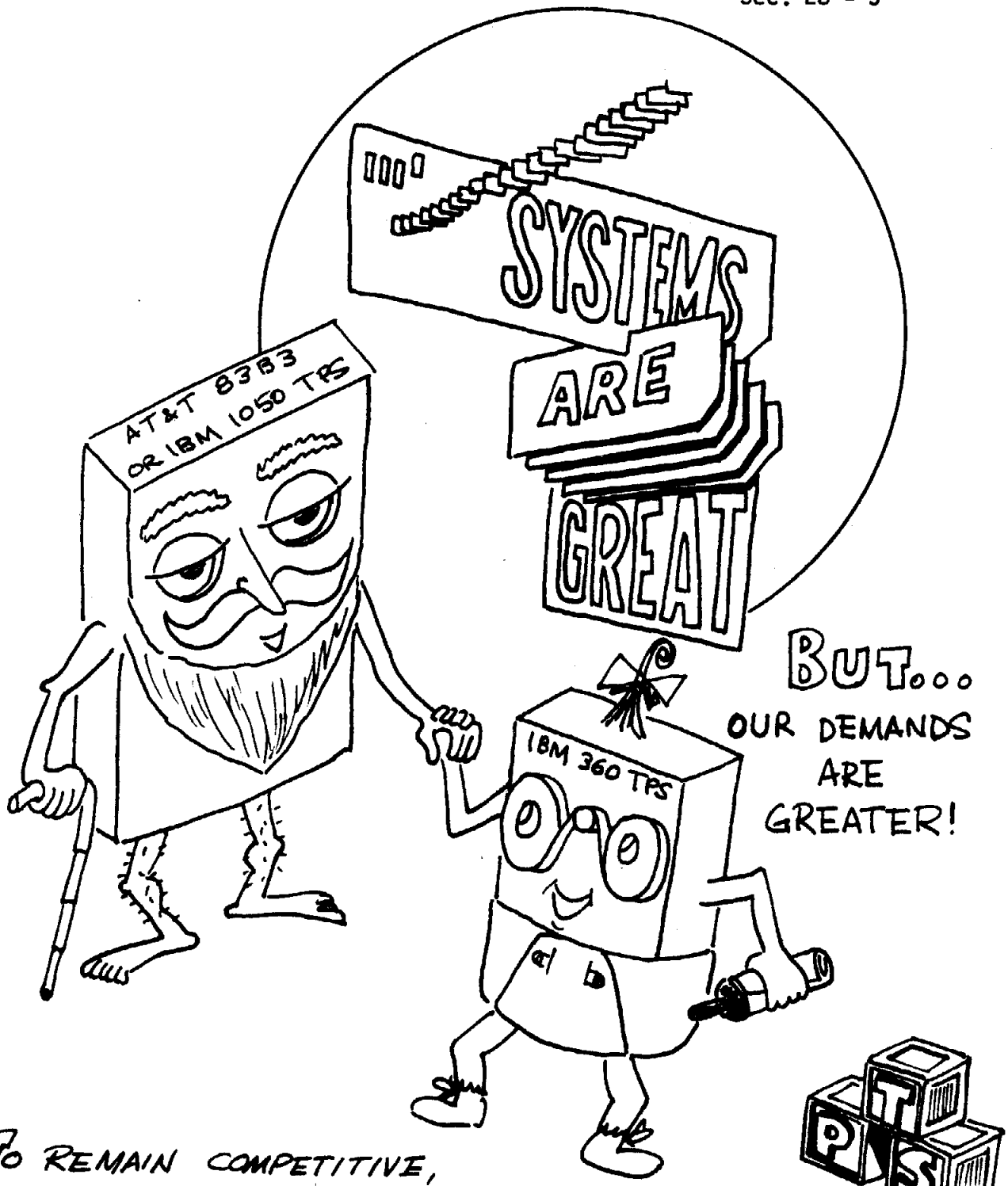
THE YARD DATA PROCEDURES MANUAL IS THE BIBLE!





COPIES OF THE MANUAL HAVE BEEN PLACED IN EACH YARD OFFICE... USE IT! AS REVISIONS ARE ISSUED, INSERT THEM PROMPTLY IN THE GOOD BOOK.

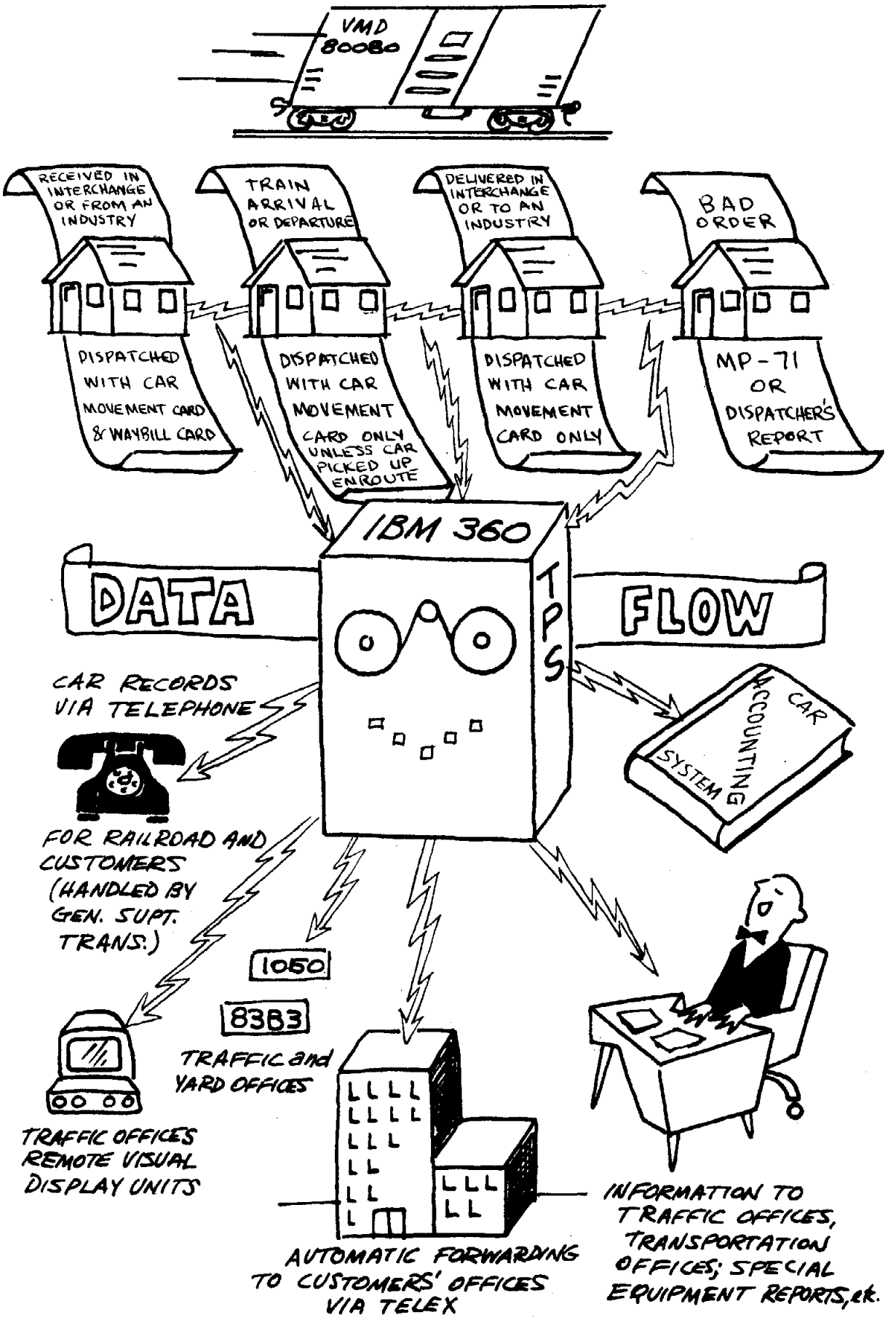
NOTHING IS WORSE THAN AN OUTDATED MANUAL.



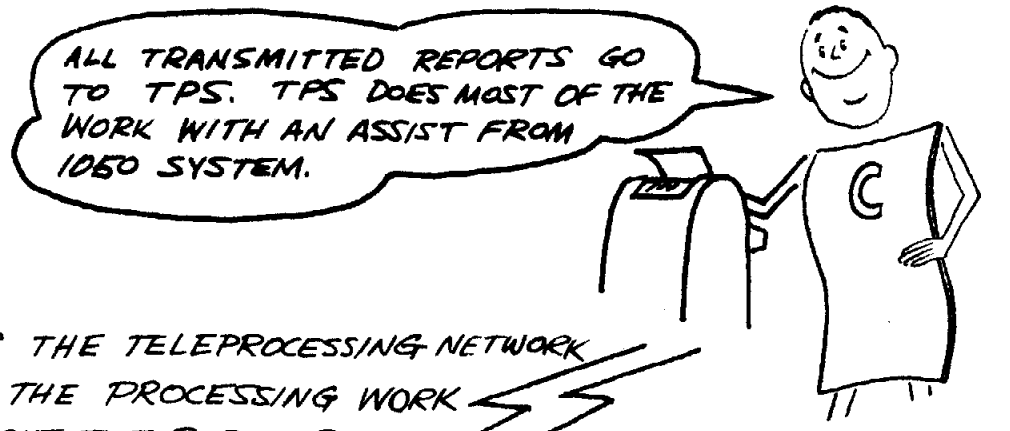
TO REMAIN COMPETITIVE,
WE MUST CONTINUE TO LEAD INDUSTRY
WITH THE MOST MODERN AND SOPHISTICATED
DATA SYSTEM

T TELE-
P PROCESSING
S SYSTEM

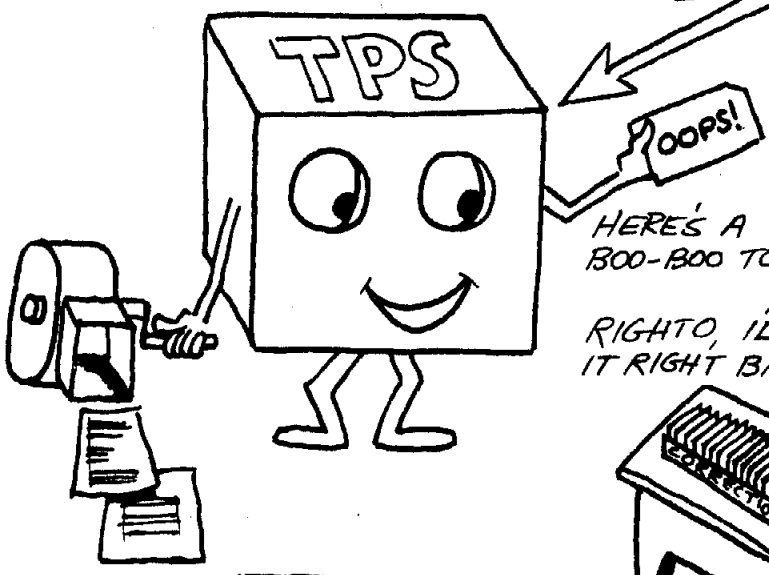
IS THE ROCK ISLAND'S ANSWER!
... AND IT'S GOING TO GROW!


VMD 80080
RECEIVED IN INTERCHANGE OR FROM AN INDUSTRY
TRAIN ARRIVAL OR DEPARTURE
DELIVERED IN INTERCHANGE OR TO AN INDUSTRY
BAD ORDER
DISPATCHED WITH CAR MOVEMENT CARD & WAYBILL CARD
DISPATCHED WITH CAR MOVEMENT CARD ONLY UNLESS CAR PICKED UP ENROUTE
DISPATCHED WITH CAR MOVEMENT CARD ONLY
MP-71 OR DISPATCHER'S REPORT
IBM 360
TPS
DATA FLOW
CAR RECORDS VIA TELEPHONE
CAR ACCOUNTING SYSTEM
FOR RAILROAD AND CUSTOMERS (HANDLED BY GEN. SUPT. TRANS.)
1050
8383
TRAFFIC and YARD OFFICES
TRAFFIC OFFICES REMOTE VISUAL DISPLAY UNITS
AUTOMATIC FORWARDING TO CUSTOMERS' OFFICES VIA TELEX
INFORMATION TO TRAFFIC OFFICES, TRANSPORTATION OFFICES; SPECIAL EQUIPMENT REPORTS, etc.

TPS



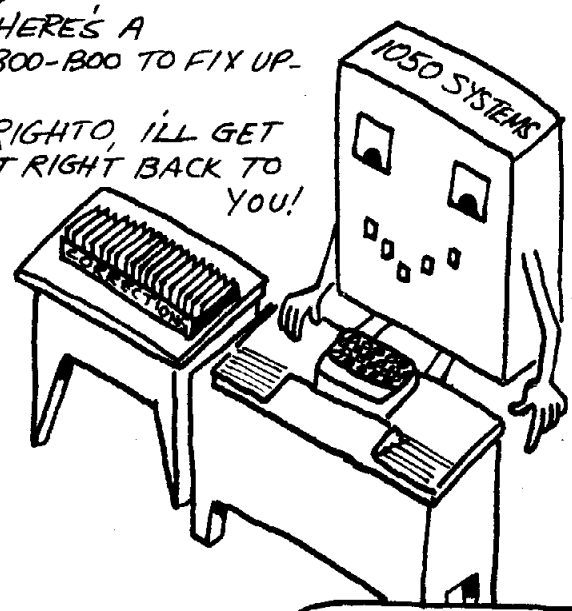
CONTROLS THE TELEPROCESSING NETWORK
DOES ALL THE PROCESSING WORK
CRANKS OUT THE REPORTS-



1050 SYSTEMS HELP OUT BY MAKING CORRECTIONS AND HANDLING SOME REPORTS – MAKES CAR MOVEMENT TRANSMISSIONS!

HERE'S A BOO-BOO TO FIX UP-

RIGHTO, I'LL GET IT RIGHT BACK TO YOU!

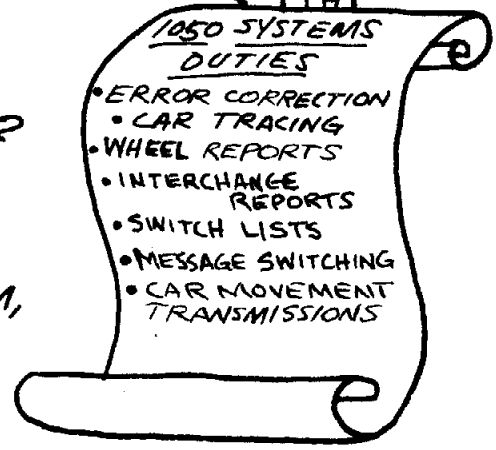


HERE'S A LISTING OF MY DOIN'S

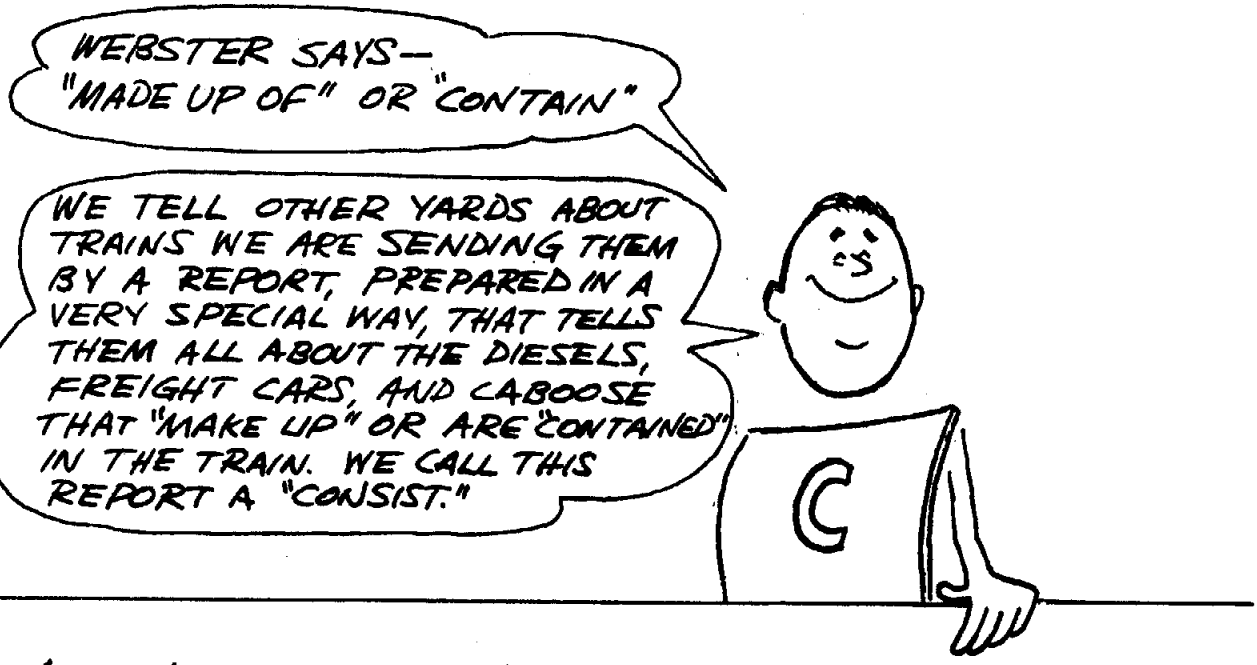
YOU THINK I CAN DO IT ALL? NO BUSINESS!

TAKES 1050 SYSTEM,

YOU AND ME TO GET THE JOB DONE, CAP'N.



IN THIS SECTION WE'RE GOING TO TALK ABOUT TRAIN CONSISTS AND OTHER GOOD STUFF— AND RIGHT THERE IS ONE OF OUR PROBLEMS —TERMINOLOGY, THE MEANING OF WORDS OR PHRASES USED IN THE REPORTING OF CAR MOVEMENTS VIA TELEPROCESSING. LET'S TALK ABOUT ONE SUCH WORD— "CONSIST."

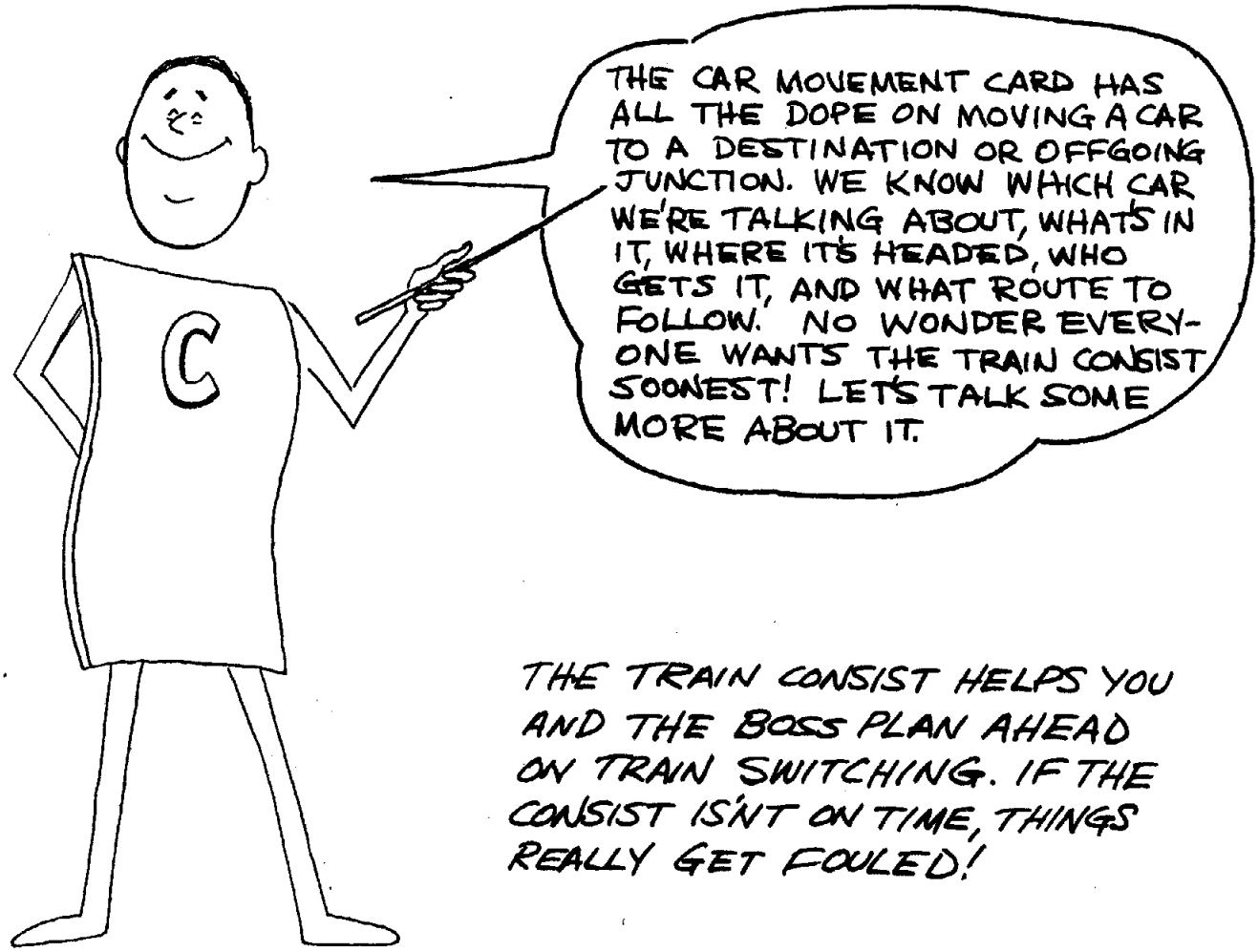


A CONSIST TELLS YOU:

IDENTITY OF CAR (INITIAL and NUMBER)
BY USE OF CODES, WHETHER LOADED OR EMPTY
KIND OF CAR, AND WHO ROUTED THE CAR (AGAIN BY USING CODES)
NET WEIGHT
WHAT'S IN IT (CONTENTS)
WHERE IT'S GOING (DESTINATION CITY and STATE)
TO WHOM (CONSIGNEE)
ROUTE (DESTINATION STATION OR OFF-GOING JUNCTION NUMBER)
REFRIGERATION OR SPECIAL INSTRUCTIONS
LOCOMOTIVES IN THE TRAIN, TRAIN NUMBER, TIME OF DEPARTURE.

THERE ARE SEVERAL REPORTS USED IN RECORDING THE LOCATION AND STATUS OF CARS. EACH IS EXPLAINED IN DETAIL IN THE YARD DATA PROCEDURES MANUAL. TO BETTER UNDERSTAND THEM WE MUST KNOW THE MOST BASIC REPORT -- THE CAR MOVEMENT CARD OF A TRAIN CONSIST.

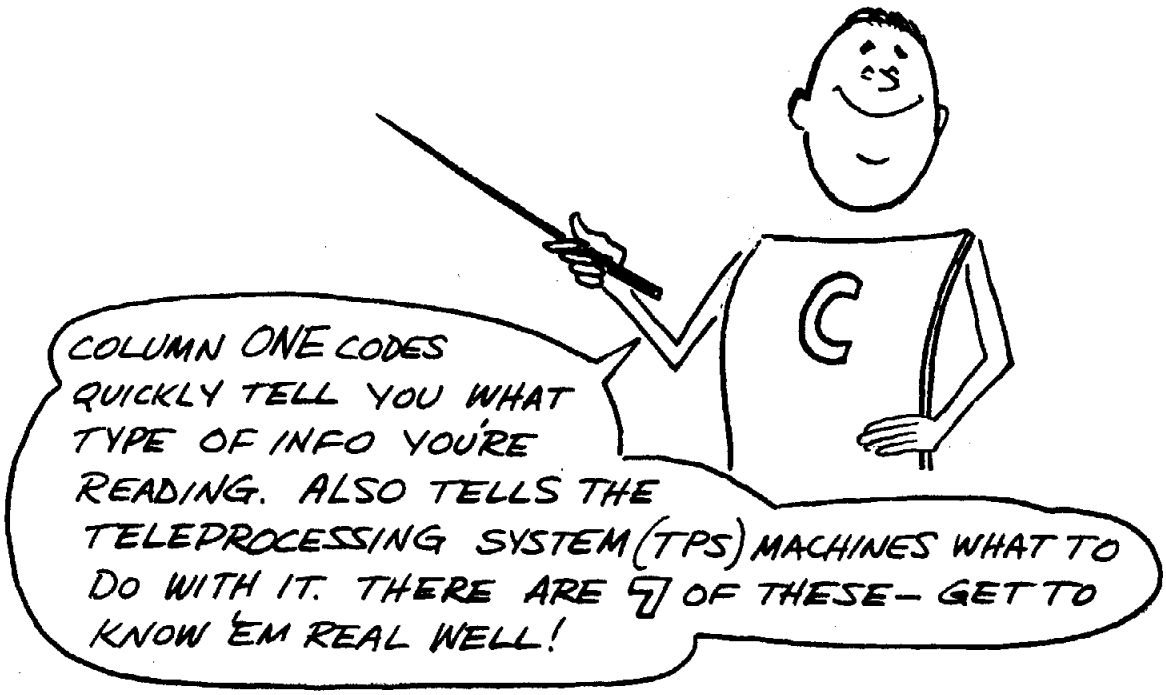
1ATSF-3567LDFØ55APTS-LOSANGEL-CA-16137SP-FORMOTOR-PTUMLD



THE TRAIN CONSIST HELPS YOU AND THE BOSS PLAN AHEAD ON TRAIN SWITCHING. IF THE CONSIST ISN'T ON TIME, THINGS REALLY GET FOULED!

