

# THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

CIRCULAR 227-G

(Cancels Circular 227-F and  
Supplements thereto)

RULES GOVERNING MOVEMENT  
AND REPORTING OF  
ALL LOADED AND EMPTY CARS

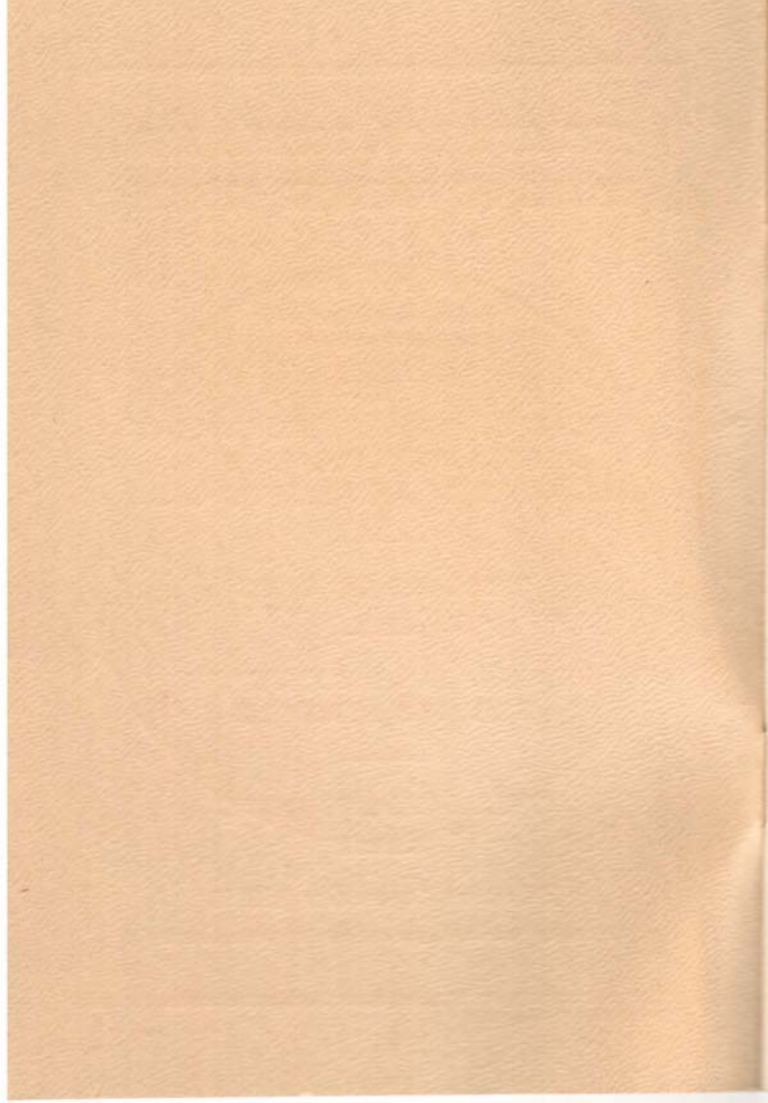
TRACING OF CARS

PERISHABLE PROTECTIVE  
SERVICE SYMBOLS

TELEGRAPHIC CODE

Effective September 1, 1953

Issued by General Superintendent of Transportation



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THE UNIVERSITY OF CHICAGO

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## I M P O R T A N T

Making and transmitting reports promptly is a "must" to retain Santa Fe's reputation of the best service to our shippers and of vital importance in the operation of our punch card car records in Topeka.

### R U L E S

Rule 1. All agents will make all reports required under these rules for their station, and for any blind siding or non-agency stations assigned to their station.

SUPERINTENDENTS will arrange the best service possible to prevent delay to reports from eight (8) hours per day, five (5) or six (6) day per week stations. Such stations, before closing, should make report in advance of departure of train if they can be made with a reasonable degree of accuracy in estimating train, date and time.

GREENWICH (Army-Navy) TIME should be used on all reports.

Standard	Greenwich
12:00 Midnight	0000
1:00 A.M.	0100
2:00 A.M.	0200
3:00 A.M.	0300
4:00 A.M.	0400
5:00 A.M.	0500
6:00 A.M.	0600
7:00 A.M.	0700
8:00 A.M.	0800
9:00 A.M.	0900
10:00 A.M.	1000
11:00 A.M.	1100
12:00 Noon	1200
1:00 P.M.	1300
2:00 P.M.	1400
3:00 P.M.	1500

Standard	Greenwich
4:00 P.M.	1600
5:00 P.M.	1700
6:00 P.M.	1800
7:00 P.M.	1900
8:00 P.M.	2000
9:00 P.M.	2100
10:00 P.M.	2200
11:00 P.M.	2300

Rule 2. "FORP" Form 1394 Standard.

- (A) All agents use this form or waybill to report forwarding of cars of perishable freight loaded or received in interchange for movement, regardless of destination.
- (B) Cars non-perishable freight loaded or received in interchange for movement, see exceptions.
- (C) Private line tank cars made empty or received in interchange empty for movement, see exceptions.
- (D) "Special System empties." System cars made empty or received in interchange empty for movement and moving with non-revenue waybills, see exceptions.
- (E) Complete information under "Consignee" and "destination" should be shown.
- (F) Stations where practical, should transmit "FORP" reports directly from waybills (or copies) instead of making Form 1394 and in following order:

FORP    Station    date    time  
 Address  
 Train    Time    Date

(Follow numbers on waybill)

1. STOP AT (Include consignees)
2. Car initials and number
3. EX car number if transferred
4. Final destination
5. Full routing (origin to destination)
6. Consignee (Include any Notify, Care of, etc.)
7. P.P.S.I. instruction symbols
8. Commodity
9. Waybill date, prefix letters, number
10. Origin
11. Shipper

Exceptions to Rule 2.

**DO NOT MAKE "FORP" REPORTS FOR THE FOLLOWING:**

- (a) Cars loaded with non-perishable freight, empty private line tanks and special empties, when final destinations are on your operating division, or
- (b) if your division is an operating division where two or more divisions connect, do not make "FORP" when final destinations are on your division or on divisions connecting at your station. Examples: Newton, where Middle and Western Divisions connect; Belen, where Pecos, New Mexico and Albuquerque divisions connect.

**NOTE:** (a) and (b) do not apply to such cars when final destinations are off line and cars are routed via interchange junctions on your division or on divisions connecting at your station.



- (c) Cars destined beyond border stations in Mexico territory No. 32.

