

FOR THE GUIDANCE OF EMPLOYEES ONLY

S. F. R. D. CIRCULAR No. 2-J

Cancels S. F. R. D. 2-I

Atchison, Topeka and Santa Fe Railway Company
SANTA FE REFRIGERATOR DEPARTMENT



RULES AND REGULATIONS
Governing
THE HANDLING OF PERISHABLE FREIGHT

This Circular Contains Important Changes in
Rules and Regulations. See Application
of Rules, Pages A, B, C, D, E, and F

EFFECTIVE DECEMBER 15, 1941
Subject to Correction Without Notice

G. H. NELSON,
Manager, S. F. R. D., Chicago, Ill.

H-B-C-473

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Item No. 1

APPLICATION OF RULES

This Exception Circular, pages A to F, is to be used in connection with National Perishable Freight Committee Code of Rules for Handling Perishable Freight, attached hereto. In case of conflict, the Exception Circular shall govern. These rules apply on all perishable freight traffic including both local shipments and business delivered to or received from connecting lines, when moving over The Atchison, Topeka & Santa Fe Ry. System.

Item No. 2

**LIST OF ICING STATIONS ON THE
 ATCHISON, TOPEKA & SANTA FE RY.
 COMPANY**

Regular	
Albuquerque, N. M. (Westbound)	Cameron, Tex. (Only for shipments cooled in car by shipper at this station.)
Altus, Okla.	Chanute, Kan.
Argentine, Kan.	Cleburne, Tex.
Arkansas City, Kan.	Clovis, N. M. (See Note)
Bakersfield, Cal.	
Belen, N. M.	

Note.—Not a regular icing station on eastbound shipments moving under Standard Refrigeration, except such shipments moving eastbound via Slaton and Sweetwater.

Item No. 2—Continued

LIST OF ICING STATIONS ON THE
ATCHISON, TOPEKA & SANTA FE RY.
COMPANY—Continued

Regular—Continued

Corwith, Ill.
Denver, Colo.
Forth Worth, Tex.
(For shipments moving via Dublin District.)
Fresno, (Calwa), Cal.
(Shipments under refrigeration moving in Train VMX.)
Galveston, Tex.
Hanford, Cal.
(Only for shipments cooled in car by shipper at this station and for shipments to be cooled by shipper at first regular icing station in transit.)
La Junta, Colo.
Las Vegas, N. M.
(Westbound.)
Los Angeles, Cal.
(Eastbound.)
Milano, Tex.
(Only for shipments cooled in car by shipper at this station.)
Needles, Cal.
Newton (Sand Creek), Kan.
(Except shipments from or via Strong City, Osborne and Minneapolis branches when for points south of Arkansas City, Kan.)
San Angelo, Tex.
San Bernardino, Cal.
(Except for westbound shipments from November 1st to the following March 31st, both inclusive.)
San Diego, Cal.
Shopton, Iowa
(Eastbound for shipments of Fresh Meats, Packing House Products, Dairy Products, and for any perishable freight originating Kansas City or St. Joseph, Mo., and stations to and including Ft. Madison, Iowa.)
Stockton, (Mormon), Cal.
(Only for shipments cooled in car by shipper at this station and for shipments to be cooled by shipper at first regular icing station in transit.)
Sweetwater, Tex. (G. C. & S. F. Ry. only.)
Temple, Tex.
(Except shipments handled in Train No. 37.)
Waynoka, Okla.
Winslow, Ariz.

Item No. 2—Continued

LIST OF ICING STATIONS ON THE
ATCHISON, TOPEKA & SANTA FE RY.
COMPANY—Continued

Emergency

*Abilene, Kan.
Albuquerque, N. M.
(Except Westbound.)
*Alvin, Tex.
Amarillo, Tex.
Barstow, Cal.
Cameron, Tex.
(For traffic other than specified under regular icing station.)
*Cherryvale, Kan.
*Chicago, Ill.
Clinton, Okla.
Dodge City, Kan.
*El Paso, Tex.
Emporia, Kan.
*Florence, Kan.
Fort Worth, Tex.
(Except for shipments moving via Dublin District.)
Hanford, Cal.
(For traffic other than specified under regular icing station.)
*Hutchinson, Kan.
Las Vegas, N. M.
(Eastbound.)
Los Angeles, Cal.
(Westbound.)
Marceline, Mo.
Ottawa, Kan.
Pueblo, Colo.
*St. Joseph, Mo.
San Francisco, Cal.
Shopton, Iowa
(Except eastbound for shipments of Fresh Meat, Packing House Products, Dairy Products, and for any perishable freight originating Kansas City or St. Joseph, Mo., and stations to and including Ft. Madison, Iowa.)
*Silsbee, Tex.
Stockton (Mormon), Cal.
(For traffic other than specified under regular icing station.)
*Topeka, Kan.
*Wellington, Kan.
*Wichita, Kan.
*Supply of Salt not available.

Item No. 2—Continued

**LIST OF ICING STATIONS ON THE
ATCHISON, TOPEKA & SANTA FE RY.
COMPANY—Continued**

Retop Icing

*Argentine, Kan.	*Joliet, Ill.①
*Belen, N. M.	Kansas City, Mo.①
*Chicago, Ill.①	La Junta, Colo.
Clovis, N. M.	*Los Angeles, Cal.①
*Corwith, Ill.	*Newton (Sand Creek), Kan.
Dallas, Tex.①	Oklahoma City, Okla.①
Denver, Colo.	*Pueblo, Colo.
Fort Madison, Iowa①	Topeka, Kan.①
*Fort Worth, Tex.	*Waynoka, Okla.
Houston, Tex.①	Wichita, Kan.①
Hutchinson, Kan.①	

Item No. 3

WAY-BILLS AND EXAMINATION THEREOF

See Rules 75, 80, 85, 90, N. P. F. C. Code of Rules, attached hereto.

Legible tissue copies of way-bills covering all carload perishable shipments must be sent to the Manager of the Santa Fe Refrigerator Department, Chicago, Ill., on date of shipment. Shipments received from connecting lines, under through way-bills, Santa Fe Junction Agents will report on Form 400.

Item No. 4

TRANSFERRING AND RELOADING

Telegraphing Proper Officials.—See Rules Nos. 315 to 325, N. P. F. C. Code of Rules, attached hereto. Employees in charge, regardless of where transfers may be made, must not fail to wire Manager, S. F. R. D., Chicago, Ill., of all transfers following Rules Nos. 315 to 325, inclusive, N. P. F. C. Code of Rules in detail.

*Snow ice is available.

①Applies only on shipments held in transit for re-shipment or held at final destination.

Item No. 5

RECORDS OF SERVICE

Station Records and Reports.—See Rule 330, N. P. F. C. Code of Rules, attached hereto. Agents of the "Santa Fe System" will be governed in way-billing and reporting icing charges by Auditing Department's Instructions to Station Freight Agents, Form 500, Rules 1020 to 1160.

Form 1341, Daily 11 Report, Carload Perishable Freight, is for permanent station record, and must be carefully made out and preserved by agents at icing stations, inspection stations and junction stations; also by agents at point of origin and destination.

Agents of the "Santa Fe System" at stations where any ice is furnished to refrigerator cars must report all such ice to Manager of S. F. R. D., Chicago, Ill., using Daily Ice Report, Standard Form 1488, and Standard Form 1056, Monthly Ice Report.

Item No. 6

VENTILATION SERVICE

See Rule 230, N. P. F. C. Code of Rules, attached hereto.

Shipments moving under Standard Ventilation will be handled in accordance with the provisions of Rule 230, subject to following:

Cars arriving at division or terminal points with ventilators open and hatch plugs out at the minimum outside temperatures shown below, or with ventilators closed and hatch plugs in at the maximum temperatures shown below, will be considered as having been safely and properly handled in transit, but ventilators and plugs must be properly adjusted upon arrival and readjusted before leaving (if necessary) in accordance with the instructions in Rule 230 of Circular.

Minimum Maximum

All Perishable Freight, except		
AVOCADOS, TOMATOES,		
COCOANUTS, PINE-		
APPLES, SWEET POTATOES or YAMS	28	34
AVOCADOS	43	47
COCOANUTS, PINE-		
APPLES, SWEET POTATOES or YAMS	38	42

Item No. 6—Continued

VENTILATION SERVICE—Continued

TOMATOES—The manipulation of ventilators on shipments of tomatoes is to be handled strictly in accordance with waybill instructions, i.e., "Open when temperature is 45 degrees or higher. Close when temperature is below 45 degrees".

EXCEPTION.—Ventilators may remain open at temperature between 40 and 45 degrees when reliable information is at hand that temperature is rising. Ventilators will be closed at terminal and inspection stations when temperature is below 40 degrees.

Under no circumstances will ventilators be closed on departure from terminal and inspection points when temperature is 40 degrees or higher, based on advance information that the temperature may be below 45 degrees prior to arrival at next thermometer station.

Item No. 7

**CARRIERS PROTECTIVE SERVICE
AGAINST COLD**

See Rules 260, 270, 285, N. P. F. C. Code of Rules, attached hereto.

For special instructions governing shipments moving under Carriers Protective Service Against Cold, see S. F. R. D. Circular No. 15-H, as amended or reissued.

Item No. 8

DISPOSITION OF HEATERS

See Rule 305, N. P. F. C. Code of Rules, attached hereto.

For special instructions governing Disposition of Heaters, see S. F. R. D. Circular No. 15-H, Item 70, as amended or reissued.

NATIONAL PERISHABLE FREIGHT COMMITTEE

CIRCULAR No. 20-B

(Cancels Circular No. 20-A)

CODE OF RULES FOR HANDLING PERISHABLE FREIGHT

Issued December 15, 1941

Issued by

**J. J. QUINN, Chairman
516 West Jackson Boulevard
CHICAGO, ILL.**

(Printed in U. S. A.)

(9700)

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CIRCULAR OR TARIFF NUMBERS OF INDIVIDUAL RAILROADS CIRCULAR OR TARIFF Nos.

RAILROAD

Current

Cancelled

Arkansas Valley Railway, Inc.	Tariff No. 224	
Atlanta and West Point Rail Road.	Circular No. 161-C.	Circular No. 161-B
Atlanta, Birmingham and Coast Railroad Com- pany.	Circular No. 20-B.	Circular No. 24
Atlantic Coast Line Railroad Company.	Tariff No. 5-20 B.	1929
Baltimore and Eastern Railroad Company.	{Gen'l Notice No. 232-C	Gen'l Notice No. 232-C
Baltimore and Ohio Railroad Company, The.	{G. F. C. A. No. 91-A G. S. T. No. 2-B.	{G. F. C. A. No. 91 G. S. T. No. 2-A
Boston and Maine Railroad.		{F. T. D. Circular No. A-2395, Trans. Dept. Order No. 170
Central of Georgia Railway Company.		Circular No. 499
Charleston & West Carolina Railway Company.	Circular No. A-77.	Circular No. 1452
Chesapeake and Ohio Railway Company, The.	S. T. No. 133-A.	S. T. No. 133
Chicago, Indianapolis and Louisville Railway Company.		Circular No. 1700
Chicago, Milwaukee, St. Paul and Pacific Rail- road Company.	R. S. D. No. 2054.	R. S. D. No. 460
Chicago, Rock Island and Pacific Railway Com- pany.	R. S. D. No. 87-E.	
Columbus and Greenville Railway Company.	{Tariff No. 1379-B, Auth. File 2584, Sta. Tar. File 41.	{Tariff No. 1379-A

(Continued on following page)

CIRCULAR OR TARIFF NUMBERS OF INDIVIDUAL RAILROADS

RAILROAD

Current

Cancelled

Denver and Rio Grande Western Railroad Com- pany.		Circular No. 80-A
Denver and Salt Lake Railroad Company, The.		S. C. S. No. 126
De Queen and Eastern Railroad Company.		Tariff No. 146-C
Detroit and Toledo Shore Line Railroad Com- pany.		G. F. D. No. 48
Florida East Coast Railway Company.		Circular No. 1124
Georgia Railroad.	Circular No. 161-C.	Circular No. 161-B
Grand Trunk Railway System (Lines West of Detroit and St. Clair Rivers).	G. F. A. No. 21-B.	G. F. A. No. 21-A
Gulf, Mobile and Ohio Railroad Company.	G. F. O. No. 4781.	{Circular No. F. 5094-93
Lehigh and Hudson River Railway Company.		Circular No. 273
Lehigh Valley Railroad Company.		{F. T. D. Circular No. F-282; Op. Dept. Circular No. 334
Maine Central Railroad Company.		Circular No. 119-A
Mississippi Central Railroad Company.	{Circular No. 119-B, Tariff Case 24.	Circular No. 5115-A
Nashville, Chattanooga & St. Louis Railway.	Circular No. 5266-A.	
New York, Chicago and St. Louis Railroad Com- pany.	Circular No. 490-A.	
Norfolk and Western Railway Company.	Order No. 182-E.	Order No. 182-D

(Concluded on following page)

CIRCULAR OR TARIFF NUMBERS OF INDIVIDUAL RAILROADS CIRCULAR OR TARIFF Nos.

RAILROAD

	Current	Cancelled
Norfolk Southern Railroad Company.....	{Traffic Dept. Cir. No. 4.....}	{Traffic Dept. Cir. No. A-307 S. C. S. Circular No. 58}
Oklahoma & Rich Mountain Railroad Company.....		Tariff No. 10-A
Oklahoma City-Ada-Atoka Railway Company.....		Tariff No. 359
Oklahoma Railway Company.....		{Circular No. 9-A}
Pacific Electric Railway Company.....		{Circular F. D. No. 384-B}
Pennsylvania Railroad Company.....	{Gen'l Notice No. 232-D.....}	{Gen'l Notice No. 232-C}
Pittsburgh and Lake Erie Railroad Company.....		{G. F. D. No. 473}
Richmond, Fredericksburg and Potomac Railroad Company.....		{S. F. D. No. 374}
Roscoe, Snyder & Pacific Railway Company.....	T. D. Notice No. 8.....	{Notice No. 684}
Spokane, Portland and Seattle Railway Company.....		{Tariff Circular No. 156-A}
Texas and New Orleans Railroad Company.....		{Circular No. F-284-A}
Texas, Oklahoma & Eastern Railroad Company.....		{Circular F. C. D. No. 4-A}
Union Pacific Railroad Company.....		Tariff No. 152-F
Western Pacific Railroad Company.....		Tariff No. 8003
Western Railway of Alabama.....		G. F. D. No. 34-F
Winston-Salem Southbound Railway Company.....	Circular No. 161-C.....	Circular No. 161-B
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IMPORTANT NOTICE

This circular is issued solely for the information and guidance of railroad employees only.

The rules contained herein are the recommended practices and are subject to such exceptions as may be published by individual carriers.

Agents will familiarize themselves also with the Rules, Regulations and Charges provided in carriers' tariffs applicable, which will take precedence over this Code.

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Ahnapee and Western Railway Company.
Akron, Canton & Youngstown Railway Company, The
(H. B. Stewart, Jr., and George E. Hagenbuch,
Trustees).
Alton and Southern Railroad.
Ann Arbor Railroad Company, The (Norman B. Pit-
cairn and Frank C. Nicodemus, Jr., Receivers).
Arkansas Valley Railway, Inc.
Atchison, Topeka and Santa Fe Railway Company, The.
Atlanta and West Point Rail Road Company.
Atlanta, Birmingham and Coast Railroad Company.
Atlantic Coast Line Railroad Company.
Baltimore and Eastern Railroad Company.
Baltimore and Ohio Railroad Company, The.
Bamberger Railroad Company.
Bangor and Aroostook Railroad Company.
Bath and Hammondsport Railroad Company.
Belt Railway Company of Chicago, The.
Bessemer and Lake Erie Railroad Company.
Boston and Maine Railroad.
Burlington-Rock Island Railroad Company.
Butte, Anaconda & Pacific Railway Company.
Campbell's Creek Railroad Company.
Canadian National Railways.
Canadian Pacific Railway Company.
Carolina, Clinchfield and Ohio Railway.
Carolina, Clinchfield and Ohio Railway of South Caro-
line.
(Atlantic Coast Line Railroad Company, Louisville
and Nashville Railroad Company, Lessees.)
Cedar Rapids and Iowa City Railway.
Central of Georgia Railway Company (H. D. Pollard
and A. B. Lovett, Trustees).
Central Railroad Company of New Jersey, The (Shelton
Pitney and Walter P. Gardner, Trustees).
Central Vermont Railway, Inc.
Charleston & Western Carolina Railway Company.
Chesapeake and Ohio Railway Company, The.

(Continued on following page)

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Chicago & Eastern Illinois Railroad Company.
Chicago and Erie Railroad Company.
Chicago & Illinois Midland Railway Company.
Chicago and North Western Railway Company (Charles
M. Thomson, Trustee).
Chicago, Indianapolis and Louisville Railway Company
(L. F. De Ramus and Holman D. Pettibone, Trus-
tees).
Chicago, Milwaukee, St. Paul and Pacific Railroad
Company (Henry A. Scandrett, Walter J. Cummings
and George I. Haight, Trustees).
Chicago, North Shore and Milwaukee Railroad Com-
pany (A. A. Sprague and Bernard J. Fallon, Re-
ceivers).
Chicago Produce Terminal Company.
Chicago, Rock Island and Pacific Railway Company,
The (Frank O. Lowden, James E. Gorman and Joseph
B. Fleming, Trustees).
Chicago, St. Paul, Minneapolis and Omaha Railway
Company.
Chicago, South Shore and South Bend Railroad.
Columbus and Greenville Railway Company.
Delaware and Hudson Railroad Corporation, The.
Delaware, Lackawanna and Western Railroad Com-
pany, The.
Denver and Rio Grande Western Railroad Company,
The (Wilson McCarthy and Henry Swan, Trustees).
Denver and Salt Lake Railway Company, The.
De Queen and Eastern Railroad Company.
Detroit and Mackinae Railway Company.
Detroit and Toledo Shore Line Railroad Company, The.
Detroit, Toledo and Ironton Railroad Company.
Dominion Atlantic Railway Company, The.
Duluth, Missabe and Iron Range Railway Company.
Duluth, South Shore and Atlantic Railway Company,
The (Edward A. Whitman and Sigurd Ueland, Trus-
tees).
Elgin, Joliet and Eastern Railway Company.

(Continued on following page)

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Erie Railroad Company (Robert E. Woodruff and John A. Hadden, Trustees).
 Escanaba & Lake Superior Railroad Company.
 Fernwood, Columbia & Gulf Railroad Company.
 Florida East Coast Railway Company (Scott M. Loftin and Edward W. Lane, Trustees).
 Fonda, Johnstown and Gloversville Railroad Company (Judson Zimmer, Trustee).
 Fort Dodge, Des Moines & Southern Railroad Company (C. H. Crooks and L. J. Dickinson, Trustees).
 Fort Worth and Denver City Railway Company, The.
 Georgia & Florida Railroad (W. V. Griffin and H. W. Purvis, Receivers).
 Georgia Northern Railway Company, The.
 Georgia Railroad.
 Georgia Southwestern and Gulf Railroad Company, The (C. W. Pidecock, Jr., Receiver).
 Grand Trunk Railway System (Lines in the United States, East of the West Bank of the Detroit and St. Clair Rivers).
 Grand Trunk Railway System (Lines West of Detroit and St. Clair Rivers).
 Great Northern Railway Company.
 Green Bay and Western Railroad Company.
 Gulf, Colorado and Santa Fe Railway Company.
 Gulf, Mobile and Ohio Railroad Company.
 Illinois Central System.
 Illinois Terminal Railroad Company.
 Indiana Harbor Belt Railroad Company.
 Kansas City Southern Railway Company, The.
 Kansas City Terminal Railway Company.
 Kansas, Oklahoma & Gulf Railway Company.
 Kewanee, Green Bay and Western Railroad Company.
 Lake Superior & Ishpeming Railroad Company.
 Lehigh and Hudson River Railway Company, The.
 Lehigh and New England Railroad Company.
 Lehigh Valley Railroad Company.
 Litchfield and Madison Railway Company.
 London and Port Stanley Railway, The.
 Long Island Railroad Company, The.

(Continued on following page)

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Louisiana & Arkansas Railway Company.
 Louisville and Nashville Railroad Company.
 Macon, Dublin & Savannah Railroad Company.
 Maine Central Railroad Company.
 Midland Valley Railroad Company.
 Minneapolis & St. Louis Railroad Company, The (L. C. Sprague, Receiver).
 Minneapolis, Northfield and Southern Railway.
 Minneapolis, St. Paul & Sault Ste. Marie Railway Company (G. W. Webster and Joseph Chapman, Trustees).
 Minnesota Transfer Railway Company.
 Mississippi Central Railroad Company.
 Missouri and Arkansas Railway Company.
 Missouri-Illinois Railroad Company (Guy A. Thompson, Trustee).
 Missouri-Kansas-Texas Railroad Company.
 Missouri-Kansas-Texas Railroad Company of Texas.
 Missouri Pacific Lines:
 Missouri Pacific Railroad Company (*).
 Missouri Pacific Railroad Corporation in Nebraska (*).
 Asherton and Gulf Railway Company (*).
 Asphalt Belt Railway Company (*).
 Beaumont, Sour Lake & Western Railway Company, The (*).
 Houston and Brazos Valley Railway Company (*).
 International-Great Northern Railroad Company (*).
 New Iberia & Northern Railroad Company (*).
 New Orleans, Texas & Mexico Railway Company (*).
 Orange & Northwestern Railroad Company, The (*).
 Rio Grande City Railway Company (*).
 St. Louis, Brownsville and Mexico Railway Company, The (*).
 San Antonio Southern Railway Company (*).
 San Antonio, Uvalde & Gulf Railroad Company (*).
 San Benito and Rio Grande Valley Railway Company (*).
 Sugar Land Railway Company (*).

(Continued on following page.)

(*)Guy A. Thompson, Trustee.

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Modesto and Empire Traction Company.
 Monongahela Railway Company, The.
 Nashville, Chattanooga & St. Louis Railway, The.
 Nevada Northern Railway Company.
 New York Central Railroad Company, The.
 New York, Chicago and St. Louis Railroad Company,
 The.
 New York, New Haven and Hartford Railroad Com-
 pany, The (Howard S. Palmer, James Lee Loomis,
 Henry B. Sawyer, Trustees).
 New York, Ontario and Western Railway Company
 (Frederic E. Lyford, Trustee).
 Niagara, St. Catharines & Toronto Railway.
 Norfolk and Western Railway Company.
 Norfolk Southern Railroad Company (L. H. Windholz
 and Morris S. Hawkins, Receivers).
 Northern Pacific Railway Company.
 Northwestern Pacific Railroad Company.
 Oklahoma City-Ada-Atoka Railway Company.
 Oklahoma Railway Company (Robt. K. Johnston, Trus-
 tee).
 Pacific Electric Railway Company.
 Panhandle and Santa Fe Railway Company.
 Paris and Mt. Pleasant Railroad Company.
 Pennsylvania Railroad Company, The.
 Pere Marquette Railway Company.
 Petaluma and Santa Rosa Railroad Company.
 Piedmont and Northern Railway Company.
 Pittsburgh and Lake Erie Railroad Company, The.
 Pittsburgh & West Virginia Railway Company, The.
 Pittsburgh, Shawmut & Northern Railroad Company,
 The (John D. Dickson, Receiver).
 Portland Electric Power Company (Thos. W. Delzell
 and R. L. Clark, Independent Trustees).
 Prescott and Northwestern Railroad Company, The.
 Quanah, Acme & Pacific Railway Company.
 Reading Company.

(Continued on following page)

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Richmond, Fredericksburg and Potomac Railroad Com-
 pany.
 Rio Grande and Eagle Pass Railway Company.
 Roscoe, Snyder & Pacific Railway Company.
 Rutland Railroad Company (W. E. Navin, Receiver).
 St. Louis and O'Fallon Railway Company, The.
 St. Louis-San Francisco Railway Company (J. M. Kurn
 and John G. Lonsdale, Trustees).
 St. Louis, San Francisco and Texas Railway Company.
 St. Louis Southwestern Railway Company (Berryman
 Henwood, Trustee).
 St. Louis Southwestern Railway Company of Texas
 (Berryman Henwood, Trustee).
 Salt Lake and Utah Railroad Corporation.
 San Diego & Arizona Eastern Railway Company.
 San Luis Central Railroad Company, The.
 Santa Maria Valley Railroad Company.
 Savannah & Atlanta Railway Company.
 Seaboard Air Line Railway Company (L. R. Powell,
 Jr., and Henry W. Anderson, Receivers).
 Southern Pacific Lines:
 Southern Pacific Company (Pacific Lines)-(Dawson,
 N. M., and West; Ogden, Utah, and West; Port-
 land, Ore., and South).
 Texas and New Orleans Railroad Company.
 Spokane, Coeur D'Alene & Palouse Railway Company.
 Spokane International Railroad Company.
 Spokane, Portland and Seattle Railway Company.
 Susquehanna and New York Railroad Company.
 Tennessee, Alabama and Georgia Railway.
 Tennessee Central Railway Company.
 Terminal Railroad Association of St. Louis.
 Texas and New Orleans Railroad Company.
 Texas and Pacific Railway Company, The.
 Texas Mexican Railway Company, The.
 Texas, Oklahoma & Eastern Railroad Company.
 Toledo, Peoria & Western Railroad.
 Tonopah and Goldfield Railroad Company.
 Toronto, Hamilton and Buffalo Railway Company, The.

(Concluded on following page)

LIST OF RAILROADS WHICH HAVE SUBSCRIBED FOR A SUPPLY OF THIS CIRCULAR

Union Pacific Railroad Company.
 Union Railroad Company (Pennsylvania).
 Utah Idaho Central Railroad Corporation.
 Virginian Railway Company, The.
 Wabash Railway Company (Norman B. Pitcairn and
 Frank C. Nicodemus, Jr., Receivers).
 Waterloo, Cedar Falls and Northern Railway Company
 (C. M. Cheney, Receiver).
 Western Maryland Railway Company.
 Western Pacific Railroad Company, The.
 Western Railway of Alabama
 Wheeling and Lake Erie Railway Company, The.
 Winona Railroad Co., The.
 Winston-Salem Southbound Railway Company.
 Wrightsville and Tenable Railroad Company.