FOR MACHINE CONTROL, CODE NUMBERS ARE USED IN THE FIRST PRINT POSITION OF EACH DATA LINE.

1ATSF-3567LDFØ55APTS-LOS ANGEL-CA-16137SP-FORMOTOR

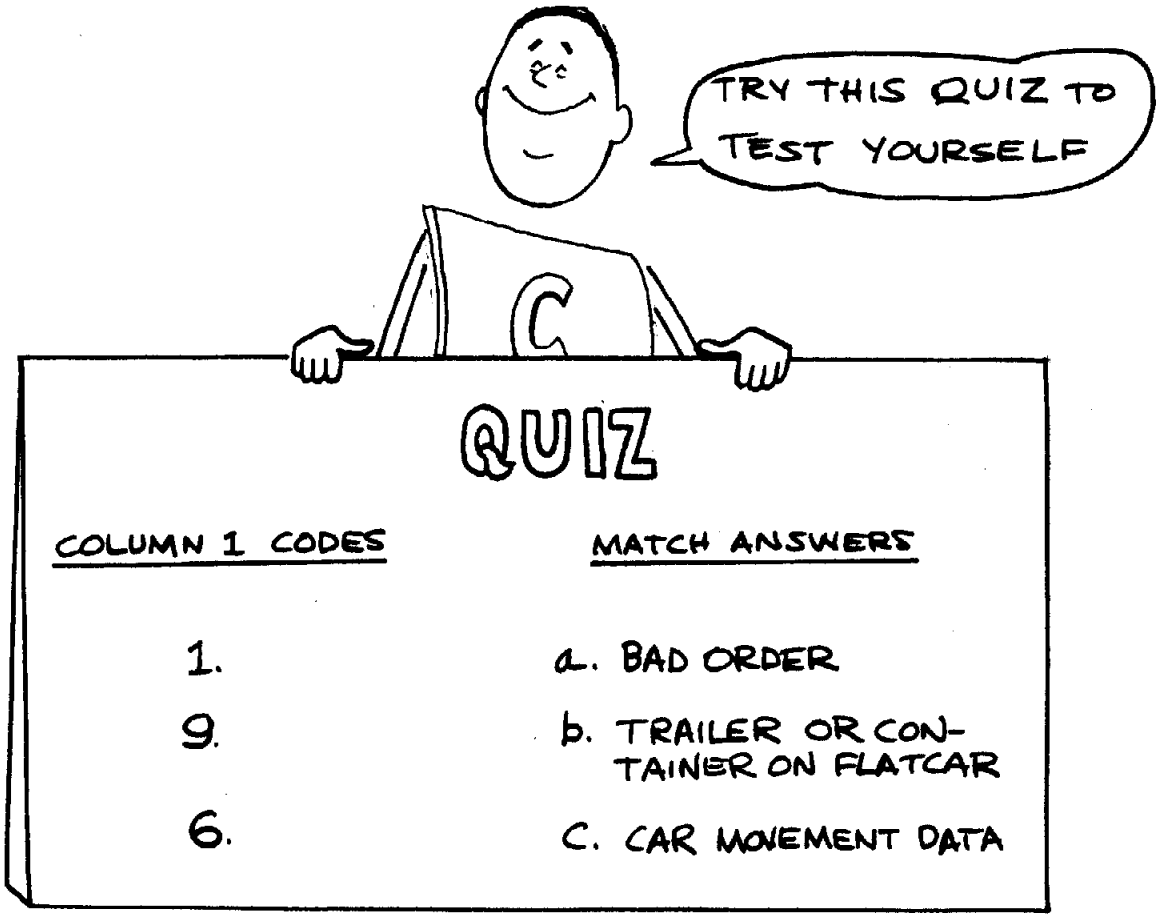


HERE'S HOW THEY LINE UP IN SECT. II, PAGES 5-22 OF THE YDPM* CODES

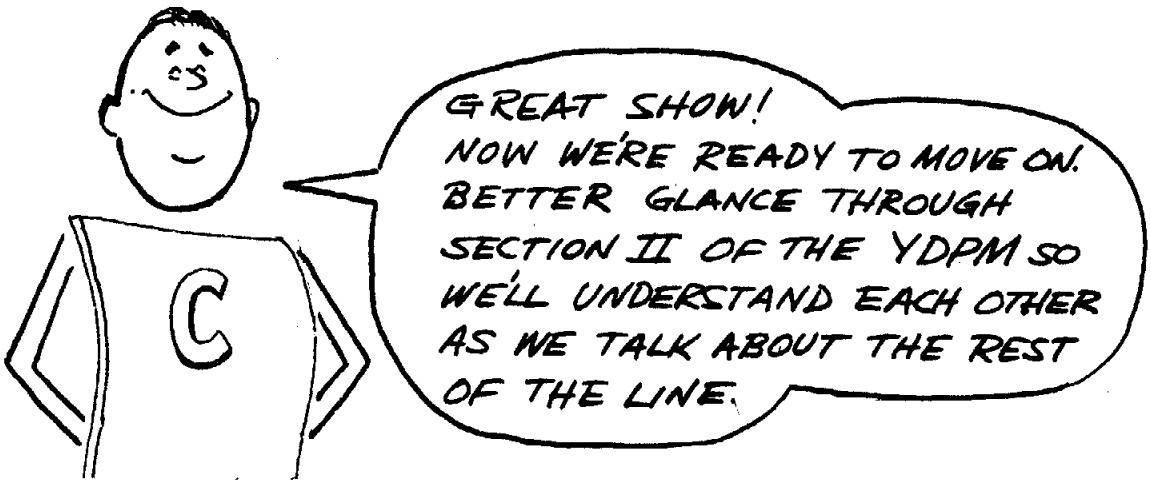
1. CAR MOVEMENT INFORMATION
2. WAYBILL INFORMATION
3. ADDITIONAL SPECIAL INSTRUCTIONS
4. FINAL DESTINATION (STOP-OFF INFORMATION)
5. TRAILER OR CONTAINER ON FLATCARS
6. WAYBILL INFORMATION FOR TRAILERS
7. BAD ORDER REPORTS

* YARD DATA PROCEDURES MANUAL

LET'S CHECK OURSELVES ON COLUMN 1 CODES. REMEMBER, COLUMN ONE IDENTIFIES TYPE OF DATA BEING REPORTED.

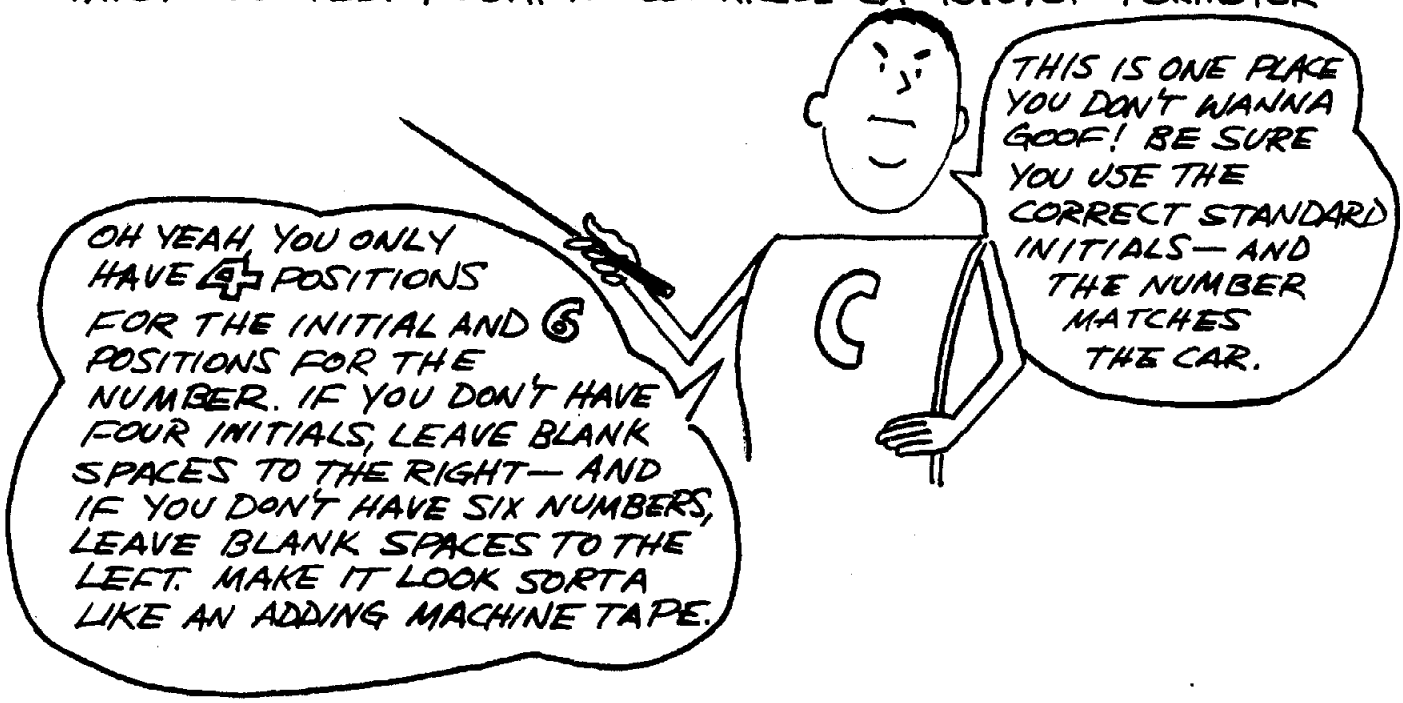


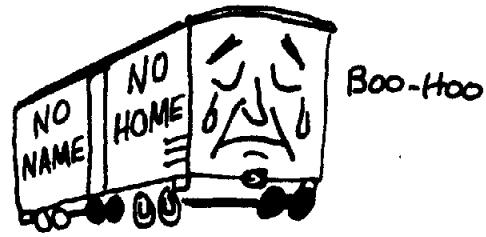
ANSWERS: 1 c. 9 a. 6 b.



THE CAR'S INITIAL and NUMBER IS THE 🔑 TO ALL RECORDS AND REPORTS ABOUT A GIVEN CAR. INCORRECT INITIALS OR MIXED UP NUMBERS MEAN NO RECORD FOR THE RIGHT CAR AND A RECORD ON A CAR THAT DOESN'T EXIST!

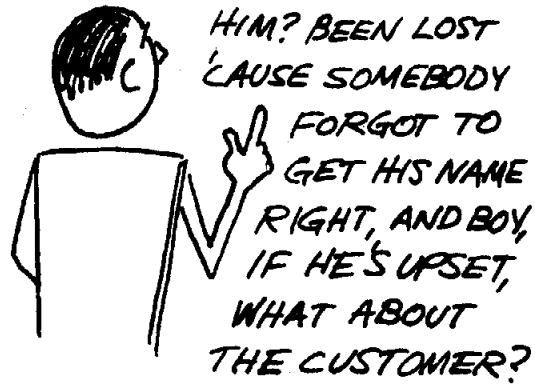
IATSF-3567LDFØ55APTS-LOS ANGEL-CA-161375P-FORMOTOR





PUT THE EYE ON THESE TWO (INITIALS and NUMBERS).

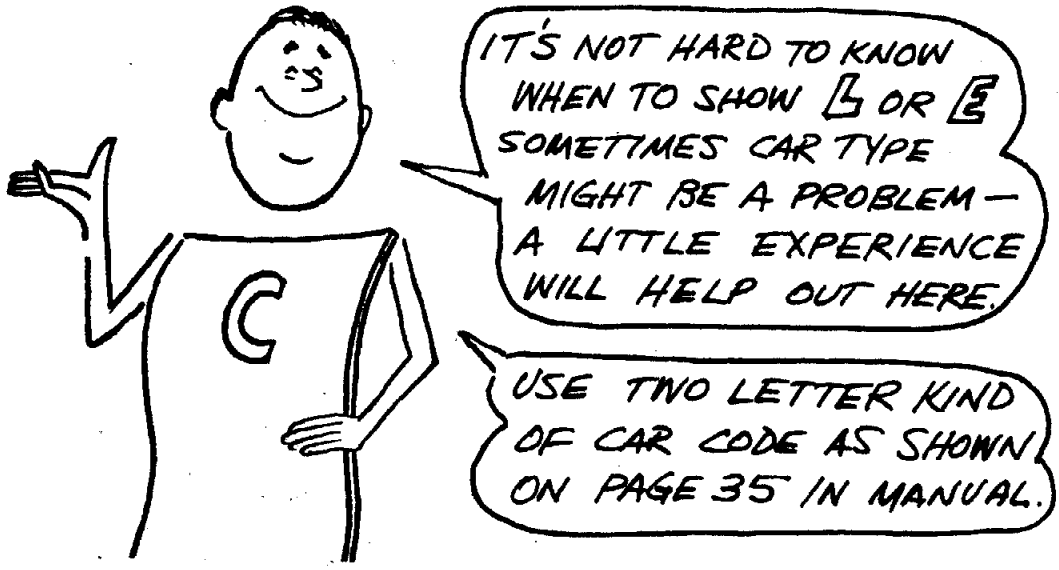
YOU'LL FIND THE STANDARD R.R. INITIALS IN SECTION IV, PAGE 45, YDPM.



THE NEXT BIT OF INFORMATION TELLS US 3 THINGS ABOUT OUR CAR —

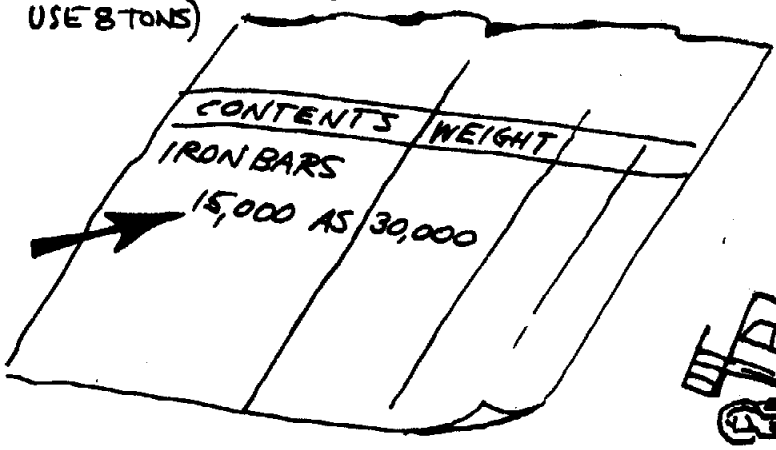
1. LOADED OR EMPTY (LORE). 2. TYPE OF CAR.
3. NET TONS.

1ATSF-3567LDFØ55APTS-LOS ANGEL-CA-16137SP-FORMOTOR



PAY CLOSE ATTENTION TO YOUR NET TONNAGE. REMEMBER, THIS IS THE WEIGHT OF THE CONTENTS. AND SHOW IT IN TONS...

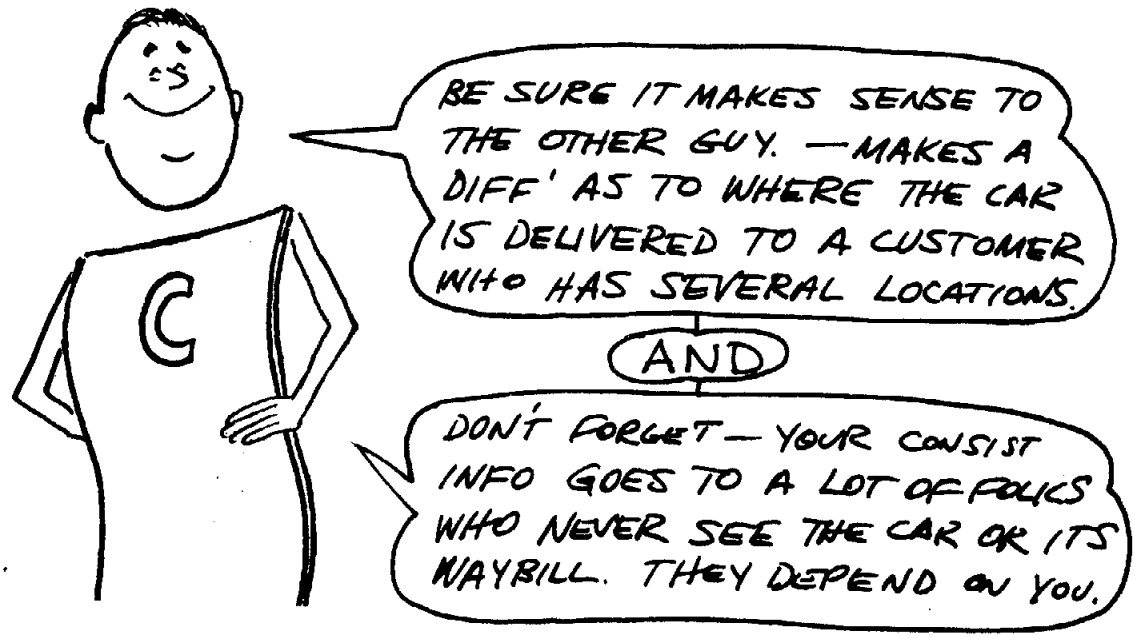
USE THIS WEIGHT (15,000 ÷ 2 = 7½ — SO USE 8 TONS)

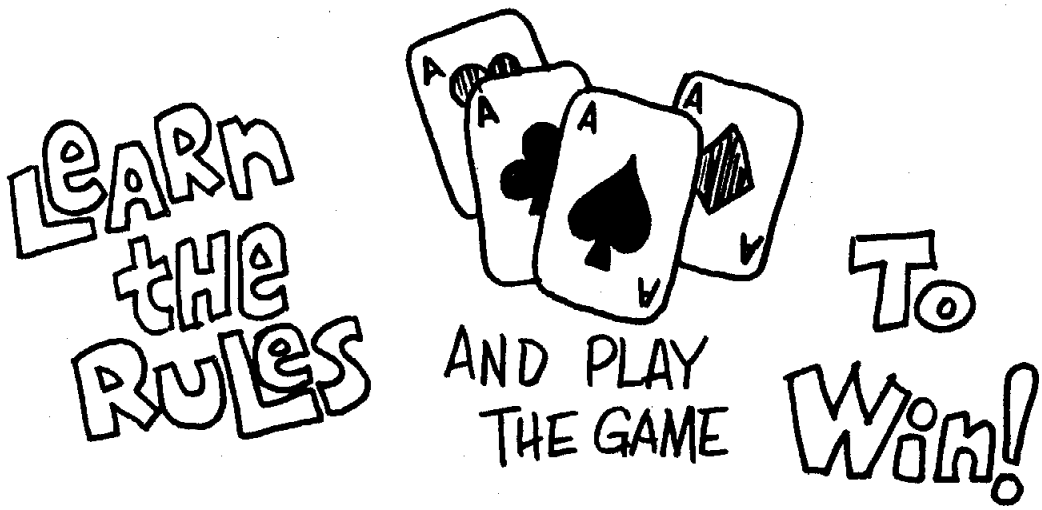


YOU MIGHT FOOL THE ENGINEER — BUT NOT THE ENGINE!

LET'S TALK SOME ABOUT THE CONTENTS OF THE CAR. YOU ONLY HAVE SPACE FOR SIX LETTERS, S-O-O-O-O YOU GOTTA TELL IT LIKE IT IS — BEST WAY IS FOLLOWING THE RULES. ABBREVIATE CONTENTS IF NECESSARY. IF EMPTY SKIP TO NEXT FIELD.

1ATSF- 3567LDFØ55 APTS - LOS ANGEL - CA- 16137SP





DID YOU EVER ASK DIRECTIONS TO SOMEPLACE, ONLY TO FIND YOURSELF BACK WHERE YOU STARTED? SOMETHING LIKE THAT HAPPENS WHEN THE DESTINATION CITY NAME GETS MESSED UP. WE HAVE RULES AND EVERYBODY KNOWS 'EM —SO USE EM!

APTS-LOS ANGEL-CA-16137SP-FORMOTOR

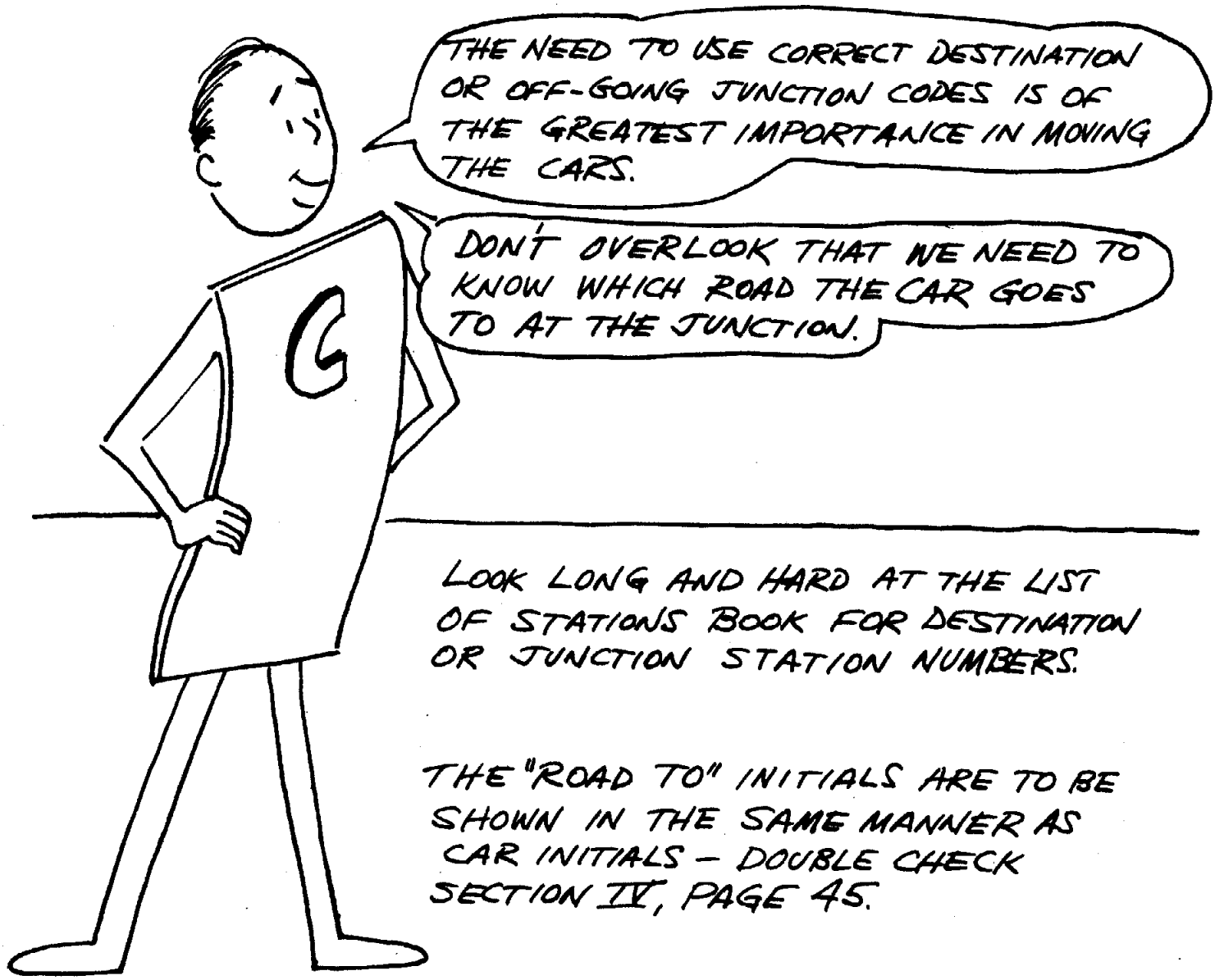
THE 3-3-2 RULE IS EXPLAINED ON PAGE 51, SECTION IV, YDPM. BY USING CORRECT CITY AB-BREVIATIONS, THE BIG BLACK BOX IN TPS CAN TURN OUT MEANINGFUL REPORTS. ANYONE READING REPORTS CONTAINING DESTINATION INFO WILL KNOW WHAT CITIES ARE MEANT.

