

CAR SERVICE

BULLETIN

MONON RAILROAD
Lafayette, Indiana
March 12, 1965

CAR SERVICE BULLETIN #2/65

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

With further reference to Car Service Bulletin #1/65, dated March 5, 1965, quoting AAR Circular GSD 145-U governing the handling of equipped freight cars by U. S. Railroads. We are now in receipt of advice from both the C&O and B&O stating that they have issued instructions to their people that cars covered by GSD 145-U arriving empty on interchanges not accompanied by proper billing are to be refused until such time that proper billing is furnished.

It can now be reported, with much regret, that a refrigerator car covered by the provisions of this circular was "floated" into Mitchell for delivery to the B&O on what can best be classed as "vocal" billing, one of those vague "send it back to the B&O at Mitchell" movements. It didn't work, the B&O promptly refused the car. We were lucky on this particular movement though, Mr. Kimble was able to dig into his station records and issue proper billing to the B&O enabling us to deliver said car without hunting all over the railroad to find this information.

Again it is pointed out proper billing of empty cars covered IS TO BE ISSUED BY AGENT. It is further pointed out that this circular instructs originating Agent to endorse outbound loaded billing with specific return instructions on both assigned and unassigned cars. This will help the destination Agent.

We are in receipt of Special Car Order #110 issued by the AAR, effective March 10, 1965 and continuing until June 30, 1965. This order applies to FM flatcars under 200,000 lbs. nominal capacity owned by the CB&Q, MILW and RI. Flatcars owned by these 3 railroads may be used by the MON Railroad only as follows:

- #1 - To stations on owners line or via owners rails.
- #2 - To a junction with the owner.
- #3 - To destinations in Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, or Wisconsin, when load originates outside these states.

Cars must not be backhauled to obtain loading as outlined above. If proper loading is not available cars should be moved to owners empty. CBQ and RI flatcars developing empty or received empty on our rails go home to owner at Chicago, MILW flatcars, either Bedford or Chicago, whichever is nearest.

At the present our on line loadings are so erratic to put out any information on disposition of empty equipment that would hold up for any length of time. Due to weather conditions, road conditions, etc., about the best we can do for a while is handle empties on a day to day basis on Dick Wien's daily messages. However please watch your empties on hand for loading at the end of the week. Many times it is not the shippers fault if he cannot load what cars he has ordered on a Friday, however it is an Agent's fault if he keeps the cars there over a weekend, and it hurts in per diem payments. Frank DeArmond had 15 empty boxcars at Francesville last Friday, and only got 8 of them loaded, he sent the 7 extra cars back into Monon Friday night instead of holding them, and ordered replacement cars for Monday. Kicking those 7 cars out saved us over \$60.00 in per diem. It does add up.

J. B. Goss
General Superintendent.

MONON RAILROAD
Lafayette, Indiana
March 23, 1965

CAR SERVICE BULLETIN #3/65

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

Please refer to Car Service Bulletin's 1/65 and 2/65 regarding the handling of equipped freight cars under provisions of AAR Circular GSD 145-U. In addition to these cars being released empty without proper billing, we are sending out loads on our billing THAT ARE NOT PROPERLY ENDORSED. Instructions for endorsement of outbound loaded billing is contained in this circular as issued in 1/65, and further pointed out in paragraph #3 of 2/65. An AAR check made at Indianapolis on March 11, 1965 indicates that none of the outbound waybills issued on auto parts out of Chevrolet are endorsed with return instructions. WHY?????????????????????
Do it!!

SPECIAL CAR ORDER #111 issued by Car Service Division of the AAR 3/17/65, reads as follows:

"Effective March 22, 1965 and continuing until further notice, plain unequipped (XM, XME, XMI) forty and fifty foot boxcars, including wide and double doors, or GN and NP ownerships may be used for loading (other than by owners) only to:

- (1) stations on owner's line or via owner's rails
- (2) a junction with owner, EXCEPT:

1. Cars of above ownerships may be used for loading from points in the New England States and other Atlantic Seaboard States to points west of a line drawn through Buffalo, Pittsburgh, Knoxville, Birmingham and Mobile.