PERISHABLE FREIGHT: DEFINITION AND LIST OF

Rule No. 1:

Perishable Freight is any commodity which is susceptible to deterioration or decay, and/or which may be protected by refrigeration, icing, ventilation or against cold, including:

- | | |
|---|--|
| (3) Acetic Acid, Glacial. | (1)-(a) Bananas. |
| (3)-(b) Ale (except Ginger), in earthenware. | (1)-(b) Beer. |
| (1)-(b) Ale (except Ginger), not in earthenware. | (1)-(b) Beer Tonic, in glass. |
| (3)-(b) Ale, Ginger. | (1) Berries. |
| (3) Asphalt Emulsion. | (3)-(b) Beverages, other than cereal, in glass or earthenware. |
| (1) Bakery Goods as described in Consolidated Freight Classification. | (1)-(b) Beverages, except in glass or earthenware. |
| | (3)-(b) Blacking, liquid. |
| | (2)-(b) Bladders, not dried. |

(Rule No. 1 continued on following page)

PERISHABLE FREIGHT: DEFINITION AND LIST OF

Rule No. 1 (Continued):

- | | |
|--|--|
| (1) Bulbs (plant). | (1) Evergreens, including only Cut Decorative Evergreens; |
| (1)-(a)-(b) Butter and Butter substitutes. | Fresh Fern Leaves; Roping—cedar, cypress, fir, hemlock, juniper, larch, pine, redwood or spruce; |
| (2)-(b) Candles. | Toyon Berries; |
| (2) Candy. | Wreaths — cedar, cypress, fir, hemlock, juniper, larch, pine, redwood or spruce. |
| (3)-(b) Canned goods, edible. | |
| (1) Cantaloupes. | (3)-(b) Extracts, liquid. |
| (2) Casings (Intestines), not dried. | (1)-(a)-(b) Fish, fresh, frozen, pickled, or smoked. |
| (3)-(b) Catsup, in glass or earthenware. | (3)-(b) Fish, canned. |
| (1)-(b) Catsup, not in glass or earthenware. | (1) Flavoring Syrups. |
| (1)-(b) Cereal beverages, in glass. | (1) Florist Stock. |
| (1)-(b) Cheese. | (1) Flowers. |
| (1) Chestnuts. | (3) Formaldehyde. |
| (2) Chocolate. | (1)-(a) Frog-legs. |
| (1) Cider. | (3) Fruit-butter. |
| (1)-(a)-(b) Clams, fresh. | (3) Fruit juices. |
| (1) Coconuts. | (1)-(a) Fruits, fresh. |
| (2) Confectionery. | (3)-(b) Fruits, canned. |
| (1) Corn, green. | (2)-(a) Fruits, crushed, frozen, cold pack, or preserved. |
| (1)-(a) Crabs. | |
| (1) Cranberries. | (1)-(a) Game. |
| (1) Cream. | (1)-(a) Grease, edible. |
| (2)-(a) Dates, dry. | |
| (1)-(b) Drugs, liquid. | |
| (2) Dry Ice (Carbon Dioxide). | |
| (3) Dye. | |
| (1)-(a)-(b) Eggs. | |
| (2)-(b) Eggs, shelled, frozen. | |

(Rule No. 1 continued on following page)

PERISHABLE FREIGHT: DEFINITION AND LIST OF

Rule No. 1 (Continued):

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|---|---|--------------|
| (3) Holly. | | ingredients. |
| (2) Hops. | (3)-(b) Meat products, | edible. |
| (2)-(b) Ice. | (1)-(b) Medicine, liquid. | |
| (2) Ice Cream. | (1) Melons. | |
| (3)-(b) Ink, liquid (except printer's ink). | (1)-(b) Milk, condensed or evaporated. | |
| (3) Jams and jellies. | (1)-(a) Mince-meat. | |
| (3)-(b) Juices, in glass or earthenware. | (2) Mineral Water Crystals. | |
| (1) Juices, not in glass or earthenware. | (3) Mistletoe. | |
| (1)-(a)-(b) Lard and Lard substitutes. | (2)-(b) Molasses. | |
| (1) Liquid rubber cement. | (3)-(b) Mucilage. | |
| (3)-(b) Liquors and liquids in glass or earthenware. | (1)-(a) Mushrooms, fresh. | |
| (1)-(a) Lobsters. | (3)-(b) Mushrooms, canned. | |
| (3)-(b) Malt extract, in glass or earthenware. | (3)-(b) Mustard, prepared. | |
| (1) Mayonnaise. | (1) Nursery-stock. | |
| (2)-(b) Meats, fresh, carload. | (1) Nuts, edible (except domestic peanuts). | |
| (1)-(a)-(b) Meats, fresh (except carload), dried, cured, salted, smoked, pickled, potted, cooked or corned. | (2)-(b) Oils, edible, in packages. | |
| (3)-(b) Meats, canned, with or without vegetable | (1)-(a)-(b) Oleomargarine. | |
| | (3)-(a) Onion sets. | |
| | (1)-(a) Oysters, fresh. | |
| | (2)-(a)-(b) Packinghouse products. | |
| | (2) Paradichlorobenzene. | |
| | (2) Paraffine wax. | |
| | (3) Paste. | |
| | (2) Peanuts. | |
| | (3)-(a)-(b) Pickles, in glass or in jars. | |

(Rule No. 1 concluded on following page)

PERISHABLE FREIGHT: DEFINITION AND LIST OF

Rule No. 1 (Concluded):

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|--|---|
| (1) Pineapples. | (2) Stearine. |
| (1) Plants. | (2) Stolons. |
| (3)-(b) Polish, liquid (non-inflammable only). | (1)-(b) Stout, in glass. |
| (3)-(b) Porter, in earthenware. | (2)-(b) Syrups (except Flavoring Syrups). |
| (1)-(b) Porter, not in earthenware. | (2)-(b) Tallow. |
| (2)-(a) Poultry, dressed (except carload.) | (1) Trees, with roots. |
| (2) Poultry, dressed, carload. | (1)-(a) Turtles. |
| (3) Preserves. | (1)-(a) Vegetable Oil |
| (1) Salad Dressing. | (b) Shortening, in semi-plastic form. |
| (3)-(b) Sauces, table. | (1)-(a) Vegetables, fresh or green. |
| (3)-(a) Sauerkraut. | (3)-(b) Vegetables, canned. |
| (1)-(a) Scallops, fresh. | (2)-(a) Vegetables, frozen, cold pack or preserved. |
| (1)-(a) Sea foods. | (3)-(b) Vinegar. |
| (2) Shellae, dry ground. | (3)-(b) Water. |
| (1) Shrubbery. | (2)-(b) Waxed wrapping paper. |
| (2) Sodium Perborate. | (1)-(b) Wine. |
| | (1) Yeast. |

(1) Commodities prefixed thus (1), may be protected against heat and/or cold.

(2) Commodities prefixed thus (2), may be protected against heat.

(3) Commodities prefixed thus (3), may be protected against cold.

(a) Commodities prefixed thus (a), are susceptible to damage by use of artificial heat.

(b) Commodities prefixed thus (b), do not require ventilation. Shipments will be handled with vents closed unless otherwise instructed but not contrary to the provisions of Rule No. 230.

TYPES OF CAR

Rule No. 5:

1. **Bunker Refrigerator.**—An insulated car equipped with ice bunkers, and with means for ventilation. Designed primarily for use of chunk ice. (See Figures 12-17, pages 92-97, and figures 30-43, pages 109-122.)

2. **Brine-Tank Refrigerator.**—An insulated car equipped with brine-tanks, and usually without ventilating devices. Designed primarily for the combined use of crushed ice and salt. Used principally for meats and packing-house products. (See Figures 18-20, pages 98-100.)

3. **Refrigerator Express.**—An insulated car constructed and equipped for passenger train service. With or without means of ventilation and provided with refrigerating apparatus.

4. **Refrigerator Express.**—An insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes and with means for ventilation. Designed primarily for use of chunk ice and suitable to carry any perishable commodity requiring refrigeration or ventilation.

5. **Refrigerator Express.**—An insulated car constructed and equipped for passenger train service, and having brine tanks and usually without ventilating devices. Designed primarily for the combined use of crushed ice and salt. Used principally for meats and packing-house products.

6. **Stock-Refrigerator.**—A combination poultry and refrigerator car, one end to accommodate live poultry and the other end suitable for dressed poultry, butter, eggs, etc., requiring refrigeration.

7. **Milk Refrigerator.**—A car designed for transporting milk in bulk under refrigeration.

8. **Milk Car.**—An insulated car having ice bunkers or ice boxes, constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.

(Rule No. 5, concluded on following page)

TYPES OF CAR

Rule No. 5 (Concluded):

9. **Milk Car.**—An insulated car constructed and equipped for passenger train service, with one or more large tanks. Primarily for handling pre-cooled milk.

10. **Dry Ice Refrigerator.**—A heavily insulated car, without ventilation, and with cross partitions forming compartments provided with doors either in the partitions or car sides. For transportation of dry ice (Solid Carbon Dioxide).

11. **Beverage, Ice, Water or Vinegar Refrigerator.**—Similar in design to bunker refrigerator except that it is not equipped with ice bunkers and with or without ventilating devices.

12. **Fruit-Vegetable Insulated Ventilator.**—A car equipped with insulation and hinged swinging side doors, and means of ventilation. Not equipped for refrigeration, although sometimes provided with shallow boxes under hatches (or ventilating openings) to protect lading, but not to contain ice. Sometimes called "Produce Car."

13. **Fruit-Vegetable Ventilator.** Similar in design to ventilated box car except that it is partially insulated.

14. **Fruit-Vegetable Ventilated Box.**—Similar in design to general service box car, but with either end and/or side ventilators, and with or without double sliding side doors. When equipped with double doors one door is solid and the other screened. (See Figures 46 and 47, pages 123 and 124.)

15. **Insulated Box.**—Similar in design to general service box car, but either wholly or partially insulated. Not equipped either with ventilating devices or for refrigeration.

COMMODITIES EXCLUDED FROM REFRIGERATOR CARS

Rule No. 10.—Commodities excluded from "Refrigerator Cars" or "Fruit-Vegetable Insulated Cars," unless specifically authorized by proper officer:

(A) Any freight susceptible to damage from damp-

(Rule No. 10 concluded on following page)

COMMODITIES EXCLUDED FROM REFRIGERATOR CARS

Rule No. 10 (Concluded):

ness or rust (unless car is perfectly dry), such as:

Castings (see paragraph C);
Iron (sheet);
Musical instruments;
Stoves;
Tin Plate.

- (B) Any freight, the odor of which may render a car unsuitable for transporting perishable freight, including:

Barrels (empty), previously used for oil;
Bones;
Butter, rancid (except in carloads, under refrigeration);
Butter-tubs, old, empty;
Creosote;
Fertilizers;
Grease (except in carloads, under refrigeration);
Hides;
Kegs (empty), previously used for oil;
Oils (except in carloads, under refrigeration);
Pelts;
Pitch;
Tallow (except in carloads, under refrigeration);
Tar and Tar Paper;
Wood (creosoted or treated).

- (C) Any rough or heavy freight that may damage interior of car, such as:

Brick;
Car Wheels;
Lumber, in carloads (except shingles and shooks in bundles);
Machines (heavy);
Pipe (iron and tile);
Ties (railroad);
Castings (heavy);
Tiling;
Wood (cord).

- (D) Freight which by its nature or method of loading may cause lining or insulation of car to become wet or contaminated, such as:

Ice;
Salt in bulk.

ORDERING CARS

Rule No. 15:

(A) Orders for cars must be filed with reasonable advance notice with the originating carrier's Agent, must be given in writing, and must specify the type of car-refrigerator, ventilator, box, etc., commodity to be loaded, and class of carriers' service desired. Instructions given orally or by telephone must be confirmed in writing within seventy-two hours. (See Perishable Protective Tariff No. 11, Rules Nos. 36, 80 and 87.)

Orders will not be accepted for the placement of cars at any specified hour.

(B) Carriers not owning or operating ventilator cars or refrigerator cars equipped with underslung heaters do not obligate themselves to supply such equipment.

PREPARATION OF CARS FOR LOADING

Rule No. 20:

(A) Remove all refuse. This should preferably be done at time of or promptly after unloading.

(B) Interior should be thoroughly cleaned and free from contaminating odor.

(C) Bunkers or tanks, drip-pans, drain-pipes and drain-traps should be thoroughly cleaned and obstructions, if any, removed.

(D) Hatch-plugs should fit tightly.

(E) Drain-pipes and valves, if any, intended for retaining brine should be properly adjusted and in perfect working order.

(F) Swinging doors should fit so tightly that light cannot be seen from inside of car when doors are closed.

(G) Padding on hatch-plugs and doors should be renewed if necessary.

(H) Hatch-covers on bunkers of refrigerator cars should be properly equipped to permit of adjustment for ventilation.

(I) Rods and sockets at top and bottom of doors should be in good repair.

(Rule No. 20 concluded on following page)

PREPARATION OF CARS FOR LOADING

Rule No. 20 (Concluded):

(J) If bulkheads in ends of car (inside) are covered with temporary boards or paper such material should be removed.

(K) Fruit-Vegetable Ventilated Cars. (See Rule No. 5.) All side and end ventilating devices should be intact and in good working order.

(L) Refrigerator cars.—All refrigerating and ventilating devices as shown in Figures Nos. 30 to 43, pages Nos. 109 to 122, must be inspected and placed in proper condition.

For Refrigeration Service:

All of the provisions of paragraphs A to J of this rule will govern the preparation of refrigerator cars in connection with shipments to be transported with ice in the bunkers. (See figure No. 73, page 135.)

For Ventilation Service, Shippers' or Carriers' Protective Service Against Cold:

All of the provisions of paragraphs A to L of this rule will govern in connection with the preparation of refrigerator cars for shipments to be transported under other than refrigeration service. In addition thereto all inflammable material should be removed from bunkers and drip-pans, all drain-traps should be shut by placing drain-caps in closed position. (See Rule No. 270.)

Brine Tank Refrigerator Cars, or other cars not equipped with ventilating devices, must not be supplied for freight which is to be transported under ventilation or heater service.

INSPECTION OF CARS AT LOADING STATION, IN TRANSIT AND AT DESTINATION

Rule No. 25:

(A) Inspection must be made at loading station to see that cars have actually been prepared as prescribed under Rule No. 20.

(B) Conductors picking up cars at non-agency stations must examine drain-pipes, hatch-plugs and vent (Rule No. 25 concluded on following page)

INSPECTION OF CARS AT LOADING STATION, IN TRANSIT AND AT DESTINATION

Rule No. 25 (Concluded):

tilators, record conditions, and make report by wire covering any defects which they cannot correct.

(C) At inspection points, hatch-plugs, drain-pipes and ventilators must be inspected and if missing or in bad order, replaced or repaired. If they cannot be replaced or repaired the next inspection station must be notified by wire and necessary dimensions given.

(D) Rods must be in sockets at top and bottom of doors of refrigerator or other fully insulated cars while closed. (See Figures 21-28, pages 101-108.)

(E) Cars at destination with contents in damaged condition must be mechanically inspected to ascertain defects which may have caused the damage, such inspection to include the condition of bunkers, tanks, bulkheads, drain-pipes, drip cups, also doors, hatch-plugs and padding on same.

SUPERVISION OF LOADING

Rule No. 30.—Co-Operation with Shippers:

(A) Agents at loading stations should assist shippers in ascertaining the requirements of current classification and tariff rules. Shippers should fully understand the importance of, and their responsibility for, the proper preparation of their shipments to permit of safe transportation with due regard to the inherent nature of their goods and the climatic conditions; also for the proper packing, loading, stowing, bracing, stripping and description of freight; furthermore, for the complete, definite, reasonable and legible billing instructions.

(B) The driving of nails or spikes into car walls, ends, ceilings or floors of refrigerator cars is injurious to insulation and is not permitted (see Note) in connection with the bracing or bulkheading of any freight, either perishable or non-perishable.

(Rule No. 30 concluded on following page)

SUPERVISION OF LOADING

Rule No. 30 (Concluded):

Spacing strips may be applied in the ends of the car against ice bunker bulkheads by nails not penetrating more than $\frac{1}{8}$ inch.

Note.—Progressive shippers are using methods of properly bracing freight which do not entail the driving of nails or spikes into insulated cars.

(C) Agents should see that when iced cars are being loaded the doors are not left open longer than absolutely necessary and then only on one side.

Rule No. 35.—Freight in Bunkers of Refrigerator Cars:

(A) The bunkers of refrigerator cars must not be used to carry ice or other preservatives, except for refrigeration purposes under the rules, regulations and charges as provided for in Perishable Protective Tariff No. 11 (or reissues).

(B) Shippers must not be permitted to load freight of any character in bunkers of refrigerator cars.

Rule No. 40.—Fumigation:

(A) When shippers elect to fumigate lading, in cars, after loading has been completed, by the use of burning sulphur or similar substances, receptacle containing the burning substance must be removed from car by the shipper prior to departure of car from loading track.

(B) When shipments of dried peas, transported in dry refrigerator cars, are fumigated in car in transit, by shipper, a charge of ten dollars (\$10.00) per car will be assessed. Charge not applicable on shipments fumigated in transit at stations in the States of Idaho or Washington.

INSPECTION OF FREIGHT

Rule No. 45:

(A) Doors should be closed during unfavorable weather while inspection is being made.

Cars should not be opened at any point solely for inspection when freight is protected by Government Seals. (See Rules Nos. 105 and 110.)

(Rule No. 45 concluded on following page)

INSPECTION OF FREIGHT

Rule No. 45 (Concluded):

When cars are equipped with heaters using either charcoal or briquette, all persons are warned against remaining in such cars with doors closed while heaters are burning. (See Rule No. 285.)

(B) When freight is inspected by carrier's representative a permanent and complete record must be made on suitable form and signed by person making the inspection. Such report should be forwarded (by wire if contents are found in extremely bad order) to proper official of the inspecting line. The report should show the condition of the freight and, if any damage, the extent thereof and the causes therefor, such as:

Appearance,	Pilferage,
Bracing,	Plant diseases (fungus,
Containers (weak, broken	mold, etc.),
or non-standard),	Preparation (improper,
Decay,	for shipping),
Deterioration,	Sampling,
Frosted or frozen (before	Shifting,
loading or in transit),	Shortages,
Insect damage,	Stowing (improper),
Leakage,	Stripping (insufficient),
Loading (improper),	Water damage,
Overs,	Weather conditions.
Packing (improper),	

(C) Carriers will not accept instructions to make an inspection while shipments are in transit in order to ascertain the amount of ice in the body and/or bunkers of car, nor furnish any information to shipper, owner or consignee relative to same.

Rule No. 46.—Sampling in Transit:

When a shipment is inspected or sampled by owner, prospective buyer or their representative, same will be permitted only after consent is secured from carrier at point of inspection, and then only when authorized by shipper or owner of the consignment. When, due to

(Rule No. 46 concluded on following page)

INSPECTION OF FREIGHT

Rule No. 46 (Concluded):

such sampling or inspection, original stowing has been disturbed, or part of the original load has been removed, or contents or bracings are in bad order, the load should be re-coopered, re-stowed, re-stripped and re-braced, and all refuse removed from car. The owner or his representative should perform this work. Packages consisting of entire boxes, crates, lugs, etc., may not be removed from premises of the carriers for the purpose of sampling.

PROTECTION IN EMERGENCIES

Rule No. 50:

Whenever cars have been wrecked, or are in bad order, or there is indication of rough handling, or the freight has met with any extraordinary delay, the lading should be protected by all available means so far as may be reasonably practicable, and at the same time the facts should be promptly reported by wire to the nearest superior officer having immediate jurisdiction.

For Refrigeration, see Rules Nos. 115-220.

For Ventilation, see Rules Nos. 225-250.

For Protective Service Against Cold, see Rules Nos. 255-310.

For Transferring and Re-loading, see Rules Nos. 315-325.

LESS THAN CARLOADS

Rule No. 55:

"Scheduled Refrigerator Car Service" means insulated car service established or operated by carriers on fixed days of the week from specified points to specified points for the handling of "Less than Carload" shipments of perishable freight, transported over a specified route which interested carriers have authorized.

(Rule No. 55 concluded on following page)

LESS THAN CARLOADS

Rule No. 55 (Concluded):

Agents should see that shippers are fully advised of the regular scheduled refrigerator car service and request them to tender their shipments only on the days when such service is available.

Perishable freight in less than carloads tendered for transportation will be given the benefit of such scheduled refrigerator car service, where available, unless the shipper specifies in writing that box car service is desired. In such cases the bills of lading and waybills must carry suitable notations accordingly.

Extra or Auxiliary Cars.—When agents have an unusual quantity of perishable freight for a scheduled car, they should wire proper official, stating amount and commodity, so that an extra car may be provided if necessary.

Conductors must wire proper officials when it is evident that scheduled cars will be inadequate and extra cars will be needed for the remainder of the schedule.

If a scheduled car has failed to be on its regular schedule, the proper official should so notify agents ahead on his own division; and, if the schedule provides for pick-up service on a connecting division, a similar notice should be given to the proper official of such connecting division, in order that a suitable car may be provided.

Note.—Carriers will not accept for transportation freight the nature or odor of which will injure or contaminate other freight in same car.

Rule No. 60:

"Meat Peddler Cars" are cars handled by carriers under special arrangements made with shippers for "less than carload" shipments of meat, packing house products, etc., which are transported over a specified route authorized by carrier.

LESS THAN CARLOADS

Rule No. 65.—Receipting for Freight:

So far as practicable, separate shipping tickets should be furnished by shippers for each lot and apart from non-perishable freight. Receipts must show actual number of packages and their contents. If freight shows any evidence of bad order the facts should be noted on the shipping receipts and waybills.

Rule No. 70:

(A) Care of Freight.—Freight must not be left exposed to the elements. Tarpaulins, when available, should be used.

(B) Loading and Stowing.—Careful handling must be given in loading, stowing and unloading. Packages must be carried or trucked into or out of cars—never rolled or thrown. They must be kept top end up, and with addressed tags toward doors.

(C) Tubs or Barrels must not be loaded on top of "Fragile Freight" (eggs for example).

(D) Eggs should be stowed so that all cases will lie lengthwise in car, and not crosswise, except to break joints.

(E) Freight packed in ice should be so loaded that the water, if any, from the ice will not damage other commodities in the same car.

(F) Trimming of Load in Transit, during loading or unloading, must be done in such a manner that packages in car will not be thrown down or broken.

(G) Bracing.—Packages should be securely braced, especially at the point where the lading is shaped up and loading completed.

(H) Doors and Openings must be kept closed as much as possible to preserve refrigeration or protect from cold. (See Rule No. 225, paragraph F.)

WAYBILLS

Rule No. 75:

Waybills must be carefully examined in transit and at destination to insure proper service. If waybill envelopes are used the notations thereon must not be relied upon.

If any apparent errors, omissions or irregularities are detected, notification must be sent by wire to proper official, also to the billing, re-billing or reconsigning agent, but car must not be held pending answer.

Erroneous Instructions.—Carrier accepting from shipper, owner or consignee unauthorized or erroneous protective service instructions shall absorb the cost of additional protective service furnished, which may be uncollectible, because of such instructions.

Rule No. 80:

Advance Information must be given to agent at the next station where cars require icing, ventilation or other special service. Failure to receive such advance information will not relieve the icing or inspection station from examining the waybill and giving proper service.

Rule No. 85.—In the Absence of Instructions on Billing or of Caretaker in Charge, the following will govern:

(A) Cars received from shipper or connecting lines without instructions as to character of service, but with ice in tanks or bunkers, such shipments will be handled under refrigeration and iced in accordance with the established practice prevailing at time of movement. (See Rule No. 215.)

(B) Cars received from shipper, or connecting lines, without instructions as to character of service, and without ice in tanks or bunkers, will be handled under "Standard Ventilation" (see Rule No. 230), except when containing commodities which are top iced, also commodities which are prefixed (3) in Rule 1, the ventilators will be kept in closed position.

(Rule No. 85 concluded on following page)

WAYBILLS

Rule No. 85 (Concluded):

(C) In the event receipt of shipments from connecting lines without a specific declaration as to character of service desired, is due to error of connecting line in transmitting or failure to transmit shippers' instructions, the road at fault will be billed for any uncollectible refrigeration charges accruing as a result of such error.

(D) Telegraphic report of each case of failure of original billing station to place proper instructions on billing must be transmitted to proper officer.

Note.—Shipments of bananas and cocoanuts in straight or mixed carloads, or when mixed with other fruits and/or vegetables, also pineapples in straight carloads, will not be subject to the provisions of this rule. For application, see Rule No. 86.

Rule No. 86.—Bananas and Cocoanuts in Straight or Mixed Carloads, or When Mixed with Other Fruits and/or Vegetables, also Pineapples in straight carloads, Handling of:

(A) Bananas and cocoanuts in straight or mixed carloads, or when mixed with other fruits and/or vegetables, also pineapples in straight carloads, must not be iced, reiced, ventilated or given other protective service against heat or cold without specific instructions from shipper, owner or caretaker in charge. (See Rule No. 95).

(B) All protective service in transit will be governed by shipper's instructions on waybill, subject to contrary instructions from caretaker in charge. The caretaker's instructions when he abandons the car shall be given by him in writing and attached securely to the waybill to accompany the car to final destination.

(C) In the absence of a caretaker, or if caretaker abandons car without giving necessary instructions, the shipment shall be subject to such instructions as may be given by the owner. Instructions given orally or by telephone must immediately be confirmed in writing.

When no instructions are given by the caretaker, shipper or owner, cars will be handled through to des-

(Rule No. 86 concluded on following page)

WAYBILLS

Rule No. 86 (Concluded):

ination without any change being made in the position of ventilating devices and icing or other protective service will not be furnished, except on pineapples in straight carloads, without ice in bunkers, will be handled under Standard Ventilation Service, as provided in Rule No. 230.