Cars loaded with

- (d) COAL  
 (e) CHAT  
 (f) GRAIN—that does not originate at stations east of Belen for Coast Lines destinations and connections or vice versa.  
 (g) GRAVEL  
 (h) LIVESTOCK—that does not feed or rest in car. (Special instructions are placed at certain stations.)  
 (i) MERCHANDISE — when billed “various” or to “Agent.” (Special instructions are placed at certain stations.)  
 (j) ORE—from Coast Lines stations or connections destined El Paso or Minnequa. From El Paso or Deming destined Amarillo, Blackwell, Okla., or Machovec. From Pueblo to El Paso.  
 (k) ROCK—(crushed) See Stone.  
 (l) SAND  
 (m) STONE—(Except granite, marble, limestone, sandstone which has been dressed, carved, honed, lettered, polished or traced).  
 (n) STRAW  
 (o) SULPHUR—when destined Galveston.

Rule 3. (A) After “FORP” reports for a train are completed, they should be sorted into territory groups. Then the train reference, time, date and addresses need be shown only on the top sheet of each group filed for transmission.

- (B) "FORP" reports should be addressed to final destination traffic territory officer and if a "STOP AT" car, should also be addressed to traffic territory officer in which "STOP AT" stations are located.
- (C) The number of copies to be made of "FORP" reports will be governed by local need and the requirements of the Communications Department at your station.
- (D) Santa Fe Circular #2700 Series is a list of all freight stations in the United States, Canada, Mexico and Newfoundland, assigned to Santa Fe Freight Traffic territories.
- (E) Address "FORP" reports as follows. Special instructions from Superintendent of Car Service may provide for additional addresses.

Territory	Title	Location
1. Albuquerque	GFPA	Albuquerque
	SCS	Topeka
(Perishable)	Mgr. RD	Chicago
("STOP AT")	Traf. Offices	"Stop At" territories
2. Amarillo	DFPA	Amarillo
	SCS	Topeka
(Perishable)	Mgr. RD	Chicago
("STOP AT")	Traf. Offices	"Stop At" territories
3. Atchison	CFPA	Atchison
	SCS	Topeka
(Perishable)	Mgr. RD	Chicago
("STOP AT")	Traf. Offices	"Stop At" territories
4. Atlanta	GA	Atlanta
	SCS	Topeka
(Perishable)	Mgr. RD	Chicago
("STOP AT")	Traf. Offices	"Stop At" territories

Territory	Title	Location
5. Bakersfield (Perishable) ("STOP AT")	TFA DFA SCS Mgr. RD Traf. Offices	Bakersfield San Francisco Topeka Chicago "Stop At" territories
6. Beaumont (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	Beaumont Topeka Chicago "Stop At" territories
7. Blank		
8. Boston (Perishable) ("STOP AT")	NE TM SCS Mgr. RD Traf. Offices	Boston Topeka Chicago "Stop At" territories
9. Buffalo (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Buffalo Topeka Chicago "Stop At" territories
10. Chanute (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Chanute Topeka Chicago "Stop At" territories
11. Chicago (Perishable) (Perishable) ("STOP AT")	DFA Mgr. RD PFA SCS Traf. Offices	Chicago Chicago Chicago Topeka "Stop At" territories
12. Cincinnati (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Cincinnati Topeka Chicago "Stop At" territories

Territory	Title	Location
13. Cleveland (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Cleveland Topeka Chicago "Stop At" territories
14. Colorado Springs (Perishable) ("STOP AT")	DFPA Agent SCS Mgr. RD Traf. Offices	Colorado Springs Colorado Springs Topeka Chicago "Stop At" territories
15. Dallas (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Dallas Topeka Chicago "Stop At" territories
16. Denver (Perishable) ("STOP AT")	GFA SCS Mgr. RD Traf. Offices	Denver Topeka Chicago "Stop At" territories
17. Des Moines (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Des Moines Topeka Chicago "Stop At" territories
18. Detroit (Perishable) ("STOP AT")	ATM SCS Mgr. RD Traf. Offices	Detroit Topeka Chicago "Stop At" territories
19. El Paso (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	El Paso Topeka Chicago "Stop At" territories

Territory	Title	Location
20. Ft. Madison (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Ft. Madison Topeka Chicago "Stop At" territories
21. Ft. Worth (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Ft. Worth Topeka Chicago "Stop At" territories
22. Fresno (Perishable) ("STOP AT")	DFA DFA SCS Mgr. RD Traf. Offices	Fresno San Francisco Topeka Chicago "Stop At" territories
23. Galveston (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Galveston Topeka Chicago "Stop At" territories
24. Houston (Perishable) ("STOP AT")	AGFA SCS Mgr. RD Traf. Offices	Houston Topeka Chicago "Stop At" territories
25. Hutchinson (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Hutchinson Topeka Chicago "Stop At" territories
26. Indianapolis (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Indianapolis Topeka Chicago "Stop At" territories

Territory	Title	Location
27. Kansas City (Perishable) ("STOP AT")	AGFA SCS Mgr. RD Traf. Offices	Kansas City Topeka Chicago "Stop At" territories
28. Leavenworth (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	Leavenworth Topeka Chicago "Stop At" territories
29. Long Beach (Perishable) ("STOP AT")	DFA DFA FFA SCS Mgr. RD Traf. Offices	Long Beach Los Angeles Los Angeles Topeka Chicago "Stop At" territories
30. Los Angeles (Perishable) ("STOP AT")	DFA FFA SCS Mgr. RD Traf. Offices	Los Angeles Los Angeles Topeka Chicago "Stop At" territories
31. Lubbock (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	Lubbock Topeka Chicago "Stop At" territories
32. No reports required.		
65. Memphis W. F. Hartnett (Perishable) ("STOP AT")	DA  SCS Mgr. RD Traf. Offices	870 Shrine Bldg. 66 Monroe Ave., Memphis, Tenn. Topeka Chicago "Stop At" territories

Territory	Title	Location
33. Milwaukee (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Milwaukee Topeka Chicago "Stop At" territories
34. Minneapolis (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Minneapolis Topeka Chicago "Stop At" territories
35. New Orleans (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	New Orleans Topeka Chicago "Stop At" territories
36. New York (Perishable) ("STOP AT")	EFTM SCS Mgr. RD Traf. Offices	New York Topeka Chicago "Stop At" territories
37. Oakland (Perishable) ("STOP AT")	DFA DFA SCS Mgr. RD Traf. Offices	Oakland San Francisco Topeka Chicago "Stop At" territories
38. Oklahoma City (Perishable) ("STOP AT")	AGFA SCS Mgr. RD Traf. Offices	Oklahoma City Topeka Chicago "Stop At" territories
39. Peoria (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Peoria Topeka Chicago "Stop At" territories