2. Cars of above ownerships may be loaded from points west of a line drawn through Buffalo, Pittsburgh, Knoxville, Birmingham and Mobile to or via owner's rails, to a junction with the owner, or to the states listed below for each of the designated ownerships:

GN - Calif., Idaho, Minn., Mont., N. D., Ore., S. D., Wash., Wisc.
NP - Idaho, Minn., Mont., N. D., Ore., S. D., Wash., Wisc.

3. Cars locating empty at a junction with the owner must be loaded to or via the owning road or delivered to the owner at that junction.

4. Cars must not be backhauled or delayed to obtain loading as outlined above. In the absence of immediate loading as specified, cars should be moved to the owners empty in service route or under SCO #90.

Please be governed accordingly.

The lease on our "black" hoppers in series 41700/41800 will expire April 14, 1965. 35 of these hoppers are still wandering around off line. When they show up empty at any junction, they MUST be billed empty to R. D. Tigar for return to owner, at South Hammond. There are only about 3 weeks left to get these cars so watch them carefully. There are also about a dozen of our boxcars in series 9000 thru 9449 still out. Any boxcars in this series showing empty come to MJR at Shops. DO NOT LOAD THEM.

J. B. Conn
Gen. Supt.

MONON RAILROAD
Lafayette, Indiana
April 1, 1965

CAR SERVICE BULLETIN #4/65

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

Special Car Order #111, effective March 22, 1965, issued in Car Service Bulletin #3/65 dated 3/23/65 has been revised as follows:

Effective April 5, 1965 and continuing until May 5, 1965, plain unequipped (XM, XME, XMI) forty and fifty foot boxcars, including wide and double doors, of ownerships GN, W, and SP may be used for loading (other than by owners) only to:

- (1) Stations on owner's line or via owner's rails, or
- (2) a junction with owner, EXCEPT:

- 1 - Cars of above ownerships may be used for loading from points in the New England States and other Atlantic Seaboard States to points west of a line drawn thru Buffalo, Pittsburgh, Knoxville, Birmingham and Mobile.
- 2 - Cars of above ownerships may be loaded from points west of a line drawn thru Buffalo, Pittsburgh, Knoxville, Birmingham and Mobile to or via owner's rails, to a junction with the owner, or to the states listed below for each of the designated ownerships:
GN - Calif., Idaho, Minn., Mont., N. D., Ore., S. D., Wash., Wisc.
NP - Idaho, Minn., Mont., N. D., Ore., S. D., Wash., Wisc.
SP - Ariz., Calif., Ia., Nev., N. M., Ore., Texas, Utah
- 3 - Cars locating empty at a junction with the owner must be loaded to or via the owning road or delivered to the owner at that junction.
- 4 - Cars must not be backhauled or delayed to obtain loading as outlined above. In the absence of immediate loading as specified, cars should be moved to the owners empty in service route or under Special Car Order #90."

Please be governed accordingly.

Our on line loadings are still running kind of low in boxcars due to weather conditions. Please handle boxcars of foreign ownership as directed by Dick Wien in his daily messages. We are still looking for 9 of our 9000-9449 series boxcars for rebuilding at Shops. Mon 9004, 9166, 9179, 9260, 9271, 9364, 9376, 9418 and 9438 are still missing. These 9 cars may show empty at any junction, and they MUST be sent empty at once to R. F. Maxwell, Shops to be stored for the shop program. DO NOT LOAD THESE CARS UNDER ANY CIRCUMSTANCES.

As stated on Bulletin #3/65, the lease on our 41700/41800 series "black" hoppers will expire April 14, 1965. Excellent work has been done on getting these cars to South Hammond, and as of this date there are only 17 of these cars left to locate. MON 41718, 41750, 41753, 41765, 41790, 41798, 41824, 41840, 41842, 41843, 41845, 41846, 41868, 41869, 41876, 41886, and 41895 are the cars we need. When any of these cars show empty, send empty to R. D. Tigar, South Hammond.