(D) After arrival of shipments at destination and up to the time car is in process of unloading on the team track or until placed on private or assigned siding, all protective service to be furnished will be subject to instructions from consignee or owner.

(E) When shipments are moving under refrigeration, it will be permissible to remove ice from the bunkers of cars when requested by shipper, owner or attendant in charge, at a charge of one dollar and sixty-five cents (\$1.65) per car as authorized in Rule No. 105 of Perishable Protective Tariff No. 11 (or reissues).

(F) When on shipments of bananas in straight carloads or in mixed carloads with cocoanuts carriers on request furnish heater or heaters and fuel, when available, for use in transit or while cars are stopped or held at intermediate points or at final destination, the installation, lighting, refueling, extinguishing and the removal of heater or heaters will be performed by carrier in accordance with instructions from shipper, owner, consignee or caretaker. See Rule No. 516 of Perishable Protective Tariff No. 11 (or reissues).

Rule No. 90.—Interchange with Switch Lines:

(A) On shipments delivered to switch lines for handling in switch service, the switch bill or transfer, or whatever other form of billing may be used in connection with interchange, should indicate the class of protective service under which shipment is being handled

(Rule No. 90 concluded on following page)

WAYBILLS

Rule No. 90 (Concluded):

and in addition information that will enable the delivering carrier to properly bill charges for services supplied as authorized in the rules of the Perishable Protective Tariff. If no billing is used this information should be shown on the side card of the car, or be furnished to the switching line by telephone and confirmed in writing.

(B) On shipments originating on switch lines the switch bill to the road haul carrier should indicate the class of service under which the shipment is to be transported in road haul service. The road haul carrier should see that the waybill or card-bill, if car is handled on card-bill, contains the proper notations as to protective service to be furnished in transit, as requested by shipper and in accordance with the instructions which appear on the bill of lading.

CARETAKERS

Rule No. 95:

(A) Caretakers will have exclusive charge of heaters, if any, installed in cars, the fires therein, the ventilators and other openings.

(B) Caretakers must ride in caboose while train is in motion.

(C) When caretakers abandon shipment at any point, short of destination, they must remove heaters. In the event shipment is abandoned without heaters being removed, agent, yardmaster or conductor will see that fires are extinguished and make proper record on the waybill. (See Rule No. 255.)

(D) Caretakers' instructions as to refrigeration, ventilation and method of transfer will govern on shipments in their charge, regardless of waybill instructions, even if caretaker subsequently abandons same (of which fact record must be made on proper form and on waybill). Caretakers' instructions must be in writing, signed and dated by them, and securely attached to waybills, and also transcribed on waybills,

(Rule No. 95 concluded on following page)

CARETAKERS

Rule No. 95 (Concluded):

cancelling at the same time the previous instructions thereon, and the facts, including point where instructions are given, duly recorded by the conductor or agent in whose custody the waybills may be when so indorsed.

(E) When caretaker abandons shipment and fails to give instructions same will be handled in accordance with Rule No. 85 herein.

In such cases the waybill notation, "Caretaker in charge," must be corrected accordingly.

(F) Caretakers must not be allowed to examine waybill for any cars not in their charge.

SEALS

Rule No. 100:

Seals will be applied in accordance with the rules of individual carriers.

Rule No. 101.—Sealing Hatches:

When cars are moving with hatches sealed and an inspection is necessary in order to ascertain the position of hatch-plugs the seals should be broken open and the hatch-plugs and hatch-covers adjusted in accordance with instructions shown on the billing. Not applicable to cars moving under Government seals. (See Rule 110.)

Rule No. 105:

Meat Inspection Seals (U. S. Bureau of Animal Industry) on a car containing Inspected and passed Meat or Meat Food Products may be broken by the carrier in case of wreck or other extraordinary emergency, and, if necessary, the lading may be transferred into another car, or the shipment may be diverted from the original destination without another shipper's certificate; but in all cases where seals are broken or lost,

(Rule No. 105 concluded on following page)

SEALS

Rule No. 105 (Concluded):

carrier shall immediately report by telegraph to the Chief of the Bureau of Animal Industry, Washington, D. C., the information indicated below.

Nature of emergency:

- Place where seals were broken;
- Original points of shipment and destination;
- Number and initials of the original car;
- Number and initials of the car into which lading is transferred;
- New destination of the shipment;
- Kind and amount of commodity.

Rule No. 110.—Customs Seals —(U. S. Treasury Department):

(A) "Red in Bond" seals must not be broken, except under the immediate supervision of a Customs officer, unless wreck or other emergency necessitates transfer of lading. (See Rule No. 315.) For the complete regulations of U. S. Treasury Dept. as to seals, agents should apply to General Office.

(B) "Blue in Transit" seals placed on cars shipped from point to point within the United States, but passing through Canada (which are not removed by Customs officer at final port of entry in the United States), may be removed (after car has re-entered the United States), by the carrier's employees or by the consignee, without incurring any liability.

(C) Agents must examine Customs seals or locks and, if found broken or tampered with, car should be sealed with station seal, and facts, including the old and new seal numbers, noted on waybill. Agent at destination of waybill will make a report to the chief officer of the Customs at the final destination of the car.

(D) On carload shipments of perishable traffic moving "In Bond" under government seals shipper may

(Rule No. 110 concluded on following page)

SEALS

Rule No. 110 (Concluded):

elect to have such shipments transported under protective service, as provided for in Perishable Protective Tariff No. 11, or reissues thereof.

When United States Customs seals have been applied to the side doors, hatch covers and/or plugs of refrigerator cars, and it is necessary in connection with the administration of protective service to open side doors and/or ventilating devices at a point in transit (1) the breaking of such seals and resealing must be performed only by an officer of the United States Customs service stationed at that place or at the customs port within the limits of which such place is located; (2) at points where no customs officer is stationed as described in (1) or where there is an element of time involved a responsible agent of the carrier may remove customs seals and reseal cars, an appropriate notation of his action, including the date, serial numbers of the new seals applied, and the reason for removing the original seals, to be made on the conductor's or master's copy of the customs manifest.

Note.—In order to obviate potential delays at stations where cars are serviced arrangements should be made in advance, whenever practicable, to notify a customs inspector of the probable time of arrival of train containing cars transported under government seals so as to insure his presence and facilitate and expedite the manipulation of seals.

REFRIGERATION—ICING AND REICING

Rule No. 115:

A Regular Icing Station is a station, so designated by carrier, which is equipped and located so as to insure proper icing service of refrigerator cars, also where the icing of through shipments is regularly performed.

An Emergency Icing Station is a station, so designated by carrier, which is not equipped or located to take care of the regular icing of refrigerator cars, but where an ice supply is procurable and refrigerator cars

(Rule No. 115 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 115 (Concluded):

can, in cases of emergency, or, by special arrangements, be iced, subject to delay.

Note.—Except when special arrangements are made carriers will not accept instructions to ice or reice cars at emergency icing stations.

Rule No. 120.—Standard Refrigeration:

“Standard Refrigeration” means protective service against heat by the use of ice placed in the tanks or bunkers of refrigerator cars, at a stated charge per trip. See Perishable Protective Tariff No. 11, J. J. Quinn’s I. C. C. No. 17, Section 2 thereof.

Rule No. 125.—Inspection of Empty Cars:

Empty cars must not be iced unless inspection shows condition as prescribed in Rules Nos. 20 and 25.

Rule No. 130.—Inspection of Drains:

(A) All drain-pipes must be inspected and cleared (see Figures 8-12, pages 88-92).

(B) Cars having ordinary bunkers.—Care must be exercised to avoid dislodging cap over top of drain-pipe. All flooded cars must be promptly recorded and reported, stating what obstructions found in drain-pipes. If cause of trouble not ascertainable, special report must be made at once to proper officer, by wire, to permit of special inspection at destination.

(C) Cars having brine tanks.—Cars equipped with brine tanks are designed for the combined use of crushed ice and salt and many such cars also have special valves intended for retaining the brine in tanks while cars are in motion. Such valves must be properly manipulated before reicing. If this does not permit the excess brine to escape from tanks it must be removed by the use of hand pumps or other means.

REFRIGERATION—ICING AND REICING

Rule No. 140.—Reporting Quantities of Ice and/or Salt:

The quantities of ice and/or salt furnished each car must be ascertained separately and so recorded. The total ice and/or salt furnished all cars must not be averaged.

Rule No. 150.—Method of Icing—Cars with Ordinary Ice Bunkers (See Rule No. 130):

(A) **Handling of Hatch-Covers and Hatch-Plugs.**—Before icing or reicing, the cinders or dirt on top of hatch-plugs must be removed and not allowed to fall into bunkers.

Only such bunkers should be opened as can be immediately iced; and as soon as icing is completed, the hatch-plugs must be replaced evenly and tightly, and hatch-covers closed. (See Note.)

Note.—There may be exceptional cases (for example, Bananas), where special instructions on billing or of caretaker in charge require certain hatch-covers to be open and hatch-plugs out even though bunkers contain ice. Such special instructions must be obeyed.

Bunkers must not be filled so full that the hatch-plugs cannot be tightly replaced.

(B) **Cleaning Ice.**—Ice must be clean and free from sawdust, chips, hay, dirt or anything likely to clog drain pipes or drain traps.

(C) **Chunk Ice.**—When bunkers are empty, the first ice put in must be broken small enough so that when dropped it will minimize damage to bottom grating or racks. The remainder should be broken into lumps not exceeding 100 pounds each (unless otherwise instructed).

If the bunkers are to be filled to capacity, the last ice put in should be broken fine enough to fill the vacant

(Rule No. 150 continued on following page)

REFRIGERATION—ICING AND REICING

Rule No. 150 (Continued):

spaces and care must be used to see that the space under roof or running board is filled.

When reicing, the ice already in bunkers should be settled before adding new ice. The method of reicing will be similar to that prescribed next above.

(D) **Chunk Ice and Salt.**—When instructions on billing or otherwise specify salt to be used in ordinary ice bunkers with shipments of fresh fruits, vegetables, berries, melons, etc., the percentage of salt specified should be added after icing has been completed. (See paragraph G.)

(E) **Coarse Ice and Salt.**—When instructions on billing or otherwise specify coarse ice and salt to be used with shipments of fresh meats, etc., the method of icing will be as follows:

When bunkers are empty, ice must be broken into lumps of 10 to 20 pounds; when bunkers are one-half ($\frac{1}{2}$) full, add one-third ($\frac{1}{3}$) the amount of salt required, then complete filling of bunkers in same manner with sufficient ice broken fine at top to fill all vacant spaces, after which add the remaining two-thirds ($\frac{2}{3}$) of salt to be supplied.

When reicing, ice should be settled by using pike pole, one-third ($\frac{1}{3}$) the amount of salt added, bunkers then filled as above outlined and the remaining salt added.

In both instances care should be taken to see that proper proportion of the salt is distributed under the running boards to facilitate uniform meltage throughout the bunkers.

(F) **Crushed Ice and Salt.**—Ice should be crushed into pieces averaging the size of a man's fist, but the crushing or breaking of ice must not be done in tanks or on top of cars. Where power crushers are not used, the ice should be crushed in large boxes. (See Figure No. 4, page 84.)

When instructions on billing or otherwise specify crushed ice and salt to be used with shipments of
(Rule No. 150 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 150 (Concluded):

fresh meats, etc., the method of icing will be as follows:

When cars are initially iced, one-third ($\frac{1}{3}$) of the quantity of ice to be supplied should be first put into bunkers, after which one-third ($\frac{1}{3}$) of the required quantity of No. 2 salt must be spread evenly over the ice and piked into it; then balance of the ice required should be put into bunkers and the remainder of the required quantity of salt spread evenly on top of the ice and piked into it. (See paragraph G.)

When reicing, ice in bunkers should first be settled by using pike pole or ice breaker; then one-third ($\frac{1}{3}$) of the required quantity of salt must be evenly applied over the old ice, after which the required quantity of ice should be put into bunkers and the remainder of the required quantity of salt spread evenly on top of the ice and piked into it. Before salt or ice is supplied, ice in bunkers should be settled sufficiently to break any which may be bridged and to prevent as much as possible added salt from falling through the ice onto the bunker pans.

Care should be exercised to see that salt is properly distributed under the running boards.

(G) **Quantity of Salt.**—If bunkers contain old ice and it is desired car be initially iced with a certain per cent of salt, the amount of salt supplied should be based upon the full tank capacity of car and not upon the amount of ice supplied to fill the bunkers.

Rule No. 155.—Method of Icing Cars with Brine Tanks (See Rule No. 130):

(A) **Handling of Hatch-Covers and Hatch-Plugs.**—Before icing or reicing, the cinders or dirt on top of hatch-plugs must be removed and not allowed to fall into tanks.

Only such tanks should be opened as can be immediately iced; and as soon as icing is completed, the hatch-plugs must be replaced evenly and tightly, and hatch-covers closed.

(Rule No. 155 continued on following page)

REFRIGERATION—ICING AND REICING

Rule No. 155 (Continued):

Tanks must not be filled so full that the hatch-plugs cannot be tightly replaced.

(B) **Cleaning Ice.**—Ice must be clean and free from sawdust, chips, hay, dirt or anything likely to clog drain pipes or drain traps.

(C) **Crushed Ice.**—Ice should be crushed into pieces averaging the size of a man's fist, but the crushing or breaking of ice must not be done in tanks or on the top of cars. Where power crushers are not used, the ice should be crushed in large boxes. (See Figure No. 4, page 84.)

When tanks are empty they should be filled about one-third with ice, followed with about one-third of required quantity of No. 2 Rock Salt sprinkled evenly and tamped into ice. Then the balance of ice should be put in and balance of salt sprinkled evenly on top and tamped into ice in same manner. (See Figure No. 6, page 86.) If tanks contain old ice and it is desired car be initially iced with a certain per cent of salt the percentage desired should be determined upon the full tank capacity of car and not upon the amount of ice supplied to fill tanks.

When reicing, the old ice must first be thoroughly stirred with tamping pole, which must be forced to bottom of tank and worked back and forth in a circular motion (see Figure No. 2, page 82), after which one-third of the required quantity of salt must be evenly applied (see Figure No. 3, page 83). The tanks, including space under running board, should then be filled with crushed ice (see Figure No. 4, page 84), balance of salt evenly applied (see Figure No. 5, page 85) and thoroughly tamped (see Figure No. 6, page 86). The percentage of salt supplied should be based upon the amount of ice furnished in reicing and not upon the full tank capacity of the car.

(D) **Coarse Ice and Salt.**—When instructions on billing, or otherwise, specify coarse ice and salt to be used with shipments of fresh meats, etc., the method of icing will be as follows:

(Rule No. 155 continued on following page)

REFRIGERATION—ICING AND REICING

Rule No. 155 (Continued):

When tanks are empty, ice must be broken into lumps of 10 to 20 pounds; when tanks are one-half ($\frac{1}{2}$) full, add one-third ($\frac{1}{3}$) the amount of salt required, then complete filling of tanks in same manner with sufficient ice broken fine at top to fill all vacant spaces, after which add the remaining two-thirds ($\frac{2}{3}$) of salt to be supplied.

When reicing, ice should be settled by using tamping pole, one-third ($\frac{1}{3}$) the amount of salt added, tanks then filled as above outlined and the remaining salt added.

In both instances care should be taken to see that proper proportion of the salt is distributed under the running boards to facilitate uniform meltage throughout the tanks.

(E) **Tamping of the old ice in tanks before new ice is applied** is especially important. The tanks will sometimes have the appearance of being full or nearly so when, as a matter of fact, the ice below has melted away, leaving a crust frozen to the sides of the tanks, as indicated by (A) of Figures Nos. 1 and 2, pages 81 and 82, and the only way to settle the ice properly is to "pole" the encrusted ice by forcing the pole to the bottom of tank, as shown in Figure No. 2, page 82.

Tamping Poles.—Iron shod poles or iron tools of any kind must never be used for tamping. Poles of hardwood, preferably hickory, ash or oak (as per Figure No. 7, page 87) should be used.

No. 2 Rock Salt only be used in combination with crushed or coarse ice when salt is specified on billing or otherwise.

(F) Shipments loaded in Armour Car Line equipment with notation on billing reading:

"If car is not at destination or will not reach destination on or before reice with pounds of crushed ice and per cent salt at first available icing station on (date)."

(Rule No. 155 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 155 (Concluded):

should, in case of reicing, be handled as follows:

"Unscrew small cap on bottom of valve located underneath car at diagonal corners, break seal, release brine for one-half minute by pulling valve handle forward and down to a horizontal position and then close valve by pushing handle upward and back in former position, replacing cap."

Rule No. 160.—Failure to Reice:

In case of failure to reice a car where it should have been reiced, prompt action by wire must be taken to have it reiced at next icing station, and the facts reported to proper official.

Rule No. 165.—Reicing at Interchange Points:

Unless otherwise provided by tariff, billing, local agreement, established practice or special instructions, cars under refrigeration should be reiced to capacity before delivery to connections, or agent of delivering line should arrange for immediate reicing by connections, if any icing facilities are maintained at such interchange on the rails of either the delivering or receiving line.

▲Exception—Cars containing less than carload shipments on which the expense of refrigeration is assumed by carriers will not be reiced at interchange points by delivering or intermediate switching carrier unless otherwise instructed by the outbound road haul carrier.

Rule No. 170.—Reicing Scheduled Refrigerator, Also Individual Cars:

When shipments transported in Scheduled Refrigerator Car Service or in individual cars as provided in Rule 630 of Perishable Protective Tariff No. 11 (or reissues), are reiced on switching carriers in the Chicago Switching District, as defined in Chicago Switching Committee Tariff No. 20-W, Alternate Agent W. S. Mercer's I. C. C. No. 442, the expense therefor, as per Section 4 of Perishable Protective Tariff No. 11 (or reissues), will be assumed by the road haul carrier receiving the outbound movement.

▲Change.

REFRIGERATION—ICING AND REICING

Rule No. 175.—Reicing Delayed Cars:

(A) Delayed cars, when under refrigeration, will be examined daily and will be reiced when necessary before departure. If no ice is available the next icing station through which car will pass must be notified by wire so that car will be reiced at that point.

(B) When shipments billed to reice at all regular icing stations are delayed at such stations, except when held on instructions of shipper, owner or consignee, they must be reiced before departure in accordance with the following:

Cars which have been iced with crushed or coarse ice and salt; if remaining on hand eight or more hours after previous reicing and require not less than 600 pounds of ice to fill bunkers or tanks to capacity.

Cars which have been iced with chunk ice; if remaining on hand twelve or more hours after previous reicing and require not less than 1,000 pounds of ice to fill bunkers or tanks to capacity.

(C) When shipments moving under "Cost of Ice basis" and billed "Do not reice unless delayed," are delivered to connecting lines too late to protect scheduled train connections, and are reiced before forwarding on account of delay, the expense thereof will be absorbed by the carrier delaying the shipment.

Exception.—Not applicable to cars held on order of shipper or owner. See Rules Nos. 190 and 195.

Rule No. 180.—Reicing Detoured Cars:

Agents receiving instructions, which take cars, under refrigeration, from regular routes, will (in the absence of other special instructions) note on billing: "Reice to capacity at all regular icing stations."

If waybill calls for use of salt also, the agent should add to above notation "and—per cent salt," inserting same percentage as already shown on billing.

Report of all detoured cars must be made by wire to proper official.

REFRIGERATION—ICING AND REICING

Rule No. 185.—Reicing cars stopped for partial unloading:

(A) Shipments transported under Standard Refrigeration Service stopped in transit for the purpose of partial unloading will be governed by the regulations as contained in Rule No. 190 hereof.

(B) Shipments transported under "Cost of Ice" basis as per Section No. 4 of Perishable Protective Tariff No. 11 (or reissues) will not be reiced at stations to which billed to stop-off for partial unloading, except when stop-off point is an icing station and waybill carries instructions to reice thereat, one reicing only will be supplied unless otherwise instructed.

Rule No. 190.—Reicing Cars at Intermediate Stop, Hold Points, or Reconsigning Points and at Final Destination When Transported Under Standard Refrigeration Service:

(A) On shipments transported under Standard Refrigeration Service carriers will, at intermediate stop, hold or reconsigning points and at final destination, examine bunkers or tanks daily and when additional ice is required cars will be reiced to capacity.

(B) Cars should not be reiced unless approximately 2,000 pounds or more of ice are required to fill bunkers, except when cars are diverted or reconsigned to a point outside switching limits in which case bunkers will be reiced to capacity before forwarding.

(C) Instructions will not be accepted regarding reicing of car at intermediate stop, hold or reconsigning points nor at final destination, except that after consignee has given written notice of acceptance at final destination carriers will accept written instructions from consignee or owner "Do not reice car." After the unloading on team tracks has commenced, or after car has been placed under private lock or seal by consignee, additional reicing will be furnished only on written instructions from consignee. Carriers are not obligated to reice cars while held on private or assigned sidings at points intermediate to final destination.

(Rule No. 190 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 190 (Concluded):

At carrier's convenience ice may be furnished at any point within the same switching district. When furnished on the rails of a carrier other than the carrier which held the car billing or transfer to the line on which icing is to be performed must contain information to the effect that shipment has been held and to protect charges accruing under paragraph E of Rule No. 225 of Perishable Protective Tariff No. 11 (or reissues).

Rule No. 195.—Reicing Cars at Hold Points and Final Destination when Transported Under Cost of Ice Basis:

(A) Shipments other than referred to in Rule No. 190, transported under cost of ice basis as per Section 4, Perishable Protective Tariff No. 11 (or reissues), must be reiced at intermediate points and final destination in accordance with instructions shown on the waybill.

(B) When cars are held at an intermediate point between origin and final destination on orders of or awaiting reconsigning or other instructions, or after arrival of the car in the terminal train yard serving the destination and up to the time it is in process of unloading on team tracks or until placed on private or assigned siding, bunkers or tanks must be examined daily and unless written instructions from shipper, owner or consignee are received to the contrary when such cars require additional ice and/or salt during such period they will be reiced.

Before reicing cars at destination carriers will make reasonable effort to secure instructions from consignee.

Rule No. 200.—Reicing Cars at First Icing Station Beyond Hold Point:

When on order cars are stopped or held at any intermediate point between point of origin and final destination, and there is no ice available at such point, an examination of bunkers will be made when car is forwarded to determine amount of ice necessary to fill bunkers or tanks to capacity and charge will be made

(Rule No. 200 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 200 (Concluded):

against shipment for such amount of ice in accordance with Section No. 4 of Perishable Protective Tariff No. 11 (or reissues), at the first available icing station.

When a car arrives at such intermediate stop point with bunkers less than three-fourths ($\frac{3}{4}$) full of ice, the amount of ice to be charged against shipment shall be the difference between the amount of ice necessary to fill the bunkers or tanks to capacity on arrival in train yard and the amount of ice necessary to fill the bunkers or tanks to capacity at time car is forwarded.

When cars are forwarded from such points following notation should be made on waybill:

"Car not reiced at. . . . account no ice available. Reice to capacity at first regular icing station and out of the amount supplied charge shipment with lbs. in accordance with provisions of Perishable Protective Tariff No. 11, Rule No. 225, paragraph F (or reissues)."

Note.—Empty space is to be calculated from the level of the ice to the bottom of hatch.

Rule No. 205.—Reicing by Shipper, Owner or Consignee:

Shipper, owner or consignee will not be permitted to perform reicing, in bunkers or body of cars, in transit, nor at destination, except after cars are placed on private track. When after arrival at billed destination shipments are reconsigned and additional icing is desired, request must be filed with the carriers therefor.

Rule No. 210.—Icing in Body of Car by Carrier:

(A) Carriers will not place ice or salt in packages with freight.

(B) Carriers will not place ice or salt in the body of refrigerator cars equipped with ice bunkers or tanks, except as otherwise provided in paragraphs 1 and 2.

1. On vegetables top iced at point of origin by shipper, carriers will retop ice in transit at a charge of five

(Rule No. 210 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 210 (Concluded):

dollars (\$5.00) per ton of 2,000 pounds at stations as specifically authorized in Rule No. 248 of Perishable Protective Tariff No. 11 (or reissues).

2. Carriers will place ice in the body of car on shipments of fish, beer and cereal beverages transported under cost of ice basis, as specifically authorized in Rule No. 405 of Perishable Protective Tariff No. 11 (or reissues).

Rule No. 215.—Icing Instructions:

(A) Instructions on waybill or otherwise for the icing or reicing of cars at certain icing stations must be complied with. Cars must be placed and iced, regardless of outside temperature, or other weather conditions or amount of ice already in tanks or bunkers, and no one shall assume that the service called for by the instructions is not necessary.

The service of icing and reicing must be done in the manner prescribed.

(B) Shipments moving under "Cost of Ice" basis with icing instructions on waybill conforming with Rule No. 405 of Perishable Protective Tariff No. 11 (or reissues), such instructions must be observed.

(C) The following table of icing will apply in connection with the commodities shown below in the absence of specific instructions:

TABLE OF ICING

Season and Class of Service	Dressed poultry, game, frozen eggs and frozen fish, straight or mixed carloads.
Dec. 1 to Mar. 1, incl.	{ 6,000 lbs. crushed ice or, to capacity if capacity of bunkers is less than 6,000 lbs. 10% salt.
Initial icing	
Reicing—ice to	

(Rule No. 215 concluded on following page)

REFRIGERATION—ICING AND REICING

Rule No. 215 (Concluded):

TABLE OF ICING

Season and Class of Service	Dressed poultry, game, frozen eggs and frozen fish, straight or mixed carloads
Mar. 2 to June 15, incl. Initial icing.....	{ 8,000 lbs. crushed ice or, to capacity if capacity of bunkers is less than 8,000 lbs. 10% salt.
Reicing—ice to	
June 16 to Aug. 31, incl. Initial icing.....	{ Capacity with crushed ice. 10% salt.
Reicing—ice to	
Sept. 1 to Nov. 30, incl. Initial icing.....	{ 8,000 lbs. crushed ice or, to capacity if capacity of bunkers is less than 8,000 lbs. 10% salt.
Reicing—ice to	
Butter, butterine, oleomargar- ine, eggs in the shell and cheese, straight or mixed carloads.	
Dec. 1 to Mar. 1, incl. Initial icing.....	{
Reicing—ice to	
Mar. 2 to June 15, incl. Initial icing.....	{ 4,000 lbs. chunk ice.
Reicing—ice to	
June 16 to Aug. 31, incl. Initial icing.....	{ 6,000 lbs. chunk ice.
Reicing—ice to	
Sept. 1 to Nov. 30, incl. Initial icing.....	{ 4,000 lbs. chunk ice.
Reicing—ice to	
Fresh fish, straight or mixed carloads.	
Jan. 1 to Dec. 31, incl. Initial icing.....	{ Chunk ice to capacity.
Reicing—ice to	

REFRIGERATION—ICING AND REICING

Rule No. 220.—Removal of Ice from Bunkers:

(A) On shipments transported under refrigeration service as covered by Rules Nos. 240 billed—"Initially iced, do not reice," or 247 billed—"Initially iced, reice once in transit" of Perishable Protective Tariff No. 11 (or reissues), carriers, upon instructions, will remove ice from bunkers at intermediate stop, hold or reconsigning points or at destination, at a charge of \$4.00 per car, the charge to be credited to the carrier performing the service. Not applicable on shipments of bananas, cocoanuts or pineapples, for which see Rule No. 86 herein; nor on tomatoes, see paragraph B below.