Territory	Title	Location
40. Philadelphia (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Philadelphia Topeka Chicago "Stop At" territories
41. Phoenix (Perishable) ("STOP AT")	GFPA SCS Mgr. RD Traf. Offices	Phoenix Topeka Chicago "Stop At" territories
42. Pittsburgh (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Pittsburgh Topeka Chicago "Stop At" territories
43. Portland, Ore. (Perishable) ("STOP AT")	GA DFA SCS Mgr. RD Traf. Offices	Portland, Ore. San Francisco Topeka Chicago "Stop At" territories
44. Pueblo (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Pueblo Topeka Chicago "Stop At" territories
45. Sacramento (Perishable) ("STOP AT")	GA DFA DFA SCS Mgr. RD Traf. Offices	Sacramento San Francisco Oakland Topeka Chicago "Stop At" territories
46. St. Joseph (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	St. Joseph Topeka Chicago "Stop At" territories



Territory	Title	Location
47. St. Louis (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	St. Louis Topeka Chicago "Stop At" territories
48. Salt Lake City (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Salt Lake City Topeka Chicago "Stop At" territories
49. San Angelo (Perishable) ("STOP AT")	DFPA SCS Mgr. RD Traf. Offices	San Angelo Topeka Chicago "Stop At" territories
50. San Antonio (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	San Antonio Topeka Chicago "Stop At" territories
51. San Bernardino (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	San Bernardino Topeka Chicago "Stop At" territories
52. San Diego (Perishable) ("STOP AT")	AGFA SCS Mgr. RD Traf. Offices	San Diego Topeka Chicago "Stop At" territories
53. San Francisco (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	San Francisco Topeka Chicago "Stop At" territories

Territory	Title	Location
54. San Jose	GA DFA SCS Mgr. RD Traf. Offices	San Jose San Francisco Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
55. Santa Barbara	GA DFA SCS Mgr. RD Traf. Offices	Santa Barbara Los Angeles Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
56. Santa Rosa, Eliminated, Office Closed.		
57. Seattle	GA SCS Mgr. RD Traf. Offices	Seattle Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
58. Stockton	DFPA DFA SCS Mgr. RD Traf. Offices	Stockton San Francisco Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
59. Temple	DFA SCS Mgr. RD Traf. Offices	Temple Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
60. Topeka	DFA SCS Mgr. RD Traf. Offices	Topeka Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		
61. Tulsa	DFA SCS Mgr. RD Traf. Offices	Tulsa Topeka Chicago "Stop At" territories
(Perishable) ("STOP AT")		

Territory	Title	Location
62. Washington, D.C. (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Washington, D.C. Topeka Chicago "Stop At" territories
63. Wichita (Perishable) ("STOP AT")	DFA SCS Mgr. RD Traf. Offices	Wichita Topeka Chicago "Stop At" territories
64. Wichita Falls (Perishable) ("STOP AT")	GA SCS Mgr. RD Traf. Offices	Wichita Falls Topeka Chicago "Stop At" territories
65. See Memphis.		

### RED BALL TRAINS

- Rule 4. (A) General Superintendent of Transportation Department Circular 231 instructs as to Red Ball Freight Service and Freight Train Schedules.
- (B) Sufficient trains must be run to handle all Red Ball loads ready to move, except a train will not be run for less than ten (10) non-perishable red ball loads.
- (C) Trains departing from originating terminal should be given letter symbol (see Paragraph D) to correspond with the date they depart and identified with that symbol through to annulment, consolidation, or final destination terminal.
- (D) Following are the date symbols to be used:

Date	Symbol	Date	Symbol
1	A	17	Q
2	B	18	R
3	C	19	S
4	D	20	T
5	E	21	U
6	F	22	V
7	G	23	W
8	H	24	X
9	I	25	Y
10	J	26	Z
11	K	27	BG
12	L	28	BH
13	M	29	BI
14	N	30	CJ
15	O	31	CK
16	P		

### RED BALL FREIGHT

- Rule 5. Red Ball freight will not be changed from one train or section to another moving under a later date symbol or running on a slower schedule, if such change can be avoided. The intention is that Red Ball freight will go through in its designated train, or equivalent, to insure protecting the same deliveries and connections, intermediate and terminal, as contemplated by schedule of the original train.
- Rule 6. Car load freight for points at which trains are not scheduled to stop will be switched out at a District Terminal to be placed in local trains for forwarding. The District Terminal will be determined after consideration has been given to the local service available to get the car to destination with the least delay.
- Rule 7. Red Ball freight originating at intermediate stations will be taken to District Terminal for placing in Red Ball train. The District Terminal will be determined by the local freight service available to get the car moving.

- Rule 8. Red Ball freight set out for any cause must be forwarded in first proper train or if Bad Order it must be repaired promptly and forwarded in the first proper train and reported as instructed in Rule 13.
- Rule 9. Trainmasters will keep themselves informed of Red Ball freight moving in improper trains and take corrective action.
- Rule 10. DELAYED CARS—DO NOT SET OUT. If for any cause, except as provided in Rule 6, a car of Red Ball freight is set out, Form 1393 Waybill Sticker will be attached to the lower left hand corner of the waybill. If set out between terminals conductor will attach form to waybill. If held at terminal beyond its proper connection, agent or yardmaster will attach form to waybill. This form will remain attached to waybill until it reaches destination or delivering junction where it will be removed. Cars which Form 1393 or train date symbol show as having been delayed must not again be delayed except account bad order.
- Rule 11. When authorized to mail waybills, use standard form of waybill for car movement waybill in accordance with Rule 23, Item 3.

## DIVERSIONS AND RECONSIGNMENTS

- Rule 12. Diversion of car load freight should be handled in accordance with instructions contained in joint system circular issued by the Freight Claim Department, and revisions thereof, identified by following numbers:

SFRD—130  
AT&SF—122  
ATSF-CL— 48  
P&SF— 54  
GC&SF— 90

Rule 13. "SORP" Form 1306 Set Out Report for Red Ball loads. Empty private line tanks and special system empties moving with non-revenue waybills.

- (A) This report should be made by or for any station when any of above cars are set out "bad order" short of destination. If no employee on duty where set out, the conductor should take the waybill to the terminal and the terminal agent make the set out report or superintendent make other arrangements for reporting.
- (B) Make "SORP" report for any of above cars received from connecting roads in interchange and "bad ordered," if such "bad order" causes delay which prevents the car from moving out of terminal in proper connection. Instead of "train" show road received from.
- (C) Also make this report for any of above cars set out short of destination which are delayed because of not moving out in proper connection.
- (D) Use these symbols to indicate reason for set out:

Air .....	A
Brakes or brake beams.....	B
Couplers .....	CP
Follower Plates .....	FP
Hot Box .....	HB
Leaking .....	LK
Load Shifted .....	LS
Missed Connection .....	MC
Power .....	P
Reduce .....	R
Side Bearings .....	SB
Transfer (BO only) .....	TF
Wheels .....	W

Rule 14. "ARP" Form 1326.