Our annual, summer Gosport-Bedford sand loading will start at Gosport soon. We will need 8 gons for this service, and now have 6. MON 3094, 3126, 3169, 3173, 3253 and 3269 have been stencilled "Sand loading only", and MUST be used only for this movement. The other two cars numbers will be furnished as soon as they are fixed up.

J. B. Conn
Gen. Supt.

CAR SERVICE BULLETIN #5/65

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

All Agents are receiving with this bulletin, a listing of MON assigned service cars effective May 1, 1965. Please destroy old assignment list as issued May 1, 1964. This new list incorporates several changes now in process, so some cars may be found in other assignments. If so, it would be appreciated if such was called to the attention of Dick Wien. This listing is also being mailed to local conductors, and anyone else that wants one, get in touch with Dick at Lafayette.

Getting back to AAR Circular 1145-U AGAIN. One glaring example of mis-handling is quite evident. MON 1321, 1322, 1323, 1324, 1325 and 1326 are 6 DF boxcars that are covered by this circular, although it is hard to tell from the way these cars are being handled. All 6 cars are assigned to the B&O at Watson, Indiana for cement loading. Most of the time they move into Chicago for unloading, but the times are seldom they are returned empty on a NON REVENUE FOLDING TYPE WAYBILL. Serious consideration is now being given to pre-printing enough non revenue folding type waybills to give every MON employee south of the south yard limit board at South Hammond a pad, so we won't wear the cars out dragging them around between McDoel and Youngtown trying to get them to assignment for another revenue producing load.

BOXCARS: Unless otherwise advised by Dick Wien on his daily messages, send all Canadian boxcars home, foreign class A & B for disposition, foreign class C & D home immediately, system box to nearest terminal for disposition.

We are working a lot of DF boxcars out of Globe Industries at Lowell in General Motors felt service. The bulk of these DF's are not assigned and stencilled for Lowell. They are billed in from various General Motors plants on some sort of loading schedule, and we must watch these movements. If the cars are separated from the waybill, we are in trouble. You junction Agents watch these moves, make sure you get a waybill form from delivering road showing where car is going, and, more important, make sure you give these bills to the conductors. In addition to saving car days due to mis-handling by losing cars, when Don Cripe gets the car with the waybill form, the per diem can be reclaimed against the owning road for the days we hold cars at Lowell for orders. If we don't have these bills, we are out of luck. Please watch them.

CONDOLAS: Foreign and system 654 "mill" gons to EJE Dyer for steel. Other foreign gons for disposition, system gons to McDoel.

FLATCARS: Foreign flatcars to EJE Dyer for steel loading, system flatcars to McDoel.

HOPPERS: Send foreign hoppers home, system hoppers to Midland.

COVERED HOPPERS: Cement season is coming. No more decorating various and sundry places on the road with empty cement covered hoppers, if it is my, the only place it belongs is at Limesdale or Mitchell. The MINIMUM for an excuse to hold a cement covered hopper empty in your vicinity after a pick up train has gone by, is a missing wheel.

J. B. Conn
Gen. Supt.

CAR SERVICE BULLETIN #6/65

TO: Agents
Yard Masters
Freight Conductors
Post on Bulletin Boards

The AAR has advised that the supply of 61' and longer gons is tightening up to where shippers are currently reporting shortages of this type of car. These cars are covered by Special Car Order #41 which requires that all gondolas 61 feet or longer except those with mechanical designation GBR and GBW shall be handled as follows:

1. Loading of these cars with sand, gravel, crushed stone, coal, ore or similar bulk commodities, or other shipments which can be loaded on other type of cars IS PROHIBITED AT ALL TIMES.
 2. Foreign gondolas may be loaded with commodities requiring 61-66 ft. cars only to, or in direction of, owning road and in accordance with restrictions included in SCO 515.
 3. In the absence of suitable loading immediately available WITHOUT BACK-HAUL, send cars home empty in accordance with Car Service Rules.
- With very little loading requiring these long gons on our rails, unless Dick Wien puts out a specific order on his daily messages, all gons covered by this order go to the EJ&E at Dyer for Steel Loading WITHOUT DELAY.