(B) On shipments of tomatoes transported under refrigeration service carriers, upon instructions, will remove ice from bunkers of car while held at stop, hold or reconsigning point or at destination at a charge of two dollars and fifty cents (\$2.50) per car, the charge to be credited to the carrier performing the service.

(C) See Rule No. 265 herein for regulations to govern the removal of ice from bunkers when service is changed from refrigeration to Carriers' Protective Service, Heater Service, or Rule No. 514 Service.

VENTILATION

Rule No. 225.—Description and Operation of Ventilating Devices:

(A) Ordinary Ventilators with Hinged Hatch-Plugs (See Figures 30 and 31, pages 109 and 110).—Cars so equipped have hatch-covers and hinged hatch-plugs and are ventilated through the hatchways. To admit outside air the hatch-cover and hatch-plug must be thrown back flat on car; hatch cover must be raised permitting its engagement with hatch-plug, after which they should be placed at the angle necessary to connect with strap or sealing hook provided for that purpose. To exclude outside air the hatch-cover and hatch-plug must be thrown back flat on car to insure complete disengagement. The hatch-plug must then separately be thrown

(Rule No. 225 continued on following page)

VENTILATION

Rule No. 225 (Continued):

forward and seated in hatchway, after which the hatch-cover must be thrown forward. Some hinged plugs are fastened permanently to the hatch-cover and do not permit of disengagement. With such cars, the opening or closing process is made by one operation.

(B) **Ordinary Ventilators with Chained Hatch-Plugs** (See Figures 34, 35 and 36, pages 113 to 115, inclusive).

—Cars so equipped have hatch-covers and hatch-plugs and such cars are ventilated through the hatchways. To admit outside air, the hatch-plugs must be removed from hatchways and the hatch-covers raised to the angle necessary to connect with strap or sealing hook provided for that purpose. This operation is reversed when outside air is to be excluded. Plugs must actually be in the hatchways before hatch-covers are closed.

(C) **Hatch-hood Ventilators** (See Figures 37-43, pages 116-122).—Cars so equipped have sloping hoods over all four hatches with slats and screens to keep out cinders, rain or snow. The hatch-plugs under these hoods work on hinges. There are various kinds of "hatch-hood ventilators," but the principle is the same in all and simply involves the raising of plugs to admit outside air or lowering them to exclude outside air. In some the position of plugs is ascertained by indicators or through small holes in sides of hoods, but to change position of plugs the hoods must first be thrown back and afterwards replaced properly. In some the plugs may be operated by levers without throwing back hoods which are plainly marked "OPEN" or "CLOSED."

(D) **Bohn Hood Type**.—Plug is hinged to hatchway. When ventilation (vents open) is desired, hood should be thrown back on top of car, hatch-plug thrown back in hood and rested on cross rod running through hood, hood should then be thrown forward over hatchway. To shut off ventilation (vents closed), hood should be thrown back, hatch-plug released from cross bar and thrown forward in hatchway, hood should then be thrown forward over hatchway.

(Rule No. 225 continued on following page)

VENTILATION

Rule No. 225 (Continued):

(E) **Vents on Iron** (See Figure 71, page 133).—Means that hatch-plugs are to be removed from hatchways; that the straps or sealing hooks intended for raising hatch-covers are to be dropped in the hatchways, and the hatch-covers then placed thereon—thus leaving an open space of approximately two inches.

Note.—When "vents open" for the circulation of outside air through the car and lading is desired, the hatch-cover, hatch-hoods and plugs should not be thrown back on roof of car.

(1) If the car has ordinary hatch-covers with detached hatch plugs as described in paragraph B and as shown by Figure 33, page 112, the proper procedure will be to remove the hatch plugs from the hatchways and raise the covers to the angle necessary to connect with the straps or sealing hooks as shown by Figure 36, page 115. Hatch covers should be fastened open on hatch adjusters and if hinged plugs they should be so fastened to hatch-cover. If plugs are on chains, plugs should be in bottom of bunkers.

(2) If the car has ordinary hatch-covers but with hinged hatch-plugs as described in paragraph A, the proper procedure will be to secure the plugs to the covers and then raise both to the angle necessary to connect with straps or sealing hooks, as shown by Figure 30, page 109.

(3) If the car has hatch-hood ventilators as described in paragraph C and Figures 37 to 43, pages 116 to 122, inclusive, the proper procedure will be to remove the plugs from the hatchways but allow the hoods to remain over the hatchways.

(F) **Double Doors or Windows of "Fruit-Vegetable Cars"** (See Rule No. 5):

(1) When cars are equipped with sliding double doors (see Figure 46, page 123), the two doors must be securely fastened to each other and sealed together. This seal represents the seal under which the car is moving and must not be broken, except when necessary to enter the car. When necessary to shift doors on ac-

(Rule No. 225 concluded on following page)

VENTILATION

Rule No. 225 (Concluded):

count of temperature, this seal must not be disturbed. Door not covering the doorway must be securely fastened to door stop and, when practicable, sealed thereto.

To admit outside air to car, the screen-door must be across doorway. To exclude outside air from car, the solid door must be across the doorway.

(2) When cars are equipped with end windows (see Figure 47, page 124), or side windows or both: to admit outside air, the windows must be opened; to exclude outside air, they must be closed.

Rule No. 230.—Ventilation Service:

(A) Ventilation is provided by the manipulation of the hatch-covers and plugs on refrigerator cars and doors and windows on ventilator type box cars to admit or prevent the passage of outside air through such openings, as indicated in Rule No. 225.

The term "VENTILATING DEVICES" or "VENTS" will include hatch-covers, hatch-hoods, and hatch-plugs on refrigerator cars and doors and windows on ventilator type cars.

(1) STANDARD VENTILATION:

Standard Ventilation means that vents will be closed after outside temperature reaches the degrees indicated below and opened after outside temperature rises above the degrees indicated below:

	Degrees
(a) All perishable freight (except as shown in b and c below).....	32
(b) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1.....	40
(c) Avocados and Tomatoes.....	45

(2) SPECIAL VENTILATION:

Special Ventilation means that vents will be manipulated at specified points or in accordance with the

(Rule No. 230 continued on following page)

VENTILATION

Rule No. 230 (Continued):

outside degree of temperature authorized in Section B of paragraph F.

(3) COMBINATION VENTILATION:

Combination Ventilation means that vents will be manipulated under Standard Ventilation for a portion of the transit period, and under Special Ventilation for the remainder of the transit period, or vice versa, as authorized in Section C, paragraph F.

(B) Except as hereinafter provided, "Standard Ventilation" will be furnished during the period October 15th to the following April 15th, inclusive, when cars are moving under waybills which carry notation, "Shippers' Protective Service Against Cold," "Heater Service," or "Carriers' Protective Service Against Cold," without any other specific instructions or caretaker in charge. (See Rules Nos. 240, 255 and 260.)

(1) When cars contain commodities which are top iced, also commodities which are prefixed (3) in Rule No. 1, the vents will be kept in closed position, unless billing instructions specify otherwise.

(2) Commodities listed in Rule No. 1 prefixed (b) do not require ventilation. Shipments so billed will be handled with vents closed and plugs in unless instructions are received from shipper to the contrary.

(C) Upon receipt of reasonable advance notice in writing from shipper, owner or consignee, carriers will permit a change in the character of ventilation service under which shipments may be transported to that selected by the shipper, owner or consignee as provided for in this rule.

(D) When local inspectors, yard clerks or other employees at terminal, intermediate points and final destination have reliable information in advance that car will encounter severely cold weather, they should put plugs in hatchways, close hatch-covers and all other openings of such cars at such terminal, intermediate points or final destination, while being held for disposition or before sending car forward, making proper record and report thereof.

(Rule No. 230 continued on following page)

VENTILATION

Rule No. 230 (continued):

(E) Shipments of perishable freight loaded in refrigerator or ventilator cars transported under Ventilation Service must be handled in accordance with instructions appearing on waybill accompanying the cars, as specified in this rule.

(F) Waybill Notations:

SECTION A

STANDARD VENTILATION

Refrigerator Cars:

- (1) All Perishable Freight; except as provided in sub-paragraphs 2 and 3:
"Close vents at 32 degrees; open vents above 32 degrees."
- (2) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1:
"Close vents at 40 degrees; open vents above 40 degrees."
- (3) Avocados or Tomatoes:
"Close vents at 45 degrees; open vents above 45 degrees."

Ventilator Type Box Cars:

- (4) All Perishable Freight; except as provided in sub-paragraphs 5 and 6:
"Close vents at 32 degrees; open vents above 32 degrees."
- (5) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1:
"Close vents at 40 degrees; open vents above 40 degrees."
- (6) Avocados or Tomatoes:
"Close vents at 45 degrees; open vents above 45 degrees."

(Rule No. 230 continued on following page)

VENTILATION

Rule No. 230 (Continued):

(F) Waybill Notations (continued):

SECTION B

SPECIAL VENTILATION

Refrigerator Cars:

- (1) Apples or Pears; also precooled Citrus Fruits originating in Florida:
"Keep vents closed below 32 degrees and above 45 degrees; keep vents open 32 degrees to 45 degrees."
- (2) Nursery or Florists' Stock or Cut Decorative Evergreens:
"Close vents at 40 degrees; open vents above 40 degrees."
- (3) Flower Bulbs (See Note 3):
"Keep vents closed during day and open during night, except keep vents closed when raining or at 40 degrees or lower."
- (4) Tomatoes or Cucumbers:
"Keep one vent open each end diagonally across car."
- (5) Tomatoes:
"Open one vent each end diagonally across car above 45 degrees; close vents at 45 degrees."
- (6) All Perishable Freight:
"Keep vents closed."
- (7) All Perishable Freight:
"Keep vents open."
- (8) All Perishable Freight (See Note 2):
"Keep vents closed to
(Insert name of station); keep vents open thereafter."
- (9) All Perishable Freight (See Note 2):
"Keep vents open to
(Insert name of station); keep vents closed thereafter."

(Rule No. 230 continued on following page)

VENTILATION

Rule No. 230 (Continued):

(F) Waybill Notations (continued):

SECTION B (concluded) SPECIAL VENTILATION

Ventilator Type Box Cars:

- (10) All Perishable Freight:
"Keep solid side doors closed; keep all other vents open."
- (11) All Perishable Freight:
"Keep vents closed."
- (12) All Perishable Freight:
"Keep vents open."
- (13) Nursery or Florists' Stock or Cut Decorative Evergreens:
"Close vents at 40 degrees; open vents above 40 degrees."
- (14) Nursery or Florists' Stock or Cut Decorative Evergreens:
"Keep solid side doors closed; close other vents at 40 degrees; open other vents above 40 degrees."

Brine Tank Refrigerator Cars not equipped with Ventilating Devices:

- (15) All Perishable Freight:
"Keep plugs in and hatches closed."

SECTION C COMBINATION VENTILATION

Refrigerator Cars:

- (1) All Perishable Freight (see Note 2); except as provided in sub-paragraphs 2 and 3:
"Keep vents closed to.....
(Insert name of station); thereafter close vents at 32 degrees; open vents above 32 degrees."
- (2) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1 (See Note 2):
"Keep vents closed to.....(Insert name of station); thereafter close vents at 40 degrees; open vents above 40 degrees."

(Rule No. 230 continued on following page.)

VENTILATION

Rule No. 230 (Continued):

(F) Waybill Notations (continued):

SECTION C (Continued) COMBINATION VENTILATION

Refrigerator Cars:

- (3) Avocados or Tomatoes (See Note 2):
"Keep vents closed to.....
(Insert name of station); thereafter close vents at 45 degrees; open vents above 45 degrees."
- (4) All Perishable Freight (See Note 2); except as provided in sub-paragraphs 5 and 6:
"Keep vents open to.....
(Insert name of station); thereafter close vents at 32 degrees; open vents above 32 degrees."
- (5) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1 (See Note 2):
"Keep vents open to.....
(Insert name of station); thereafter close vents at 40 degrees; open vents above 40 degrees."
- (6) Avocades or Tomatoes (See Note 2):
"Keep vents open to.....
(Insert name of station); thereafter close vents at 45 degrees; open vents above 45 degrees."
- (7) All Perishable Freight (see Note 2); except as provided in sub-paragraphs 8 and 9:
"Close vents at 32 degrees and open vents above 32 degrees until arrival at.....
(Insert name of station); keep vents closed thereafter."
- (8) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1 (See Note 2):
"Close vents at 40 degrees and open vents above 40 degrees until arrival at.....
(Insert name of station); keep vents closed thereafter."

(Rule No. 230 continued on following page)

VENTILATION

Rule No. 230 (Continued):

(F) Waybill Notations (concluded):

SECTION C—Concluded

COMBINATION VENTILATION

Refrigerator Cars:

(9) Avocados or Tomatoes (See Note 2):

"Close vents at 45 degrees and open vents above 45 degrees until arrival at.....
(Insert name of station); keep vents closed thereafter."

Ventilator Type Box Cars:

(10) All Perishable Freight; except as provided in sub-paragraphs 11 and 12:

"Keep solid side doors closed; close other vents at 32 degrees; open other vents above 32 degrees.

(11) Cocoanuts, Pineapples, Sweet Potatoes or Yams; also Potatoes, other than Sweet Potatoes or Yams, as provided in Note 1:

"Keep solid side doors closed; close other vents at 40 degrees; open other vents above 40 degrees."

(12) Avocados or Tomatoes:

"Keep solid side doors closed; close other vents at 45 degrees; open other vents above 45 degrees."

Note 1.—Applies only at points in the Dominion of Canada, except will not apply in connection with the New York Central Railroad (Michigan Central District), nor the Toronto, Hamilton and Buffalo Ry. Co.

Note 2.—When shippers request manipulation of vents at a station which is not a regular inspection station vents will be manipulated at the first regular inspection point beyond.

Note 3.—Applies in connection with paragraph F, Section B, sub-paragraph 3 thereof:

Manipulation of vents will be performed as soon as practicable at a terminal or other point where cars are regularly inspected.

(Rule No. 230 concluded on following page.)

VENTILATION

Rule No. 230 (Concluded):

Exception.—This rule not applicable on bananas or cocoanuts in straight or mixed carloads, or when mixed with other fruits and/or vegetables, also pineapples in straight carloads, except as otherwise provided in Rule No. 86.

Rule No. 235.—Adjustment of Ventilators of cars under Refrigeration:

Shipments transported under refrigeration service will be handled with vents closed, unless otherwise provided on billing. A record must be taken at all regular icing stations as to the position of vents. Vents should only be manipulated when called for by the billing.

The foregoing will also govern when cars are initially iced after arrival at final destination.

Rule No. 240.—Adjustment of Ventilators of cars under Ventilation:

(A) Employees must ascertain outside temperatures, examine all vents and properly adjust same in accordance with instructions on waybills; or, in the absence of such instructions, or any caretaker in charge, furnish Standard Ventilation Service as per Rule No. 230. This applies to origin and junction stations and at any station where cars are held, also at destination up to the time cars are in process of unloading on team tracks or until placed on private or assigned siding. However, after unloading on team track has commenced vents will be manipulated by carrier only on specific written instructions from consignee. After car has been accepted by the consignee, carrier will accept consignee's written instructions for manipulation of vents until car has been placed on private or assigned siding or until unloading has been completed on team track. (For freight under Government Seals, see Rules 105 and 110.)

(Rule No. 240 concluded on following page)

VENTILATION

Rule No. 240 (Concluded):

When shippers specify manipulation of vents at a station which is not a regular inspection station vents will be manipulated at the first regular inspection point beyond.

After unloading on team track has commenced, or when consignee has applied private lock or seal to doors of cars after arrival at destination, vents will be manipulated by carrier only on specific written instructions from consignee.

Carriers will not manipulate vents after placement of cars on private or assigned siding.

(B) A record of temperature and the position of all vents must be taken at point of origin, at junction points, at regular assigned inspection points and at destination, also when vents are manipulated at any other points enroute.

(C) Each conductor, or other employe delegated to perform such duty, when first taking cars must ascertain and record the position of all vents and every time any change in position thereof is made a separate record must be maintained.

(D) See Rule No. 260, paragraph D thereof, with reference to adjusting vents on shipments handled under heater service with ice on top of load in the body of car.

Rule No. 250—Side Door Ventilation:

Instructions calling for side-door ventilation of cars equipped with hinged doors will not be accepted.

Carriers will not furnish or permit side-door ventilation while cars are in motion.

With the exception of shipments moving under refrigeration, it shall be permissible for shipper, owner or consignee or their representative, including caretaker in actual charge of car, if they so elect, to give side-door ventilation, but only while cars are standing on track at division terminal, stop, hold or reconsigning point, or at destination. In such cases it will be consid-

(Rule No. 250 concluded on following page.)

VENTILATION

Rule No. 250 (Concluded):

ered that the car is in charge of the person performing side-door ventilation, and it shall be his duty to see that the car doors are completely open or completely shut, as the case may be, and safely and securely fastened so as to avoid possible accident or damage to the car or other property or persons.

PROTECTIVE SERVICE AGAINST COLD

Rule No. 255—Shippers' Protective Service Against Cold:

(A) The term Shippers' Protective Service Against Cold means that the shipper will protect against frost, freezing or artificial overheating—

- (1) by use of the service provided in Rule No. 510 of Perishable Protective Tariff No. 11 (or reissues), heaters when used, to be furnished, initially fueled and installed by shipper, or
- (2) by use of heaters furnished by carrier and installed and serviced as directed by shipper in accordance with provisions and charges as provided in Rules Nos. 513, 514, 516, 517, 519 and 526 of Perishable Protective Tariff No. 11 (or reissues).

Heater installed in car by shipper:

(B) Subject to rules in classifications and tariffs applicable, shippers may, if they so elect, place into cars at point of origin heater or heaters, including fuel and fittings for same, subject to provisions of Rule No. 270.

(C) Shipments moving with heater installed in car by shipper, shipper must send a caretaker from the points at which heater is installed to perform service at all points, including destination. If caretaker abandons car at any point he must remove heater and shipment thereafter will be handled under Standard Ventilation, unless otherwise instructed. When caretaker abandons car, conductor or agent must make record of the fact on waybill.

(Rule No. 255 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 255 (Continued):

Manipulation of Vents.—Caretakers, while in charge, must also attend to the manipulation, if any, of ventilating devices.

(D) Liquors, liquids and semi-liquids in wood, glass, earthenware or tin, including ale, beer, grape juice, mineral water, preserves, jams, catsup, cider, vinegar, table sauces, syrup, canned goods, mucilage and ink, in earloads, or in less earloads subject to the provisions of Rule No. 630 of the Perishable Protective Tariff, in refrigerator or in other fully insulated cars containing heater installed by shipper (see Rule No. 270), will be accepted and transported without an attendant in charge. The fuel to be furnished by shipper or for his account and at his expense, will be replenished in transit by carrier when an inspection at division or terminal points indicate replenishment is necessary.

Heater and Ventilation Service will be performed in accordance with shipper's instructions as shown on waybill. In the absence of instructions, heaters will not be serviced and car will be handled through to destination with ventilators closed.

(E) Return of shippers' heaters shall be in accordance with rules duly published by individual carriers.

(F) When shippers forward cars under ventilation, the ventilation instructions as shown on waybill will be complied with, but in the absence of such instructions on billing and when there is no caretaker in charge, the car will be handled under "Standard Ventilation" instructions as provided in Rule No. 230.

Carrier furnishing Heaters and Fuel:

(G) **Rule 514 Service.**—When waybill accompanying cars carries one of the notations shown in paragraphs 1 to 6, inclusive, heaters must be lighted and extinguished in accordance with billing instructions.

1. "Shippers' Protective Service Against Cold—Rule 514. Light heater at degrees above zero, outside temperature. Extinguish heater at"

(Rule No. 255 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 255 (Continued):

degrees above zero, outside temperature. Ventilation (Specify class of ventilation)"

2. "Shippers' Protective Service Against Cold—Rule 514. Light one heater at degrees above zero, outside temperature. Light second heater at degrees above zero, outside temperature. Extinguish one heater at degrees above zero, outside temperature. Extinguish second heater at degrees above zero, outside temperature. Ventilation (Specify class of ventilation)"

3. "Shippers' Protective Service Against Cold—Rule 514. Light heater (or heaters) at degrees above zero, outside temperature. Keep heaters burning to final destination regardless of temperature and thereafter until further instructed."

4. Service at destination: "Shippers' Protective Service Against Cold—Rule 514. Install and light heater (or heaters) in car, and keep same burning until further instructed."

5. "Shippers' Protective Service Against Cold—Rule 514—Automatic Heater."

—or—

6. "Shippers' Protective Service Against Cold—Rule 514—Underslung Heater." (See Rules Nos. 280 and 281.)

When billing fails to provide instructions as to temperature for lighting and extinguishing heaters, same must be serviced as prescribed in Rule No. 275.

In the absence of ventilation instructions on billing cars will be handled under Standard Ventilation instructions as provided in Rule No. 230.

Note.—Commodities prefixed "b" as shown in Rule No. 1 do not require ventilation. Shipments will be handled with plugs in and ventilators closed unless otherwise instructed.

Carrier removing heater must show on waybill:

"Heater removed by R. R. at (Name of Station) at (Time and Date)."

(H) **Furnishing Heaters and Fuel for Shipments of Potatoes, Sweet Potatoes, Yams, Pineapples or Toma-**

(Rule No. 255 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 255 (Concluded):

toes.—When carriers, upon instructions, furnish heater or heaters for use on shipments of Pineapples, Potatoes, Sweet Potatoes, Yams or Tomatoes, as authorized in Rules Nos. 513, 517 or 519 respectively of Perishable Protective Tariff No. 11 (or reissues), the installation, lighting, fueling, extinguishing and removal of heater or heaters will be performed in accordance with instructions of the shipper, owner, consignee, or his duly authorized representative.

- (I) Furnishing heaters and fuel for shipments of:
 1. Bananas in straight carloads or in mixed carloads with coconuts.—See Rule No. 86 herein.
 2. Vegetables moving with ice on top of the load in the body of car.—See Rule No. 265 herein.
 3. Perishable Freight moving under refrigeration service.—See Rule No. 265 herein.

Rule No. 260.—Carriers' Protective Service Against Cold:

(A) The term Carriers' Protective Service Against Cold means that the carriers will protect the shipment against frost, freezing or artificial over-heating, furnishing, if necessary, artificial heat as outlined in Rule No. 275, ventilation service as outlined in Rule No. 230, or such other protective service as may be necessary to accomplish that purpose, but only within the territories where tariffs applicable specifically provide for and permit such special service. See Perishable Protective Tariff No. 11 (Section No. 5), or reissues.

(B) **Marking Waybill Envelopes and Billing.**—The waybill envelope (when used) covering a carload (see Note) shipment, moving under heater protection, should bear notation reading "Heated Car; see billing," but the regular waybill (and card-bill if used) must, unless otherwise arranged, bear the following notation:

(Rule No. 260 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 260 (Concluded):

"Carriers' Protective Service Against Cold in territories where provided by tariffs."

Cars should be placed on customary track assigned for attention to heaters.

Carriers' Protective Service Against Cold applies according to provisions of tariffs. Beyond such points car will be handled under specific instructions carried on billing, but in the absence of instructions car will then be handled under Standard Ventilation (see Rule No. 230).

Note.—In the case of less-than-carload shipments moving under heater car protection, the waybill envelope, card-bill or other similar document, upon which the car moves, should bear the simple notation—"Heated Car."

(C) On shipments which are switched from the rails of one carrier for delivery on connecting lines at the same destination, the card-bill or transfer, or whatever form of billing may be used in connection with interchange, should show the time of arrival on the rails of the original delivering carrier:

"Car.....(insert number and initials) arrived.....(insert time and date). Consignee notified.....(insert time and date)."

"Heater service discontinued at request of consignee.....(insert time and date)."

(D) When heater service is furnished to shipments with ice on top of load in the body of car plugs should be kept in and vents closed unless otherwise provided by billing.

(E) Carriers' Protective Service Against Cold will not be furnished to shipments loaded in refrigerator cars when the bulkhead openings have been covered with paper, or other materials, by shipper or his representative.

PROTECTIVE SERVICE AGAINST COLD

Rule No. 265.—Refrigeration to Carriers' Protective Service Against Cold, Heater Service or Rule No. 514 Service:

(A) When shipments under refrigeration service are on instructions placed under Carriers' Protective Service Against Cold or Heater Service in transit, or service covered by Rule No. 514 of Perishable Protective Tariff No. 11, or reissues, the carrier receiving instructions to place the car under Carriers' Protective Service Against Cold, Heater Service or Rule No. 514 Service, as the case may be, should remove ice from bunkers of car, as provided for in tariff, the charge of four dollars (\$4.00) per car to be credited to the line performing the service.

Exception.—This rule will not be applicable to shipments of bananas and coconuts in straight or mixed carloads, or when mixed with other fruits and/or vegetables, nor on pineapples in straight carloads. (See Rule No. 86.)