This form is to be used to report by wire, arrival of Red Ball freight at destination, limited as follows:

AT&SF-Coast Lines station agents will report only the arrival of such cars as originate in, or east of North Dakota, South Dakota, Iowa, St. Louis, Mo., Illinois, Tennessee, Mississippi and Louisiana.

System Station Agents Belen and east thereof will report only the arrivals of such cars as originate in Arizona and California.

Rule 15. WIRE INTERCHANGE REPORT.

Interchange station agents will transmit these reports promptly after cars are interchanged. The use of the printed form is not required if agent has other practical data to file for transmission. If printed forms are not used, the same information and sequence shown on the forms must be followed and the report identified as "ICD" or "ICR."

FORM 1306-C (Standard)—Cars delivered.

"ICD" Station, date

Delivered to, date, time

Initial, number, kind, contents or  
E, destination or "SW" for  
switch.

FORM 1306-D (Standard)—Cars received

"ICR" Station, date

Received from, date, time

Initial, number, kind, L or E,  
"SW" for Switch, "RH" for  
Road haul.

These reports do not take the place of regular or special interchange reports.

Rule 16. Form 1318-A—Teletype Wheel Reports.

**IMPORTANT** — Stations writing teletype

wheel reports should follow the instructions printed on wheel report, Form 1318-A, for each sheet of the report, as mechanized car records in S.C.S. office depend entirely upon the accuracy with which it is written.

- A. Place symbol "(" in square in upper left hand corner. This disengages punch card machine in S.C.S. office.
- B. Show all addresses in space at right side of square; also show train symbols or numbers when two trains of different symbols or numbers are consolidated. For example: 1 & 2 TDF A and SCX C.
- C. Show sheet number as "one," "two," "three," etc.
- D. Show complete information in columns headed "Division," "Engine" (including all units), "Conductor," etc.
- E. Place symbol ")" and ";" in space indicated by arrows.  
 ")" re-engages the punch card machine in S.C.S. office.  
 ";" places the information in a certain position in the punch card machine.
- F. Train line—Each sheet of wheel report should show train line and spacing identical.

Train—Write train number. If consolidated train, show train number used as provided by General Instructions in Transportation Department System Circular No. 231. Start from left side under small figure 1, without spacing, confining it to spaces 1 to 10.

Engine — Write lead engine number, maintaining a right hand margin.

- G. Complete the train line information as form requires, then use "carriage return" key on teletype machine, without spacing, which



will automatically line up the key punch machine in S.C.S. office for line 1.

- H. Hyphen only should be used for symbol following date opposite each car (Column 12).
- I. Terminals writing Form 1318-A should complete Columns "Taken from" and "Left at," using station numbers following instructions shown in S.C.S. Circular 214 which outlines wheel report rewrite terminals.
- J. If any error is made in writing or spacing in a line, follow with the word "cut"; then use carriage return and rewrite correctly on next line.

Rule 17. Form 1318-B "MORP." Cars moved out of station report. (Adds, pick up, fills, etc.)

- (A) This rule does not apply to stations that write a conductor's teletype wheel report Form 1318-A addressed jointly to S.C.S. Topeka.
- (B) All other stations will use Form 1318-B, or other practical data, to transmit reports to S.C.S., Topeka and where required, address jointly to next terminal. All reports must be identified as "MORP" in following sequence.

"MORP"      Station      Station Number  
Date Filed

S.C.S. Topeka and others requiring this report.

Train (Show "T" for Thru, "L" Local, "E" Eastbound, "W" Westbound) Eng.

Date      Time

Ini., No., Kind,	{ Contents } { or E }	{ On Line Dest. } { Jct. Route, }	{ ..... }
Gross, Net, Co.,	{ Station } { No. to be } { Left at }	Off Line Destination, P.P.S.I.	

The heading of the report shows the station number from which the car is forwarded and the "left at" station should be shown as follows:

- (C) Branch line station agents will show "left at" station number of the terminal at the end of the train run unless car is to be set out between their station and the terminal, in which case "left at" would be station number where car is to be set out.
- (D) Main line station agents will follow instructions in (C) except for trains where the wheel report Form 1318-A is passed over more than one freight terminal division, in which case "left at" station number will be next rewriting wheel report or Rule 6 terminal unless for destination stations in between.

Report weights in full tons, all fractional ton weights, 999 pounds or less, to be dropped and all fractional ton weights 1,000 pounds and over, to be added as another ton. Examples 48,906 lbs. report as 24 tons; 49,000 lbs. report as 25 tons; 49,600 lbs. reports as 25 tons.

### **TRACING CAR LOAD SHIPMENTS**

- Rule 18. Use code shown herein for tracing: Cipher, SFRD and code shown herein should be mixed only when necessary.
- Rule 19. Do not trace to expedite Red Ball Freight for it does not improve the service. Traffic reports worked in conjunction with General Superintendent of Transportation Circular 231 makes tracing unnecessary.
- Rule 20. When patron in one traffic territory desires information about cars destined into another traffic territory, such information should be procured from traffic officials in destination territory.

- Rule 21. When requesting information on cars which do not originate on Santa Fe System, always show if possible, the route and junction via which the car will reach Santa Fe lines.
- Rule 22. Tracers will be handled to give information as to the movement while on System rails only, from origin or junction received, to destination or point of delivery to our connections. When arrival at off System destination is required, it should be requested direct from the Traffic Department Representative in the destination territory.
- Rule 23. When necessary to trace carload freight, place with Superintendent of Car Service, Topeka, Kansas, except cars originating at and destined to points within the same Division Freight Agent's territory, place tracer with the Division Superintendent involved.

### INSTRUCTIONS FOR HANDLING "NO-BILL" LOADED CARS

(Cancels and supersedes System Circular 422)

Rule 24.

(1) **TERMINAL WHERE LOADED CAR FOUND,  
AND NO WAYBILL TO COVER**

(a) Immediately wire Superintendent of Car Service at Topeka, joint with your Superintendent. Give as much information as possible such as seal numbers and from "cards" attached to car. If not sealed, furnish any identification on lading or from shipping lists tacked inside car. Forward car, or handle as directed in reply from Superintendent of Car Service, complying with instructions in item 3 with respect to preparation of proper movement waybill.