AND WHILE YOU'RE ABOUT IT...

THERE IS A STATE ABBREVIATION THAT GOES ALONG WITH THE CITY. SECTION IV, YDPM, SPELLS 'EM OUT, ALSO STRAIGHT DOPE ON CANADIAN PROVINCES. SOME OF THESE ARE TRICKY— GET HEP TO PAGE 40, SECTION IV, YDPM.

IF A CAR IS DESTINED TO A POINT ON THE ROCK ISLAND OR A POINT ON ANOTHER RAILROAD, A DESTINATION STATION OR AN OFF-GOING JUNCTION CODE MUST BE SHOWN. THE INITIALS OF THE RAILROAD TO WHICH THE CAR IS GIVEN MUST BE SHOWN IF THE CAR IS DELIVERED TO ANOTHER RAILROAD.

16137 SP

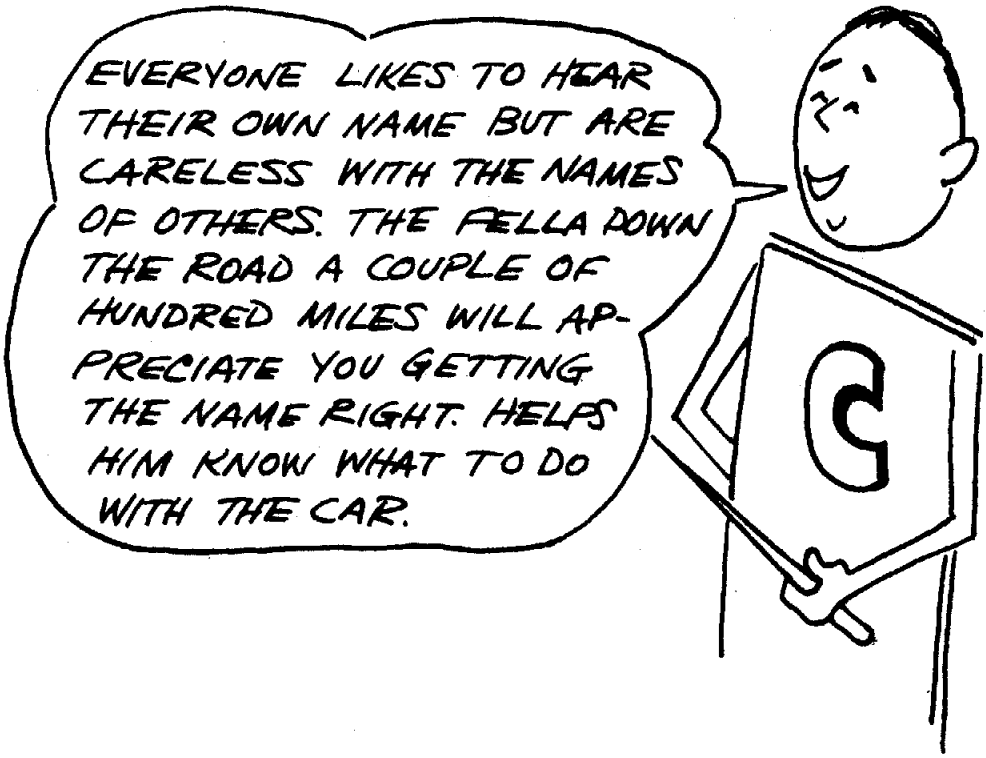


LOOK LONG AND HARD AT THE LIST OF STATIONS BOOK FOR DESTINATION OR JUNCTION STATION NUMBERS.

THE "ROAD TO" INITIALS ARE TO BE SHOWN IN THE SAME MANNER AS CAR INITIALS – DOUBLE CHECK SECTION IV, PAGE 45.

THE NAME OF THE CONSIGNEE, AS WITH THE DESTINATION CITY NAME, MUST BE REPORTED IN A MANNER THAT IS MEANINGFUL TO EVERYONE. HUNT UP PAGE 51, SECTION IV, YDPM FOR GUIDELINES TO FOLLOW WITH CONSIGNEE NAMES.

FORMOTOR

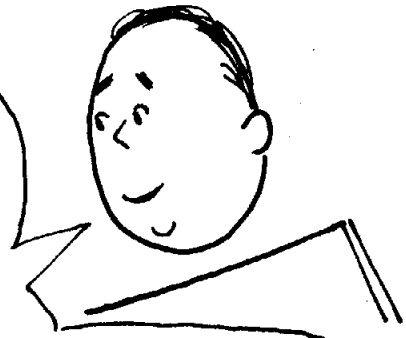


OUR SALES PEOPLE MAKE GOOD USE OF THE COMPUTER REPORTS LISTING CUSTOMERS AND THEIR LOCATIONS. BY WATCHING TRAFFIC PATTERNS OF CERTAIN SHIPPERS OR CONSIGNEES, THEY ARE ABLE TO GET LONGER ROAD HAULS FOR OUR RAILROAD AS WELL AS DEVELOP NEW BUSINESS. MIGHTY IMPORTANT FOR THEM TO HAVE THE RIGHT INFO.

O.K. LET'S WRAP UP OUR DISCUSSION ABOUT THE CAR MOVEMENT CARD. THERE'S A FEW THINGS TO REMEMBER BEFORE MOVING TO OTHER FORMATS.

PTUNLD

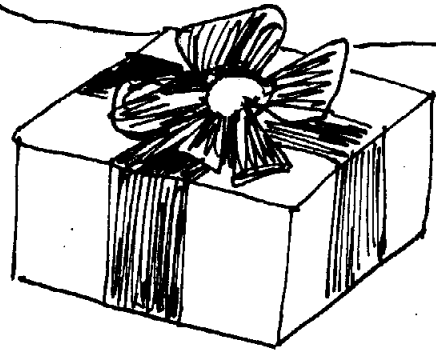
IT IS SOMETIMES NECESSARY TO ADD SPECIAL INSTRUCTIONS TO THE CAR MOVEMENT CARD, SO THE YARDMASTER, TRAINMASTER, SWITCHMEN AND OTHERS INTERESTED IN THE SHIPMENT CAN TAKE ACTION. SEE PAGES 43 AND 55, YDPM.



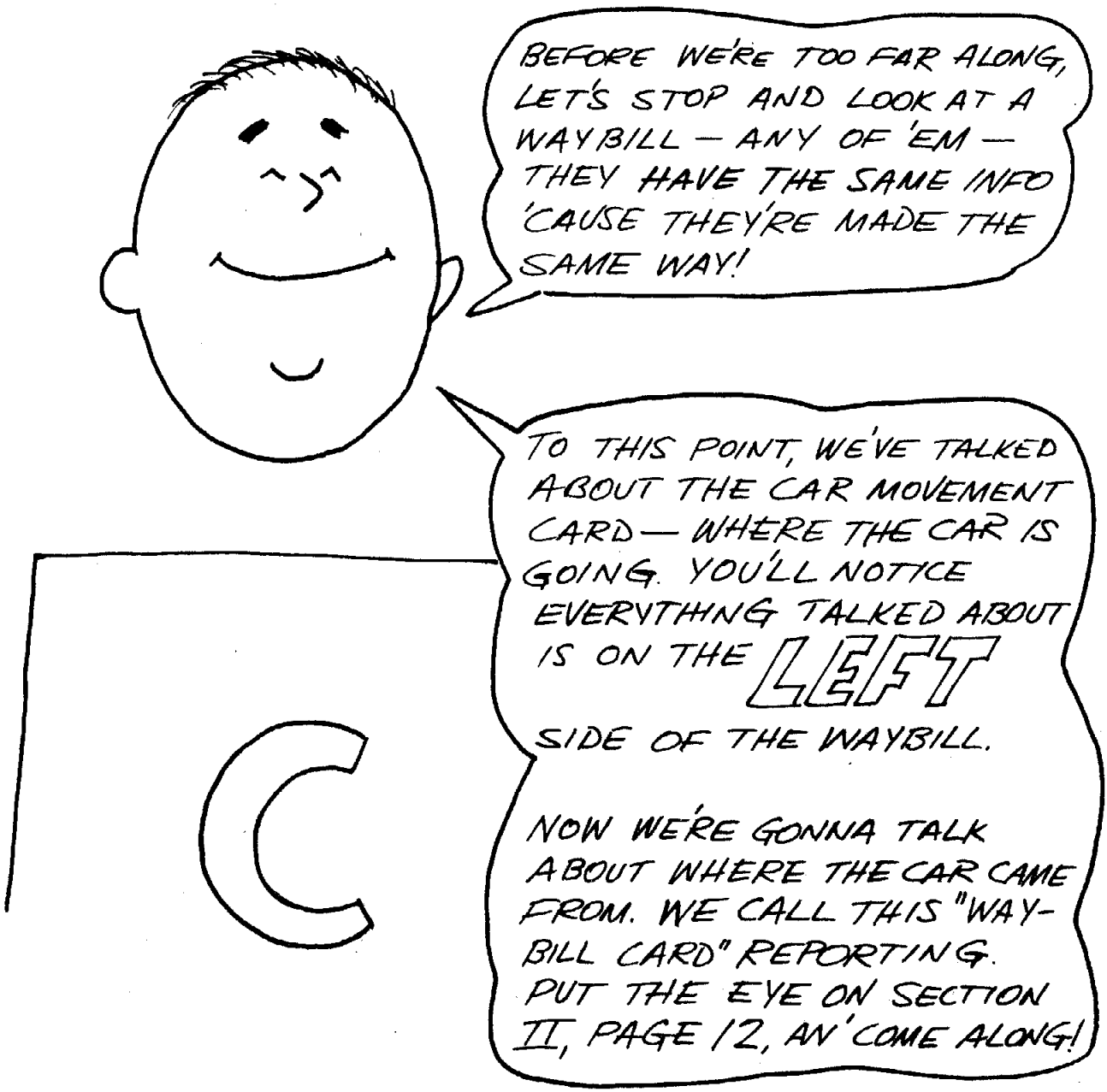
1. AN UNDERSTANDING OF THE CAR MOVEMENT CARD IS BASIC TO UNDERSTANDING ALL OTHER FORMATS. CHECK OUT SECTION II IN YOUR YDPM.

2. THERE ARE RULES TO FOLLOW FOR CONTENTS, DESTINATION OR JUNCTION STATION NUMBERS AND CONSIGNEES. EACH HAS ITS OWN REASONING. EACH ARE OF EQUAL IMPORTANCE.

3. WHEN PROPERLY PREPARED, THE CAR MOVEMENT CARD WILL SEE THE CAR THROUGH TO ITS ON-LINE DESTINATION OR OFF-GOING JUNCTON WITH A MINIMUM OF HANDLING. GOOD ADVICE— GIVE HEED TO PREPARATION, SPEED DELIVERY!



A GIFT FROM HOME— THAT'S WHAT A CORRECTLY PREPARED CAR MOVEMENT CARD IS!


BEFORE WE'RE TOO FAR ALONG, LET'S STOP AND LOOK AT A WAYBILL — ANY OF 'EM — THEY HAVE THE SAME INFO 'CAUSE THEY'RE MADE THE SAME WAY!
TO THIS POINT, WE'VE TALKED ABOUT THE CAR MOVEMENT CARD — WHERE THE CAR IS GOING. YOU'LL NOTICE EVERYTHING TALKED ABOUT IS ON THE LEFT SIDE OF THE WAYBILL.
NOW WE'RE GONNA TALK ABOUT WHERE THE CAR CAME FROM. WE CALL THIS "WAY-BILL CARD" REPORTING. PUT THE EYE ON SECTION II, PAGE 12, AN' COME ALONG!

PLACE SPECIAL SERVICE PASTERS HERE

FORM 1

Sec. 28 - 20

145—Chicago, Rock Island and Pacific Railroad Company—145

ORIGINAL FREIGHT & TRANSIT WAYBILL

CAR INITIALS AND NUMBER: SP 520019

KIND

WEIGHT IN TONS: GROSS / TARE / NET

LENGTH OF CAR: ORDERED / FURNISHED

MARKED CAPACITY OF CAR: ORDERED / FURNISHED

T.O. TRAILER INITIAL AND NUMBER: ST 129861 — LENGTH — PLAN NUMBER: FOUR

F.C. TRAILER INITIAL AND NUMBER: RIZ 208268 — LENGTH — PLAN NUMBER: FOUR

DATE OF SHIPMENT: APRIL 8 1971 JB

WAYBILL NUMBER: PB 16435

STOP THIS CAR At ____ At ____ At ____

CONSIGNEE AND ADDRESS AT STOP

To No. Station State or Prov.: ( ) LOS ANGELES CALIF

From: Audit No. Station State Block No.: (101) CHICAGO ILL ( )

Route (Show each Junction and Carrier in Route order to destination of waybill.): RI SANTA ROSA SOU PAC

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

Route Code No.

Full Name of Shipper, Street or Post Office Address.: GENEX TERMINAL CO SN: 27043
5901 NORTH CICERO AVE
CHICAGO ILL 60646

Customer No.

Reconsigned to Station State or Prov.

Authority

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

Consignee and Address: B. W. HODGE TRANSPORTATION

Customer No.

WEIGHED

AT ____

GROSS ____

TARE ____

ALLOWANCE ____

NET ____

FINAL DESTINATION AND ADDITIONAL ROUTING

IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID": TO BE PREPAID

WHEN SHIPPER IN THE UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES".

INSTRUCTIONS—Protective Service, Milling, Weighing, Etc.

REV WAYBILL ISSUED APRIL 13 1971 JB
COMPLIES WITH NOTES 1 6 & 23 ITEM 6950
TARIFF I-T ICC 1820 TCFB

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD, LESS CARLOAD, AND T.O.F.C.

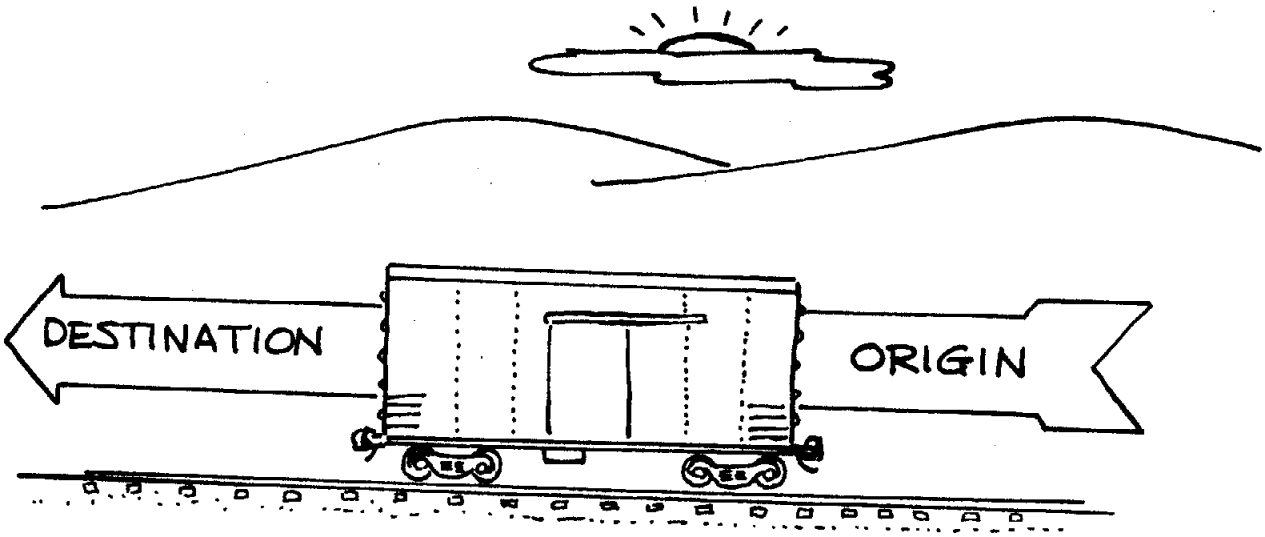
No. Pkgs.	Description of Articles, Special Marks and Exceptions	Commodity Code No. 44 111 10	WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID
	GENERAL MDSE		57745	PC	1221 99		
	ST 129861 SEALS NONE			TR/R	69 45		
	TARE WT NONE NET WT 23220#			CAR/R	45 03		
	RIZ 208268 SEALS NONE				1336 47	ADV	
	TARE WT NONE NET WT 34525#			RAMP CHGE		18 14	1354 61
	RELEASE TO SILVER FLEET						
	DO NOT HUMP LPC SLC						

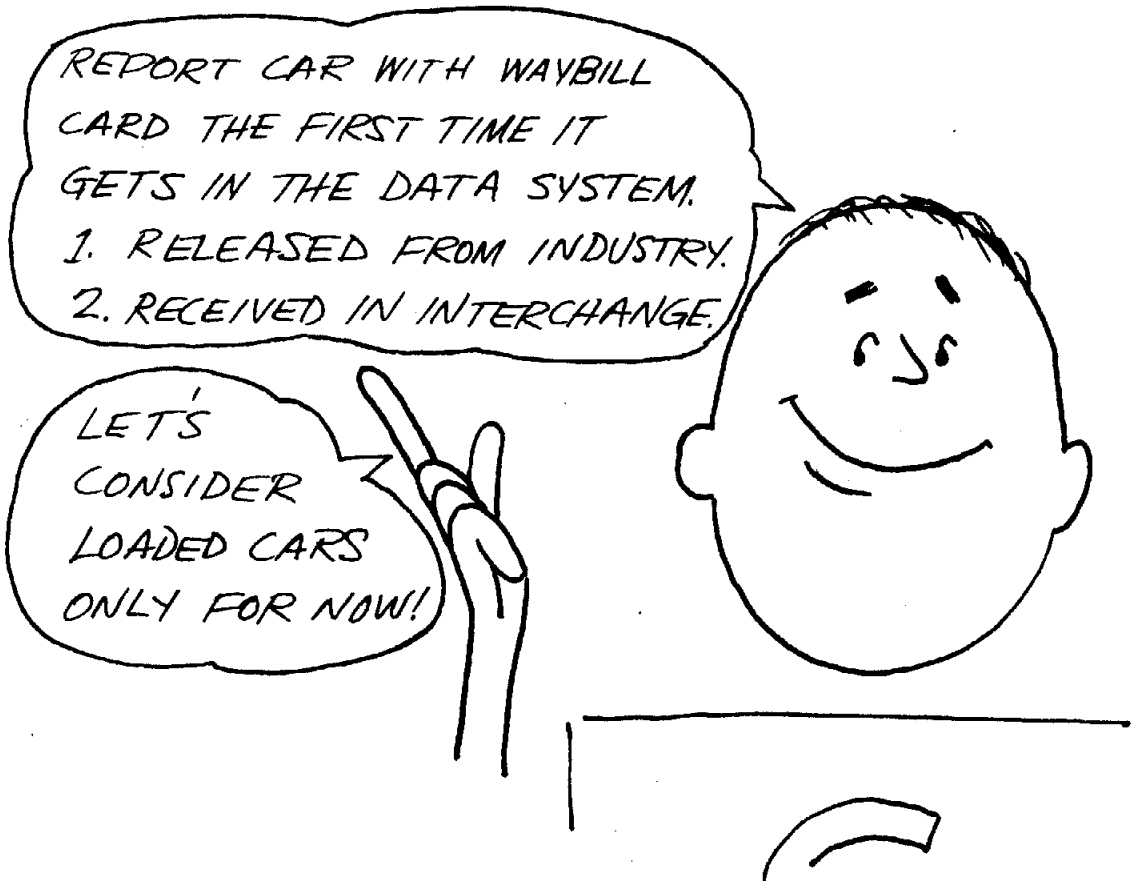
COMMODITY: IN / OUT — WEIGHT — RATE — FREIGHT: THRU / FD IN — BAL.

FIRST JUNCTION | SECOND JUNCTION | THIRD JUNCTION | FOURTH JUNCTION | FOURTH STATION NAME AND DATE REPORTED

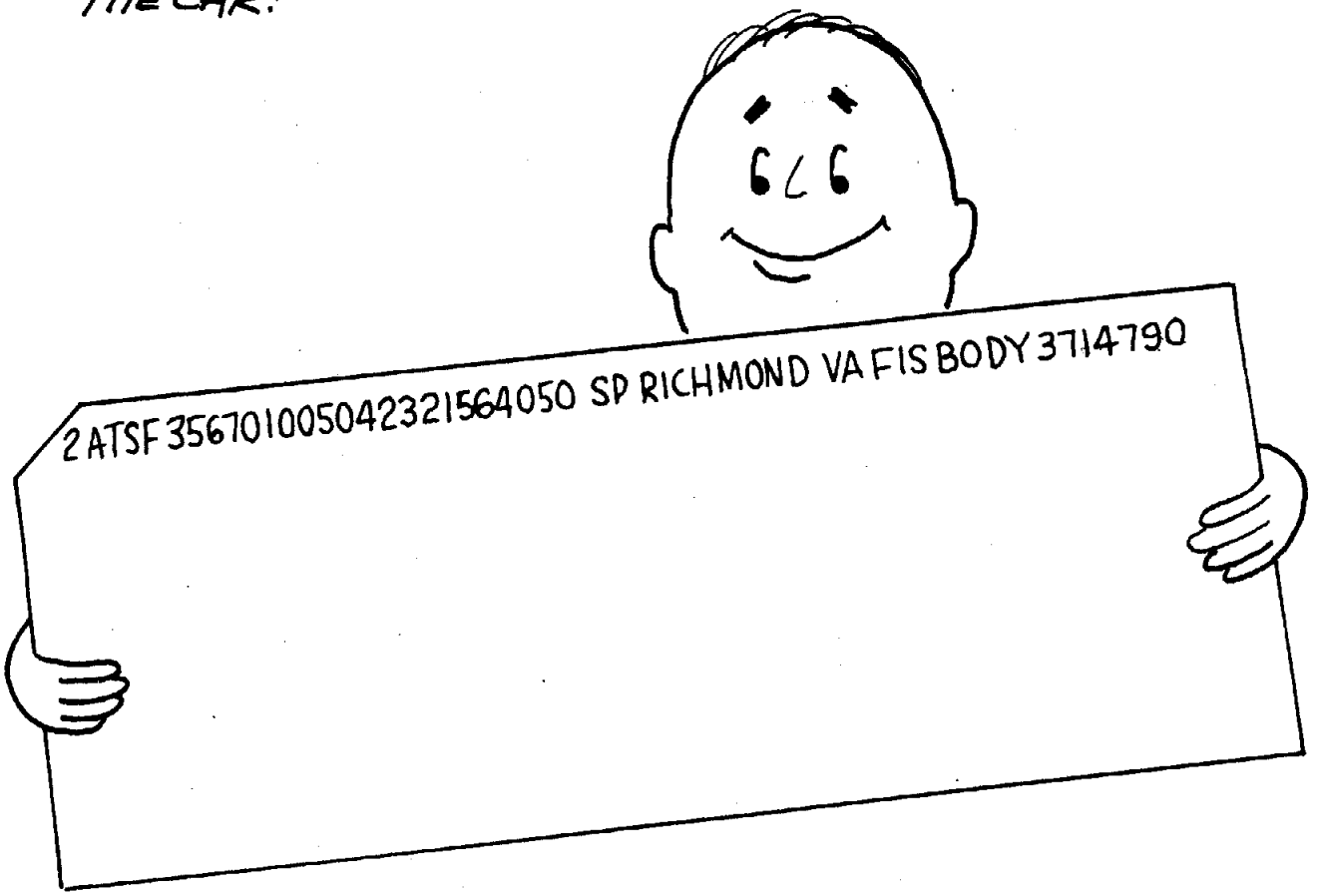
Junction Agents Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and all Yard Stamps to be Placed on Back.