Furnishing Heaters to Top Iced Shipments of Vegetables:

(B) On shipments of vegetables moving with top ice and without ice in bunkers, carriers on instructions will furnish heaters (when available) and fuel for same at intermediate stop, hold or reconsigning point and at destination, in Heater Territory, also at points in the territory covered by Rule No. 514 of Perishable Protective Tariff No. 11 (or reissues), on basis of a charge of one dollar and fifty cents (\$1.50) per heater per twenty-four (24) hours or fraction thereof.

Rule No. 270.—Installing Heaters:

(A) Bulkhead openings must not be covered with paper when heaters are to be placed in bunkers.

(B) Heaters must be of suitable design as to safety, in proper operating condition, and regardless of their
(Rule No. 270 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 270 (Concluded):

location in car, particular care must be taken to fasten them securely and see that all precautions are taken to avoid possibility of damage by fire. (See Rule 20, also figures 54-63, pages 125-132.)

Lighted heaters placed in the body of car with the load must be standard charcoal heaters or a sheet metal stove of suitable design as to safety. Woodwork must be protected by sheet metal or insulating material.

Rule No. 275.—Lighting and Extinguishing Heaters:

Under Carriers' Protective Service Against Cold, Heater Service, or Shippers' Protective Service Against Cold as provided for in Rule No. 255, minimum and maximum temperatures shown in this rule must be observed in lighting and extinguishing heater, except as otherwise provided in Note 3.

The degrees of temperature specified for lighting heaters contemplate the use of one heater.

Light heater as soon as practicable when outside temperature reaches the following degrees, Fahrenheit, for the commodities specified:

Avocados10 above zero to 5 above zero;
Beer and Cereal Beverages (See Note 3)20 above zero to 15 above zero;
Celery10 below zero to 15 below zero;
Citrus Fruits5 above zero to zero;
Apples, Pears, Cranberries,	
Onions10 above zero to 5 above zero;
Potatoes (other than Sweet	
Potatoes or Yams)20 above zero to 15 above zero;
Potatoes and Onions in	
mixed carloads20 above zero to 15 above zero;
Sweet Potatoes or Yams	25 above zero to 20 above zero;
Tomatoes20 above zero to 15 above zero;
Mayonnaise and Salad Dressing when temperature falls to32 degrees above zero;

(Rule No. 275 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 275 (continued):

Liquid and semi-liquid
 commodities 25 above zero to 20 above zero;
 Canned Goods 10 above zero to 5 above zero;
 All other perishable commodities (See Note 1). 15 above zero to 10 above zero;

Extinguish heater as soon as practicable when outside temperature reaches the following degrees, Fahrenheit, for the commodities specified:

Avocados 10 above zero to 15 above zero;
 Beer and Cereal Beverages (See Note 3) 20 above zero to 25 above zero;
 Celery 10 below zero to 5 below zero;
 Citrus Fruits 5 above zero to 10 above zero;
 Apples, Pears, Cranberries,
 Onions 10 above zero to 15 above zero;
 Potatoes (other than Sweet
 Potatoes or Yams) 20 above zero to 25 above zero;
 Potatoes and Onions in
 mixed carloads 20 above zero to 25 above zero;
 Sweet Potatoes or Yams. 25 above zero to 30 above zero;
 Tomatoes 20 above zero to 25 above zero;
 Mayonnaise and Salad Dressing when temperature
 rises above 32 degrees above zero;
 Liquid and semi-liquid
 commodities 25 above zero to 30 above zero;
 Canned Goods 10 above zero to 15 above zero;
 All other perishable commodities (See Note 1). 15 above zero to 20 above zero.

Heater will be lighted or extinguished only at initial points (when initial point is a non-agency station, heater will be lighted or extinguished and record made thereof at first terminal), junction point, destination and other points at which this service is customarily performed for movement involved, unless unusual delays make it practicable to perform service at other than assigned points.

(Rule No. 275 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 275 (Continued):

Note 1.—Artificial heat should not be supplied to shipments of Garlic, Fresh Meats, Packing House Products or Dressed Poultry billed Carriers' Protective Service Against Cold, nor on shipments of Cauliflower originating in the Heater Territory.

Note 2.—This rule will not be applicable to shipments of bananas and cocoanuts in straight or mixed carloads, or when mixed with other fruits and/or vegetables, nor on pineapples in straight carloads. (See Rule No. 86.)

Note 3.—On shipments of Beer transported with heater installed by shipper, heater must be lighted or extinguished at the first regular terminal or inspection point as soon as practicable after the temperature reaches the degree specified below and so shown on waybill. In the absence of instructions, heater will not be serviced and car will be handled through to destination with ventilators closed.

Instructions provided in this Note will also govern the administration of heater service after arrival of shipments at final destination.

- (1) "Shippers' Protective Service Against Cold.—This car is equipped with Shippers' Heater No.
 in { bunker } , { not lighted }
 { body } { lighted } :
 (a) Light and keep burning when outside temperature reaches 15 degrees above or lower;
 Extinguish when outside temperature reaches 20 degrees above or higher."
 —or—
 (b) Light and keep burning when outside temperature reaches 20 degrees above or lower;
 Extinguish when outside temperature reaches 25 degrees above or higher."
- (2) "Shippers' Protective Service Against Cold.—This car is equipped with Shippers' Heater No.
 in { bunker } , { not lighted }
 { body } { lighted } :

(Rule No. 275 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 275 (Continued):

- (a) **Light** and keep burning when outside temperature reaches 15 degrees above or lower;
Extinguish when outside temperature reaches 20 degrees above or higher;
Remove heater and ice at.....with.....pounds in each bunker."
—or—
- (b) **Light** and keep burning when outside temperature reaches 20 degrees above or lower;
Extinguish when outside temperature reaches 25 degrees above or higher;
Remove heater, and ice at.....with.....pounds in each bunker."
- (3) "Shippers' Protective Service Against Cold.—This car is equipped with Shippers' Heater No.....
in { bunker } , { not lighted } :
 { body } { lighted } :
(a) **Light** and keep burning when outside temperature is 15 degrees or lower;
Extinguish when outside temperature is 20 degrees or higher;
Ice at.....with.....pounds in each bunker."
—or—
- (b) **Light** and keep burning when outside temperature is 20 degrees or lower;
Extinguish when outside temperature is 25 degrees or higher;
Ice at.....with.....pounds in each bunker."
- (4) "Shippers' Protective Service Against Cold.—Keep vents and plugs closed. Shippers' Heater No.....
in { bunker } , Keep burning to.....
 { body } { }
Remove heater, and ice at.....with.....pounds."
- (5) "Shippers' Protective Service Against Cold.—Keep vents and plugs closed. This car is equipped with Shippers' Heaters Nos., one in each bunker. (One) (Both) (not) lighted. Light one heater when outside temperature reaches.....
(Rule No. 275 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 275 (Concluded):

degrees above zero or lower, and second heater when outside temperature reaches.....degrees above zero or lower. Extinguish one heater when outside temperature reaches.....degrees or higher. Extinguish second heater when outside temperature reaches.....degrees above zero or higher. Remove heaters and ice at.....with.....pounds in each bunker."

Rule No. 280:

Servicing Canadian National Railway Underslung Heater Cars.

- (A) **Description of Heater:** These heaters permanently placed beneath the car are of practically the same general design as portable side draft charcoal heaters except that there is a coil in the firepot and pipe leading from same up into the car through which warm anti-freeze liquid is carried into and entirely around car beneath floor racks and then returns to the heater for rewarming. These heaters have a fuel door which corresponds to the cover on the ordinary side draft portable heater. They also have the same side damper; air enters the heater through the two bottom openings of this damper and the exhaust gases are expelled through the two top openings. The magazine is also similar. On the front of the firepot there is an inspection door by means of which it can be seen if charcoal is burning. An ashpit door closes in the bottom of the heater.
- (B) **Fueling:** To charge heaters with charcoal open fueling door at top of heater. Supply charcoal by means of chute provided for that purpose, or, if chute is not available, an ordinary small coal shovel can be used but care must be taken to push fuel well back into magazine. This can be conveniently done with the scraper used for cleaning out the ashes. Magazine will hold from 50 to 60 pounds of charcoal when fully charged. On through runs these heaters should be re-fueled only at regular icing stations.

(Rule No. 280 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 280 (Continued):

- (C) **Lighting Heater:** To light heater open side damper fully by turning gear at side of heater until indicator reaches position "8". Raise ashpit door and bolt open, shake ashes through grate and remove from heater with scraper; open small door at bottom of firepot and place therein one cube of Rubylite, ignite same, and when charcoal has been thoroughly ignited, close firepot door and ashpit door, making sure latter is securely fastened. While cars are in process of preheating, ashpit door should be left open until desired inside temperature has been reached. When cars are not in motion the fuel in the firepot should be shaken down frequently and poked down in the magazine; as a film of ashes will form on the coil and on the charcoal in burning heaters on standing cars, this interferes with the draft and prevents proper burning.
- (D) **Inspection of Heaters:** When heaters are inspected at loading stations, at in transit inspection points, or at destination the fire must be well shaken down and all ashes removed from the ashpit at each inspection.
- (E) **Loading:** When these cars are to move under heater service they must be loaded solid from end to end, but should there, due to the size of the containers, be any slack space lengthwise it must be securely braced. As the heat is evenly distributed over the floor, it is imperative that it be given no opportunity to rise except at sidewalls; therefore, if there are spots not covered by lading they should be covered with paper but this should only extend to within two inches of sidewalls. A space of two inches must be left between the sidewalls and the lading to allow the warm air to rise.
- (F) **Extinguishing Heater:** When it is desired to entirely extinguish the heater, turn the draft control to position "o"; if it is desired to keep the fire (Rule No. 280 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 280 (Concluded):

down as low as possible but still continue to burn, set the draft at position "1"—at this position fire will continue to smoulder but little or no heat will enter car. When the draft is set at position "1" inspectors must examine the heater carefully and shake down the fire to be sure the heater is actually burning or out. If heater is found out and it is necessary to relight, proceed as outlined in paragraph C.

Rule No. 281:

Servicing Canadian Pacific Railway Underslung Heater Cars.

To Light Burner:

1. Open heater door with No. 45 gas key, socket "Y".
2. See that gas supply hand valve is closed.
3. Open holder valve (at head of gas container—either tank or steel bottle).
4. Turn valve (control) to "off" position.
5. Place a lighted match or wax taper over the pilot burner, open gas supply valve and press upward the plunger at the bottom of pilot safety valve. Press on plunger for about one-half ($\frac{1}{2}$) minute or until pilot flame remains lighted when plunger is released. After burning for about 15 minutes the pilot flame should be between $\frac{3}{8}$ " and $\frac{1}{2}$ " high when main burner is off.
6. Turn valve to Aut. position (marked on valve).
7. Close the door to the burner chamber and adjust thermostat by turning movable sleeve until its upper edge coincides with line cut into shank, indicating the temperature desired. This should be checked against the temperature shown on bottom dial of indicating device.

(Rule No. 281 continued on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 281 (Continued):

8. If car is to be preheated during extremely cold weather or if temperatures in excess of 80 degrees are required, turn valve to position marked "Man". Should the pilot safety valve fail to remain open after holding the plunger for about one minute, turn the plunger while holding it up a quarter of a turn, or until the face marked "Man" or "Lock" is to the front. Heater is now in position of manual control and valve must be turned to "Manual" regulating height of flame, Med. or Full, according to requirements.

Should it be necessary to light the pilot while the safety valve is set at "Man." or "Lock" position, first see that the gas supply valve is closed, then wait a few minutes with door to burner box open to allow gas that may have escaped from pilot to chamber to escape.

The Fuel System:

The vapor pressure of propane gas in the fuel tanks will vary according to the atmospheric temperature. The amount of fuel in cylinders therefore cannot be determined by an ordinary pressure gauge.

Where portable cylinders are used, remove cylinder from supporting rack and weigh it. When full, tanks weigh approx. 200 pounds and contain 100 pounds liquid gas, or about 850 cubic feet when expanded to atmospheric pressure.

When stationary tank fitted with liquid gauge is used, the latter will show amount as under:

Inches	Pounds	Inches	Pounds	Inches	Pounds
8.....	373	5.....	270	2.....	156
7.....	339	4.....	230	1.....	119
6.....	306	3.....	193	0.....	86

(Rule No. 281 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 281 (Concluded):

Emergency:

If trouble, such as leaks, fire, etc., should occur in heater holder valve is to be closed immediately.

Terminal inspection records must show if pilot burning, inside bottom temperature as shown on dial.

Rule No. 285:

"Heated Car" Cards, worded substantially as shown below (the words "Warning" and "Poisonous Fumes" to be printed in red ink, balance to be printed in black ink) should be applied to door on each side of every car artificially heated and must be removed when heater is removed from car or when delivered to connecting lines which do not operate through heater service:

RAILROAD

WARNING POISONOUS FUMES

HEATED CAR

This car, initials _____ Number _____
contains heaters using _____ as fuel,
(State kind of fuel)
and they are located in the _____
(State whether in body or bunkers)

When cars are equipped with heaters using either charcoal or charkets, ALL PERSONS ARE WARNED against remaining in such cars WITH DOORS AND HATCHES closed. Doors or hatches must be left open for a few minutes before entering.

**Must not be placed next to cars placarded
'Explosives' or 'Inflammable'**

ONE OF THESE CARDS MUST BE APPLIED TO DOOR OR CARD HOLDER ON EACH SIDE OF EVERY CAR EQUIPPED WITH HEATERS AND CARD TAKEN OFF WHEN HEATER IS REMOVED.

PROTECTIVE SERVICE AGAINST COLD

Rule No. 290—Loading Explosives and Inflammable Articles:

In loading cars which contain lighted heaters and in placing such cars in trains, the standard instructions relative to the loading and handling of explosive and inflammable articles must be strictly observed. Explosives, fireworks, inflammable liquids (red label), and inflammable gases (red label) must not be loaded in cars containing heaters.

Rule No. 295—Guarding Against Fire:

Trainmen, yard clerks, watchmen and other employes must understand that lighted stoves and heaters must be given the same care and attention as any other light or fire on railroad premises. Ashes from heaters should not be dumped on platforms or other woodwork nor in yards in close proximity to where a supply of oil or gasoline is kept. (See Rules Nos. 285 and 290.)

Rule No. 300—Round-housing perishable freight:

Cars containing perishable freight must not be placed in carrier's warming houses or round-houses at any point, including destination, for protection of contents against cold, nor for the removal of frost from the lading, except shipments at points in Heater Territory, where the use of carrier's warming houses or other enclosed structures is permitted. (See Rule No. 521, Perishable Protective Tariff No. 11, or reissues.)

Rule No. 305—Disposition of Heaters:

(A) Heaters furnished by shippers must be taken in charge by their representatives, who will arrange for their disposition. Railroad owned heaters should at once be removed from cars by carriers upon delivery of contents and returned promptly to foreign owner and waybilled for return movement via the same lines as participated in the handling of the shipment with which such articles were used, or if owned by delivering road, to the station to which they belong.

(Rule No. 305 concluded on following page)

PROTECTIVE SERVICE AGAINST COLD

Rule No. 305 (Concluded):

Particular attention should be given to the return of foreign heaters, and if inbound waybill does not give necessary directions the heater itself should be examined for identification of ownership by name plate or otherwise and returned accordingly.

(B) Unless arrangements have been made for heaters to go through to points on connecting lines, the heaters must be removed from cars before delivery to connections.

(C) When cars are permanently equipped with heaters, the heaters must not be removed, except for repairs or other attention, after which they must be immediately returned to the car or another heater substituted.

Rule No. 310—Return of False Floors:

When refrigerator cars are equipped by carriers with temporary false floors and the carriers so equipping cars require return of such temporary false floors, and notice to that effect is shown on billing, the destination or switch line will, as far as may be practicable and feasible, arrange accordingly, it being understood, however, that the destination or switch line does not obligate itself in any way to insure return nor assume any responsibility for non-return. Any expense involved incident to return, such as drayage, or other terminal expenses, will be charged against the line owning the false floors.

TRANSFERRING AND RE-LOADING

Rule No. 315:

Transferring of perishable freight, in carloads, from one car to another for any cause other than wrecks, bad order or improper cars should be avoided.

When transfer becomes necessary, employe in charge must immediately wire proper officials, including the official in charge of perishable freight service, giving

(Rule No. 315 concluded on following page)

TRANSFERRING AND RE-LOADING

Rule No. 315 (Concluded):

full information; commodity, full waybill reference, name of shipper, loading station, consignee and destination, the necessity for transfer (including the nature and extent of damage to car and contents), and whether a suitable car is available for the transfer, with its number and initial.

Type of Car into which shipment is to be transferred should be the same as the original car (unless improper equipment), and be prepared as per Rules Nos. 20 and 270.

Tarpaulins, when available, should be used to protect freight from exposure to the elements, while making transfer. Every possible care must be used to reload freight in a clean and dry condition.

Reloading should be done exactly as at point of origin as to method of stowing, stripping, bracing and spacing, to provide proper air passages between packages. If care is used, the strips, bracing and other material, from original car, can be made available. If time permits, packages should be loaded in same order, location and tier as in original car, and, although this will entail double handling, it is particularly desirable in transferring fresh fruits or vegetables.

Rule No. 320—Bad Order and Wrecked Cars Requiring Transfer:

(A) Requests for iced cars into which to transfer freight must specify commodity and full icing instructions shown on billing for original car. The car into which transfer is to be made must be iced as far in advance as possible. If salt was previously used 15 per cent salt should be furnished with shipments of fresh meats, packing-house products and dressed poultry, and not to exceed 5 per cent salt with shipments of fresh fruits, melons, berries and vegetables.

(B) Unless otherwise provided by local agreement, cars under ice which are in bad order necessitating transfer, should be transferred into a preiced car before being delivered to receiving carrier. In event

(Rule No. 320 concluded on following page)

TRANSFERRING AND RE-LOADING

Rule No. 320 (Concluded):

of failure of delivering line to make such transfer, and preiced car is supplied by receiving carrier at junction point, the charge for ice supplied to preiced car, and such ice as may be supplied for protection of commodity during transfer or repair shall be for account of delivering carrier.

Rule 325—Fresh Meats and Packing House Products. (See Rules Nos. 315 and 320.)

(A) If transfer is necessary the employe in charge should immediately wire the proper official, including official in charge of perishable freight (see Rule No. 315).

If a carload of fresh meat is to be transferred it is desirable to secure advice and expert help from nearest packing house, preferably the owner's. The additional expense incurred, if any, will be warranted by the better and more experienced manner in which the work will be accomplished and carrier's liability for damage would be lessened.

(B) Government Seals: See Rule No. 105 for instructions as to handling Inspected and Passed Meat or Meat Food Products under seals of the U. S. Bureau of Animal Industry.

(C) Fresh Meat, when exposed to the air or transferred into cars not well cleaned and iced, is very liable to spoil.

(D) Small Cuts and Meats in Boxes should, if possible, be loaded first and placed near ice-tanks.

(E) Hind Beef Quarters should be hung in one end of the car on short hooks, close together, with shanks up and insides to insides.

(F) Fore Quarters should be hung on long hooks in the other end of car, with necks down, insides to insides.

(Rule No. 325 concluded on following page.)

TRANSFERRING AND RE-LOADING

Rule No. 325—(Concluded):

(G) Care should be taken to put the hooks through the original holes from which the meat was hung. When no hooks are available, hide rope should be used, stringing through the original holes in the quarters.

(H) Other Fresh Meat, such as Calves, Sheep and Hogs, should be hung in any available space in the car.

(I) Bulk Meat, Loose Meat, Boxed Meats and Provisions must be kept out of the dirt, and, when handled from one place to another, must be carried and never thrown.

Sweet Pickled Meats: The identity and separation of the respective lots, as indicated by "soaking and smoking" tag numbers should be preserved.

(J) Meat Hooks, Racks, etc., must always be removed with the shipments from the original car, and the meat rehung with original hooks in the new car. (See paragraph G.)

(K) The instructions, as carried on the waybill, for reicing and salting should be followed.

(L) When transfer is completed, the proper officers must be advised by wire of the car into which transfer is made, with the date and hour of forwarding.

RECORDS OF SERVICE

Rule No. 330:

(A) Records of Service must be made on regular forms provided for that purpose, and preserved permanently at points of origin, icing or inspection stations, junction points, delay points and destinations.

(B) Inquiries from Carriers as to service records may be answered direct by agents.

(C) Information to shippers or consignees as to service records must not be given by agents or other employees unless authorized by proper official.

Figure 1

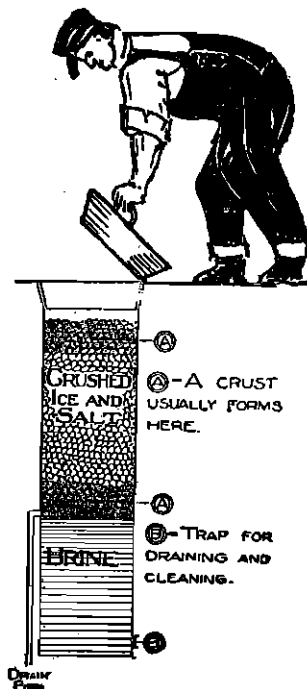


Figure 1. Removing hatch-plug.

Figure 2

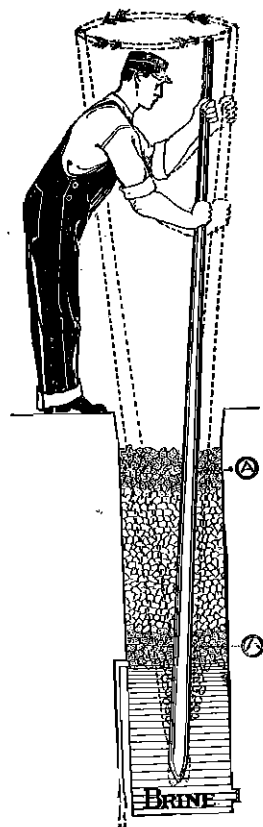


Figure 2. Tamping old ice (with Standard Tamping Pole shown in Figure 7.)

Figure 3

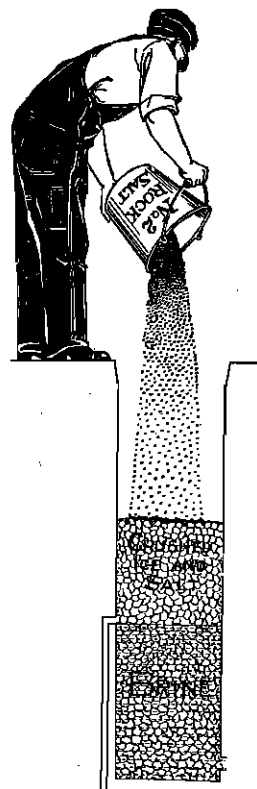


Figure 3. Applying salt (one-third of total salt) on old ice.

Figure 4

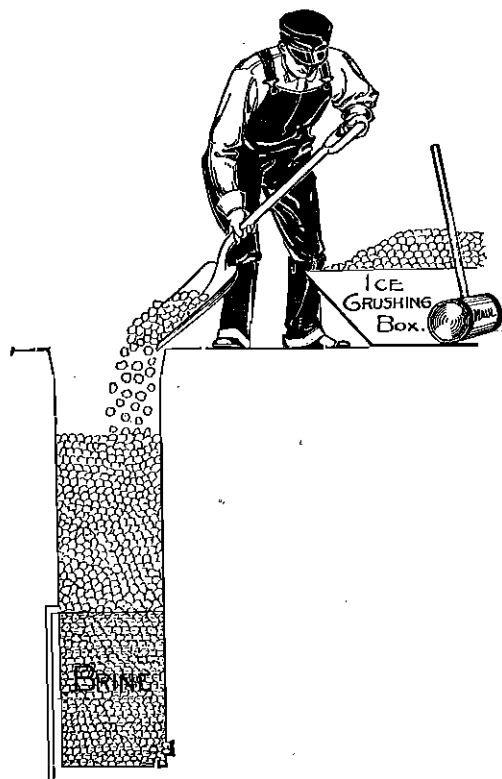


Figure 4. Applying crushed ice.

Figure 5

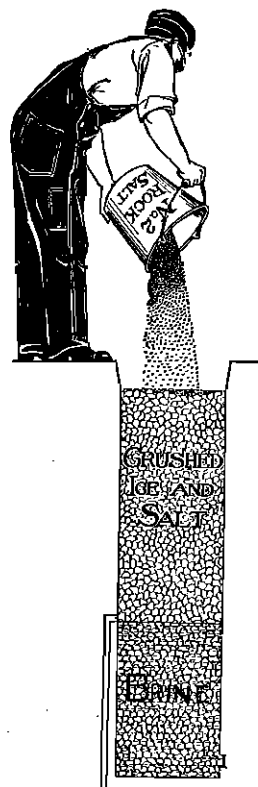


Figure 5. Applying salt (the remaining two-thirds of total salt) on new ice.

Figure 6

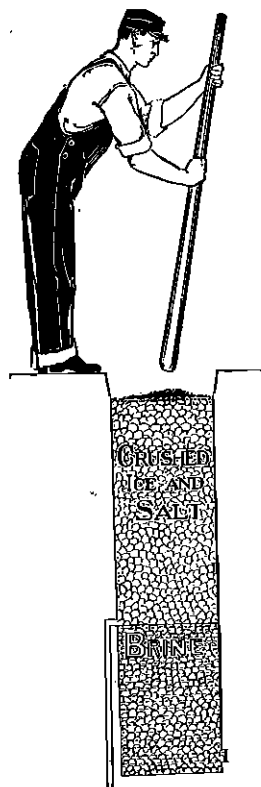


Figure 6. Final tamping to mix salt with ice (with short, blunt pole as shown in this Figure).

Figure 7

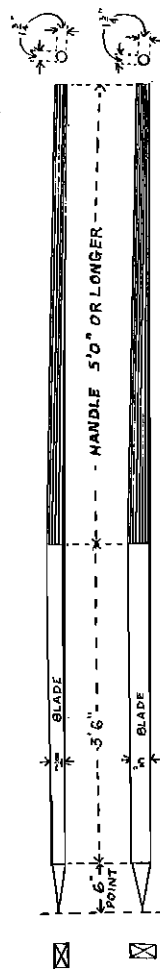


Figure 7. Specifications of Standard Tamping Poles (second growth hickory, if obtainable, or clear, sound ash or oak, for use as shown in Figure 2).