(b) If a car is moving in thru Red Ball train without waybill, but is properly listed on telegraphic consist-wheel report, will be satisfactory prepare astray waybill accordingly, allowing car continue

movement without delay. When following this plan, file telegram immediately to Superintendent of Car Service at Topeka, who will endeavor locate waybill, instructing terminal where found to wire complete waybill reference to first possible terminal in advance of car where astray waybill can be completed in accordance with requirements of Item 3. Terminal holding original waybill should dispose of it as directed in Item 2.

(2) **TERMINAL WHERE WAYBILL FOUND AND CAR NOT ON HAND**

Endeavor locate outbound record of car from your records. If not found, wire Superintendent of Car Service at Topeka, joint with your Superintendent, advising waybill on hand without car, requesting location of car. When receive reply, wire complete waybill information to terminal holding car. Mail waybill you have on hand to Agent at billed destination, using Registered Railroad mail to System point, and U.S. Mail to Foreign Line point. Care should be exercised to wire sufficient and proper information for preparation of movement waybill as provided in Item 3, with statement "Original waybill being mailed to \_\_\_\_\_ (show destination)."

(3) **TERMINAL PREPARING MOVEMENT WAYBILL FOR "NO-BILL" CARS**

A non-revenue car movement waybill reading from original waybilling station to destination and bearing same number and date as the revenue waybill, should be prepared on a standard waybill form, from information furnished by agent holding the revenue waybill. The name of station preparing the car movement waybill and the actual date issued should be shown thereon beneath the name of original waybilling station.

Notation "Revenue waybill will be mailed to destination agent from (insert name of station that will mail revenue bill)" must be shown on the

car movement waybill in the columns provided for showing weight, rate, freight, etc.

All information essential to the movement and delivery of the car should be shown on such car movement waybill, in the blocks provided therefor, in the manner prescribed by Rules in Form 500, Instructions to Station Freight Agents, applicable to revenue waybills. This shall include complete routing as shown on revenue waybill, and all information in the "Instructions" block, covering any service to be performed or omitted enroute, such as "Weigh," "Do Not Weigh," and instructions as to stopping in transit, icing, and any other services. If the shipment is moving under a weight agreement, such information shall be shown in the "Weight" block.

When a car moving on "Non-Revenue waybill," such as described above, is diverted, the agent at the diversion point shall request the agent at destination as shown on the waybill, to forward the original revenue waybill to the agent at the new destination.

#### Rule 25.

#### ASSIGNED LETTERS FOR FOLLOWING STATIONS WHICH SHOULD BE USED IN REPORTS AND MESSAGES

AQ	Albuquerque	CA	Chanute
AS	Altus	CL	Cleburne
A	Amarillo	C	Clovis
AY	Argentine	CW	Corwith
AC	Arkansas City	DS	Dallas
AF	Ashfork	DN	Denver
BK	Bakersfield	DC	Dodge City
BA	Barstow	EL	El Paso
BT	Beaumont	EM	Emporia
BN	Belen	EN	Enid
BV	Belleville Yard	FL	Floydada
BR	Brownwood	FM	Ft. Madison
CN	Canadian	FW	Ft. Worth

FR	Fresno	RM	Richmond
GV	Gainesville	SJ	St. Joseph
G	Gallup	SG	San Angelo
GN	Galveston	SU	San Augustine
GD	Glendale	SB	San Bernardino
HO	Houston	SD	San Diego
HU	Hutchinson	SF	San Francisco
J	Joliet	SN	Seligman
LJ	La Junta	SH	Shawnee
LV	Las Vegas	SA	Silsbee
LO	Longview	SL	Slaton
LA	Los Angeles	SK	Stockton
LB	Lubbock	S	Streator
MC	McCook	SW	Sweetwater
MQ	Marceline	TM	Temple
NS	Needles	TC	Texas City
N	Nemo	TO	Topeka
NW	Newton	VN	Vaughn
OK	Oklahoma City	WK	Waynoka
PO	Phoenix	WG	Wellington
PD	Pueblo	WH	Wichita
PZ	Purcell	WZ	Winslow

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## TELEGRAPHIC CODE

1. Bang..... Assume you are handling with owners for depreciated value if necessary.
2. Bank..... For annual inventory of equipment as of September 30, the following cars were last reported your station. Advise if still on hand, or disposition.
3. Base..... Advise our correct file reference.
4. Bat..... You report ATSF car \_\_\_\_\_ dismantled\_\_\_\_\_. No such AT&SF car. Advise correct car number to all concerned.
5. Bevy..... Car not yet reached this station; will divert when arrives.
6. Bing..... You report car \_\_\_\_\_ renumbered on\_\_\_\_\_. Advise correct number of car actually renumbered.

## Telegraphic Code—Continued

7. Black.....Delivered proper connecting line.
8. Blow.....ATSF car reported dismantled on \_\_\_\_\_ at \_\_\_\_\_  
Have you written all concerned?
9. Boat.....Issue Form 1151 Standard to all concerned covering following cars re-numbered \_\_\_\_\_ on \_\_\_\_\_
10. Boy..... Important. Wire quickly present location and if delayed, the cause of delay and what is being done to expedite.
11. Brome.....Divert to same consignee.
12. Burbat.... Has been changed as requested in your wire.
13. Cadugs.... Clean and disinfect under Government Supervision.
14. Calendar...My file closed unless further advised.
15. Calm.....No record of car. Advise if I may close file.
16. Dig.....If set out, furnish report to cover the following cars.
17. Fish.....Important. Arrange to weigh light and restencil, furnishing information at once. If car not at your station, wire forwarding and destination.
18. Fished....Has been light weighed and restenciled. (Give new light weight.)
19. Kid.....Advise by wire delivery to connecting line or arrival destination.
20. Map.....Move through without transfer.
21. Not.....No record. Not yet received.
22. Red..... Delivered Consignee.



## Telegraphic Code—Continued

23. Saw.....If gone, furnish report to cover the following cars.
24. Tab..... Answer my letter of \_\_\_\_\_ about \_\_\_\_\_.
25. Tack..... Answer my traingram of \_\_\_\_\_ about \_\_\_\_\_.
26. Tally..... Answer my wire of \_\_\_\_\_ about \_\_\_\_\_.
27. Tamp..... Can you now furnish information requested?
28. Tan..... Advise date and time of arrival.
29. Tape..... Advise in whose business handled.
30. Tar..... Shipper complained of our handling of previous shipments and threaten to divert from our line.
31. Tardy..... New business trial shipment. Future business depends upon satisfactory performance on our line.
32. Tare..... Export business, steamer sails \_\_\_\_\_ must not be delayed.
33. Task..... Advise car number or correct number and initial.
34. Taw..... Car carries wrong number. Have examined for complete stenciling. Advise.
35. Tax..... Car carries wrong number. Correct number is \_\_\_\_\_. Have restenciled all around. Advise.
36. Teak..... Delayed in transit, follow movement and wire passing important terminals.
37. Team..... Shipment delayed account bad order. Hurry repairs or transfer advising car initial and number transferred into and forwarding.