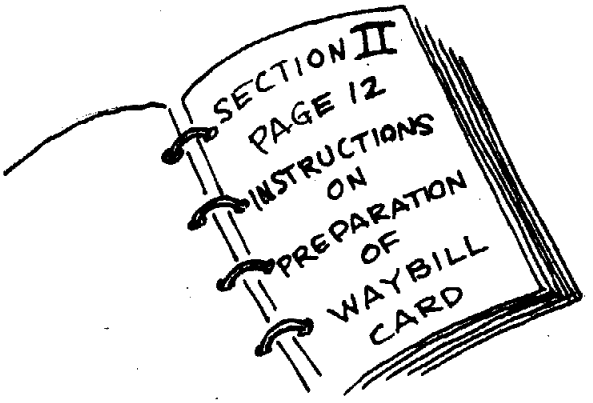
WAYBILL CARD COMPLETES OUR COMPUTER RECORDS. WHEN ADDED TO THE CAR MOVEMENT CARD IN THE COMPUTER WE ALMOST HAVE A DUPLICATE OF THE CAR WAYBILL. WAYBILL CARD MUST BE MADE FOR LOADS BEING REPORTED FOR THE FIRST TIME.

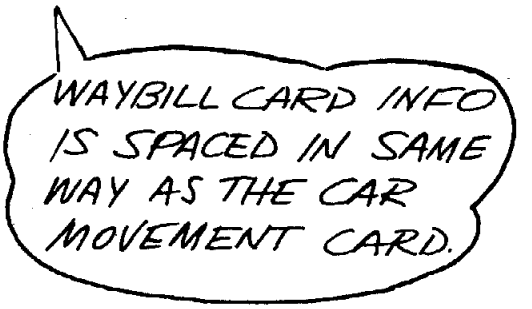




THE WAYBILL CARD IS CODED WITH A 2. THE INFORMATION TELLS WHO, WHAT, FROM WHERE, AND WHEN A SHIPMENT WAS MADE. IF OFF-LINE, IT'LL TELL US THE JUNCTION AND ROAD AT WHICH WE RECEIVED IT— AND WHEN, AS WELL AS THE RAILROAD FIRST BILLING THE CAR!





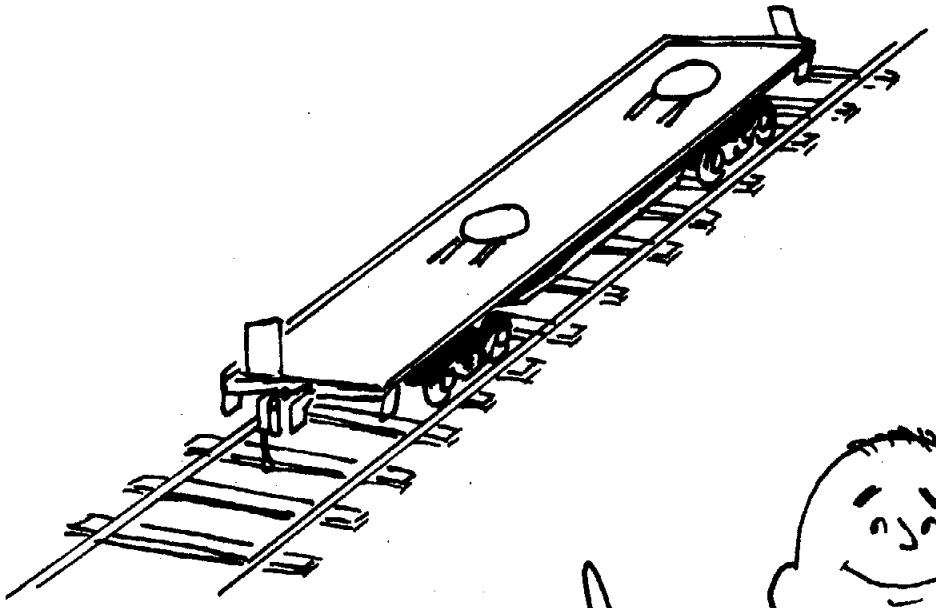


THE CODE 3 IS FOR YARD USE ONLY AND IS NOT TAKEN INTO THE TELEPROCESSING SYSTEM. CARS REQUIRING STOP-OFF THAT ARE CARS TO BE LOADED OR UNLOADED SHORT OF THE DESTINATION STATION MUST BE REPORTED WITH A CODE 5, WHICH IS TAKEN INTO THE TELEPROCESSING SYSTEM.

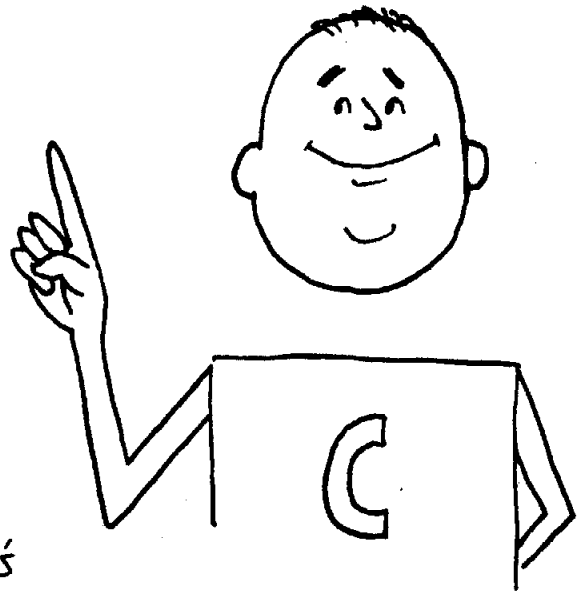

SUM'THIN' DIFFERENT ABOUT THAT TRAIN?
SURE 'TIS. IT'S A PIGGYBACK TRAIN AND HAS SOME SPECIAL RULES ALL ITS OWN FOR THE PROPER REPORTING OF THE FLAT CARS, AND THE TRAILERS-CONTAINERS RIDING ON THE FLATS.
KEEP IN MIND- MANY DEPARTMENTS ARE INTERESTED IN PIGGYBACKS: CAR SERVICE, TRAILER SERVICE, FREIGHT SALES, MANAGER OF EQUIPMENT DISTRIBUTION AND UTILIZATION, TRANSPORTATION DEPARTMENT, OTHERS.
WHIP OPEN THE YDPM TO SECTION II, PAGE 17 AND WE'LL CLIMB ABOARD TO SEE HOW IT'S DONE.

LET'S TALK ABOUT THE FLAT CAR. FIRST--

ITTx 151618 LFTØ25 209613 HOUSTON TX 22441 ATSF 201556



THE CAR MOVEMENT CARD FOR A PIGGYBACK FLAT IS JUST ABOUT THE SAME AS FOR ANY OTHER CAR MOVEMENT CARD.



AND LET EVERYONE KNOW IT'S A FT MOVE. — THE WEIGHT INCLUDES:

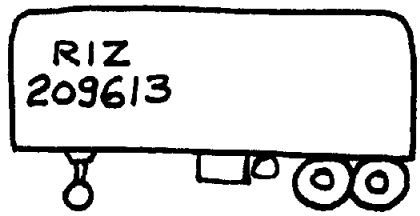
TRAILER-CONTAINER

CONTENTS OF TRAILER-CONTAINER

USE 10 TONS FOR WEIGHT OF TRAILER IF NOT SHOWN ON WAYBILL.

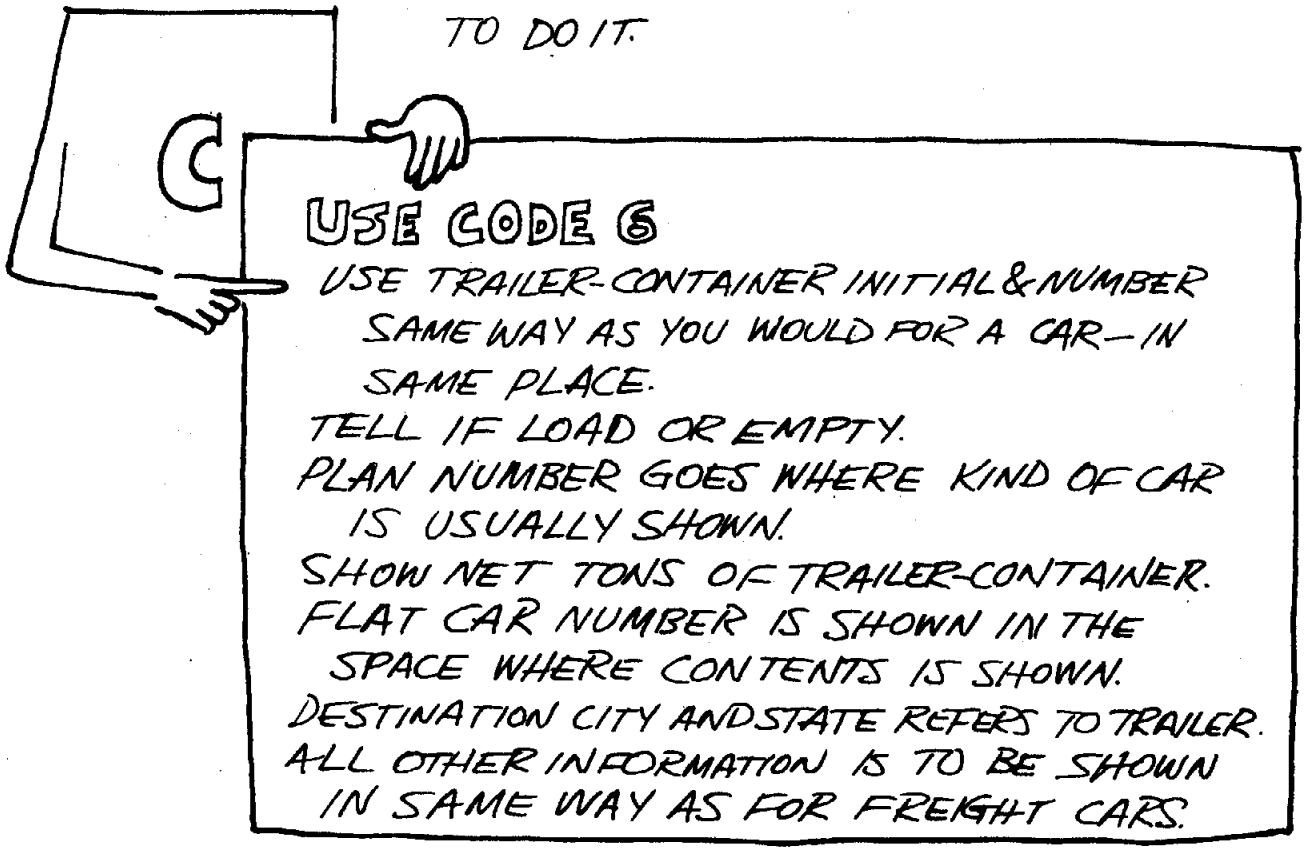
THE CONTENTS FIELD AND SPECIAL INSTRUCTIONS FIELD TELLS US THE TRAILER-CONTAINER NUMBER.

REPORT TRAILERS- CONTAINERS JUST LIKE YOU DO FREIGHT CARS. EACH TRAILER REQUIRES CODE SIX CAR MOVEMENT CARD PLUS A CODE SEVEN ORIGIN MOVEMENT CARD.

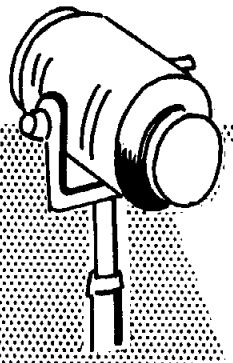


6RIZ 209613 LIØØ15 151618 GALVESTON TX ATSF TEXSHIPPE MT 36

REPORTING THE TRAILER IS A LITTLE TRICKY— REMEMBER, THE TRAILER SERVICE DEPARTMENT KEEPS TABS ON THESE — AND NEEDS SPECIAL INFO TO DO IT.



	YES	NO
1. TRAILER-CONTAINER NUMBERS MUST BE SHOWN ON THE FLAT CAR MOVEMENT CARD.	X	
2. SCHEDULE II PAGE 17, VDPM, GIVES THE PIGGYBACK PLAN NUMBERS.	X	
3. WEIGHT OF TOTAL SHIPMENT OF TRAILER-CONTAINER AND CONTENTS IS SHOWN IN THE CODE 1 TOFC CAR MOVEMENT CARD.	X	

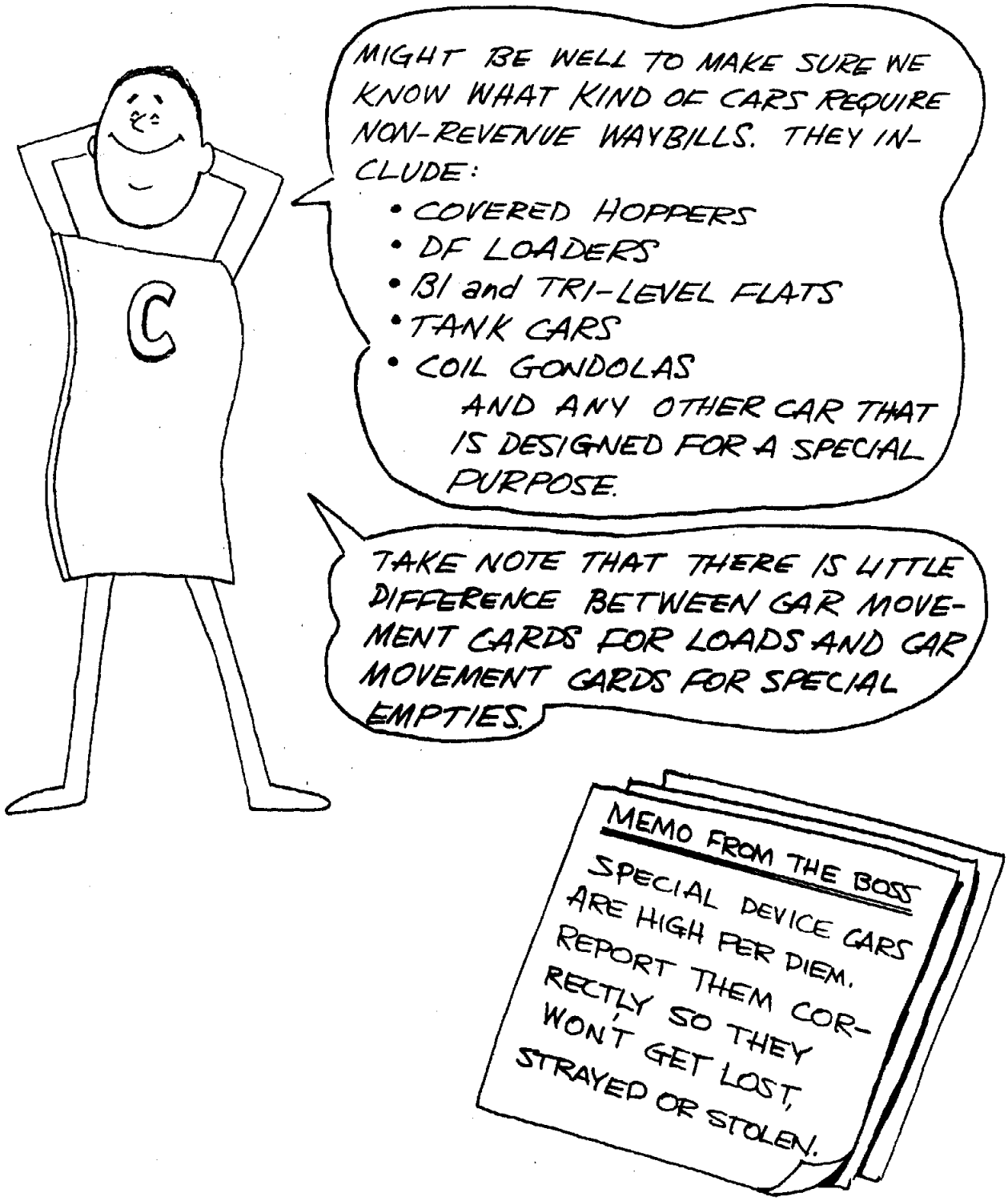


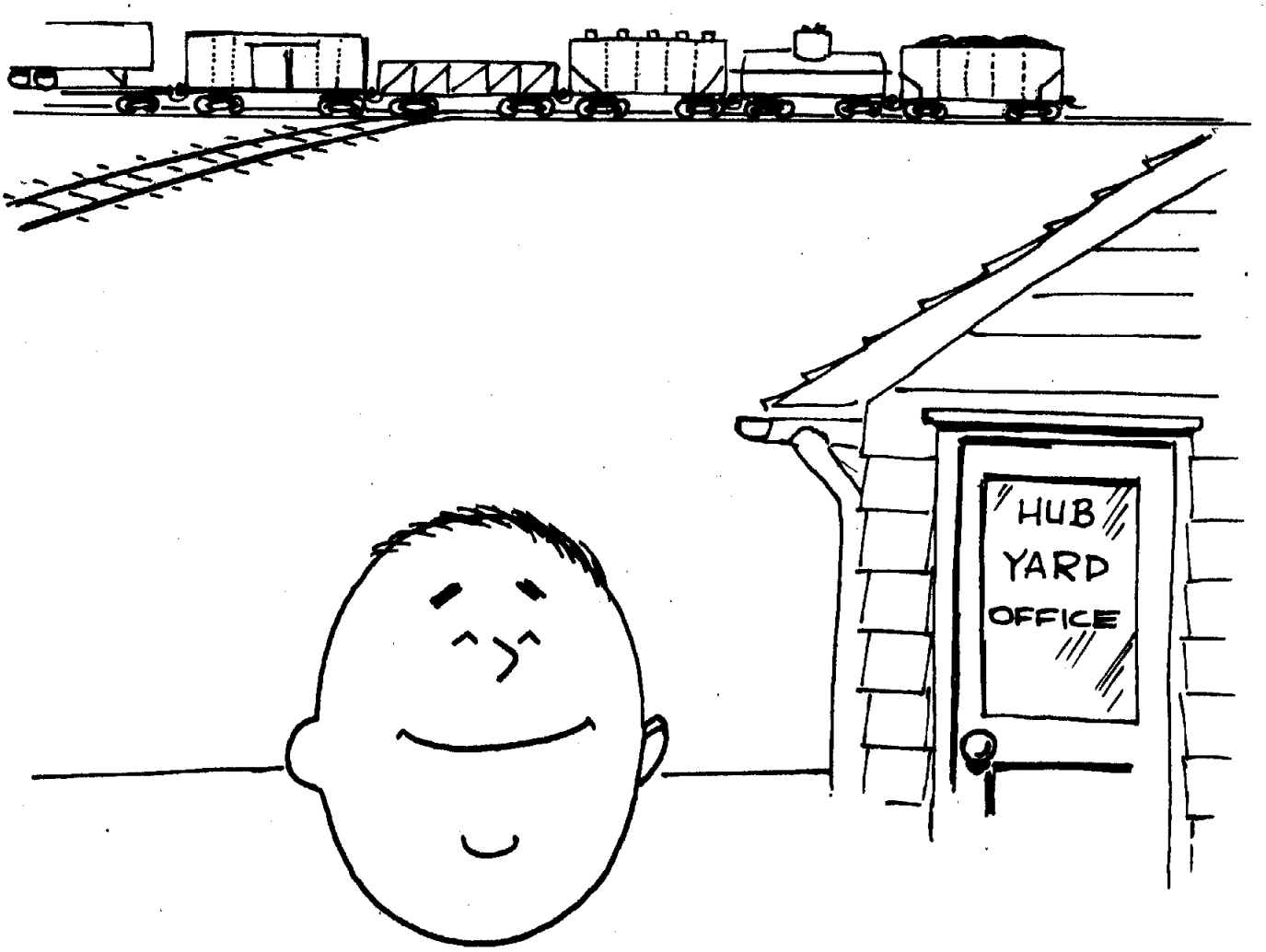
THE RIGHT CAR, AT THE RIGHT TIME IS A SERVICE OUR CUSTOMERS EXPECT! THE CORRECT REPORTING OF EMPTY CARS HELPS TO DO THIS. EMPTY CARS MISROUTED OR STANDING STILL COST MONEY— AND DON'T EARN A CENT!

LET'S THROW SOME LIGHT ON EMPTY CAR REPORTING! IF EMPTIES ARE MOVING ON A NON-REVENUE WAYBILL, BE SURE TO SHOW "WB" IN THE SPECIAL INSTRUCTIONS FIELD OF THE CAR MOVEMENT CARD.

SEE YDPM, SEC. II, PAGE 6

LET'S TALK FIRST ABOUT EMPTY CARS MOVING ON A NON-REVENUE WAYBILL – USUALLY – SPECIAL DEVICE CARS. SINCE THIS WILL BE A CAR MOVEMENT CARD, WE START WITH A CODE 1 CAR MOVEMENT CARD – THE SAME AS A LOADED CAR.



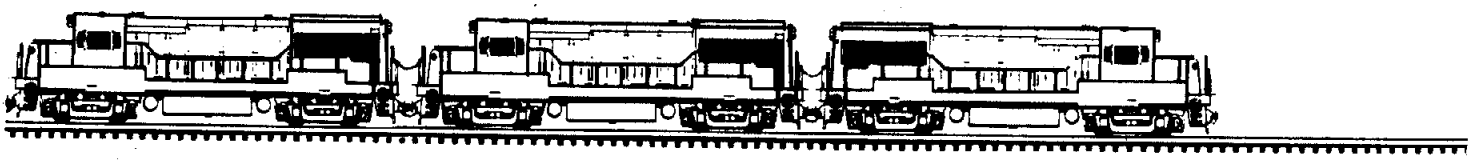


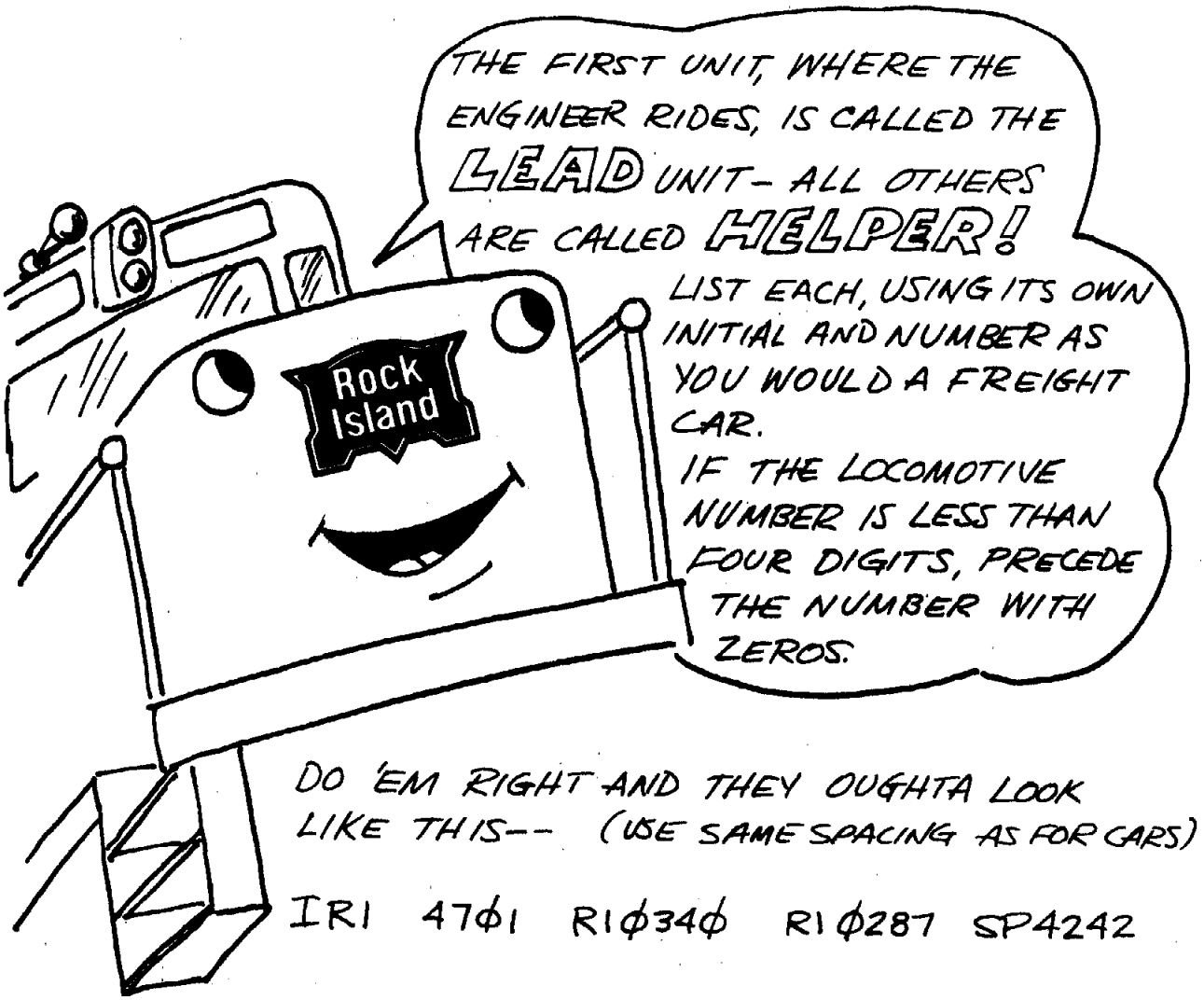
WHILE WE WERE PUTTING TOGETHER OUR CAR DATA, THE YARD CREWS WERE PUTTING THE CARS TOGETHER IN TRAIN ORDER.