Figure 8

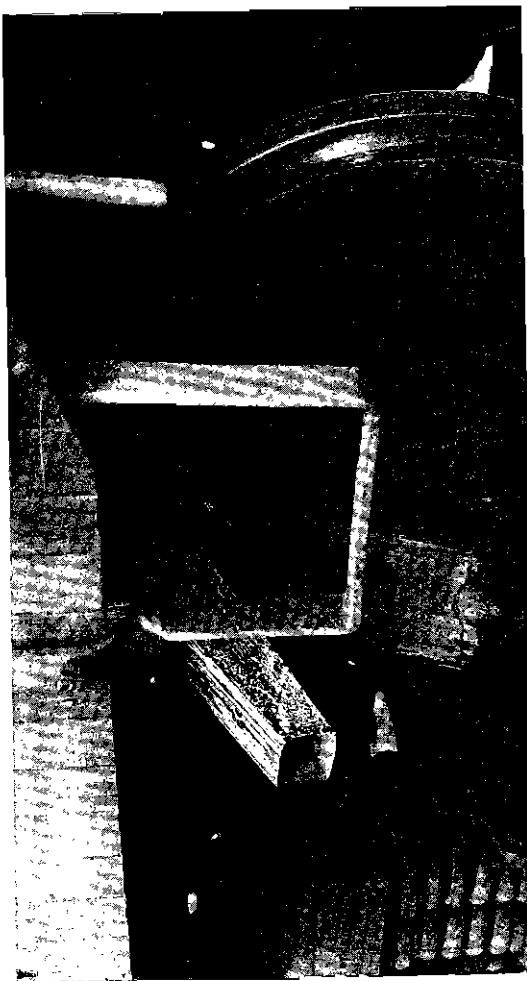


Figure 8. One type of drain on refrigerator car equipped with ice bunkers (not brine tanks).

Figure 9

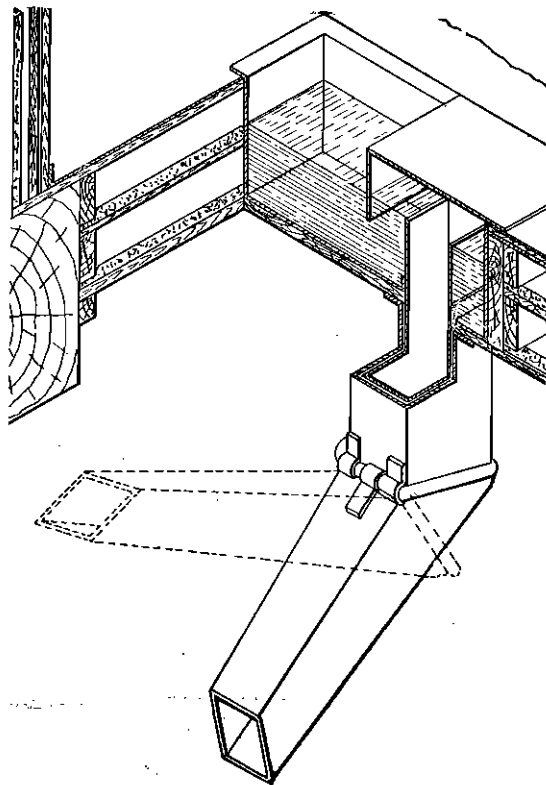


Figure 9. Diagram of drain of type shown in Figure 8.

Figure 10

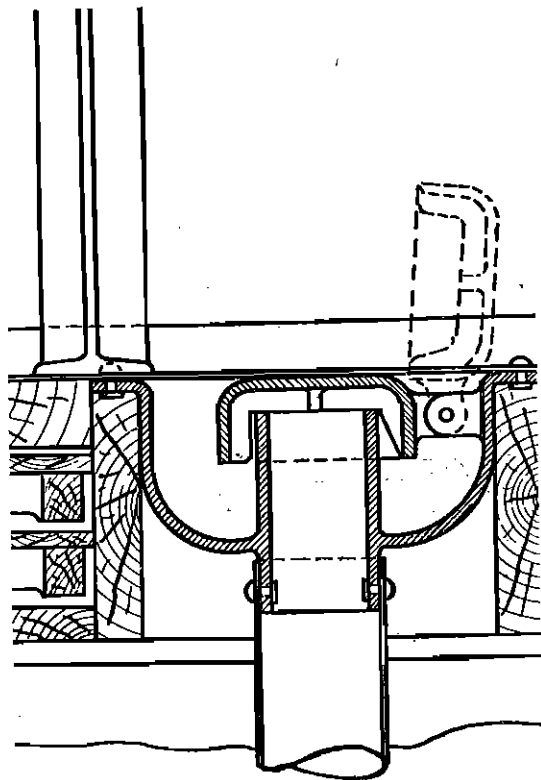


Figure 10. Diagram of another type of drain.

Figure 11

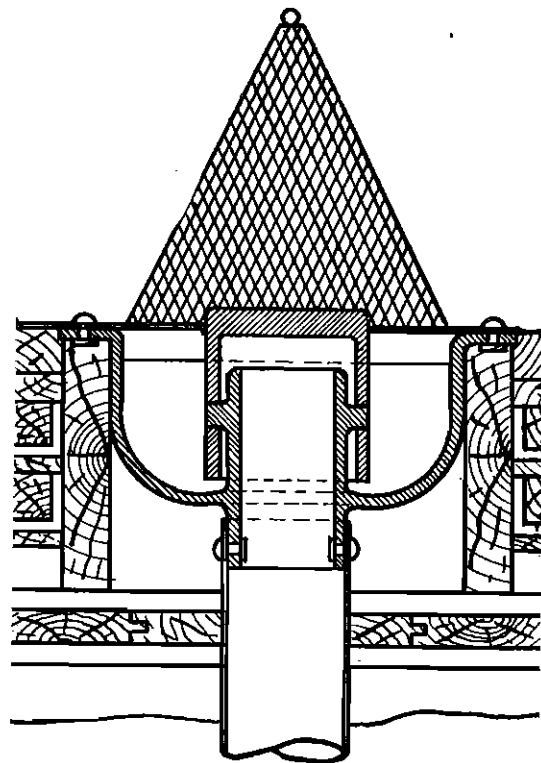


Figure 11. Diagram of another type of drain.

Figure 12

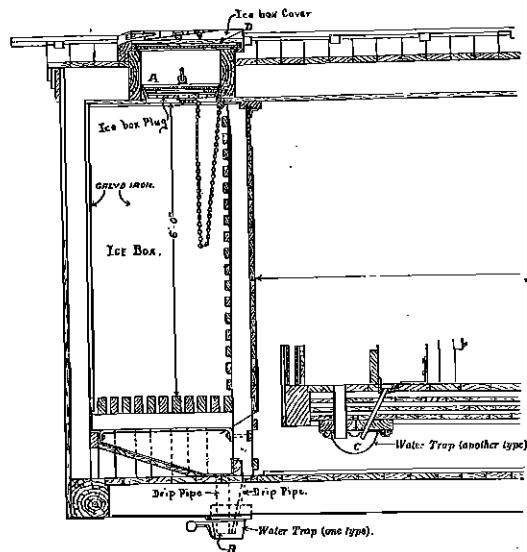


Figure 12. Diagram of one type of ice bunker.
ICE PLUG "A" properly placed in ice opening after putting ice in tanks.
HATCH COVER "D" closed and fastened.
WATER TRAPS (two types), "B" and "C" properly closed.

Figure 13

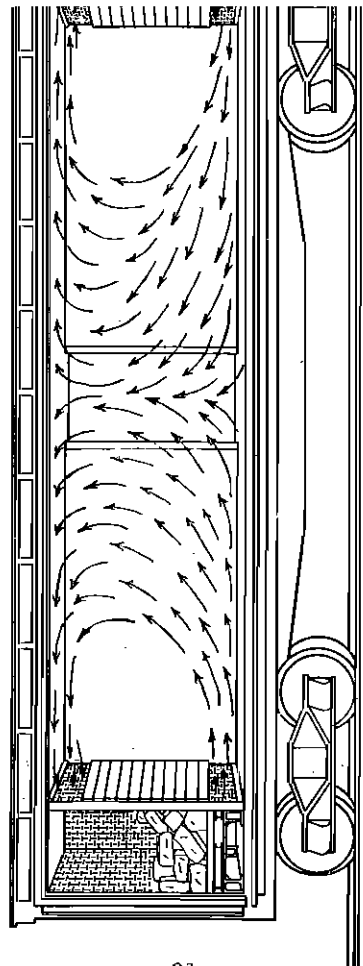


Figure 13. Another type of ice bunker, lined with wire mesh.

Figure 14

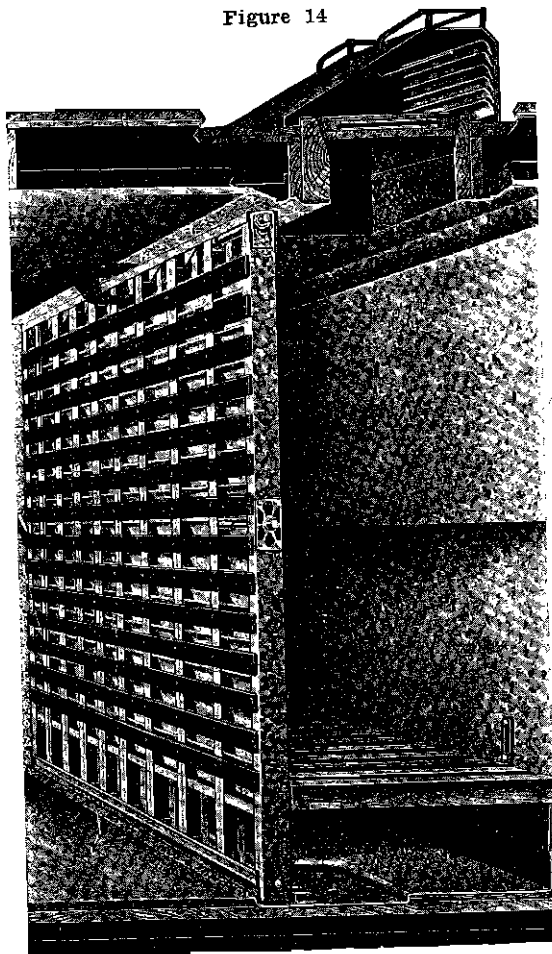


Figure 14. Collapsible bulkhead in proper position, with ice grate down ready for icing.

Figure 15

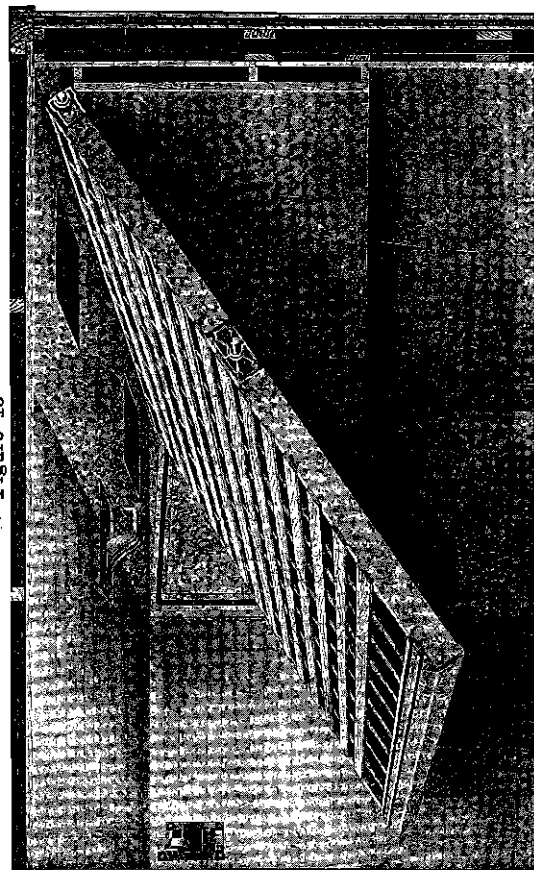


Figure 15. Collapsible bulkhead in semi-raised position.

Figure 16

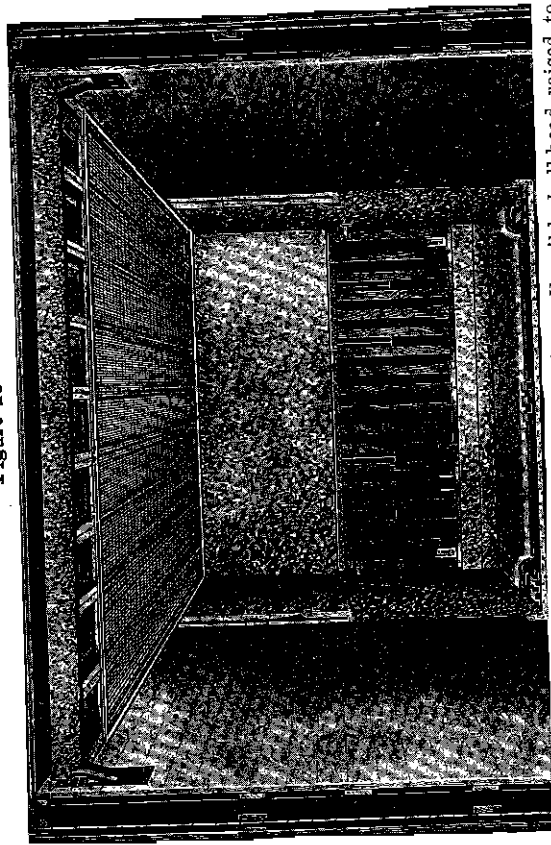


Figure 16. Transverse section of car, showing collapsible bulkhead raised to ceiling and ice grate thrown back and fastened in end of car.

Figure 17

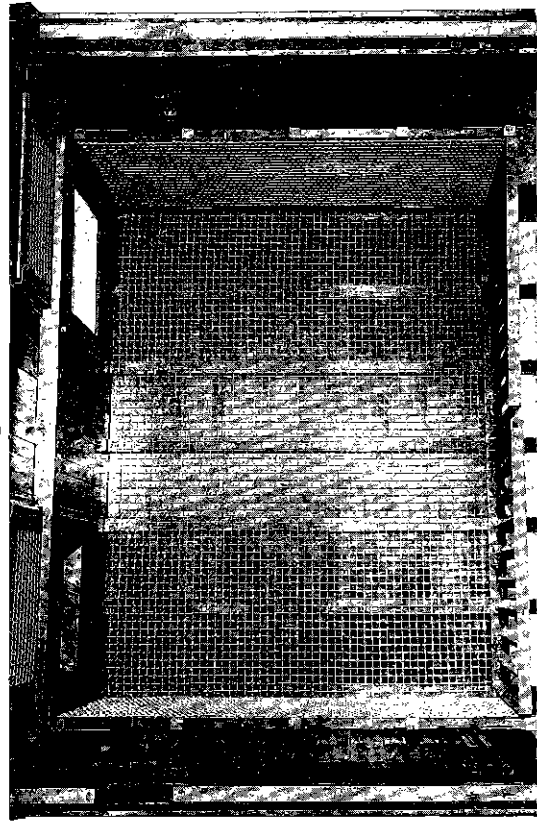


Figure 17. Another type of collapsible ice bunker (inside view, with bulkhead removed).

Figure 18

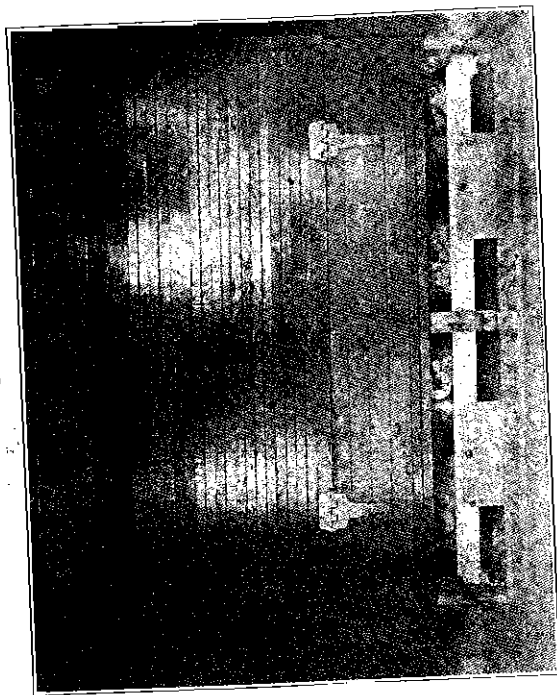


Figure 18. One type of brine tank with bulkhead down in proper place.

Figure 19



Figure 19. Another type of brine tank similar to Figure 18, but with bulkhead raised to ceiling.

In compliance with certain A. R. A. Rules of Interchange a considerable number of brine tank refrigerator cars have been equipped with brine retaining devices, of which there are several different kinds in use at the present time, in connection with various experiments, etc. For these reasons no attempt has been made in the present circular to illustrate any one of the brine retaining devices in current use.

Figure 20—Another type of brine tank, with ventilators.

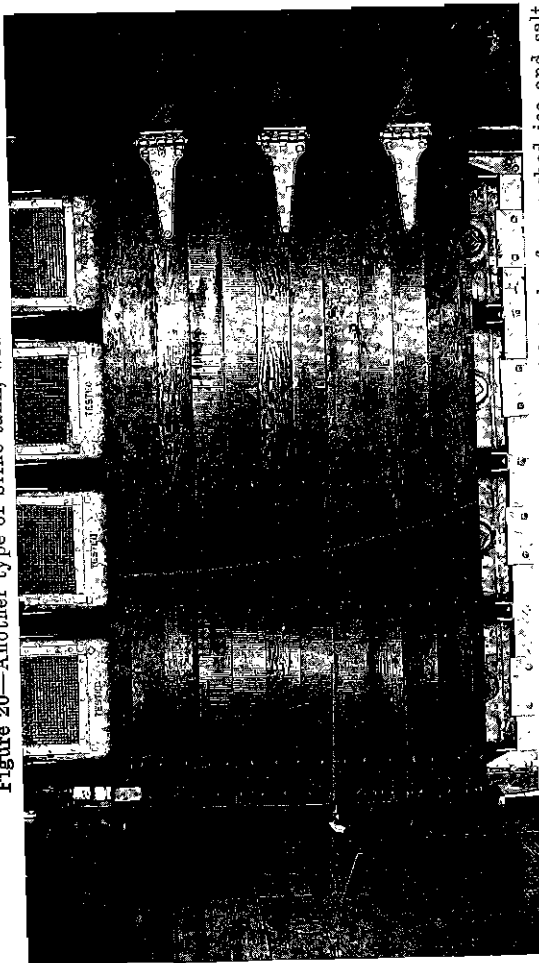


Figure 20—Inside view of another type of bulkhead, with tanks for crushed ice and salt. The chief difference between this type of brine tank and other brine tanks is the ventilated opening or screen at the top of each of the four tanks. Other types of brine tanks do not have any such openings at the top. (See Figures Nos. 18 and 19.)

Figure 21

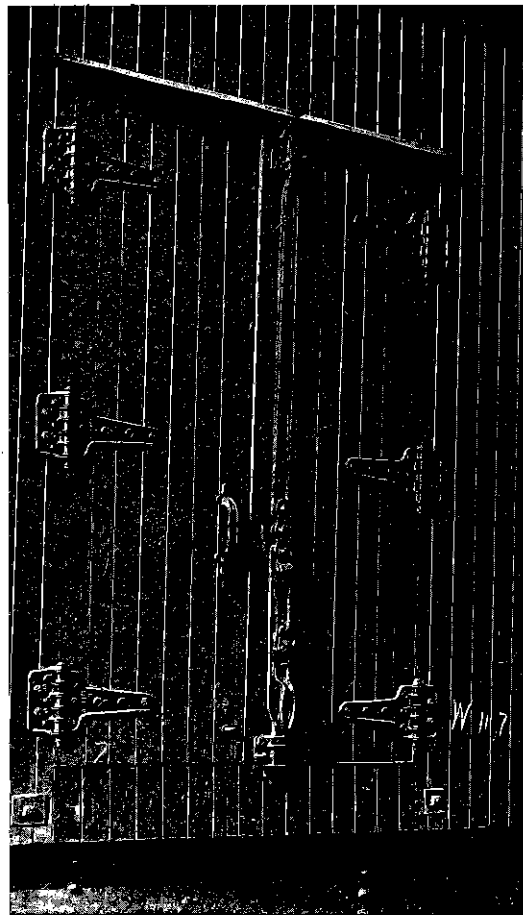
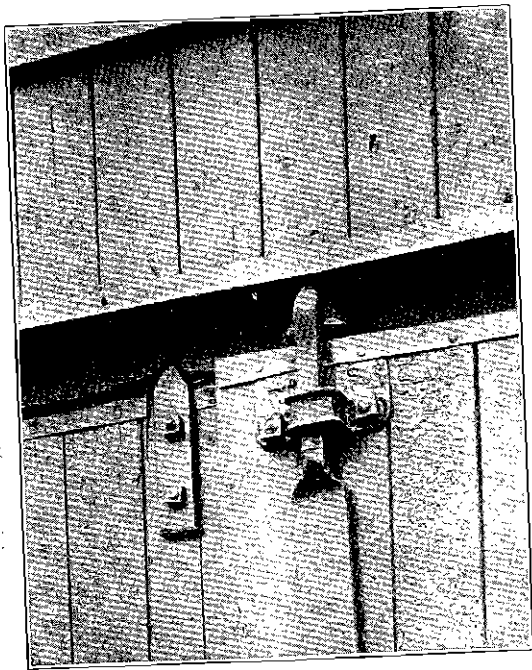


Figure 22



Figures 21 and 22. Showing door improperly closed, with rod out of socket at top. (See Figures 25, 26 and 27 for properly closed door.)

Figure 23

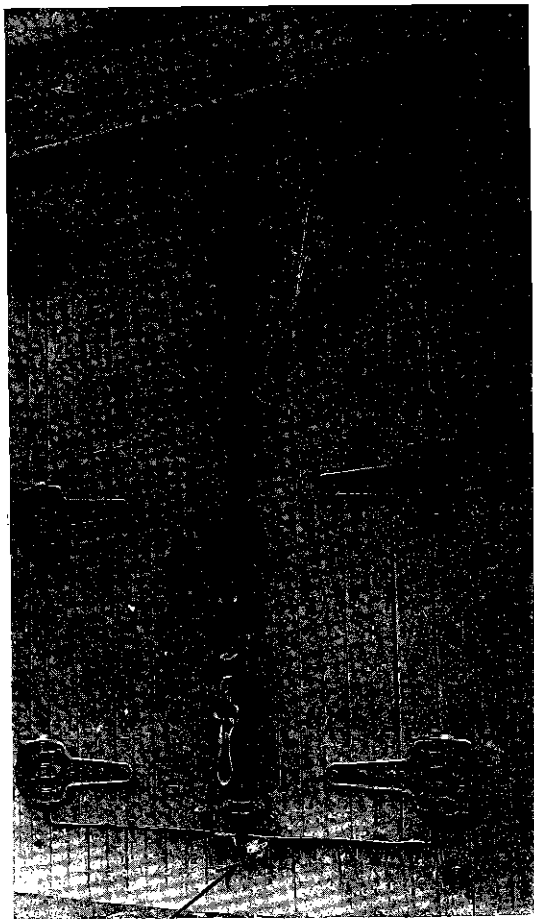


Figure 8

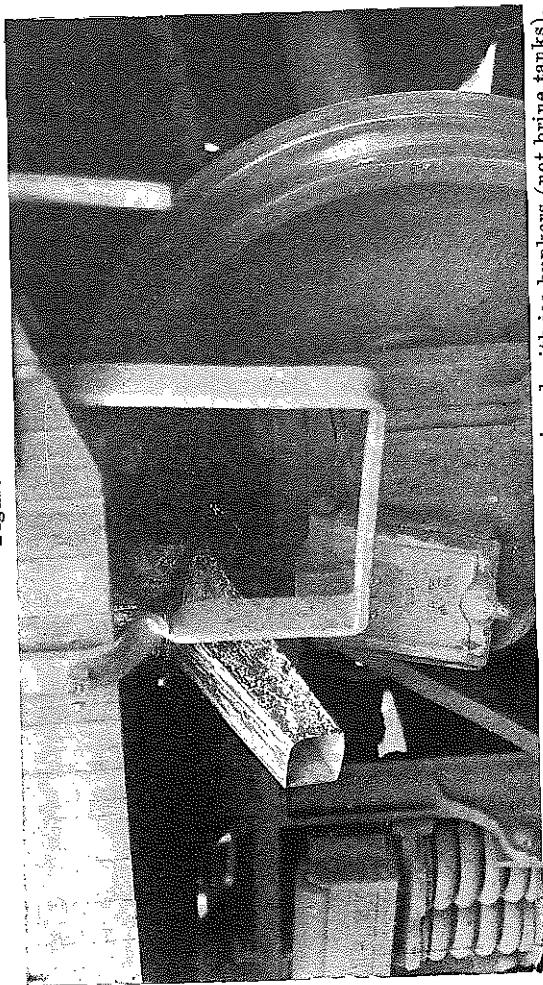


Figure 8. One type of drain on refrigerator car equipped with ice bunkers (not brine tanks).