### Telegraphic Code—Continued

38. Teddle.....Advise promptly if car was accompanied by Form 1850 and the home route shown thereon.
39. Teddy..... Advise promptly if you will handle accordingly.
40. Temp.....Advise temperature time of arrival and departure.
41. Text.....Shipment delayed account embargoed by\_\_\_\_\_.
42. Textile.... On hand since\_\_\_\_\_. Why holding?
43. Tick.....Wire final destination and complete routing.
44. Tide.....Advise delivery to connecting line after\_\_\_\_\_.
45. Tidy.....Advise forwarding.
46. Ties..... Advise train and conductor.
47. Tiff..... Forward in Train\_\_\_\_\_.
48. Till.....Advise received record. No form 1850.
49. Tin.....Accept in home route from\_\_\_\_\_.
50. Time..... Arrange for short route and advise.
51. Ting.....Accept reciprocal from\_\_\_\_\_.
52. Tink.....Advise home route.
53. Tins.....Advise home route joint with\_\_\_\_\_.
54. Tiny.....Advise promptly home route that is shown on the Form 1850.
55. Tinny.....Out your station to\_\_\_\_\_.
56. Tip.....Advise if loaded or empty and destination.
57. Toff.....Card owners.

## Telegraphic Code—Continued

58. Tog..... Card to\_\_\_\_\_.
59. Toga..... Change home route to read\_\_\_\_\_.
60. Tok..... If safe to handle in train.
61. Toka..... Mail me the Form 1850 that accompanied the car into your station.
62. Tokay..... Hold if empty and I will endeavor to short route and advise.
63. Told..... Refuse car. If it is now on our rails, return and make special reclaim any per diem accruing.
64. Tom..... This information is for home route.
65. Tong..... Will advise home route that point.
66. Tonk..... Advise correct date of interchange.
67. Tony..... Following interchange incorrect. Advise corrections.
68. Took..... I am short the following interchange reports. Forward first mail.
69. Tooker.... Short interchange following cars.
70. Topas..... Advise correct date.
71. Toper..... Dim copy, not legible, furnish another.
72. Tops..... (Use only when regular reports do not suffice.) Advise present location, daily record and arrival destination or delivery to connection.
73. Torn..... Advise promptly when car will be ready to move.
74. Torp..... Arrange prompt movement and wire record.
75. Toss..... In urgent need of supplies to avoid closing down. Advise quickly.

## Telegraphic Code—Continued

76. Tow..... Advise receipt from connecting line prior.
77. Tox..... Am advised car received from connecting line\_\_\_\_\_. Wire forwarding.
78. Toy..... Advise train, date and conductor handling car into your station.
79. Track..... Advise position of vents and plugs.
80. Trag..... Into your station from\_\_\_\_\_.
81. Tram..... Wire date and time received from connecting line.
82. Tramp..... Advise cars to which transferred.
83. Trap..... Advise if on hand your station or disposition.
84. Trav..... No record, advise receipt or correction. If no receipt, advise station from.
85. Tray..... Not yet located. Have checked all available records. Will hold file open and advise.
86. Treat..... Tracing. Will advise.
87. Tred..... On hand your station.
88. Trek..... Wire latest record or present location of car.
89. Trench.... Tracing other cars and will advise.
90. Tribe..... Last tally sheet received in my office from you was\_\_\_\_\_. Bring up to date quickly. Advise.
91. Trick..... Shall I add to?
92. Trig..... Wheel report does not show where set out. Advise.

### Telegraphic Code—Concluded

93. Trik.....Wheel report does not show where picked up. Advise.
94. Trill.....Advise date and time passing State line.
95. Trim..... Wheel report train \_\_\_\_\_ shows \_\_\_\_\_ Tally sheet shows \_\_\_\_\_. Which correct?
96. Trinket.... Advise train number.
97. Trio..... Advise date and time of departure.
98. Trip..... Wire number of way car used.
99. Tromp.... Advise cars from which transferred.
100. Trump.... Advise billing instructions over division.
101. Tug..... (L.C.L.) Advise waybill, car number, forwarding, joint with next carding point, requesting agent there similarly advise.

### TELEGRAPHIC CODE SUBJECTS

#### Showing Code Index Number and Explanation

#### ANSWER:

3. Base.... Advise our correct file reference.
24. Tab..... Answer my letter of \_\_\_\_\_ about \_\_\_\_\_.
25. Tack.... Answer my traingram of \_\_\_\_\_ about \_\_\_\_\_.
26. Tally.... Answer my wire of \_\_\_\_\_ about \_\_\_\_\_.
27. Tamp... Can you now furnish information requested? \_\_\_\_\_.

## Telegraphic Code Subjects—Continued

## ARRIVAL:

28. Tan..... Advise date and time of arrival.

## CAR NUMBER:

33. Task.... Advise car number or correct number and initial.
34. Taw..... Car carries wrong number. Have examined for complete stenciling. Advise.
35. Tax..... Car carries wrong number. Correct number is\_\_\_\_\_. Have restenciled all around. Advise.

## CLEAN AND DISINFECT:

13. Cadugs.. Clean and disinfect under Government supervision.

## CLOSE FILE:

14. Calendar. My file closed unless further advised.

## DELAY:

36. Teak.... Delayed in transit, follow movement and wire passing important terminals.
37. Team.... Shipment delayed account bad order. Hurry repairs or transfer advising car initial and number transferred into and forwarding.
41. Text.... Shipment delayed account embargoed by\_\_\_\_\_.
42. Textile.. On hand since\_\_\_\_\_. Why holding?

## DELIVERED:

7. Black.... Delivered proper connecting line.

### Telegraphic Code Subjects—Continued

22. Red.....Delivered consignee.

#### DESTINATION:

43. Tick.....Wire final destination and complete routing.

#### DIVERSION:

5. Bevy....Car not yet reached this station; will divert when arrives.
11. Brome...Divert to same consignee.
12. Burbat...Has been changed as requested in your wire.

#### EQUIPMENT INVENTORY:

1. Bang....Assume you are handling with owners for depreciated value if necessary.
2. Bank....For annual inventory of equipment as of September 30 the following cars were last reported your station. Advise if still on hand, or disposition.
4. Bat.....You report ATSF car\_\_\_\_\_ dismantled\_\_\_\_\_. No such ATSF car. Advise correct car number to all concerned.
6. Bing....You report car\_\_\_\_\_ renumbered on\_\_\_\_\_. Advise correct number of car actually renumbered.
8. Blow....ATSF car reported dismantled on \_\_\_\_\_ at\_\_\_\_\_. Have you written all concerned?
9. Boat....Issue Form 1151 Standard to all concerned covering following cars renumbered\_\_\_\_\_on\_\_\_\_\_.