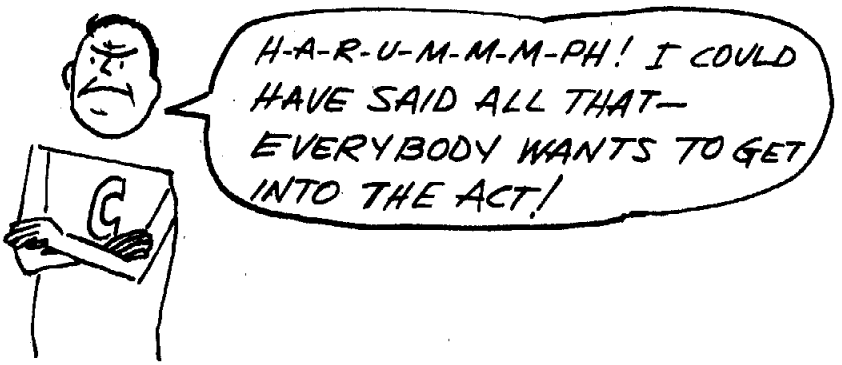
ONCE THE CARS ARE TOGETHER, WE ARE READY TO SEND THEM ON TO THE NEXT TERMINAL. FOR THIS, WE NEED AN ENGINE AND A CABOOSE FOR THE TRAIN CREW.

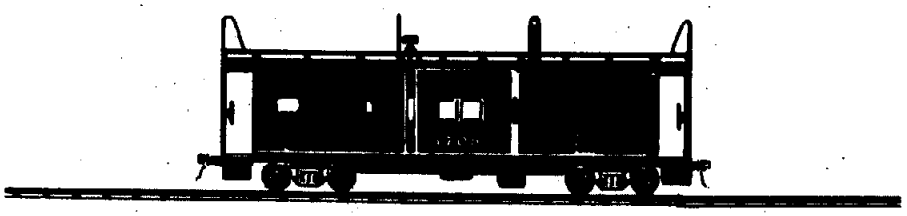
IN ADDITION TO THE CARS IN THE TRAIN, A LOCOMOTIVE CARD AND A CABOOSE CARD IS REQUIRED. THEY ARE LISTED ON THE CONSIST ALONG WITH THE CARS AND ARE RECORDED ON VARIOUS COMPUTER REPORTS.

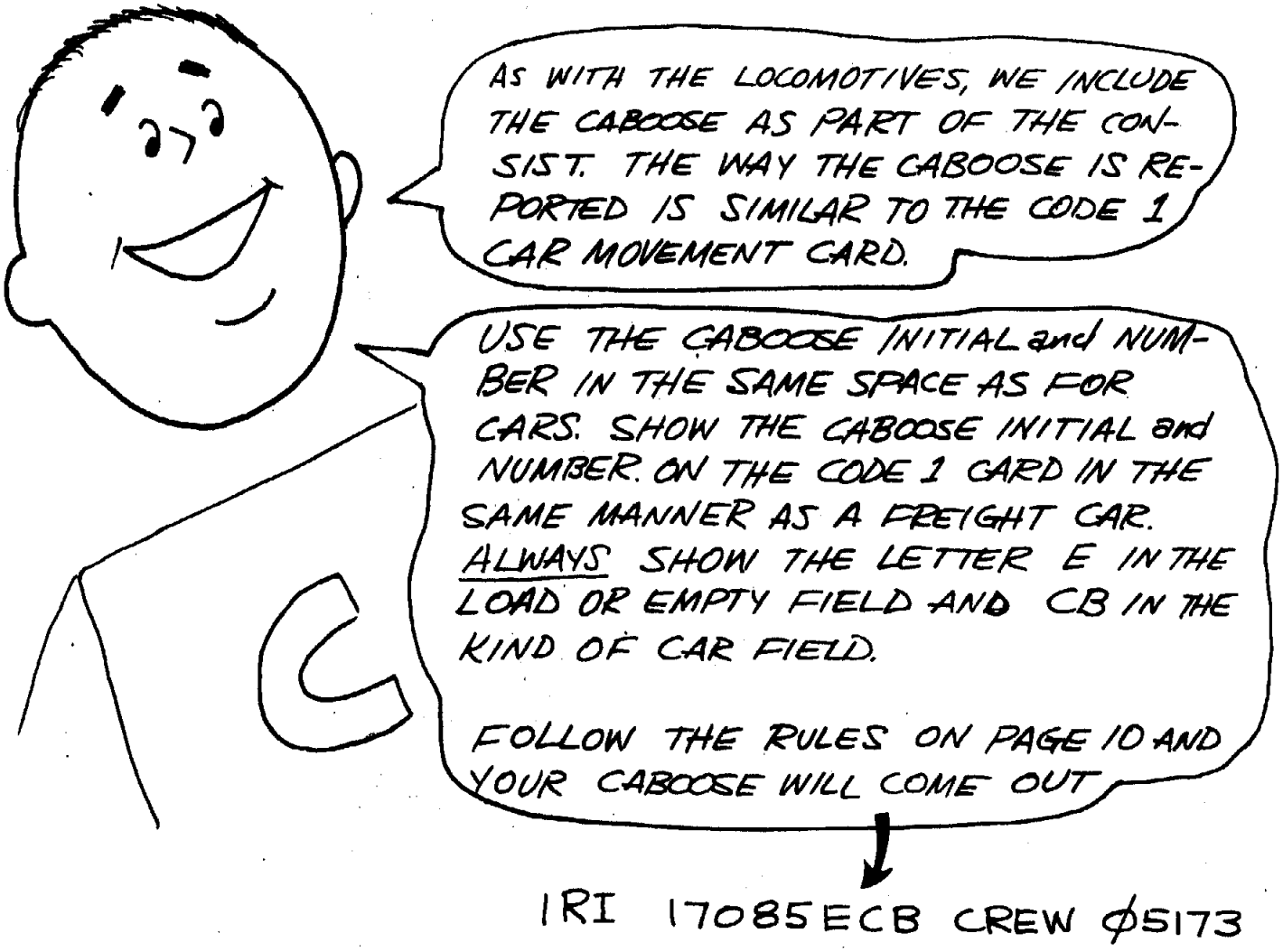
THE ROAD CREW IS READY TO GO, SO LET'S FLIP OVER TO SECTION II, PAGE 31 AND FIX UP THE INFO ON THE LOCOMOTIVES, THEN WE'LL LOOK AT PAGE 10 FOR THE "HOW TO" ON CABOOSES.




THE FIRST UNIT, WHERE THE ENGINEER RIDES, IS CALLED THE LEAD UNIT- ALL OTHERS ARE CALLED HELPER!
LIST EACH, USING ITS OWN INITIAL AND NUMBER AS YOU WOULD A FREIGHT CAR.
IF THE LOCOMOTIVE NUMBER IS LESS THAN FOUR DIGITS, PRECEDE THE NUMBER WITH ZEROS.
Rock Island
DO 'EM RIGHT AND THEY OUGHTA LOOK LIKE THIS-- (USE SAME SPACING AS FOR CARS)
IR1 47ϕ1 R1ϕ34ϕ R1ϕ287 SP4242


H-A-R-U-M-M-M-PH! I COULD HAVE SAID ALL THAT— EVERYBODY WANTS TO GET INTO THE ACT!
C



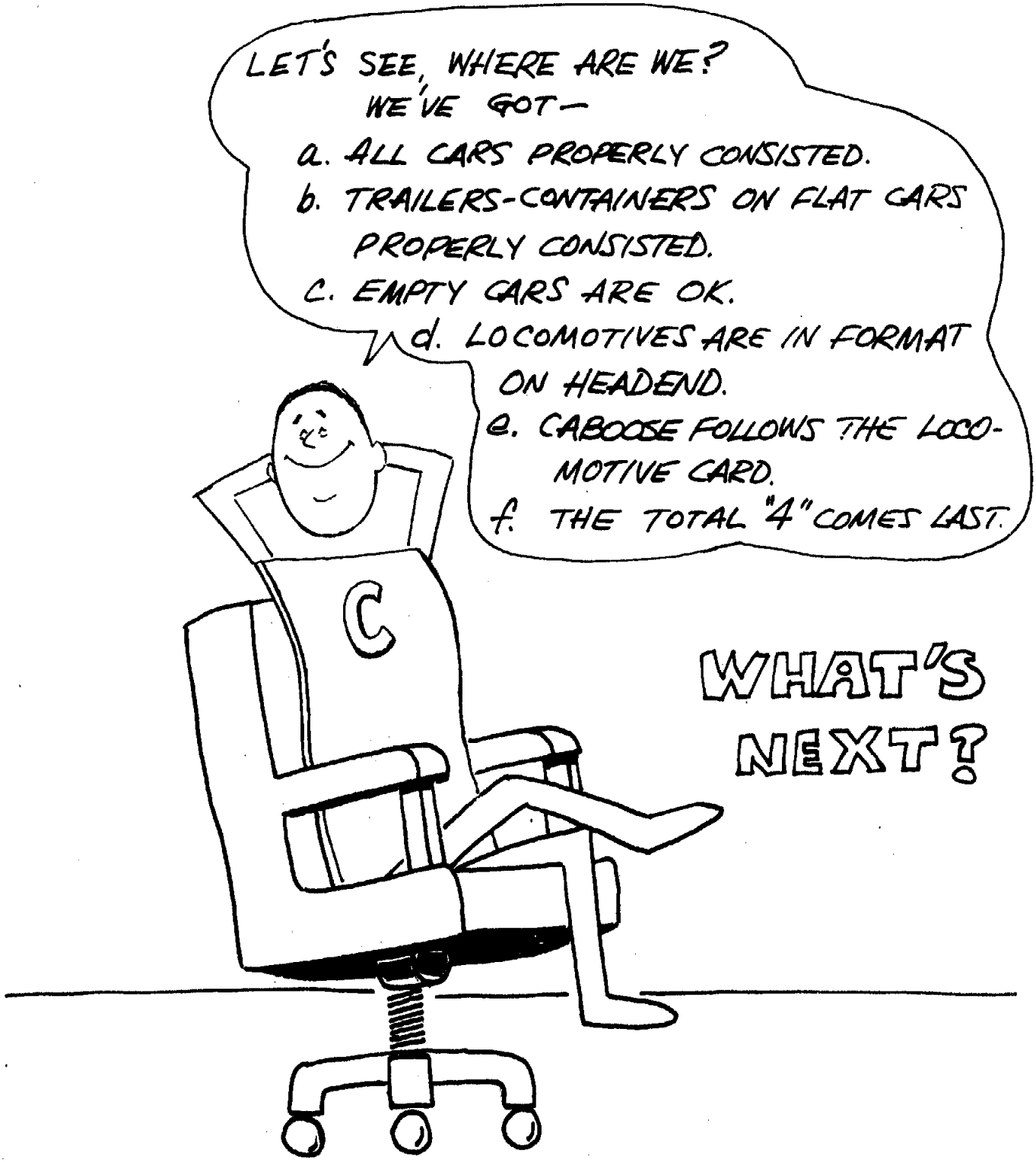


1RI 17085ECB CREW Ø5173

THE NEXT PITCH IS THE TOTAL CARD. ON THESE LINES, EACH CODED '4', WE TELL ABOUT LOADS, EMPTIES, TONS and THE LENGTH OF THE TRAIN. THE TOTAL CARD IS A STATEMENT OF LOADS, EMPTIES, TONNAGE and LENGTH. HI-WAY TRAILERS ARE NOT COUNTED, NOR ARE LOCOMOTIVES UNLESS THEY ARE MOVING IN THE TRAIN DEAD-HEAD.

SCORE BOARD

4 TOTAL LOADS ϕ5ϕ EMPTIES ϕ65 TONS 5565 LENGTH 695ϕ



NOW WE HAVE TO TELL THE OTHER YARDS THE TRAIN IS COMING!

AND

WE HAVE TO CHANGE THE LOCATION IN THE COMPUTER OF THE CARS.

OPERATIONAL HEADER

LET'S TAKE IT APART AND SEE WHAT MAKES IT TICK!

OPR	BOAY	ØØ1	SIBY	BI59
1.	2.	3.	4.	5.

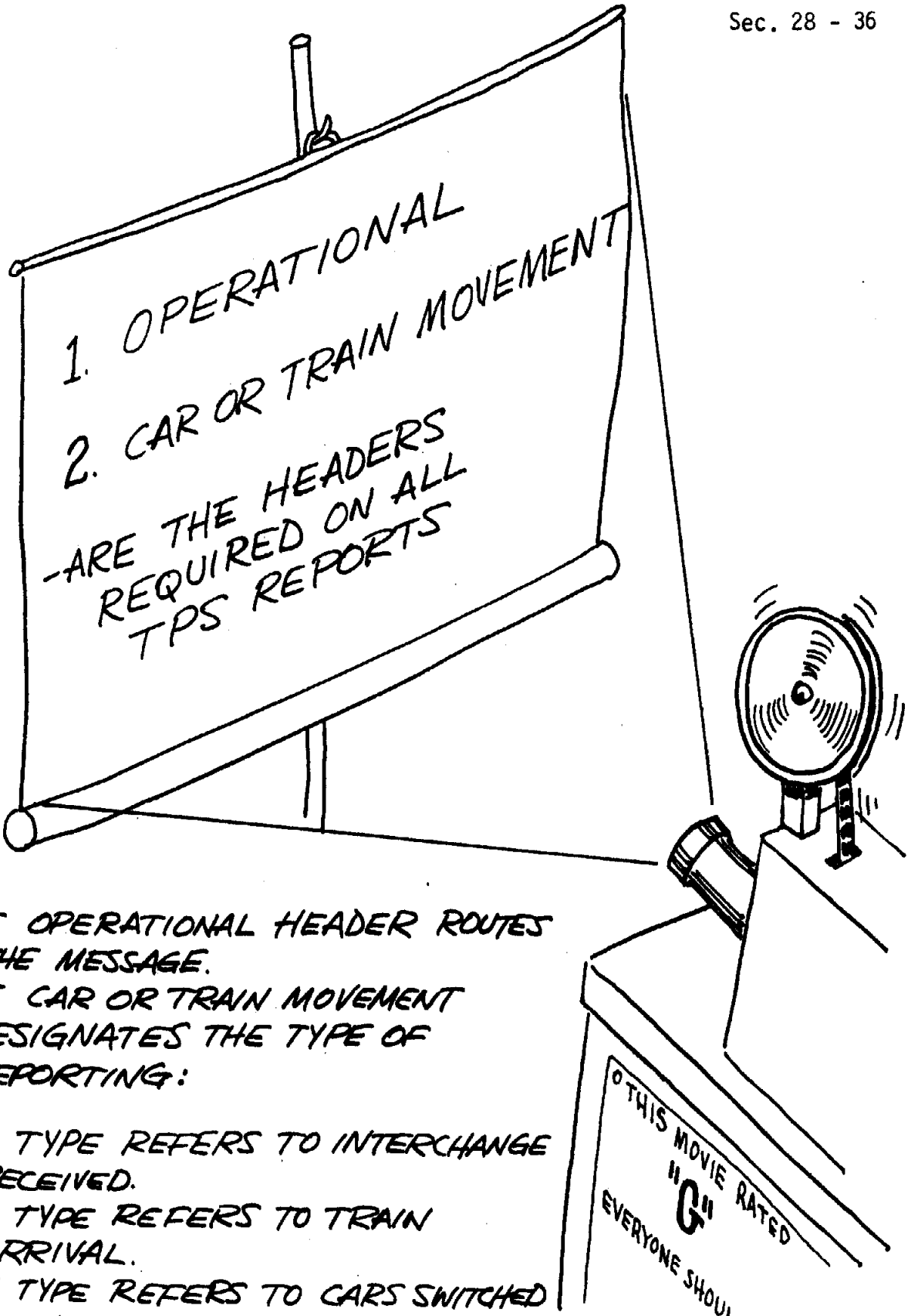
1. IDENTIFIES THE TYPE OF MESSAGE BEING SENT.

2. SENDING STATION. THIS IS THE GUY DOING THE TALKING.

3. SEQUENCE NUMBER. HELPS YOU AND THE COMPUTER KEEP MESSAGES STRAIGHT.

4. RECEIVING STATION. THESE ARE THE FOLKS YOU WANT TO TELL ABOUT THE TRAIN.

5. A SECONDARY ADDRESS WHERE THE CONSIST WILL BE SENT.
   SPECIFIC INSTRUCTIONS WILL BE ISSUED WHEN TO PUNCH THIS FIELD.



THE OPERATIONAL HEADER ROUTES THE MESSAGE.

THE CAR OR TRAIN MOVEMENT DESIGNATES THE TYPE OF REPORTING:

"A" TYPE REFERS TO INTERCHANGE RECEIVED.

"B" TYPE REFERS TO TRAIN ARRIVAL.

"C" TYPE REFERS TO CARS SWITCHED FROM ON-LINE INDUSTRIES

"D" TYPE REFERS TO INTERCHANGE DELIVERY.

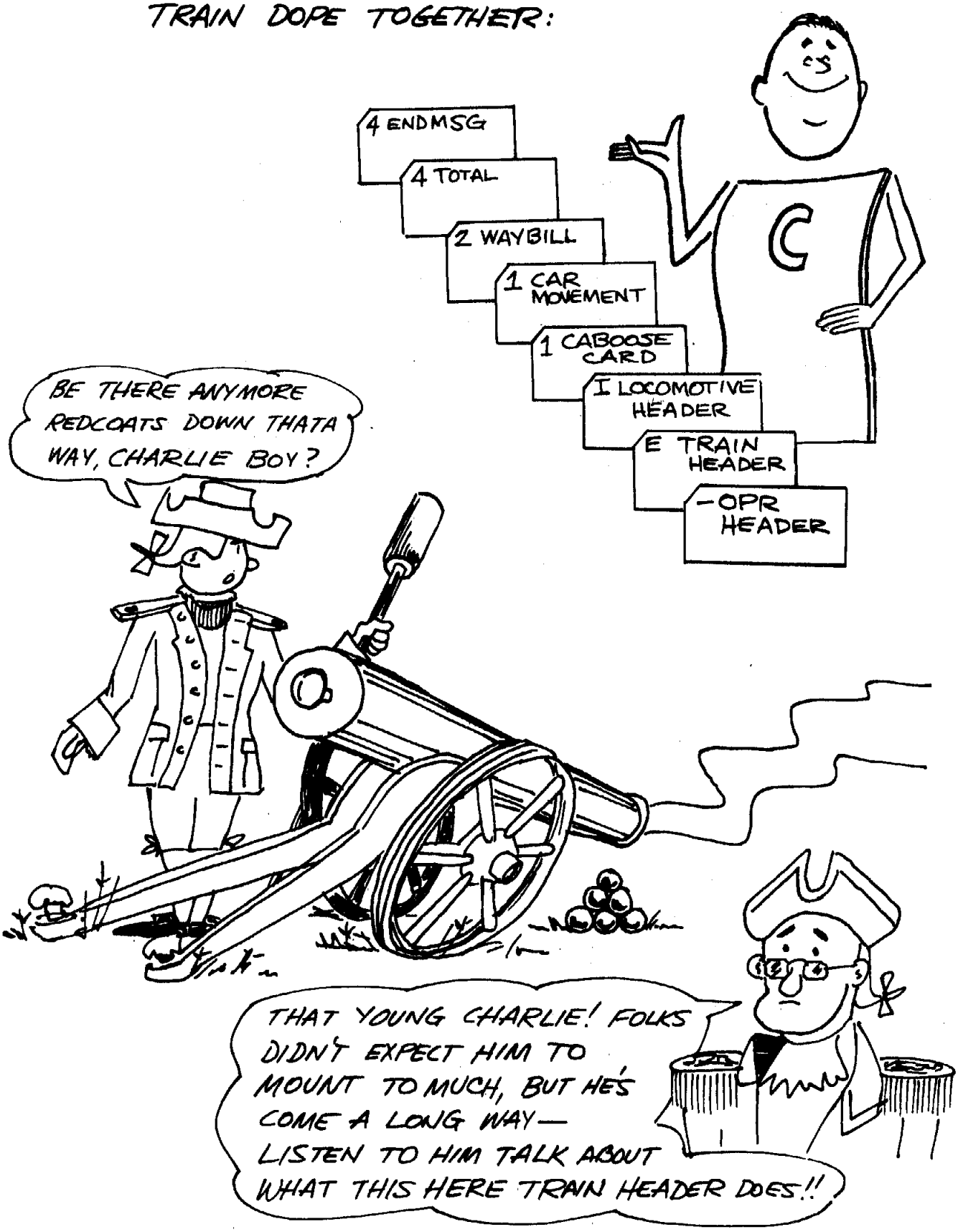
"E" TYPE REFERS TO TRAIN DEPARTURE.

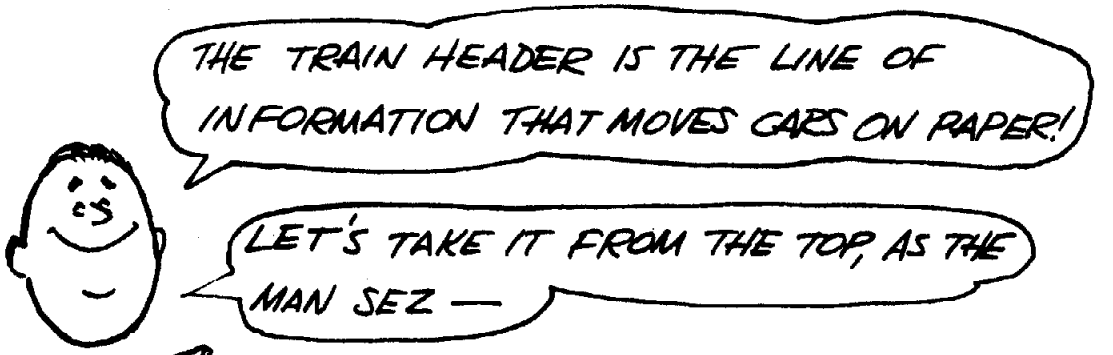
"F" TYPE REFERS TO CARS SWITCHED TO ON-LINE INDUSTRIES.

"H" TYPE REFERS TO CARS REORTED BAD ORDER.

DON'T GET BLASTED! KEEP OUR RECORDS UP-TO-DATE WITH CORRECT TRAIN OR CAR HEADERS.

KEEP THIS INFO IN MIND WHEN YOU PUT THE TRAIN DOPE TOGETHER:





C —OPR SAYS THIS IS AN OPERATIONAL MESSAGE. IT TELLS WHO IS SENDING THE MESSAGE AND WHO IS TO RECEIVE IT.

E TRAIN HEADER SIGNIFIES THAT THIS IS A TRAIN DEPARTURE.

I LOCOMOTIVE HEADER TELLS WHAT ENGINES ARE ASSIGNED TO THE TRAIN.

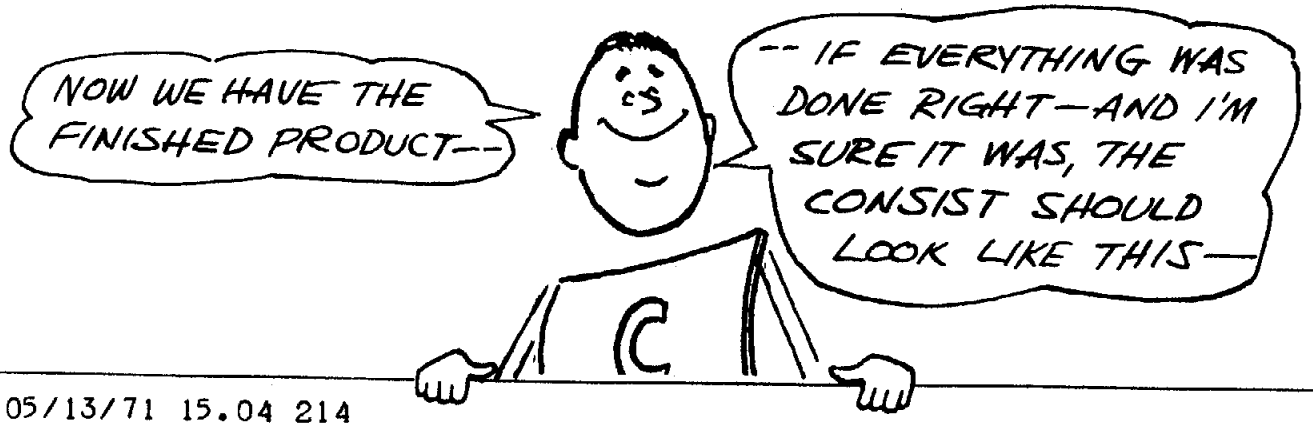
1 CABOOSE CARD IDENTIFIES THE CABOOSE ASSIGNED TO THIS PARTICULAR TRAIN. ALSO THAT THE TRAIN IS IN ORDER FROM THE REAR TO THE HEAD END.