Figure 9

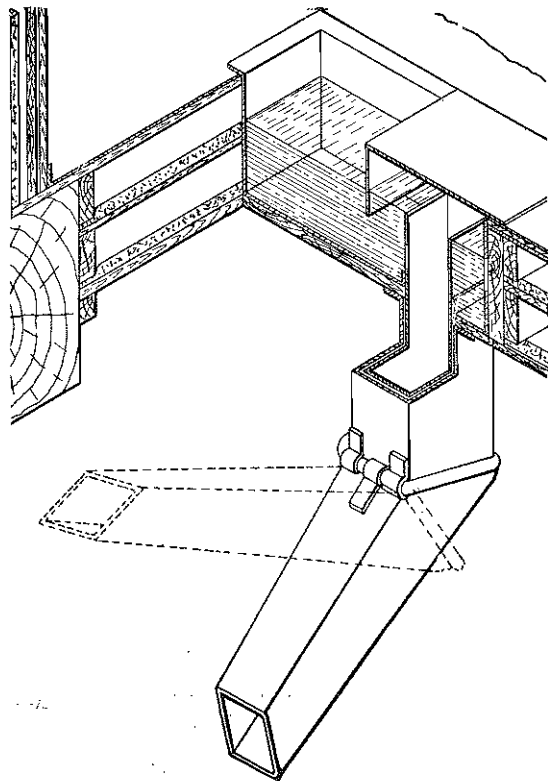


Figure 9. Diagram of drain of type shown in Figure 8.

Figure 10

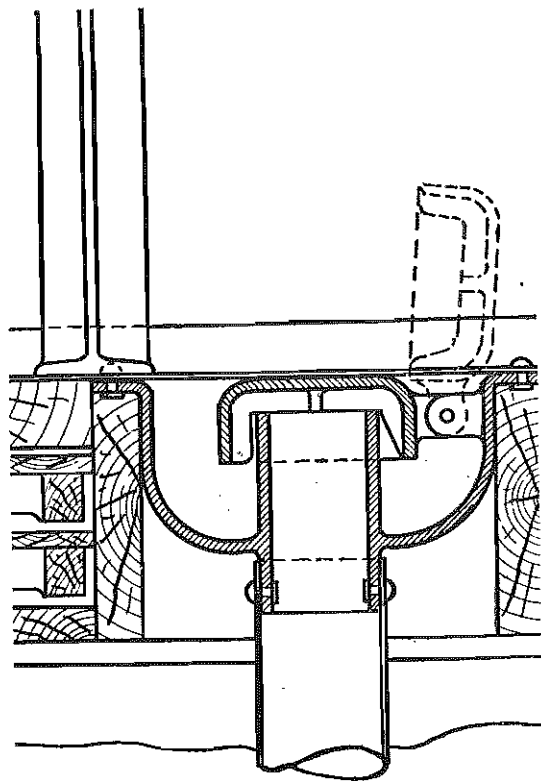


Figure 10. Diagram of another type of drain.

Figure 11

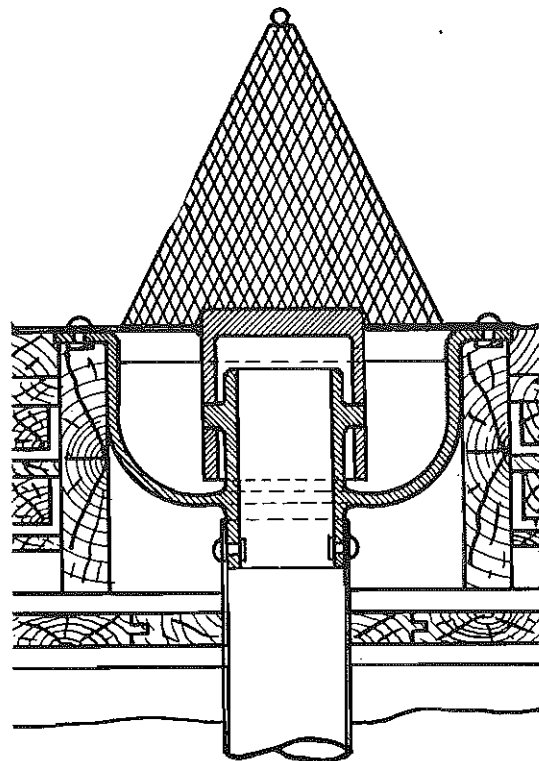


Figure 11. Diagram of another type of drain.

Figure 12

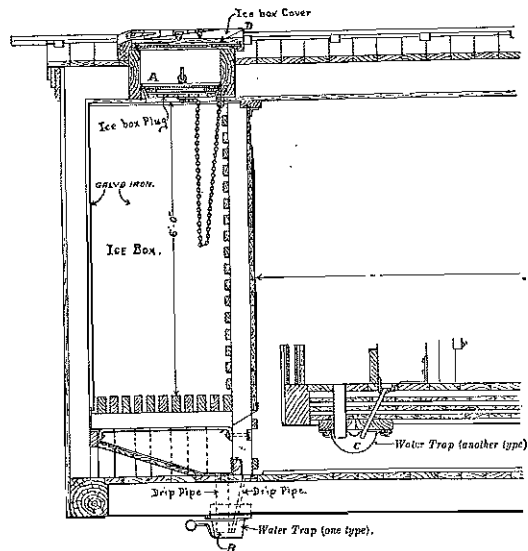


Figure 12. Diagram of one type of ice bunker.
 ICE PLUG "A" properly placed in ice opening after putting ice in tanks.
 HATCH COVER "D" closed and fastened.
 WATER TRAPS (two types), "B" and "C" properly closed.

Figure 13

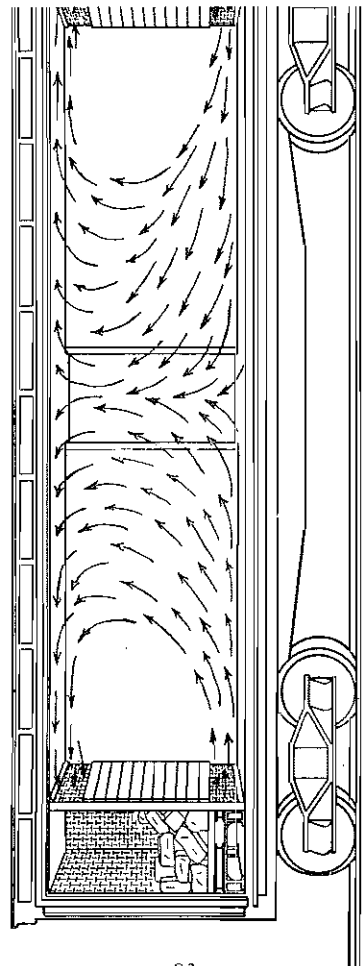


Figure 13. Another type of ice bunker, lined with wire mesh.

Figure 14

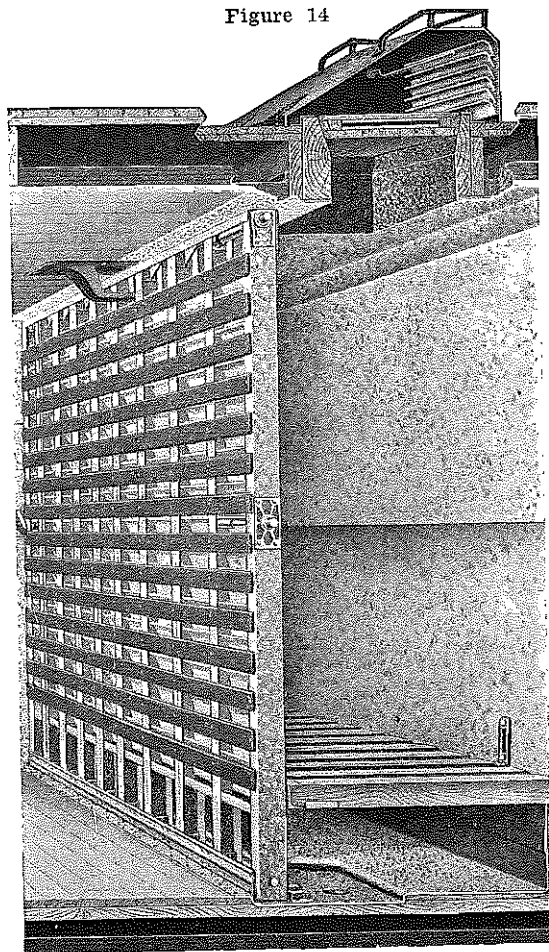


Figure 14. Collapsible bulkhead in proper position, with ice grate down ready for icing.

Figure 15

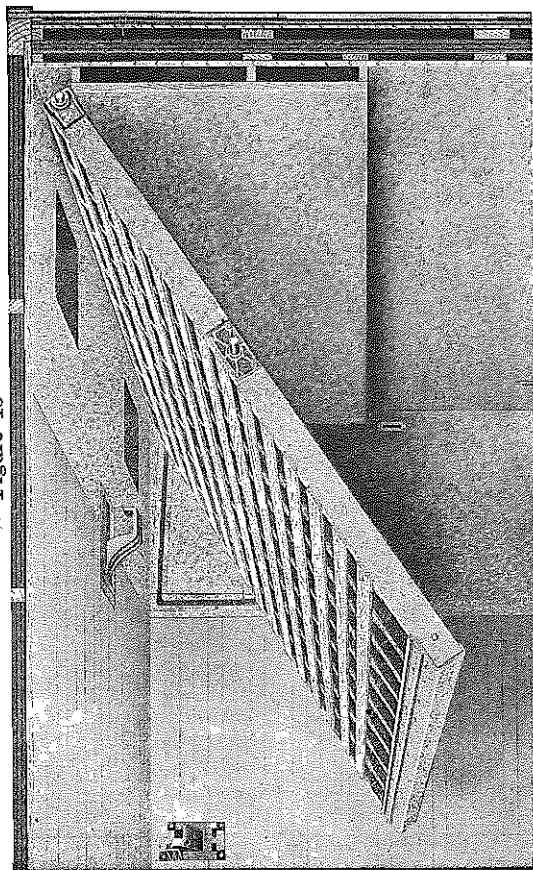


Figure 15. Collapsible bulkhead in semi-raised position.

Figure 16

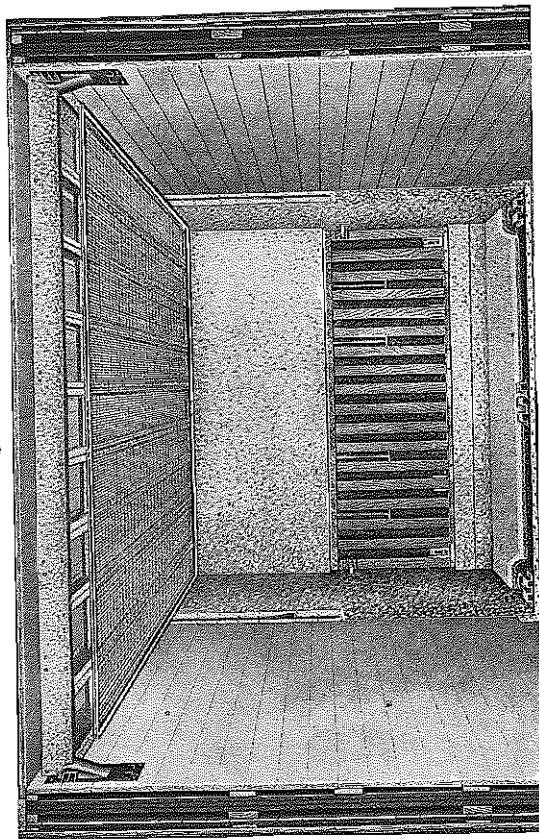


Figure 16. Transverse section of car, showing collapsible bulkhead raised to ceiling and ice grate thrown back and fastened in end of car.

Figure 17

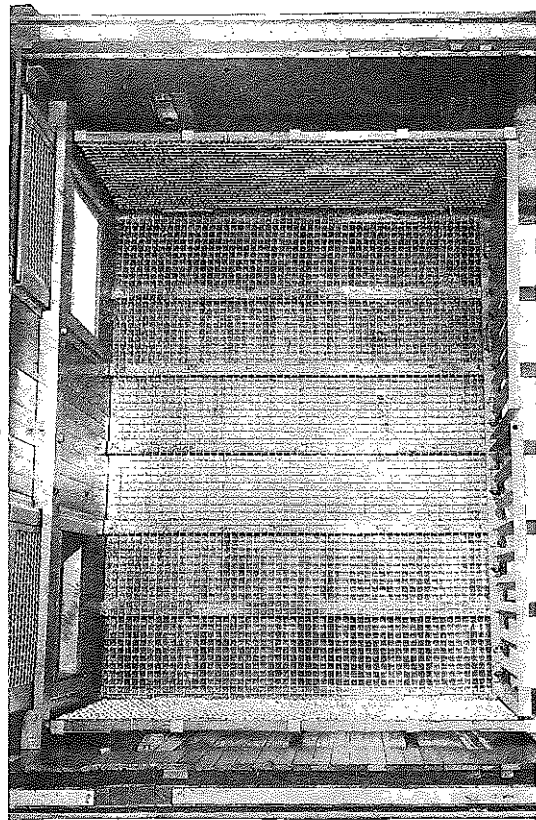


Figure 17. Another type of collapsible ice bunker (inside view, with bulkhead removed).

Figure 18

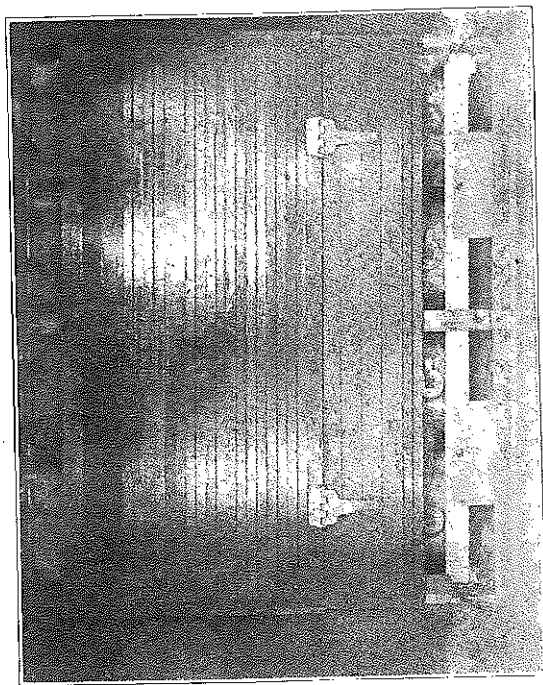


Figure 18. One type of brine tank with bulkhead down in proper place.

Figure 19

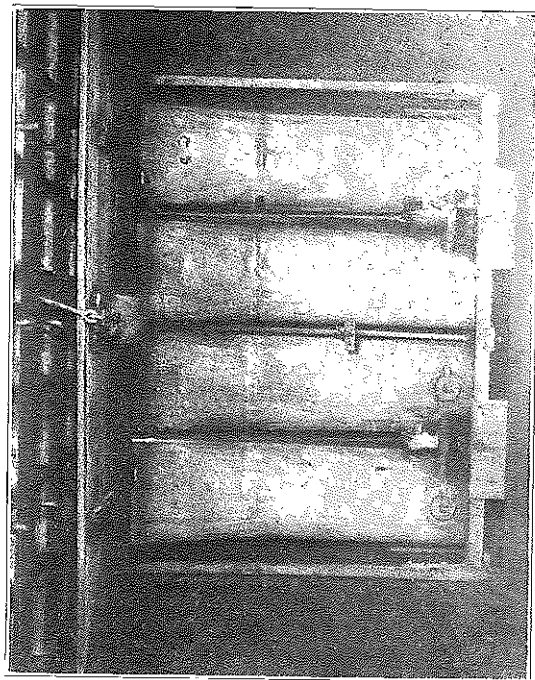


Figure 19. Another type of brine tank similar to Figure 18, but with bulkhead raised to ceiling.

In compliance with certain A. R. A. Rules of Interchange a considerable number of brine tank refrigerator cars have been equipped with brine retaining devices, of which there are several different kinds in use at the present time, in connection with various experiments, etc. For these reasons no attempt has been made in the present circular to illustrate any one of the brine retaining devices in current use.

Figure 20—Another type of brine tank, with ventilators.

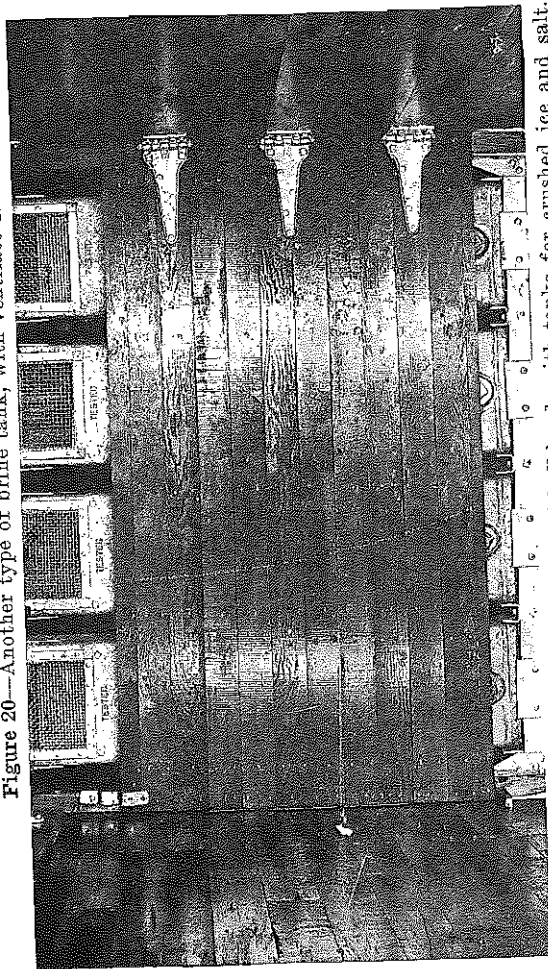


Figure 20—Inside view of another type of bulkhead, with tanks for crushed ice and salt.
The chief difference between this type of brine tank and other brine tanks is the ventilated opening or screen at the top of each of the four tanks. Other types of brine tanks do not have any such openings at the top. (See Figures Nos. 18 and 19.)

Figure 21

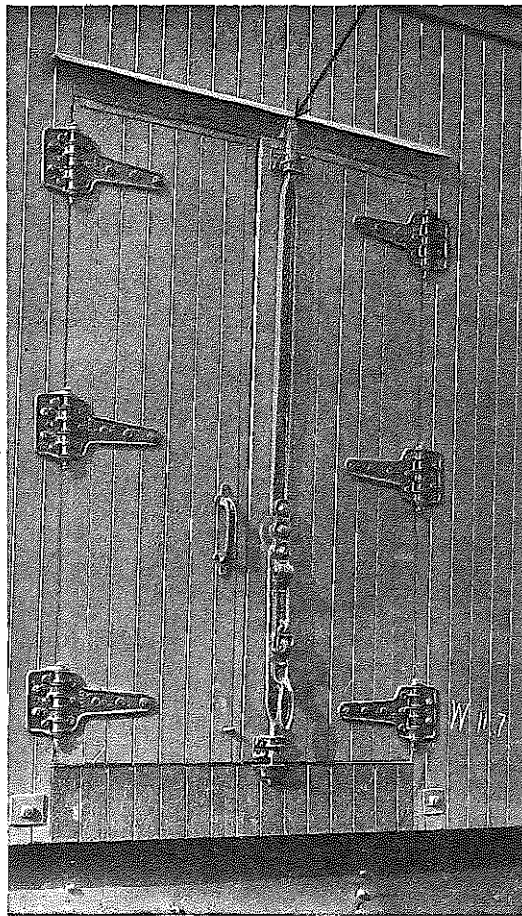
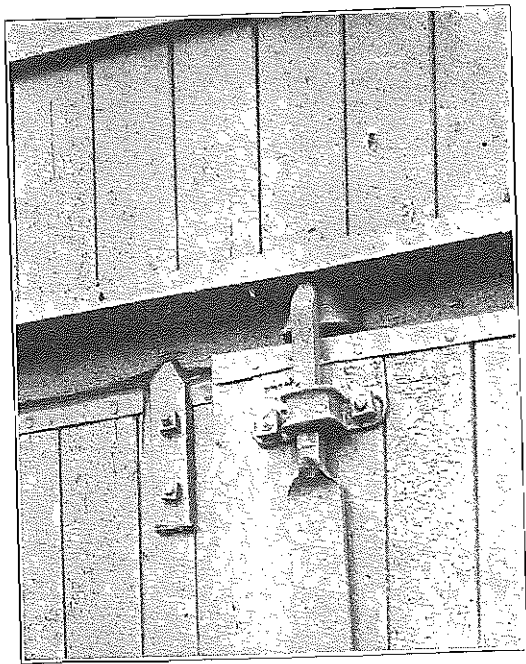


Figure 22



Figures 21 and 22. Showing door improperly closed, with rod out of socket at top. (See Figures 25, 26 and 27 for properly closed door.)

Figure 23

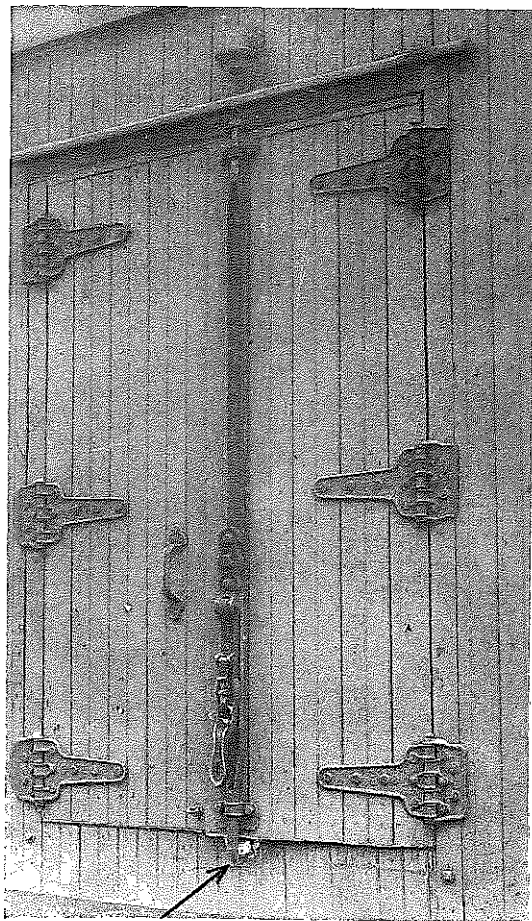
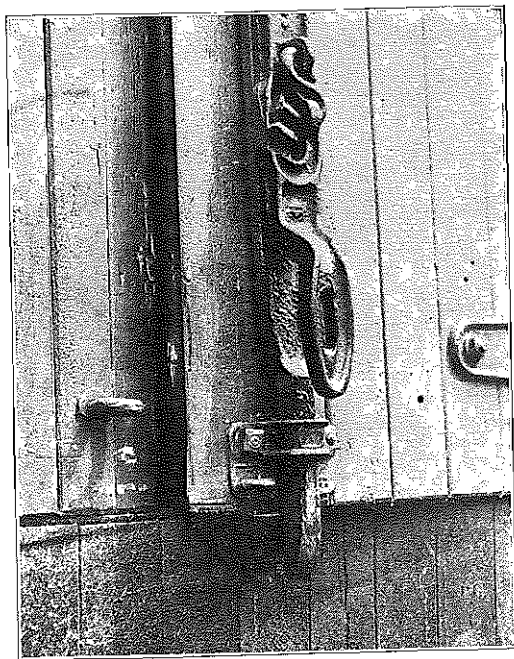


Figure 24



Figures 23 and 24. Showing door **improperly** closed, with rod out of socket at bottom. (See Figures 25, 26 and 27 for **properly** closed door.)

Figure 25

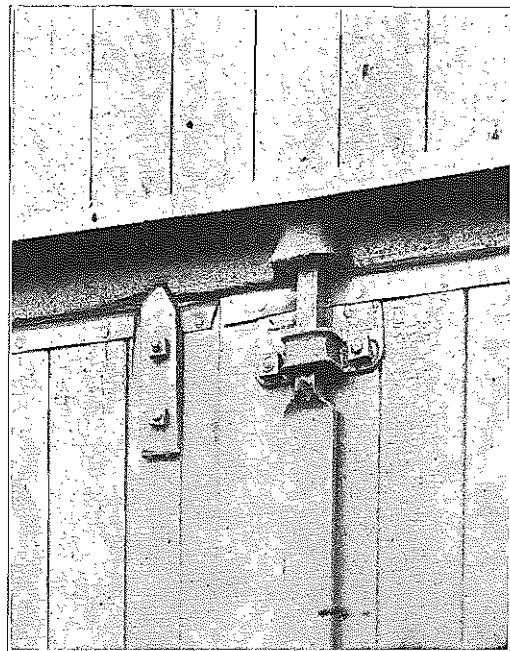


Figure 26

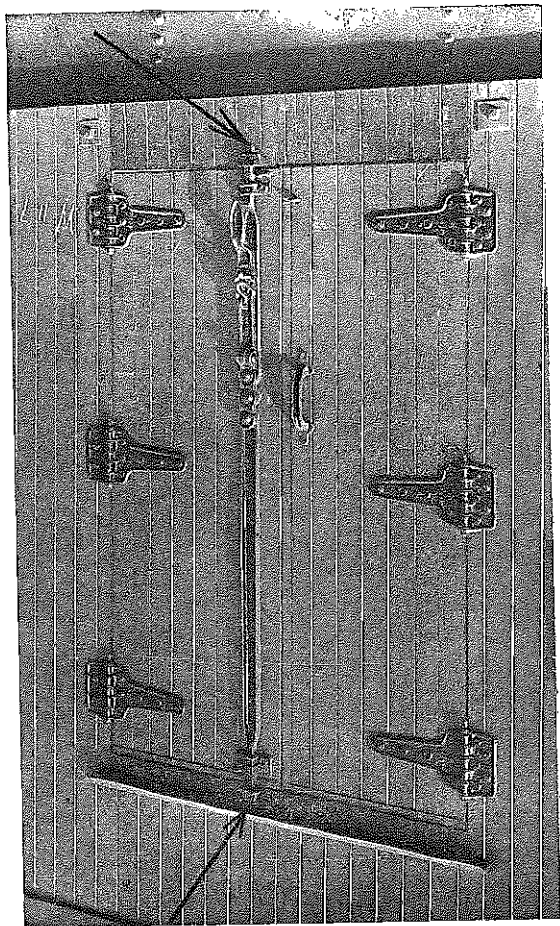
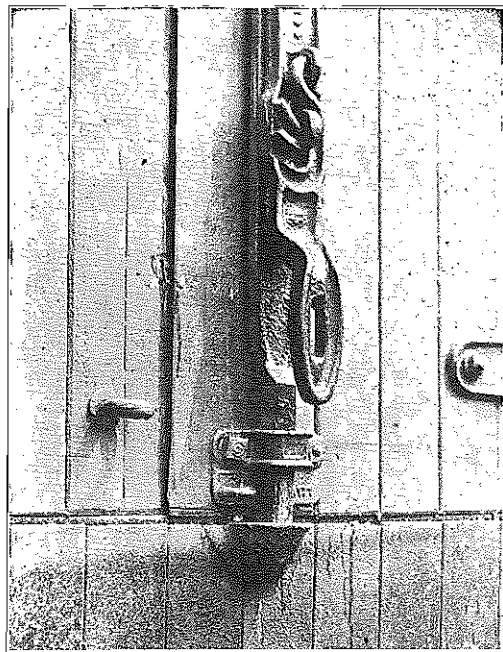


Figure 27



Figures 25, 26 and 27. One type of door fastener, showing door **properly** closed, with rod in socket at top and bottom. (See Figures 21, 22, 23 and 24 for **improperly** closed door.)