## Telegraphic Code Subjects—Continued

## FORWARDING:

44. Tide.....Advise delivery to connecting line after\_\_\_\_\_.
45. Tidy.....Advise forwarding.
46. Ties.....Advise train and conductor.
47. Tiff.....Forwarded in train\_\_\_\_\_.
55. Tinny... Out your station to\_\_\_\_\_.

## HOME ROUTES:

38. Teddle...Advise promptly if car was accompanied by Form 1850 and the home route shown thereon.
39. Teddy... Advise promptly if you will handle accordingly.
48. Till.....Advise received record. No Form 1850.
49. Tin.....Accept in home route from\_\_\_\_\_.
50. Tine.....Arrange for short route and advise.
51. Ting.....Accept reciprocal from\_\_\_\_\_.
52. Tink.....Advise home route.
53. Tins.....Advise home route joint with\_\_\_\_\_.
54. Tiny.....Advise promptly home route that is shown on Form 1850.
56. Tip.....Advise if loaded or empty and destination.
57. Toff.....Card owners.
58. Tog..... Card to\_\_\_\_\_.
59. Toga.... Change home route to read\_\_\_\_\_.
60. Tok..... If safe to handle in train.
61. Toka.... Mail me the Form 1850 that accompanied the car into your station.



### Telegraphic Code Subjects—Continued

- 62. Tokay... Hold if empty, and I will endeavor short route and advise.
- 63. Told.... Refuse car. If it is now on our rails, return and make special reclaim for any per diem accruing.
- 64. Tom.... This information is for home route.
- 65. Tong.... Will advise home route that point.

#### INCORRECT DATE:

- 70. Topas... Advise correct date.

#### INTERCHANGE:

- 66. Tonk.... Advise correct date of interchange.
- 67. Tony.... Following interchange incorrect. Advise.
- 68. Took.... I am short the following interchange reports. Forward first mail.
- 69. Tooker.. Short interchange following cars.

#### LEGIBILITY:

- 71. Toper... Dim copy, not legible, furnish another.

#### L.C.L.:

- 101. Tug..... (L.C.L.) Advise waybill, car number, forwarding, joint with next carding point, requesting agent there similarly advise.

#### LIGHT WEIGHT:

- 17. Fish.... Important. Arrange to weigh light and restencil, furnishing information at once. If car not at your station, wire forwarding and destination.

### Telegraphic Code Subjects—Continued

18. Fished...Has been light weighed and restenciled. (Give new light weight).

#### MOVEMENT:

10. Boy..... Important. Wire quickly present location and if delayed, the cause of delay and what is being done to expedite.
16. Dig..... If set out, furnish report to cover the following cars.
19. Kid..... Advise by wire delivery to connecting line or arrival destination.
23. Saw..... If gone, furnish report to cover the following cars.
29. Tape.... Advise in whose business handled.
72. Tops.... (Use only when regular reports do not suffice.) Advise present location, daily record and arrival destination or delivery to connection.
73. Torn.... Advise promptly when car will be ready to move.
74. Torp.... Arrange prompt movement and wire record.
75. Toss.... In urgent need of supplies to avoid closing down. Advise quickly.

#### RECEIVED

76. Tow..... Advise receipt from connecting line prior.
77. Tox..... Am advised car received from connecting line\_\_\_\_\_. Wire forwarding.
78. Toy..... Advise train and conductor handling car into your station.

### Telegraphic Code Subjects—Continued

80. Trag.... Into your station from\_\_\_\_\_.
81. Tram.... Wire date and time received from connecting line.

#### RECORD:

15. Calm.... No record of car. Advise if I may close file.
21. Not..... No record. Not yet received.
83. Trap.... Advise if on hand your station or disposition.
84. Trav.... No record, advise receipt or correction. If no receipt, advise station from.
85. Tray.... Not yet located. Have checked all available records. Will hold file open and advise.
87. Tred.... On hand your station.
88. Trek.... Wire latest record, or present location of car.

#### SERVICE:

30. Tar..... Shipper complained of our handling of previous shipments and threaten to divert from our line.
31. Tardy... New business trial shipment. Future business depends upon satisfactory performance on our line.
32. Tare.... Export business, steamer sails\_\_\_\_\_. Must not be delayed.

TALLY SHEETS—See Wheel Reports

#### TEMPERATURE:

40. Temp.... Advise temperature time of arrival and departure.

## Telegraphic Code Subjects—Concluded

79. Track... Advise position of vents and plugs.

## TRACING:

86. Treat... Tracing. Will advise.  
89. Trench... Tracing other cars and will advise.

## TRANSFER:

20. Map... Move through without transfer.  
82. Tramp... Advise cars to which transferred.  
99. Tromp... Advise cars from which transferred.

## WHEEL REPORTS:

90. Tribe... Last tally sheet received in my office  
from you was \_\_\_\_\_.  
Bring up to date quickly. Advise.
91. Trick... Shall I add to?
92. Trig... Wheel report does not show where set  
out. Advise.
93. Trik... Wheel report does not show where  
picked up. Advise.
94. Trill... Advise date and time passing State  
Line.
95. Trim... Wheel report train \_\_\_\_\_.  
Tally sheet shows \_\_\_\_\_.  
Advise which correct.
96. Trinket... Advise train number.
97. Trio... Advise date and time of departure.
98. Trip... Wire number of way car used.
100. Trump... Advise billing instructions over divi-  
sion.

Symbols covering Protective Service Instructions which are to be used on "FORP," Wheel Reports, Wire Switch Lists, Barstow Manifests and Wire Manifests.

### REFRIGERATION

Symbol	Service at Origin
K	Cooled in car by shipper.
KK	Cooled by shipper—ice not utilized.
Q	Cooled with 5000 lbs. or less of top ice by shipper (melons only).
F	Do not re-ice.
FUD	Do not re-ice unless delayed.
O	Dry car loaded.
Z	Half-stage refrigeration service.
E	Initially iced by carrier.
H	Initially iced by shipper.
X	Pre-iced by carrier.
D	Pre-cooled and pre-iced by carrier.
G	Pre-cooled and pre-iced by shipper.
R	Pre-cooled only by carrier.
SR	Re-ice at all regular icing stations.
SR3	Re-ice at all regular icing stations with 3% salt.
SRZ	Re-ice at all regular icing stations, half-stage.
M	Replenished by carrier.
S	Re-iced by shipper.
SR	Standard refrigeration.
SRZ	Standard refrigeration, half-stage.
J	Top iced by shipper at origin (show amount at origin).
	Example: J15 indicates top iced at origin by shipper with 15000 lbs.