1 CAR MOVEMENT IDENTIFIES THE FIRST FREIGHT CAR.

2 WAYBILL SIGNIFIES ORIGIN CAR INFORMATION AND MUST FOLLOW ITS PROPER CODE 1 CARD. ADDITIONAL CODE 1, 2, 6 AND 7 CARDS WILL FOLLOW IN THE SAME ORDER AS THE FREIGHT CARS ARE LINED UP IN THE TRAIN.

4 TOTAL SPELLS OUT HOW MANY LOADS, EMPTIES AND TONS ARE IN THE TRAIN AND THE LENGTH OF THE TRAIN IN FEET.

4 ENDMSG TELLS THE COMPUTER THAT THIS IS ALL THE CARS IN THE TRAIN AND TRANSMISSION IS TO STOP TEMPORARILY FROM THIS STATION.




```
 05/13/71 15.04 214
-OPR BOAY 034 SIAY
E008702015   05 131115  05 131349 05173                 0265
IRI0265 RI0296
1RI    17164ECB    CREW                 05173                          0087134913
1GTTX300689LFT030207522WATERLOOUA53151     EXP                                    C
1RI    35106EDF            CEDRAPIDIA52097     QUAOATS   WB                      I
1RI    28463LDF055MDSE     WORTHINGMN58420     CAMSOUP                           W
1RI    14098LBX019SALT     CEDRAPIDIA52097     AGTWILSIN                         G
1RI     8054ECH            CEDRAPIDIA52097     QUAOATS   WB                      E
1GATX   8133ETK            CEDRAPIDIA52097     PENFORD   WB                      I
1WCLX   5063ERS            CEDRAPIDIA52097     AGT       LDG                     I
1OTTX 93620EFL             OWATONNAMN57284     AGT       WB                      Y
1GATX 89490ETK             CEDRAPIDIA52097     PENFORD   WB                      B
1CRR    5621LBX025PLASTIFORCITY IA55045        STITCHCRA                         B
1RI    35059EDF            CAERAPIDIA52097     QUAOATS   WB                      Y
1RI   130028ECH            WELLSBURIA54056     AGT       WB                      Y
1GATX   3867ETK            CEDRAPIDIA52097     PENFORD   WB                      B
1NATX 23531ETK             ESTHERVIIA58184     JOHMORRELWB                       B
1BO   286512EBX            CEDARRAPIA52097     AGT       LDG                     S
1CBQ   38811EBX            CEDARRAPIA52097     AGT       LDG                     S
1EI    71011EBX            CEDARRAPIA52097     AGT       LDG                     S
```

```
1TTX 154465LFT030209349MINNEAPOMN60364     FAK  FAK  209219                      C
1GTTX302200LFT030208399MINNEAPOMN60364     FAK  FAK  209597                      C
1PFE 301680LRM025LETTUCWINNIPEGCD60364BN   SCONATION71034                         O
1GN  138120EBX            EUGENE  OR60364BN  GASFIBER WB                         W
1TTX 478840LFT020507998STPAUL  MN60354     MTY  MTY  208106                      G
1SLSF 19811LTK015POISONKEVIN   MT60364GN   AHMORREF DANG                         S
1RI    6101EDF            MINNEAPIMN60364BN  SCACENTERWB                         Y
1TTKX907944LTL025AUTOS TIGARD  OR60364BN   CONVOY                                B
1MILW 97078ECH            MINNEAPOMN60364MILWNOKOMIS  WB                         I
1RBWX 79667EBX            MINNEAPOMN60364    AGT       WB                         B
1MILW  2896EBX            MINNEAPOMN60364    AGT       WB                         B
1RI   47315LBX025CERPRPMINTRAN MN60361MT   GENFOODS                              G
1BO  285621LBX025WOOL  MINNEAPIMN59313MNS AHBENNETT                             B
1RI   33532LDF025LUBOILRICHFIELMN59313MNS  JOHDEERE                              B
1NATX 23766ETK            MINNEAPIMN59313MNS ARCDANMIDWB                         B
1RBWX 64022EDF            HAMMOND OR59313MNS AGTBN     WB                        B
1SAL  25036LBX025WASH  EDINA   MN59313MNS GENELECTR                              B
1LN   92965LBX035COOBOXEDINA   MN59313MNS GENELECTRSTOPOFF                       B
1LN  114745LBX025RANGESMINNEAPOMN59313MNS ATHSTOVE                              B
1SCL 416514LCH035SUPAMMRUSSELL MN59313MNS SOUMINDAI                             B
1ACL 120687LCH080SUPGYPGREENBUSMN59313MNS FARCOOOPE                             S
1ACL 120686LCH080CALSULFOSSTON MN59313MNS FOSCOOPER                             S
1SAL  31831LCH099CALSULGREENBUSMN59313MNS FARCOOPER                             S
4ENDMSG
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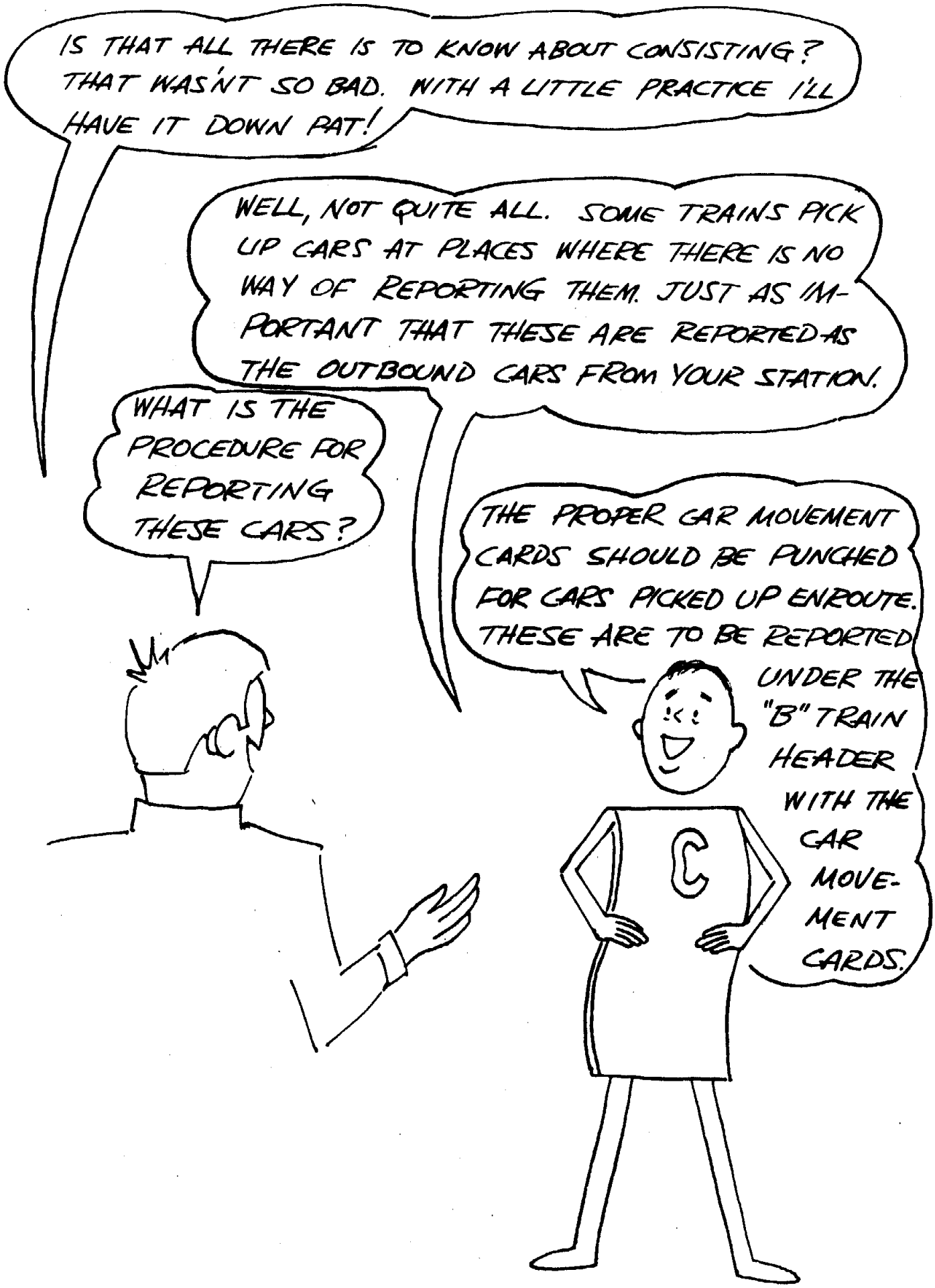

IS THAT ALL THERE IS TO KNOW ABOUT CONSISTING? THAT WASN'T SO BAD. WITH A LITTLE PRACTICE I'LL HAVE IT DOWN PAT!
WELL, NOT QUITE ALL. SOME TRAINS PICK UP CARS AT PLACES WHERE THERE IS NO WAY OF REPORTING THEM. JUST AS IMPORTANT THAT THESE ARE REPORTED AS THE OUTBOUND CARS FROM YOUR STATION.
WHAT IS THE PROCEDURE FOR REPORTING THESE CARS?
THE PROPER CAR MOVEMENT CARDS SHOULD BE PUNCHED FOR CARS PICKED UP ENROUTE. THESE ARE TO BE REPORTED UNDER THE "B" TRAIN HEADER WITH THE CAR MOVEMENT CARDS.

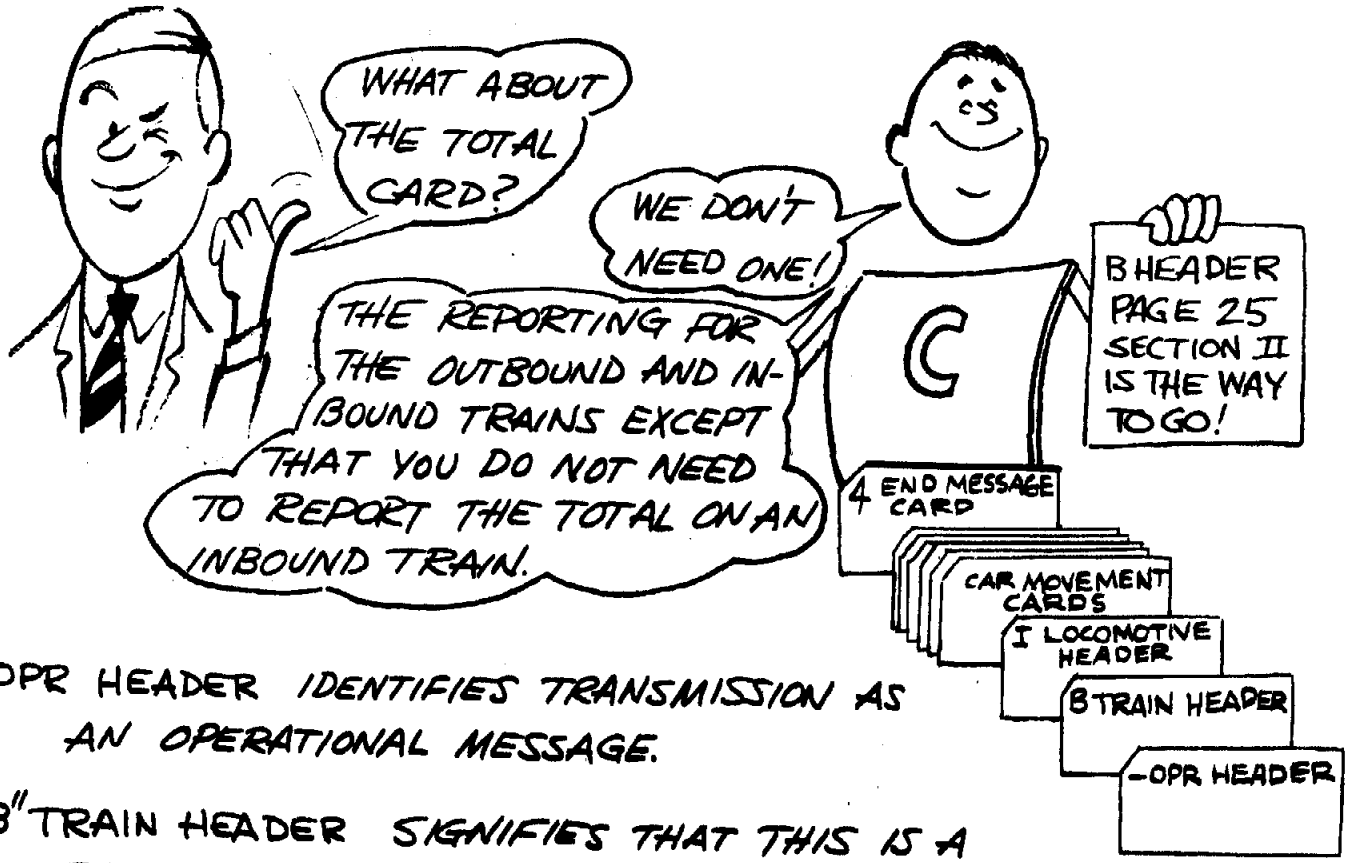
THE TRANSMISSION OF AN INBOUND TRAIN CONSIST REQUIRES—

AN OPERATIONAL HEADER

-AND-

A "B" TRAIN HEADER

PREPARED IN THE SAME MANNER AND FOR THE SAME REASON AS OUTBOUND TRAIN CONSIST.



-OPR HEADER IDENTIFIES TRANSMISSION AS AN OPERATIONAL MESSAGE.

"B" TRAIN HEADER SIGNIFIES THAT THIS IS A TRAIN ARRIVAL REPORTING.

I LOCOMOTIVE HEADER IDENTIFIES THE LOCOMOTIVES ON THE TRAIN.

CAR MOVEMENT CARDS IDENTIFIES CARS ARRIVING AT STATION IN TRAIN ORDER.

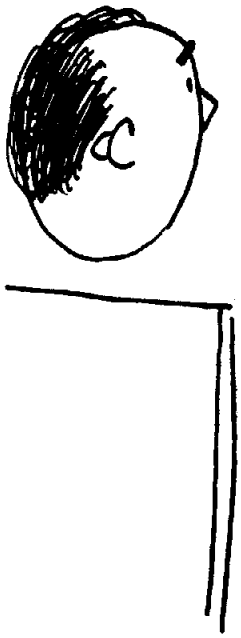
4 ENDMSG TELLS THE COMPUTER THAT THIS IS ALL THE CARS IN THE TRAIN AND TRANSMISSION IS TO STOP TEMPORARILY FROM THIS STATION.

O.K. CHARLIE, I READ YOU LOUD AND CLEAR ON THE INBOUNDS. CARS PICKED UP EN-ROUTE ARE TO BE REPORTED AS QUICKLY AS POSSIBLE.

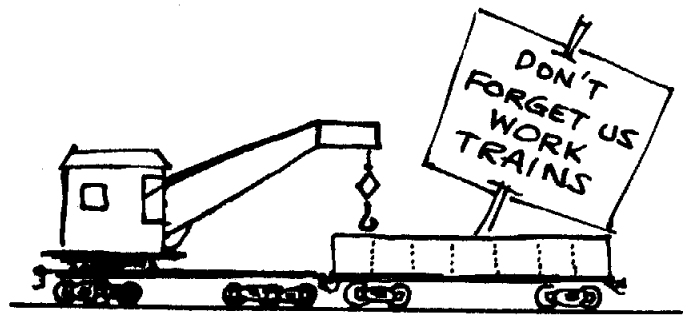
AS WITH OTHER CONSISTS, INBOUNDS NEED: OPERATIONAL AND TRAIN HEADERS.

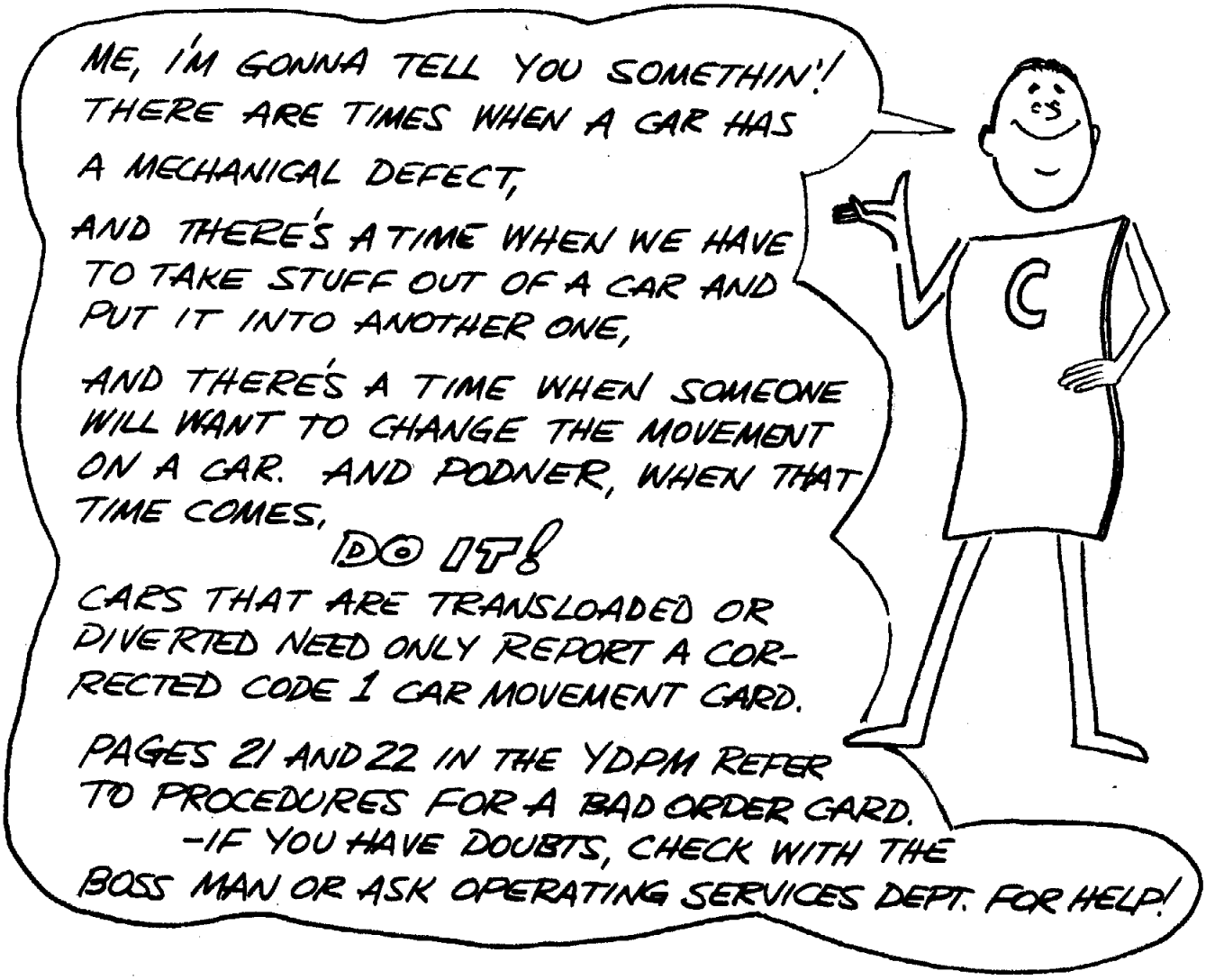
HEY, I ALMOST FORGOT! WHAT ABOUT "CODE 4" TOTAL CARDS?

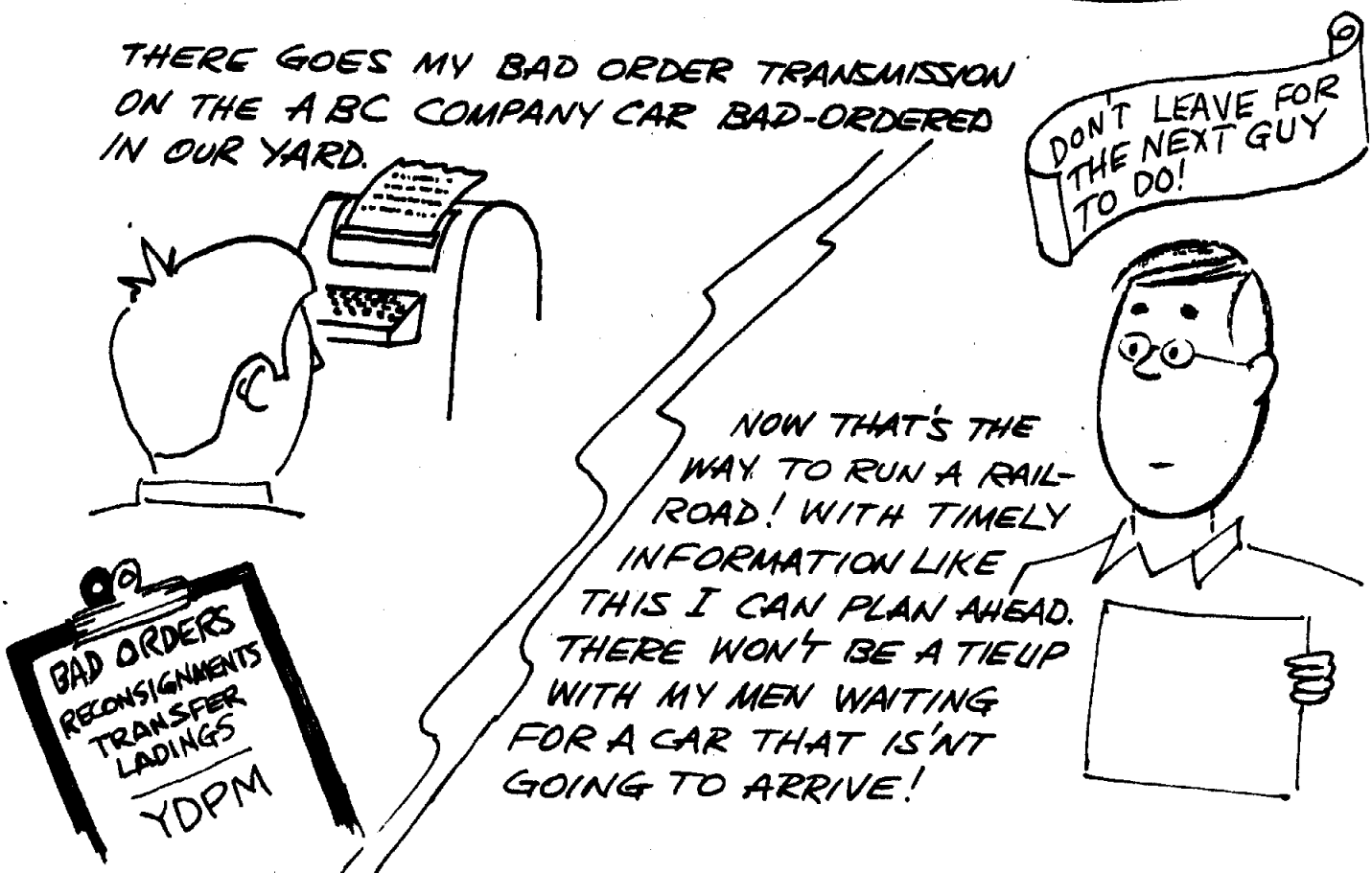
GOOD QUESTION! SINCE THE TRAIN IS IN YOUR YARD, YOU DON'T NEED A "CODE 4" TOTAL CARD TO TELL YOU ABOUT LOADS, EMPTIES, AND TOTAL CARS – YOU'LL KNOW.



IF YOU DON'T CATCH IT WHILE READING SECTION II, THE TRAIN ARRIVAL TIME IS SHOWN ON PAGE 25.
IF YOU DON'T REMEMBER HOW IT'S REPORTED, THE PREPARATION OF A TRAIN ARRIVAL HEADER IS SHOWN ON PAGE 25 IN THE YDPM.

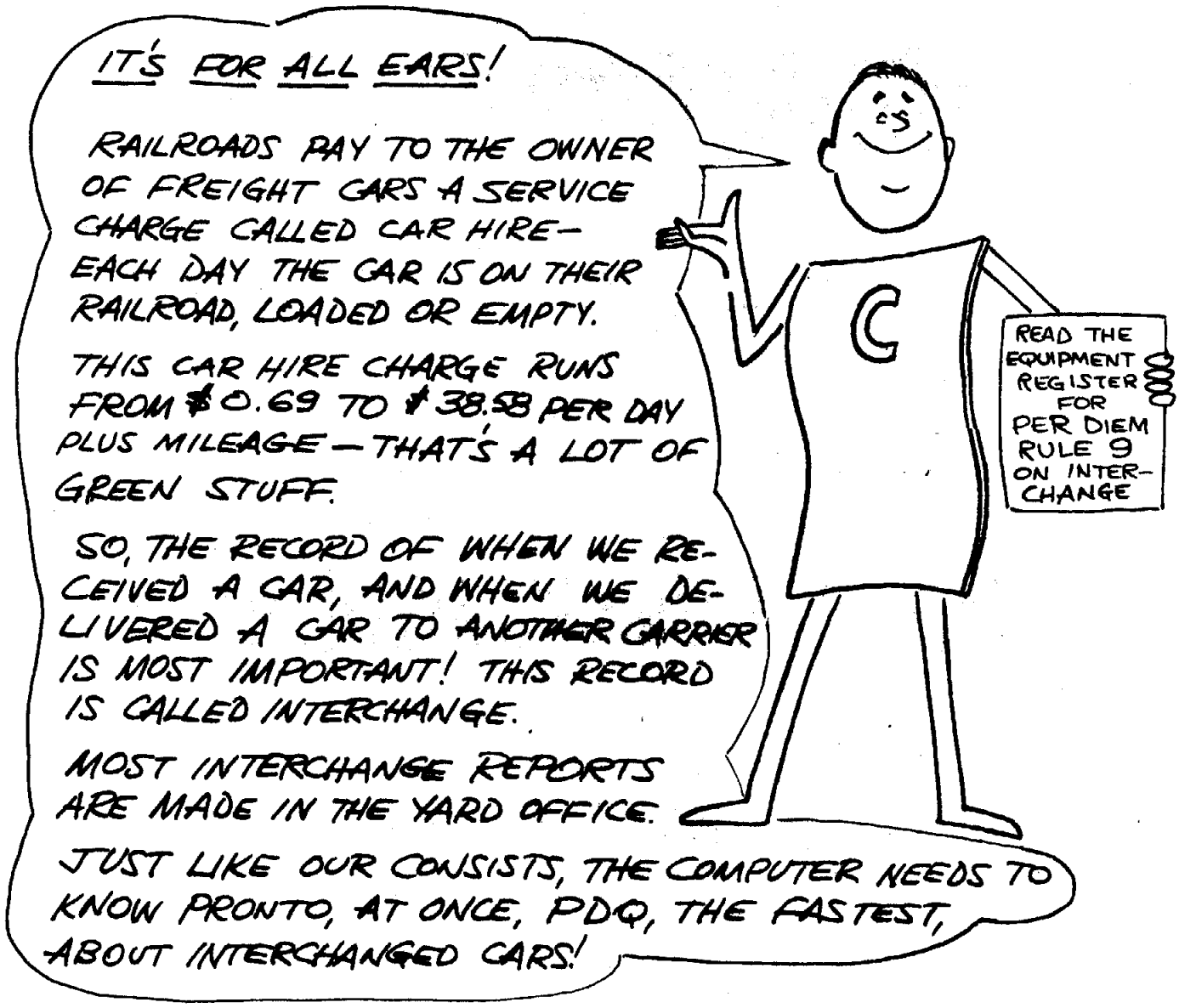



ME, I'M GONNA TELL YOU SOMETHIN'! THERE ARE TIMES WHEN A CAR HAS A MECHANICAL DEFECT,
AND THERE'S A TIME WHEN WE HAVE TO TAKE STUFF OUT OF A CAR AND PUT IT INTO ANOTHER ONE,
AND THERE'S A TIME WHEN SOMEONE WILL WANT TO CHANGE THE MOVEMENT ON A CAR. AND PODNER, WHEN THAT TIME COMES,
DO IT!
CARS THAT ARE TRANSLOADED OR DIVERTED NEED ONLY REPORT A CORRECTED CODE 1 CAR MOVEMENT CARD.
PAGES 21 AND 22 IN THE YDPM REFER TO PROCEDURES FOR A BAD ORDER CARD.
-IF YOU HAVE DOUBTS, CHECK WITH THE BOSS MAN OR ASK OPERATING SERVICES DEPT. FOR HELP!

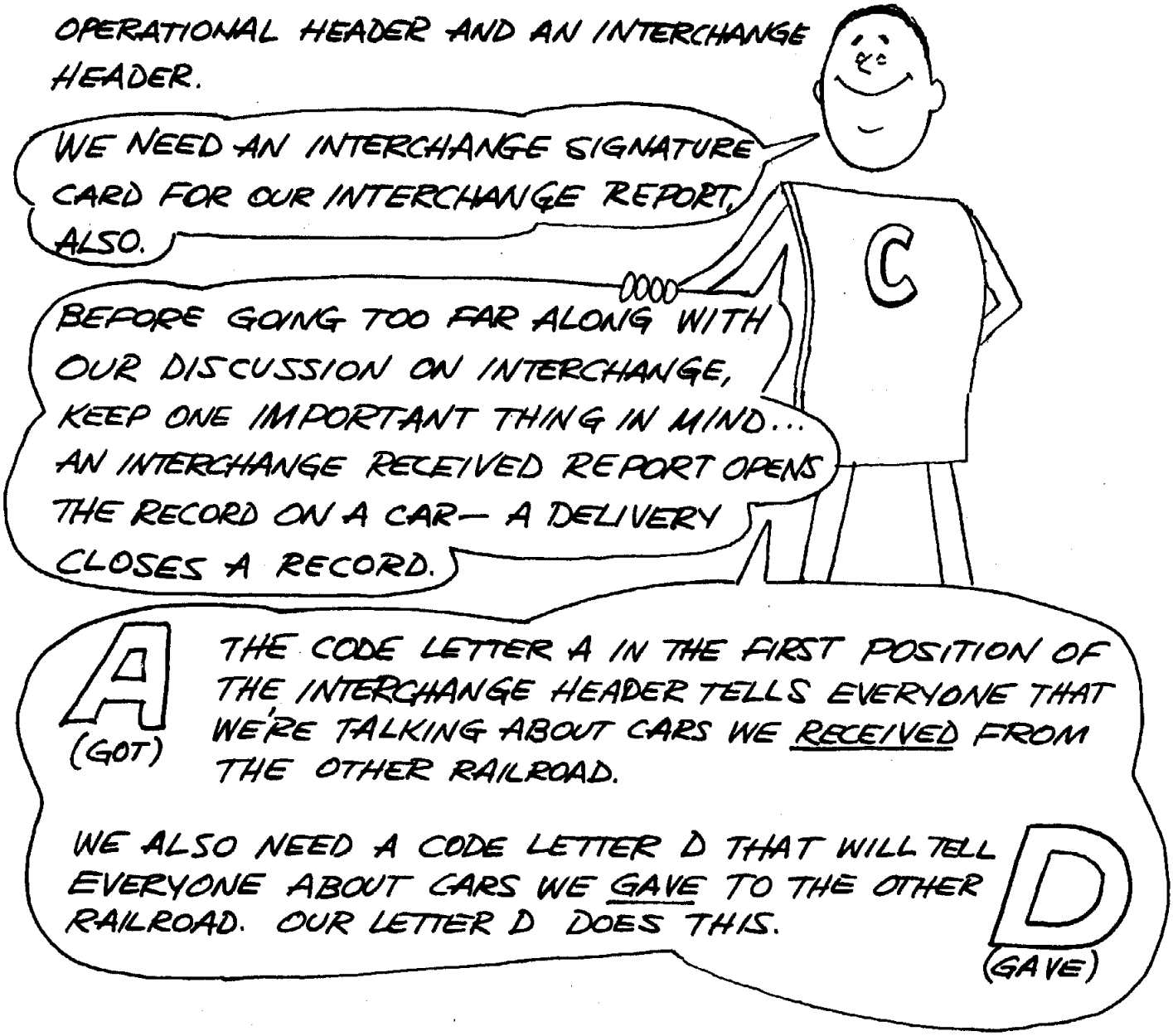

THERE GOES MY BAD ORDER TRANSMISSION ON THE ABC COMPANY CAR BAD-ORDERED IN OUR YARD.
DON'T LEAVE FOR THE NEXT GUY TO DO!
NOW THAT'S THE WAY TO RUN A RAILROAD! WITH TIMELY INFORMATION LIKE THIS I CAN PLAN AHEAD. THERE WON'T BE A TIEUP WITH MY MEN WAITING FOR A CAR THAT IS'NT GOING TO ARRIVE!
BAD ORDERS
RECONSIGNMENTS
TRANSFER
LADINGS
YDPM


VERILY, THOU HAST STATED THY FACTS IN SUCH GOODLY MANNER THAT A TURKEY SHOOT DOTH BE ORDAINED!
C
BACK ON YOUR ROCK, PILGRIM! YOU'RE LOADED FOR TURKEY AS FAR AS CONSISTING IS CONCERNED 'TIS TRUE. BUT THERE'S ONE MORE BIG ITEM YOU HAVE TO KNOW ABOUT—
—INTERCHANGE
HERE'S A CHANCE TO GET LOADED FOR BEAR!
POOOF
PAGES 24 & 27 YDPM IS THE TARGET
ACCURACY GETS THE PRIZE

PRAY THEE, BROTHER CHARLIE, WHAT MEANS THY WORD— INTERCHANGE— MAYHAP THY MEANING BE NOT FOR MY EARS!



AGAIN, AS WITH ALL OTHER REPORTS SENT OVER OUR TELE-PROCESSING SYSTEM, THE INTERCHANGE REPORT NEEDS AN OPERATIONAL HEADER AND AN INTERCHANGE HEADER.



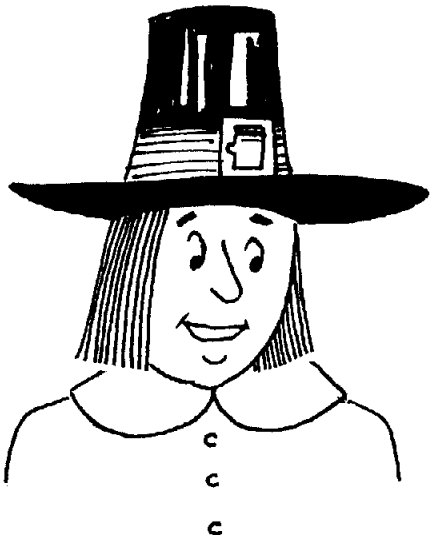
INTERCHANGE REPORTING DEALS WITH THE

DELIVERY OF CARS TO OTHER RAILROADS

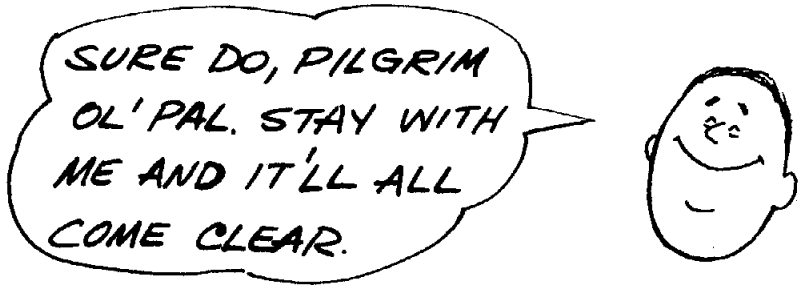
RECEIPT OF CARS FROM OTHER RAILROADS

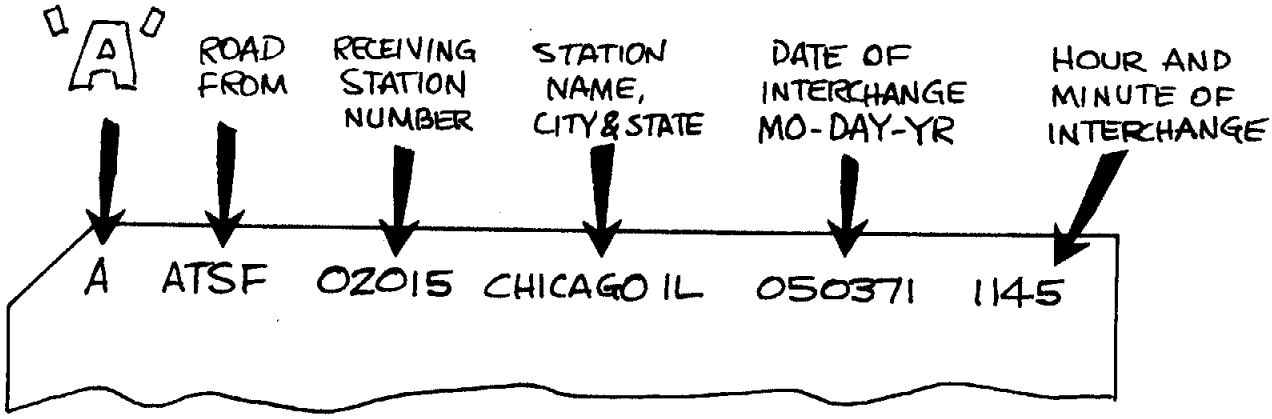
THE CODE LETTER IN THE FIRST POSITION OF THE INTERCHANGE HEADER TELLS WHICH IS WHICH—

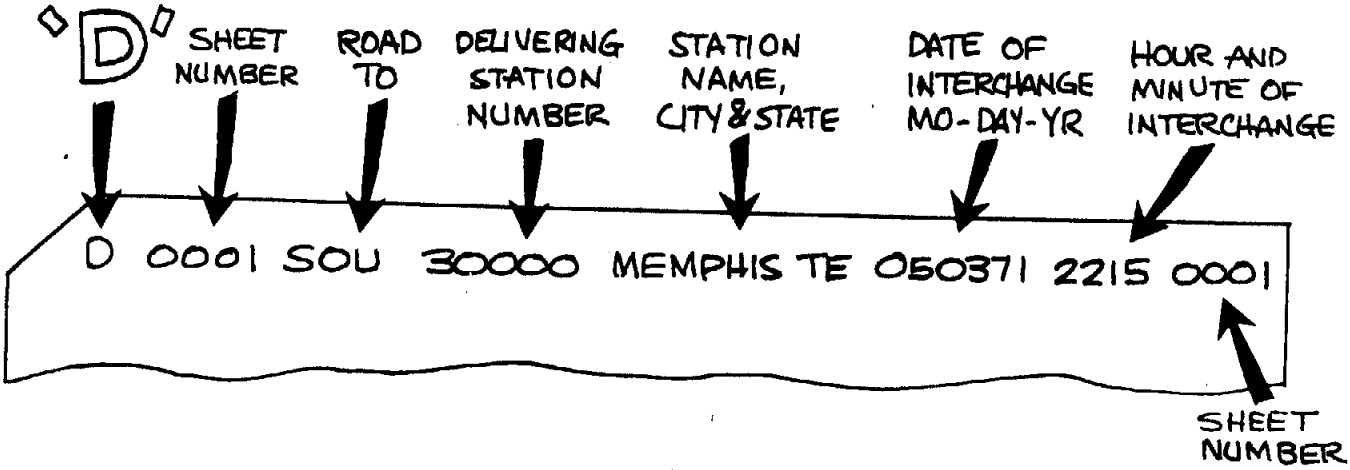
A - RECEIVED D - DELIVERY



SAY ON, BROTHER CHARLIE, DOTH YON INTERCHANGE HEADERS TELL MORE OF THY WONDROUS INTERCHANGE?







IN A SINGLE POSITION WE NEXT IDENTIFY THE TYPE OF INTERCHANGE. THIS TELLS IF THIS IS ORIGINAL REPORT, OR ONE ADDING OR TAKING CARS OFF.

REFER TO PAGES 24 AND 27, YDPM, FOR SPECIFIC CARD COLUMNS TO BE PUNCHED FOR THE TWO TYPES OF INTERCHANGE HEADERS.

THE PAYMENT OF CAR HIRE IS BASED ON WHO HAD THE CAR AT MIDNIGHT! FOR THIS REASON, DATES ARE AN IMPORTANT PART OF INTERCHANGE REPORTING. TIME SERVES OTHER USEFUL PURPOSES, TOO. WE CAN ADVISE CUSTOMERS THE AMOUNT OF TIME WE TAKE TO HANDLE THEIR CARS. IF DAMAGE OCCURED ENROUTE WE CAN DETERMINE IF WE WERE RESPONSIBLE

YEAR-TWO DIGITS

Ø4 2Ø 71 114Ø

MONTH OF INTERCHANGE, ALWAYS TWO DIGITS

DATE OF INTERCHANGE ALWAYS TWO DIGITS

TIME, USING 24-HOUR CLOCK. THE ACTUAL TIME OF INTERCHANGE IS DETERMINED BY CIRCUMSTANCES OF THE REPORT. CHECK THIS OUT ON PAGE 39, SECTION IV, YDPM

THOU DOST LIGHTEN MY BURDEN WITH THY INTERCHANGE REPORT!

Rock Island

DAILY INTERCHANGE REPORT OF CARS
FROM 12:01 A.M. TO 11:59 P.M.

FROM CHICAGO ROCK ISLAND AND PACIFIC R.R.
TO IC
STATION NO. 55074
STATION IOWA FALLS, IOWA
DATE APRIL 6 1971

IOWA FALLS 55074

SHEET 05

	CAR INITIAL	CAR NUMBER	L/E	K/D	CONTENTS	DESTINATION CITY	DESTINATION ST	REMARKS OR LOCAL INFORMATION AS REQUIRED	TIME
1	CO	220112	E	CH		IA FALLS	IA	LINE TO LINE	1630
2	IC	79776	E	CH		IA FALLS	IA	LINE TO LINE	1630
3	SP	640055	L	CH	PHOS	IA FALLS	IA	LINE TO LINE	1630
4	SHPX	46792	L	CH	MEAL	IA FALLS	IA	RALSTON TO BD HAUL	1630
5	IC	54406	L	CH	MEAL	IA FALLS	IA	RALSTON TO RD HAUL	1630
6	RI	12359	L	CH	PHOS	IA FALLS	IA	LINE TO LINE	1630
7	RI	12238	L	CH	PHOS	IA FALLS	IA	LINE TO LINE	1630
8	RI	12216	L	CH	PHOS	IA FALLS	IA	LINE TO LINE	1630
9	RI	12390	L	CH	PHOS	IA FALLS	IA	LINE TO LINE	1630
10	IC	56268	E	CH		IA FALLS	IA	LINE TO LINE	1630
11									
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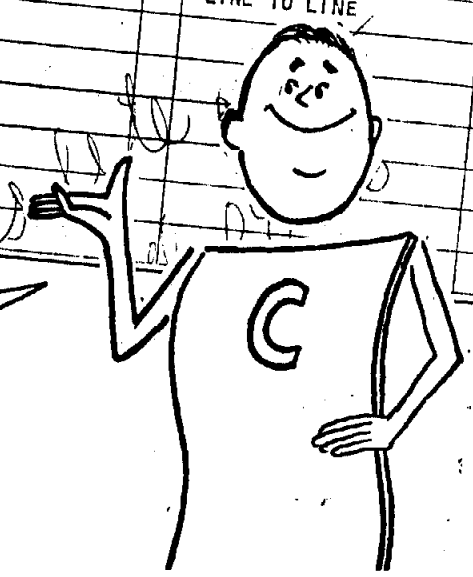
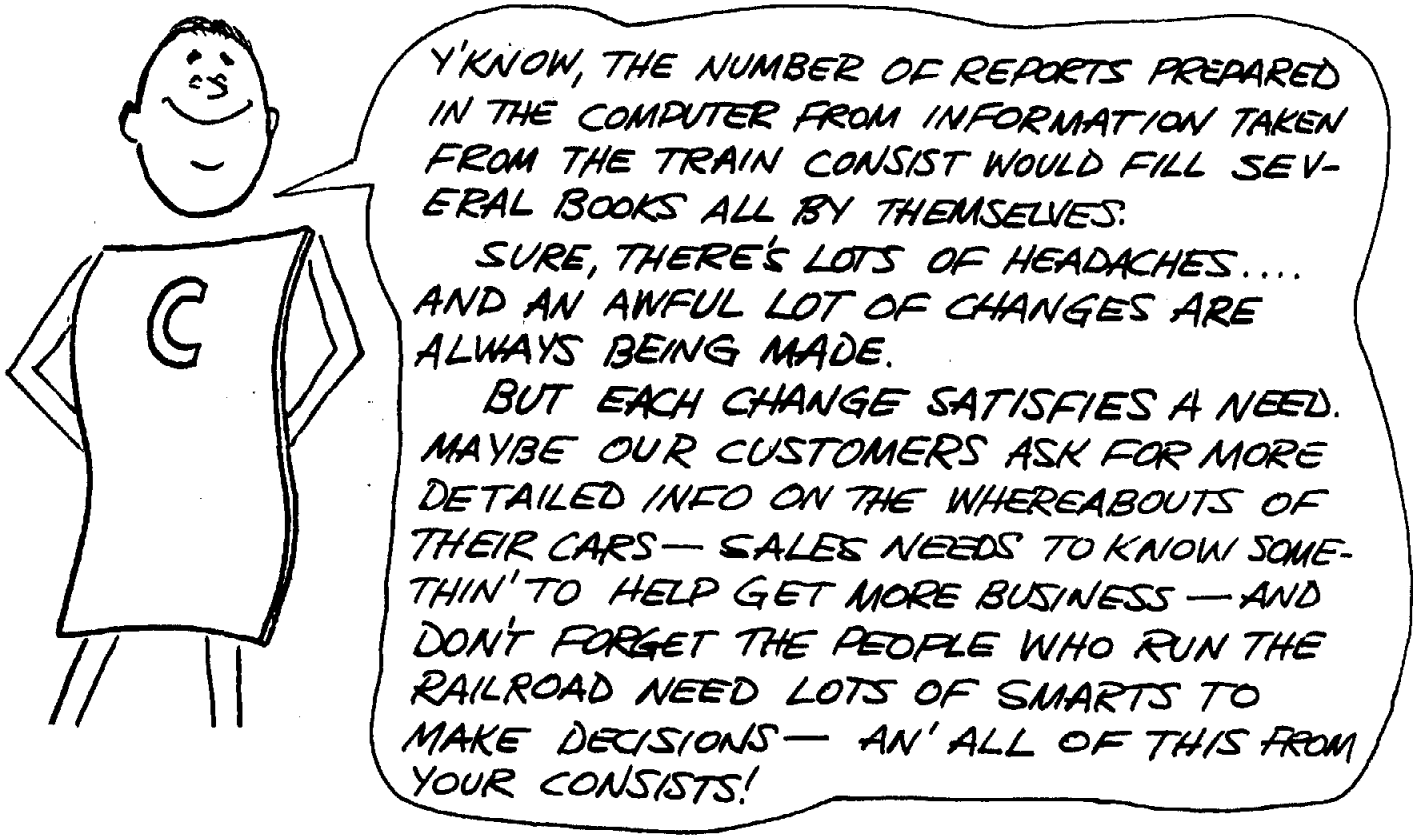
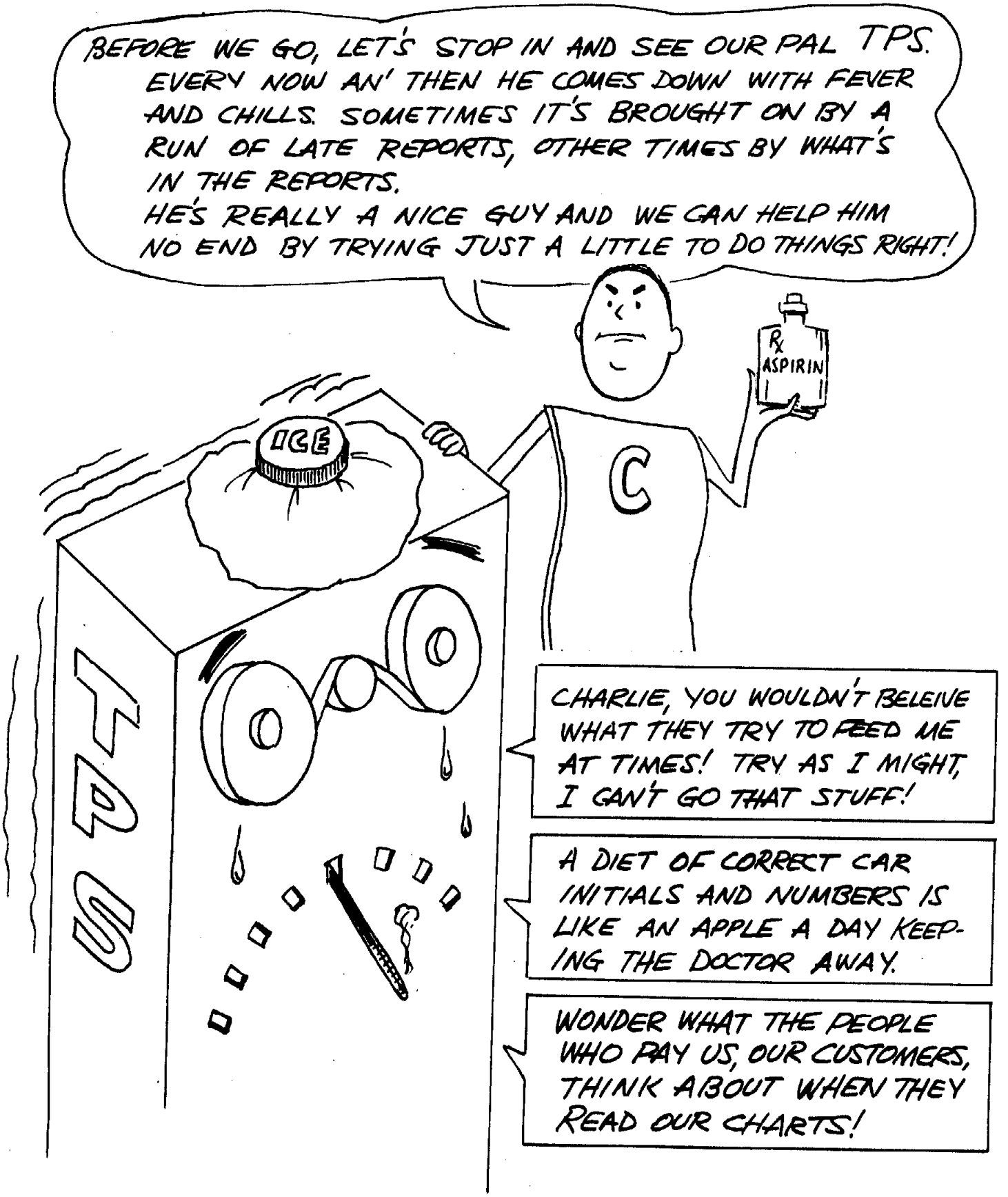
FORM CT-5A-B SPT 10M 7-65



NOW, GO GET THAT TURKEY, BEAR, OR WHATEVER!


OKAY, SO I LOOK BIG, FAT AND COMPLICATED..... BUT AM I REALLY?? TAKEN IN BITS I'M VERY DIGESTIBLE.
YARD DATA PROCEDURES MANUAL
Rock Island


Y'KNOW, THE NUMBER OF REPORTS PREPARED IN THE COMPUTER FROM INFORMATION TAKEN FROM THE TRAIN CONSIST WOULD FILL SEVERAL BOOKS ALL BY THEMSELVES.
SURE, THERE'S LOTS OF HEADACHES.... AND AN AWFUL LOT OF CHANGES ARE ALWAYS BEING MADE.
BUT EACH CHANGE SATISFIES A NEED. MAYBE OUR CUSTOMERS ASK FOR MORE DETAILED INFO ON THE WHEREABOUTS OF THEIR CARS— SALES NEEDS TO KNOW SOMETHIN' TO HELP GET MORE BUSINESS — AND DON'T FORGET THE PEOPLE WHO RUN THE RAILROAD NEED LOTS OF SMARTS TO MAKE DECISIONS— AN' ALL OF THIS FROM YOUR CONSISTS!


BEFORE WE GO, LET'S STOP IN AND SEE OUR PAL TPS. EVERY NOW AN' THEN HE COMES DOWN WITH FEVER AND CHILLS. SOMETIMES IT'S BROUGHT ON BY A RUN OF LATE REPORTS, OTHER TIMES BY WHAT'S IN THE REPORTS.
HE'S REALLY A NICE GUY AND WE CAN HELP HIM NO END BY TRYING JUST A LITTLE TO DO THINGS RIGHT!