Now that AAR Circular 145-W has been thoroughly discussed for the past 3 months, let's see what we can do with another of the same type.

AAR Circular CSD #435 governs the handling of railroad owned or leased Class "L", Special Car Types, mechanical designations LB, LC, LF, LFA, LFR, IG, IM, LO, LP, LRC, IS and IJ:

1. Class "L", Special Car Types, in interline service, (including intra-terminal switch movements) after being unloaded shall be returned to the originating line via reverse of service route, BILLED ON STANDARD FORM WAYBILLS WITHOUT CHARGES.
2. Switching lines releasing Class "L", Special Car Types, handled on switch bills which do not show name of originating line or complete reverse route shall return the empty to line from which load was received for further handling as outlined in Paragraph 1.
3. The only exception to the procedure outlined in Paragraphs 1 and 2 shall be on specific instructions by the car owner, or by the Car Service Division, that the cars are being removed from an assigned service or loan basis and are to be returned to the owner or delivered to another line.
4. Destination Agents of loads will show on the waybill covering empty return of a Class "L" car, THE NAME OF COMMODITY LAST LOADED IN SUCH CAR.
5. To avoid heavy claims due to contamination when covered hoppers are transferred from one commodity service to another, it is necessary to reemphasize the importance of thoroughly cleaning the cars.

With reference to paragraph 1 above, it is pointed out that the issuing of non-revenue, folding type waybills for empty movements of cars covered IS THE DUTY OF THE AGENT. Too often it seems these cars are handled by Agents on the assumption that "the good guy local conductor" or "the good guy switch engine foreman" takes care of us boys. It is just as easy, and a lot better for the Agent to make out the return waybill form when the inbound load arrives from the inbound revenue waybill. An Agent just has the cars at his station to keep in mind, Conductors and Switch Foreman have cars strung all over his division or through his yard, they can't remember them all, and it isn't their job anyway.

Special Car Order 111 expired May 19, 1965. This order governed NP, GN and SP cars and was replaced by 2/65 and 4/65. These cars may now be handled under Car Service Bulletin

MONON RAILROAD
Lafayette, Indiana
April 19, 1966

CAR SERVICE BULLETIN #4/66

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

The various ICC service orders listed in Car Service Bulletin's 1/66, 2/66 and 3/66 have been revised as follows:

ICC service Order #975 governs the handling of freight cars in general, and is in effect. The ICC issued a revision dated April 15, 1966 which makes several corrections in spelling and a few minor paragraph explanations.

ICC service Order #976 governs unloading and demurrage charges in posts has been revised as of April 14, 1966 in the interest of clarification. This order has no effect on our operations.

ICC service Order #977 governing the use of GN and NP boxcars, and directing their withdrawal from general car distribution is in effect with a revision issued April 18, 1966 containing the following paragraph:

"(2) GN and NP boxcars available empty at a station other than a junction with the owner may be loaded to stations on or via the owner, or to any station which is closer to the owner than the point where loaded."

The underlined portion of the above paragraph is the important part of this revision for our operations. We may now load GN and NP boxcars in the direction of the owner, just as long as the car is unloaded at a station closer to the owner than the point where loaded. It is pointed out that the order still requires these cars to be loaded without delay or forwarded empty.

ICC service Order #978 is still postponed.

ICC service order #979 providing for increase in demurrage charges has been revised as follows under issue date April 14, 1966.

"(c) Computation of free time. All Saturdays, Sundays and holidays listed in Item 25 of Agent H. R. Hinsch's Demurrage Tariff 4-G, ICC H-17 and subsequent issues thereof shall be excluded in computing the free time. When the last day of free time expires at or before 11:59 PM of the day immediately prior to a Saturday, Sunday or holiday, such Saturday, Sunday, or holiday will be a chargeable day.