Symbol	Service in Transit
F	Do not re-ice.
FUD	Do not re-ice unless delayed.
Z	Half-stage refrigeration service.
SR	Re-ice at all regular icing stations.

SR3	Re-ice at all regular icing stations with 3% salt.
SRZ	Re-ice at all regular icing stations, half stage.
L	Re-ice at _____ (Name station), example:
LAY	Re-ice at Argentine.
AY10	Re-ice at Argentine with 10% salt.
LBN	Re-ice at Belen.
LSW	Re-ice at Sweetwater.
LWK	Re-ice at Waynoka.
LBNAV	Re-ice at Belen and Argentine. (Note: On Wheel Reports drop the L when billed to re-ice at more than one station, example:
BNAV	Indicates re-ice at Belen and Argentine.
NSWK	Indicates re-ice at Needles and Waynoka.)
J15BN	Top iced by shipper at origin with 15000 lbs. re-top ice at Belen to produce amount supplied at origin. (Note: On Wheel Reports drop the J, for example:
15BN	Retop ice at Belen to produce 15000 lbs. over load.
15AY	Retop ice at Argentine to produce 15000 lbs. over load.)
SR	Standard refrigeration.
SRZ	Standard refrigeration, HALF-STAGE.

### HEATER SERVICE

Symbol	Service
CPS	Carriers' Protective Service or Modified Carriers' Protective Service.
SPS	Shippers' Protective Service—Rule 510.
SHPS	Special Heater Protective Service—Rule 580, Perishable Protective Tariff.
SSS	Shippers' Specified Service—Rule 514.
SHC	Standard Heat in Canada.
R522	Voluntary Heater Service.

## VENTILATION SERVICE

Symbol	Standard
A1	Standard Ventilation; close vents at 32 degrees; open vents above 32 degrees.
A2	Standard Ventilation; close vents at 40 degrees; open vents above 40 degrees.
A3	Standard Ventilation; close vents at 45 degrees; open vents above 45 degrees.

Symbol	Special
B1	Keep vents closed below 32 degrees and above 45 degrees; keep vents open 32 degrees to 45 degrees.
B2	Close vents at 40 degrees; open vents above 40 degrees.
B3	Keep vents closed during day and open during night except, keep vents closed when raining or at 40 degrees or lower.
B4	Close vents at 55 degrees; open vents above 55 degrees.
B5	Keep one vent open each end diagonally across car.
B6	Open one vent each end diagonally across car above 45 degrees; close vents at 45 degrees.
B7	Keep vents closed.
B8	Keep vents open.
B9	Keep vents closed to _____ (Insert station); keep vents open thereafter.
B10	Keep vents open to _____ (Insert station); keep vents closed thereafter.
B10A	Close vents at 32 degrees; open vents above 32 degrees.
B10B	Close vents at _____ degrees; open vents above _____ degrees.

Symbol	Combination
C1	Keep vents closed to _____ (Insert station); thereafter close vents at 32 degrees; open vents above 32 degrees.

- C2 Keep vents closed to \_\_\_\_\_  
(Insert station); thereafter close vents at  
40 degrees; open vents above 40 degrees.
- C3 Keep vents closed to \_\_\_\_\_  
(Insert station); thereafter close vents at  
45 degrees; open vents above 45 degrees.
- C4 Keep vents open to \_\_\_\_\_  
(Insert station); thereafter close vents at  
32 degrees; open vents above 32 degrees.
- C5 Keep vents open to \_\_\_\_\_  
(Insert station); thereafter close vents at  
40 degrees; open vents above 40 degrees.
- C6 Keep vents open to \_\_\_\_\_  
(Insert station); thereafter close vents at  
45 degrees; open vents above 45 degrees.
- C7 Close vents at 32 degrees and open vents  
above 32 degrees until arrival at \_\_\_\_\_  
(Insert station); keep vents closed there-  
after.
- C8 Close vents at 40 degrees and open vents  
above 40 degrees until arrival at \_\_\_\_\_  
(Insert station); keep vents closed there-  
after.
- C9 Close vents at 45 degrees and open vents  
45 degrees until arrival at \_\_\_\_\_  
(Insert station); keep vents closed there-  
after.
- C10 Close vents at 25 degrees; open above 25 de-  
grees to \_\_\_\_\_ (station des-  
ignated by shipper); close vents at 32  
degrees, open above 32 degrees thereafter.
- C11 Close vents at 28 degrees, open above 28 de-  
grees to \_\_\_\_\_ (station des-  
ignated by shipper); close vents at 32  
degrees, open above 32 degrees thereafter.
- C11A Close vents at 20 degrees; open above 20 de-  
grees to \_\_\_\_\_ (station des-  
ignated by shipper); close vents at 32 de-  
grees, open above 32 degrees thereafter.



C11B Vents open to \_\_\_\_\_  
 (Insert station), vents closed to \_\_\_\_\_  
 (Insert station), vents open thereafter.

## NOTE:

S99 is a Symbol to be used on Wheel Reports only when Special or Combination instructions are not covered by above symbols—will be necessary to check waybill or have separate wire form SFRD Inspector (S99 must not be used on FORP, Barstow Manifest or Wire Manifests—instructions not covered by above symbols will be written out in full).

### ALPHABETICAL RECAP OF PROTECTIVE SERVICE SYMBOLS

A	Standard Ventilation	} Refer to list of symbols under Ventilation Service
B	Special Ventilation	
C	Combination Ventilation	
CPS	Carriers' Protective Service or Modified Carriers' Protective Service.	
D	Pre-cooled and pre-iced by carrier.	
E	Initially iced by carrier.	
F	Do not re-ice.	
FUD	Do not re-ice unless delayed.	
G	Pre-cooled and pre-iced by shipper.	
H	Initially iced by shipper.	
J	Top iced by shipper at origin.	
K	Cooled in car by shipper.	
KK	Cooled by shipper—Ice not utilized.	
L	Re-ice at _____.	
M	Replenished by carrier.	
O	Dry car loaded.	
Q	Cooled with 5000 lbs. or less of top ice by shipper, (Melons only).	
R	Pre-cooled only by carrier.	
R522	Voluntary Heater Service.	
S	Re-iced by shipper.	
SHC	Standard Heat in Canada.	

SHPS	Special Heater Protective Service—Rule 580.
SPS	Shippers' Protective Service—Rule 510.
SR	Standard Refrigeration—Re-ice at all regular icing stations.
SSS	Shippers' Specified Service—Rule 514.
X	Pre-iced by Carrier.
Z	Half-Stage Refrigeration service.