Rx ASPIRIN
ICE
C
CHARLIE, YOU WOULDN'T BELEIVE WHAT THEY TRY TO FEED ME AT TIMES! TRY AS I MIGHT, I CAN'T GO THAT STUFF!
A DIET OF CORRECT CAR INITIALS AND NUMBERS IS LIKE AN APPLE A DAY KEEPING THE DOCTOR AWAY.
WONDER WHAT THE PEOPLE WHO PAY US, OUR CUSTOMERS, THINK ABOUT WHEN THEY READ OUR CHARTS!

THANKS FOR LISTENING! YOU'VE BEEN A GREAT AUDIENCE.

IF YOU WONDER WHY SO MUCH IMPORTANCE IS PLACED ON CAR MOVEMENT REPORTS CONSIDER THIS—

KEEPING TRACK OF WHICH CARS YOU HAVE, WHERE, IS NOTHING MORE THAN KEEPING A STORE INVENTORY UP-DATED ALL THE TIME.

YOU'D THINK A STOREKEEPER WAS PRETTY DUMB IF HE COULDN'T REMEMBER WHERE HE KEPT CERTAIN SIZES OF BOLTS AND NUTS. WELL, IN A WAY, FREIGHT CARS ARE THE BOLTS AND NUTS OF OUR BUSINESS, AND IF WE DON'T KNOW WHERE THEY ARE, WE'RE SORTA LIKE THAT STOREKEEPER!

KEEP THOSE CARS MOVING — AND — KEEP THOSE REPORTS ROLLING IN

The subject of the Yard Data Systems has been given a humorous treatment in this section, but that's not to say that this part of yard clerical duties is to be taken lightly. To the contrary, they are fully as important as any other duty.

Much effort goes into giving timely and correct handling of every freight car, but if these efforts are unknown - not reported, only half the job has been done. The half left undone, the failure to promptly and properly report each car movement, will result in dissatisfied customers, delayed cars, and lost income.

Your best effort toward insuring that reports are faithfully prepared and transmitted will be a guarantee these things won't happen.

GLOSSARY OF RAILROAD TERMS

As with many industries and businesses, railroaders use descriptive words and phrases which are peculiar to their work. These may vary among railroaders. An understanding of those most commonly used will enable employees to quickly grasp the railroad "Language" and gain an easy understanding of operations.

AGENT - Short form meaning Freight Agent (Local Agent, Freight Agent). The agent is the carrier's representative with the public.

AIR MONKEY - Car Department worker normally employed in the yard coupling air hose and giving air tests.

ALLEY - See Track.

ASSIGNED CAR - See Car, Assigned.

BAD ORDER - Car in need of repair.

BATTING 'EM OUT - Generally used by switchmen to describe action of yard engine 'kicking' a string of cars to other tracks in the yard.

BEE HIVE - Yard office.

BIG HOLE - Emergency position of the air brake valve; the act of abruptly applying brakes to full reduction; quick stop of train.

BI-LEVEL - Flat rail car equipped with two tiers or levels, commonly used to transport autos and trucks.

BILL OF LADING - A contract for transportation services per a specific tariff.

BILLING POINT - Location where formal waybill is prepared.

BOARD - (1) A fixed signal regulating railroad traffic and usually referred to as a Slow Board, Order Board, Clear Board or Red Board.
(2) A list of employees available for service.

BRAKEMAN - Train service employee who assists with train and yard operations.

BRIDGE - Structure which makes it possible to cross rivers and ravines and to run from one point to another by more direct routes than would be possible otherwise.

COFC - Container on flat car.

CP - Constructively placed.

CAB - Caboose

CABOOSE - Railroad car used to transport the train crew from one location to another, usually on the rear end of a train (Cab, Cage, Crib, Hack, Shanty)

CAGE - Caboose

CALLER - Employee whose duty it is to notify train and engine crews, and other employees, they are needed for duty.

CAR - Used to Identify all types of railroad equipment to transport passengers, mail, express and freight.
(1) BOX - a completely housed car, with sides, ends and roofs.
(2) DF - Damage Free Car (DF Car, damage free car)
(3) EXPRESS - Used for handling express, usually in passenger trains.
(4) FLAT - Open platforms mounted on wheels.
(5) FREIGHT - Cars used for movement of freight.
(6) GONDOLA - Cars equipped with steel sides and end walls that rise 4 feet above platform floor.
(7) MAIL - Cars used for movement of mail, usually in passenger trains.
(8) PASSENGER - Cars used for transporting passengers.

CAR, ASSIGNED - Car which has been assigned to a particular industry or for use with a specific commodity. See also CSD-145-A in Equipment Register.

CAR DISTRIBUTOR - Individual assigned responsibility of distributing freight cars.

CAR HIRE - Car hire is the charge the Rock Island has to pay for the use of cars it does not own. We pay Time-Mileage (it used to be per diem) for foreign line cars and mileage on non-railroad cars.

CARD, WAYBILL - Memo Waybill (See Waybill, Memo)

CARRIER	- Identifies modes of transportation, e.g. truck, rail and water.
CARS, CUT OF	- Two or more cars coupled together.
CAR TOAD	- Car repairer; there are many variations of this word viz: car knocker, car tank, car whacker, etc.
CAR, UNASSIGNED	- Freight car, usually with some interior loading devices, that is not assigned to a particular industry or commodity. See also CSD-150, Railway Equipment Guide.
CLASSIFICATION	- Code applied to freight cars based on destination and routing used on switch lists for ease in switching cars.
CLASSIFICATION YARD	- Railroad yard used to assemble freight cars by station classification.
CLEAR BOARD	- An indication displayed by an operator advising train engine crew that no orders are held for their train. (See also Board)
CLUB WINDER	- Switchman or brakeman.
COMMODITY	- Article of trade; contents of freight car.
COMMON CARRIER	- Descriptive term applied to all modes of transportation regulated by the ICC.
CONDUCTOR	- Individual in charge of train or yard crew (Yard Foreman)
CONSIGNEE	- Person(s) or Firm(s) to whom shipment is destined.
CONSIGNOR	- Person(s) or Firm(s) shipping material (Shipper).
CONSTRUCTIVE PLACEMENT	- A term used to describe type of notice, given a customer, placing a car on demurrage charges when the carrier is unable to make delivery through no fault of its own.

CORNERED	- When a car, not in the clear, is struck by passing equipment.
COUPLER	- Device used to attach cars together end to end.
COVERED HOPPER	- Freight car equipped with high sides and ends and roof fitted with bins, built to carry flour, sand, cement and other bulk commodities.
CREW	- General term used to describe individuals working together as engine or train crew.
CRIB	- Caboose
CRIPPLE	- Bad Order.
CROSS OVER	- Connection between tracks.
CUPOLA	- The observation tower of a caboose.
CUT	- See Cut of Cars.
CUT OF CARS	- Two or more cars coupled together.
DAMAGE FREE CAR	- Car equipped with devices to decrease the possibility of damage to lading. Usually called DF cars.
DEADHEAD	- (1) Employee riding over the road on company pass or on company business. (2) Train and/or engine crew moved from one terminal to another at railroad convenience and for which they are paid.
DEAD RAIL	- Tracks over a scale used when cars are not being weighed.
DECK	- Floor part of locomotive cab or cars.
DEMURRAGE	- Fee for delaying loading or unloading of freight cars.
DESTINATION	- Location (city, state) to which car is moving.
DF CAR	- See Damage Free Car.
DIAMOND	- Crossover.

DINKY - A small engine used around roundhouses or backshops for switching.

DIVISION - Portion of the railroad under supervision of the superintendent usually consisting of yards, stations and sidings.

DOG CATCHER - A crew sent to relieve a crew that has become outlawed or "on the law".

DOG LAW - Federal law which limits crews to 14-hours continuous service. (See Hog Law).

DOUBLE - Two consecutive tours of duty; putting train together when part of train is on one track and balance on other(s).

DRAG - (1) A heavy train, usually coal, ore, stone.
(2) Group of cars for movement from one point to another within a terminal.
(3) Train of empties.

DYNAMITER - A car on which a defective air mechanism sends the brakes into full emergency (Stop) when only service (slowing) application is given from the engine.

EMBARGO - A method of controlling traffic movements when temporary interferences with operation compel restrictions.

EMPTY CAR BILL - Waybill used to move ordinary empty cars from one station to another.

EXPLOSIVES - Commodity likely to burst violently.

FLAMMABLE - Commodity which can easily be ignited.

FLAT - Platform type of freight car.

FLAT WHEEL - A car wheel that has flat spots on the tread.

FOOT-BOARD - The step on the ends of switch and freight engines.

FOREIGN CAR - Rail car owned by road other than Rock Island.

FORMAT - Arranging information in a prescribed manner for use in a data system.

FREE TIME	- Time allowed customer to load or unload a car before assessing additional charges.
FREIGHT AGENT	- Railroad's front-line contact with the public; prices services performed by the railroad based on approved tariffs.
FREIGHT BILL	- Statement given customer of charges for transportation. Information is taken from waybill.
FROG	- (1) An implement for rerailing car wheels. (2) Center section of a cross-over switch.
GANDY DANCER	- A railroad maintenance of way (track) employee.
GAUGE	- Distance between rail or wheels. Standard guage in the United States and Canada measures 4'8½".
GOAT	- A yard engine.
GONDOLA	- See Cars, Gondola.
HACK	- Caboose
HAYBURNER	- An oil burning lamp.
HEAD END	- Beginning or forward portion of any freight train.
HEADER	- Beginning or identifying portion of any list or consist.
HEAD MAN	- Brakeman riding or working forward portion of train.
HEAD PIN	- Head man.
HIGHBALL	- Signal given to proceed at maximum legal speed.
HIGH IRON	- Main line or high speed track of a system of main line track.
HIGHLINER	- Main Line fast passenger train.
HOG	- Locomotive
HOGGER	- Locomotive engineer.
HOG HEAD	- Locomotive engineer.

HOG LAW - The federal statute which provides that all train and engine crews must be relieved of duty after 14 hours of continuous service. See Dog Law.

HOLE - Passing track enabling one train to pass another.

HOME ROAD - The owning road of a railroad car.

HOPPER - An open top car with one or more pockets or hoppers opening on the underside of the car to permit quicker unloading of bulk commodities.

HOT BOX - Overheated journal or bearing.

HOT SHOT - Fast train of any class, sometimes known as a High-ball Run.

HUMP - An incline in any railroad yard, over which cars are uncoupled and allowed to roll free into a classification yard.

INTERSTATE COMMERCE COMMISSION - Agency of federal government having jurisdiction over most modes of transportation.

IDLER CAR - Car used to assist in handling lengthy material.

IN-BOND SHIPMENT - An import or export shipment which has not been cleared by federal officials.

INBOUND TRAIN - A train arriving at a yard or terminal.

INTERCHANGE - The exchange of cars between railroads at specified junction points.

IN THE HOLE - In a siding.

JUNCTION - The meeting place of two or more railroads. A point prescribed by tariff where cars are interchanged between railroads.