(d) Increased Demurrage and Detention Charges. ...each car described in Section (b) when held after the expiration of the free time, or when no free time is provided, shall be charged at not less than the following rates:

(1) Cars not Subject to Average Demurrage Agreement. \$10 for each of the first four days, or fraction of a day after the expiration of the free time. \$15 for each subsequent day, or fraction of a day.

(2) Cars Subject to Average Demurrage Agreement. \$10 for each debit not offset by a credit...After a car has accrued four debits, a charge of \$15 will be assessed for each subsequent day, or fraction of a day."

ICC service order #983, issued April 15, 1966, effective 12:01 AM April 18, 1966, expiring 11:59 PM, May 28, 1966 directs withdrawal of SP and UP fifty foot or longer XM and 52 boxcars, and 40' XM and XME with doors 3' wide or wider, and plug door cars. These cars are to be handled the same as GN and NP boxcars for return to owners.

R. L. Barnard, Sys. Trans. Supvr.

MON & N. RAILROAD
Lafayette, Indiana
October 11, 1966

CAR SERVICE BULLETIN #9/66

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: As everyone knows, we are in the middle of our soybean loading, and moving into the corn harvest. Please advise ALL boxcars for disposition, or use on orders as put out by Dick Wien. Agent's get cars going to nearest terminal if you can't get disposition, don't hold until the next day, by then the car will probably be spotted or in a train moving to spot if you get them into the yards. Again, the annual reminder, D/F, double door, end door, plug door, refrigerator and, this is a new one, the 86' hi-cube auto parts cars ARE NOT suitable for grain loading, so please quite trying to use them. All special equipped cars have been handled the same for several years now, governed by AAR Circular CSD 145 series and everyone knows how to do it, so why not do it right the first time? Save everybody a lot of trouble.

CONDOLAS: All foreign and system 65' gons to Eje Dyer immediately. Advise all other gons for disposition, we need every gon we can find for breakwater, scrap, and crushed stone, DON'T lose any.

HOPPERS: System hoppers showing empty Shops and north to Monon, south of Shops to McDecol, unless otherwise advised by Dick Wien on a daily basis. Send all foreign hoppers home unless otherwise advised by Dick Wien on a daily basis.

COVERED HOPPERS: Our Cement loadings are running extremely heavy, cement covered hoppers MUST NOT be delayed. If we lose a load of cement due to shortage of cars, it is lost, we can't come along a couple of days later and get it. During grain harvest we will be using feed covered hoppers in Ralston service for on line grain loading, any Agent at a junction getting a Ralston CH back empty, report for disposition, there is no use hauling it into Shops when the locals are taking empties back out each trip. Besides saving car miles, most of the time, movement from junction to loading point will let us get the car loaded and earning money a day sooner. Local conductors use them anyplace you find when they show empty at blind interchanges, just let Dick Wien know the number and where you put it for loading.

FLATCARS: Send all system and foreign flatcars to EJE Dyer as show empty until further advised.

ISSUING OF SPECIAL EQUIPMENT: Every so often it seems the whole railroad falls flat on its face on the handling of equipped cars. It isn't that hard to do. For several decades now, CSD 145 series has been in effect governing the handling of equipped cars. These cars must be handled on a non-revenue, folding type waybill. About a year ago, the Form 145 empty card bill was revised to make it a folding type waybill, please use it. These return bills are to be made out by the Agent at the unloading point, this is part of the reason we are not getting equipped cars off line as we should, and most of the reason equipped cars are being played for grain loading. We also have trouble getting our special equipment to proper loading point. Messages put out changing assignments always include instructions to bill car to specific railroad, at a specific loading point, with instructions to show "FOR ACCOUNT OF" loading party, please put this information on the waybills.

R. L. Barnard
Area Transit Supervisor