KICK - The act of pushing one or more cars at a speed sufficient to allow free forward movement into selected tracks when uncoupled and engine power reduced.

LADDER - (1) The main track of a system of tracks which compromise a yard and from which individual tracks lead. This track may also be called a lead.
(2) Rungs between vertical supports attached to the side and end of a freight car.

LEAD - See Ladder (1).

LOCAL AGENT - See Freight Agent.

MAIN IRON - Main track.

MAIN TRACK - A track connecting one terminal to another usually reserved for passenger and freight train movements.

MAKING A HITCH - Coupling two cars together.

MANIFEST - A description of the contents of a shipment.

MANIFEST TRAIN - A scheduled freight train.

MARKER - Front and Rear signals of a train.

MARKING OFF - Reporting non-availability for work.

MARKING UP - Reporting availability for duty.

MEMO WAYBILL - Memorandum waybill used when regular waybill is not available.

MILEAGE - Mileage is the car hire charge paid for the use of non-railroad cars, such as tank cars and some covered hoppers. The charge is based on the miles run.

OPERATOR - A person engaged in the handling and transmission of messages and train orders; operates switches and signals in a given territory as directed by the train dispatcher.

ORDER BOARD - A fixed signal to indicate to approaching trains whether or not they will receive train orders.

OUTLAWED - A crew that has worked 14 hours.

OVERHEAD TRAFFIC - Freight traffic received from and delivered to connecting railroads; neither originates nor terminates on our railroad.

PFE See Pacific Fruit Express.

PACIFIC FRUIT EXPRESS- An organization engaged in the manufacture and servicing of refrigerated cars for protection of perishable merchandise.

PACKING SLIPS - Slip indicating contents of cars or cartons.

PADDLE - Semaphore signal.

PER DIEM - A daily charge of varying amounts for the use of another railroads' freight cars, computed at 11:59 P.M. The amount is based on age of car.

PER DIEM RECLAIM - A method of recouping Per Diem payments.

PERISHABLE - Commodities easily spoiled or damaged because of weather or delay in transit. Usually describing food stuffs.

PIGGYBACK - The service of hauling highway trailers or containers on specially designed flat cars.

PIN PULLER - A trainman who uncouples cars while switching by lifting coupler pin, located on each end of a car.

PLACARD - Paper forms, of various designs, used to identify cars requiring special attention; e.g. dangerous and explosives loaded cars.

POOL CAR - Specially equipped cars of different ownerships assigned to a specific company or location.

RAIL - A length of track, usually 39' long. Also see Track.

RECEIVING YARD - A railroad yard or section of yard reserved f for arriving trains.

RECLAIM - See Per Diem Reclaim.

RECONSIGNMENT - A service extended by the carrier to the shipper or consignee under which a car may be forwarded to other than the original destination or consignee protecting the through rate prescribed by tariff.

RECORDER - A person using either a telephone or recording device to report the order of cars as they pass a fixed point. This is same as a Roll By Track Check.

RED BOARD - A fixed signal to Stop.

REEFER - A refrigerator car.

REPAIR TRACK - A track or series of tracks used for car repairs.

RETARDER - A metal grip usually operated by compressed air or electric motors for regulating speed of a car while rolling down a hump incline.

REVENUE - Money earned from rail transportation services.

RIGHT-OF-WAY - The property owned by a railroad over which tracks have been laid.

RIP TRACK - See Repair Track.

ROADWAY - See Right-Of-Way.

ROLL BY - Making a check of cars as they pass.

ROUNDHOUSE - Building used to house engines while being serviced or repaired.

ROUTE - The movement of a car from one point to another usually prescribed by tariff.

RULE "G" - A railroad operating rule prohibiting the possession or use of intoxicants or narcotics while on duty.

SALES DEPARTMENT - Branch of railroad service dedicated to securing new patrons and furthering relations with existing customers.

SCALE HOUSE - Structure erected to house weight recording mechanism used in weighing freight cars.

SEAL - Metal strip used to secure hasp on closed door of box car, containing an initial and/or number. Used to indicate whether or not the contents have been tampered with while in transit.

SEAL RECORD - The act of recording the initial and/or number of the seal. This information may be used to trace the origin of the car. (See SEAL)

SECTION HAND - Engineering Department employee who assists in maintaining railroad property.

SERVING RAILROADS - Those railroads providing service to patron(s).

SHANTY - (1) Small building erected along right-of-way to provide shelter. Generally near hand-operated switches.
(2) Caboose.

SHIPMENT IN BOND - See In-Bond Shipment.

SHIPPER - Person, firm, or corporation tendering goods to be transported.

SHIPPING ORDER - Instructions issued by the shipper deemed necessary to properly and safely transport their property.

SHOP - Term applied to structure where building and repairing railroad equipment is performed, e.g., cars, locomotives, etc.

SHOVE - Assisting or moving from trailing end as in "A shove of cars," or "Make the next shove over the hump."

SIDING - Track, generally adjacent to main track, used for passing trains, loading and unloading cars, etc.

SIGNAL LIGHTS - Devices constructed along right-of-way, either battery or electrically operated, indicating, with various lights, the traffic conditions and routings ahead.

SIGNBOARD - Information stencilled on side of car pertaining to empty car movement instructions.

SLOW BOARD - See Board.

SPECIAL EQUIPMENT - Freight cars designed to carry specific commodities, some of which contain devices to protect and/or aid in handling shipments.

SPOT FOR AIR - Position of car or cars in yard so as to utilize central compressed air mechanism to charge brake system.

STATION - Locations where trains pick up and/or discharge either passengers or freight cars.

STENCIL - Device used to aid in labelling cars and locomotives with descriptive and required information.

STRING - Two or more freight cars coupled together, as "A string of cars."

SUB-DIVISION - A portion of a division, usually under the supervision of a Trainmaster. A division may be divided into many sub-divisions.

SUPERINTENDENT - The ranking official having responsibility of all activities on a division. He is responsible for train operations, condition of track and structures, policy and myriad other activities which may occur on the division.

SWITCH - (1) A mechanical or electrical device used to divert cars from one track onto another.
(2) Act of rearranging cars.

SWITCH BACK - Track constructed in series of zigzag curves in mountainous terrain to reduce rate of climb or descent.

SWITCHING DISTRICT - Limited areas in or near towns and cities established by tariff, where freight cars may be transported for loading and unloading.

SWITCH LIST - Inventory of cars in track standing and other information denoting where cars are to be relocated.

SWITCHMAN - Employee assigned to yard switching service.

SWITCH TENDER - Train service employee solely responsible for aligning tracks for engine and car movements by throwing switches.

SWITCH YARD - Two or more tracks which are accessible by a connecting track whose primary function is rearranging cars.

TARIFF - A set of regulations established by law and enforced by the ICC. These regulations determine commercial zones and the transportation companies permitted to do business within and between these zones. These regulations govern shippers and consignees, as well as carriers.

TERMINALS - Points located on line of road where employees engaged in line-of-road train and engine service originate and/or terminate their tour of duty.

THE HOOK - Crane used in wrecker train service. Also called Big Hook.

TIE 'EM DOWN - Applying hand brake of car by tightening maximum amount to prevent car from rolling free.

TIME-MILEAGE - Before 1970, car hire was computed on time alone a charge of so much per day-per diem. Now car hire is computed on so much for each day and so much for each mile the car is run over the Rock Island.

TOFC - Trailer on flat car. (See Piggyback)

TOWER - Building of sufficient height erected along right-of-way to permit maximum viewing. May house yardmaster, switch lever operator, operator, or dispatcher. Most usually describes location of an operator.

TRACK - Two parallel rails, 4 feet 8½ inches apart, over which locomotives and cars move between two points.

TRACK CHECK-SWITCH LIST - A form, of varying design, used to record individual freight cars by initial, number, type of car. May contain other information as required by local practice.

TRACK REPAIR - See Repair Track.

TRAIN - An engine or more than one engine coupled with or without cars displaying markers.

TRAIN DISPATCHER - An employee responsible for the movement of trains on designated tracks of a division. Usually assigned to control a sub-division. May work under supervision of a Chief Dispatcher. In the absence of the Superintendent, the Dispatcher assumes responsibility for all train movements. Sometimes called "Train Runner".

TRAIN, INBOUND - Train arriving in yard or terminal, working in road or local freight service.

TRAIN, OUTBOUND - Train departing yard or terminal.

TRANSPOSING - The act of rearranging numbers or letters from their proper order.

TRI-LEVEL - Flat rail car equipped with three tiers or levels, commonly used to transport autos and trucks.

TUNNELS - Borings into the earth to reduce grades and shorten distances, e.g., through hills and mountains, under cities or rivers.

UNASSIGNED CAR - See Car, Unassigned.

WAYBILL - An internal railroad document containing all necessary information required to move car from point of shipment to destination. Original copy of the waybill should travel with car. The form of the waybill and information shown is standard among railroads.

WAYBILL, CARD - See Waybill, Memo.

WAYBILL, MEMO - Memorandum Waybill. A waybill issued by the agent containing adequate information to enable yards to properly handle car. Used when the agent does not have sufficient information to determine freight charges.

WHITE SHIRT - Any railroad official.

YARD - System of tracks branching from a single or lead track, within confined limits, used for the switching and assembly of trains, or the storing of cars.

YARD CLERK - Person engaged in clerical services working in and around yards and terminals.

YARD FOREMAN - See Conductor.

YARD OFFICE - Building erected within a yard or terminal in which yardmasters and yard clerks perform their duties.

YARDMASTER - Person responsible for control of train and engine operations within a yard.

YARD SWITCH - Device used to alter direction from one track to another.