Figure 28

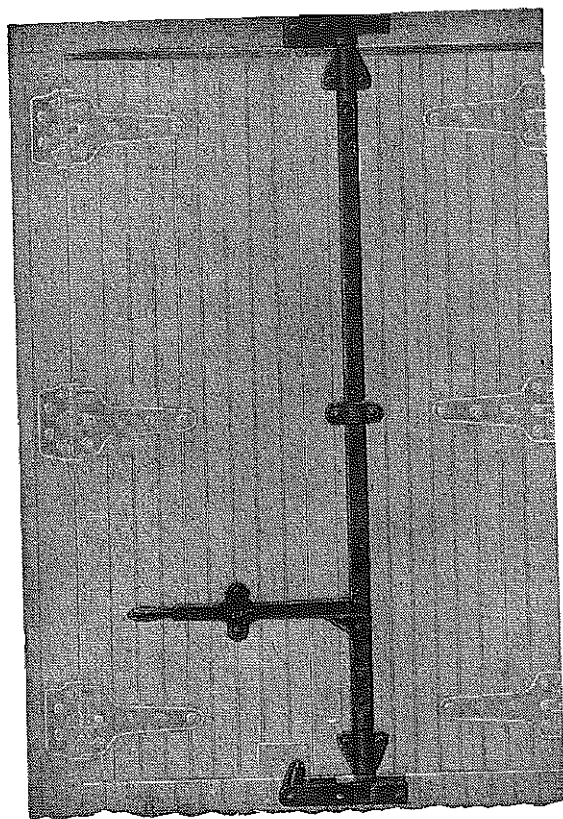


Figure 28. Another type of door fastener, showing door properly closed, with rod in socket at top and bottom. (See Figures 21, 22, 23 and 24 for improperly closed door.)

Figure 30

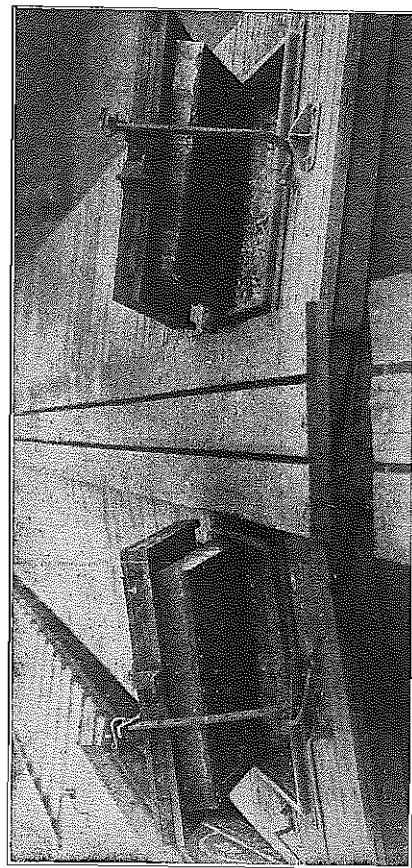


Figure 30. Hatch-covers with hinged plugs fastened open, to admit air.

Figure 31

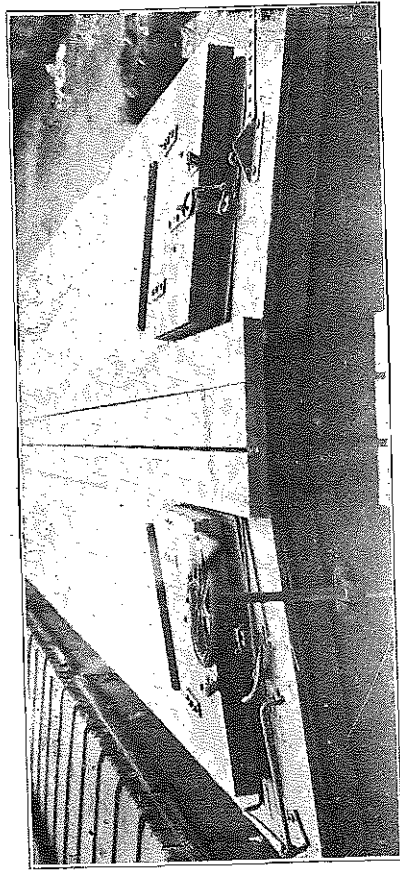


Figure 31. Hatch-covers closed with hinged plugs in hatchways, to exclude air.

Figure 32

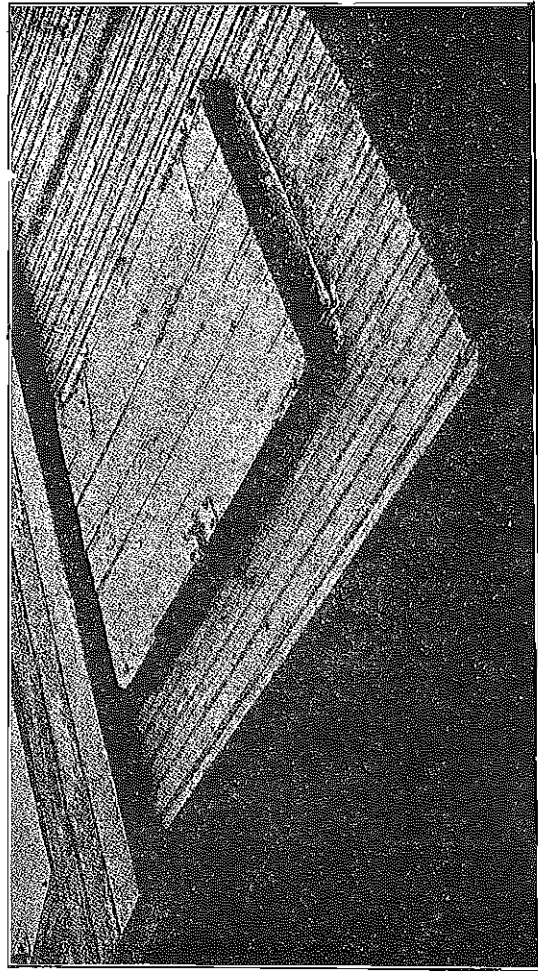


Figure 32. Hatch-covers closed and plugs in hatchways, to exclude air.

Figure 33

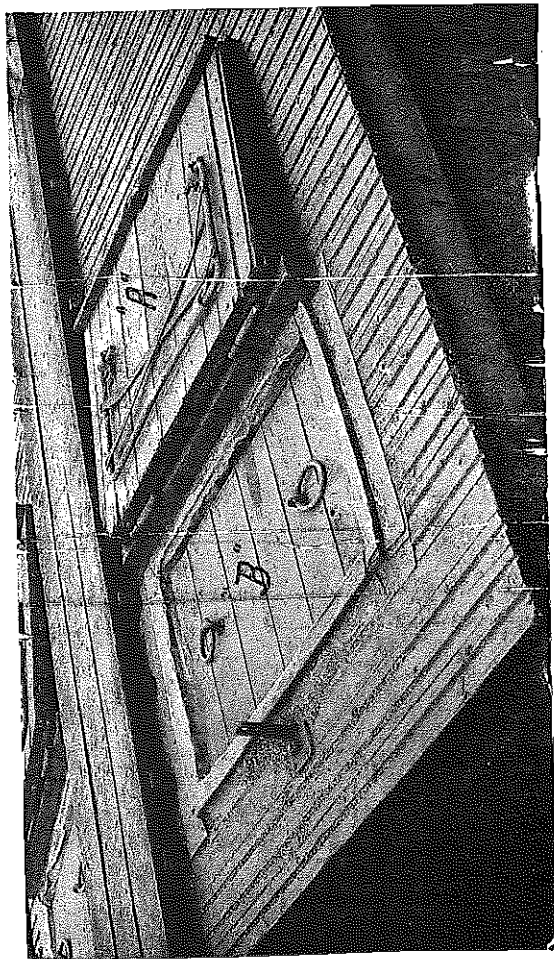


Figure 33. (A) Hatch-covers thrown back. (B) Plugs in.

Figure 34

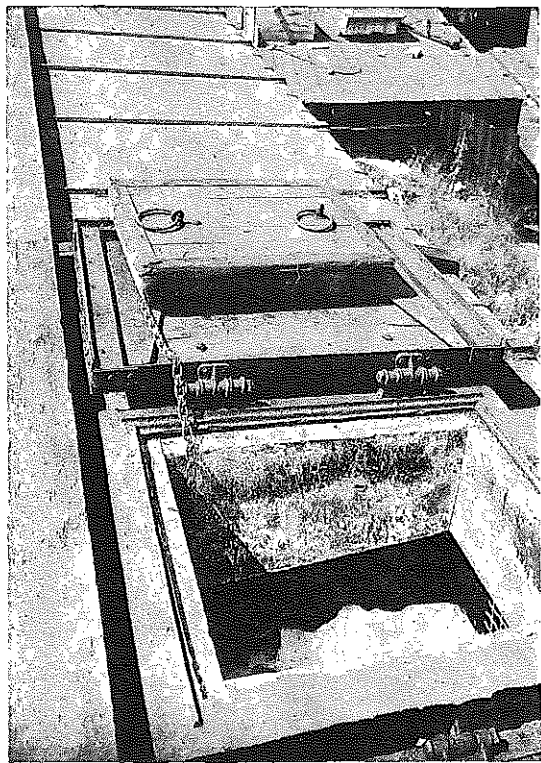


Figure 34. Hatch-covers thrown back and hatch plugs resting thereon, ready for reicing.

Figure 35

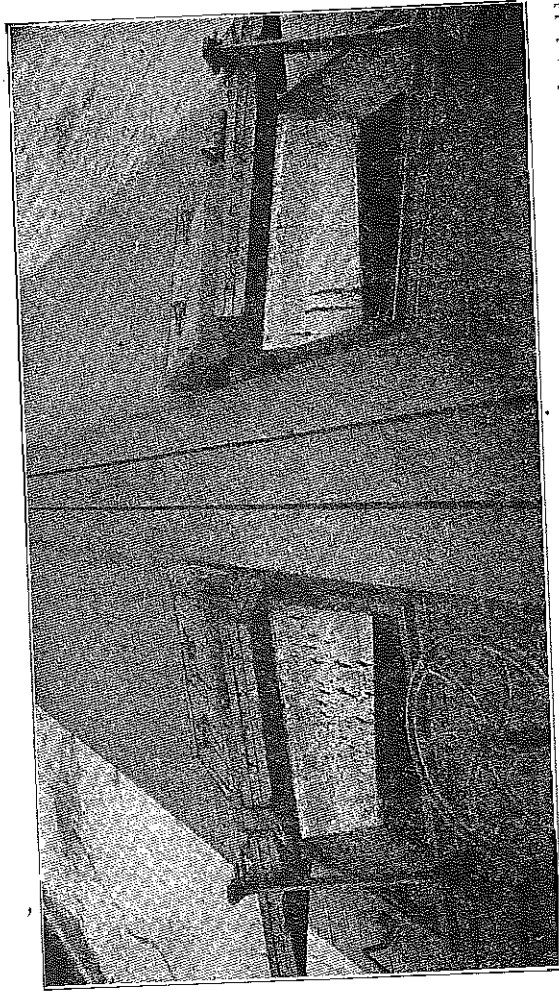


Figure 35. Hatch-covers adjusted open, with hatch-plugs resting behind same, but held by chains and free from running board.

Figure 36

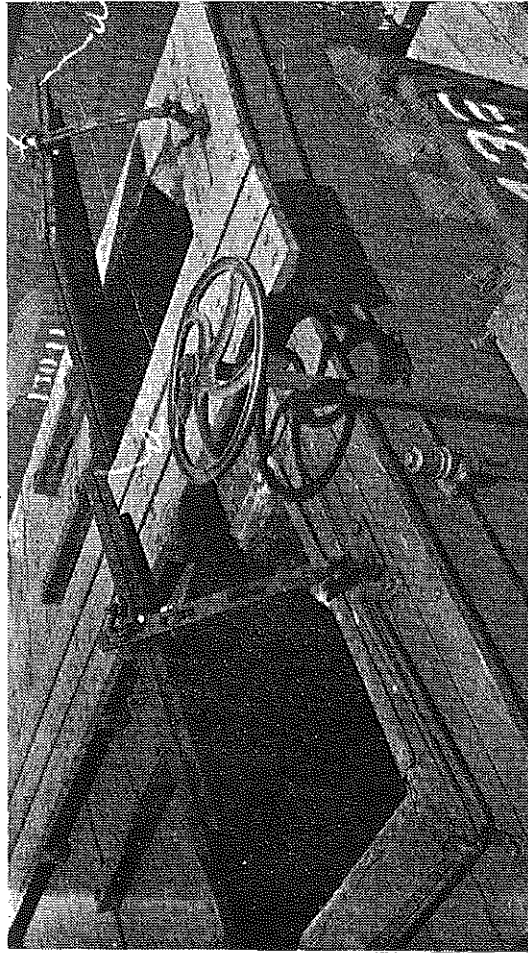


Figure 36. Plugs out of hatchways and dropped in bunkers. Hatch-covers adjusted to admit air.

Figure 37

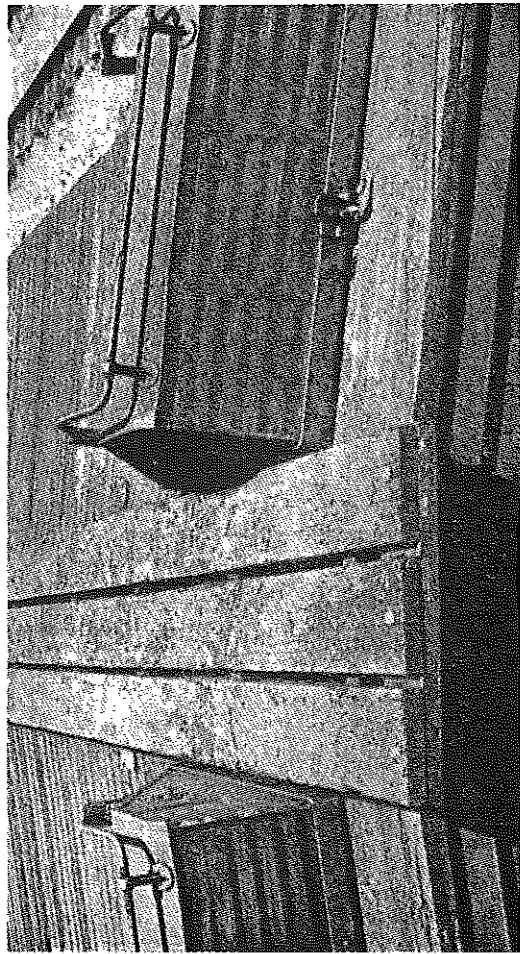


Figure 37. Bohn hatch-hood in normal position.

Figure 38

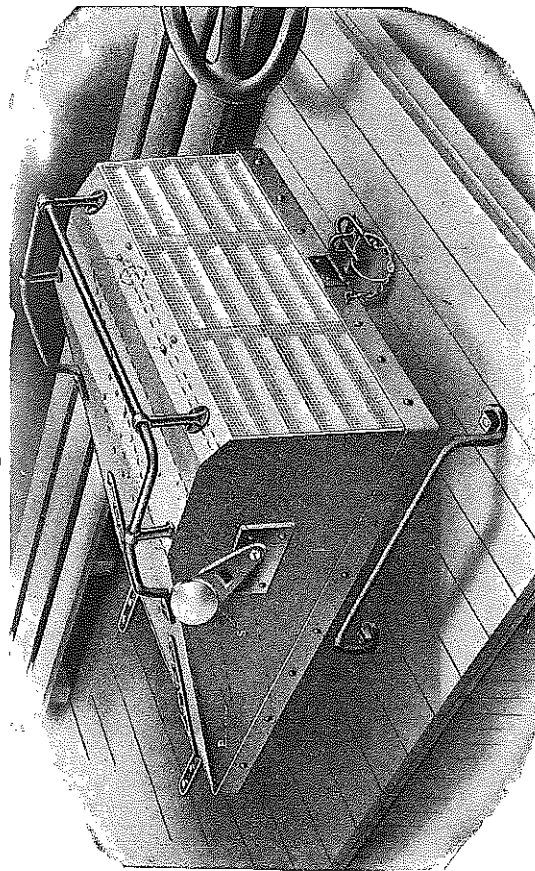


Figure 38. Normal position of Bohn hatch-hood equipped with indicator showing position of plug, open or closed, i.e., whether in hatchway or in hood.

Figure 39

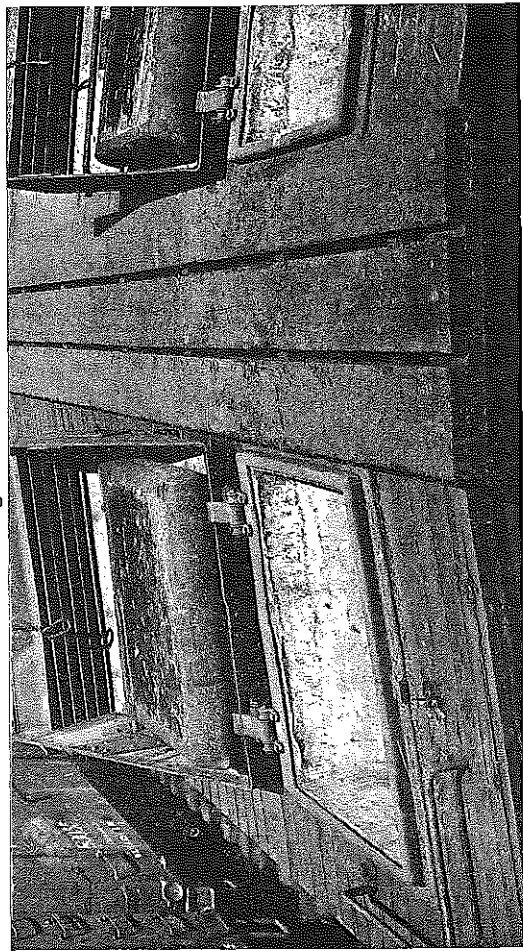


Figure 39. Bohn hatch-hoods thrown back, with hatch-plugs resting in hoods. When manipulating this type of hatch-hood not equipped with lever, (see Figure 40) it is necessary to adjust the plug and hood separately to insure of the plug being in proper position.

Figure 40



Figure 40. Normal position of another type of hatch-hood, equipped with lever ("A") for manipulating hatch-plugs. Lever ("A") indicates hatch-plug is in closed position, i.e., in hatchway, to exclude air from ear.

Figure 41

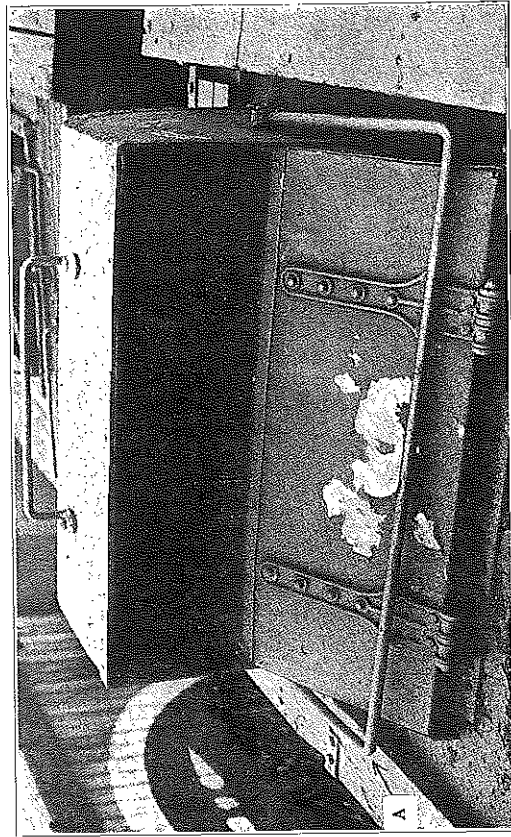


Figure 41. Same as Figure 40, but showing plug out of hatchway, as indicated by position of lever ("A"). When hatch-plug is out of hatchway it is in the hood so as to admit air into the car.

Figure 42

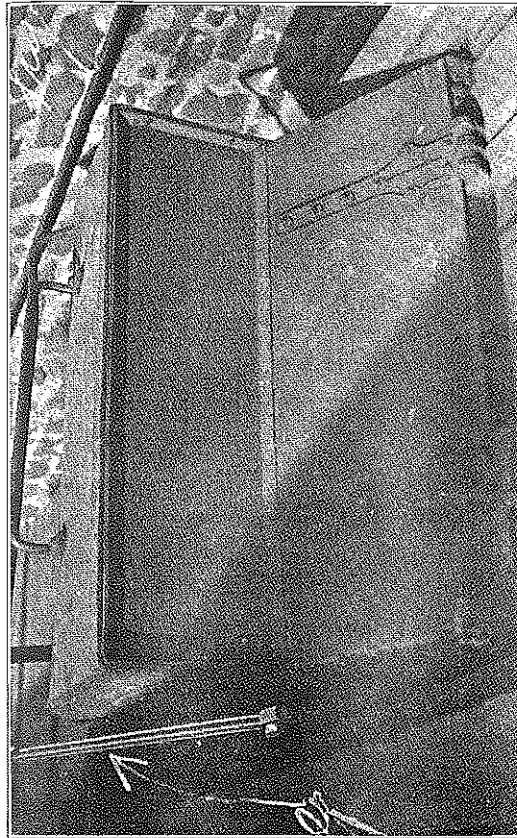


Figure 42. Hatch-hoods same as Figures 40 and 41, but with lever in improper position, being neither forward nor backward, but standing between open and closed, indicating hatch-plugs only partly in hatchway. This position should never be used.

Figure 43

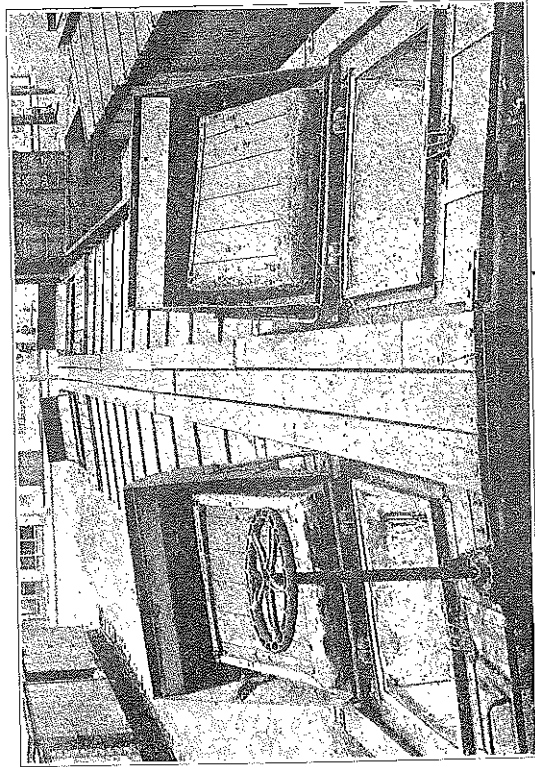


Figure 43. Same hatch-hoods as Figures 40 and 41, but hoods thrown back, with hatch-plugs resting in hoods.

Figure 46



Figures 46 and 47. A type of ventilated box car, equipped with end doors and double doors on sides.

Figure 47

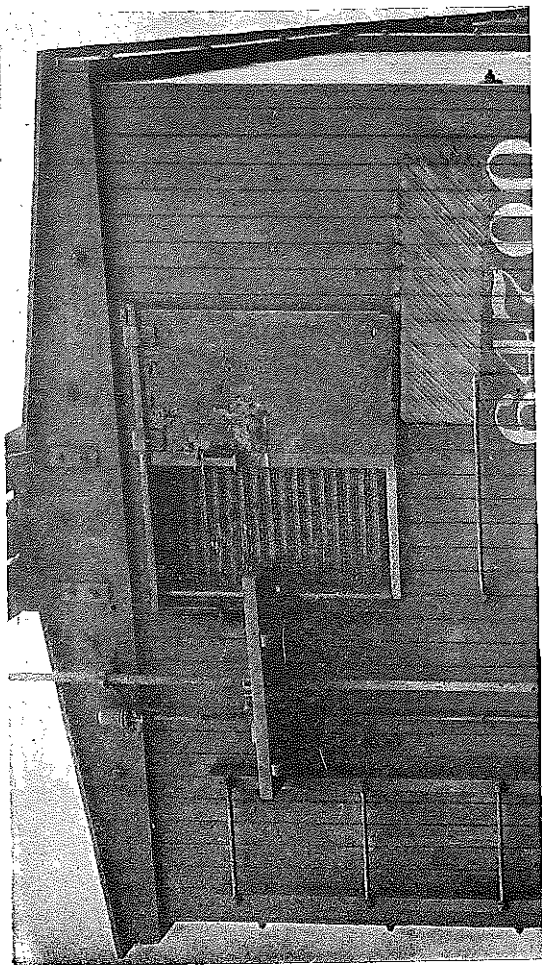


Figure 54

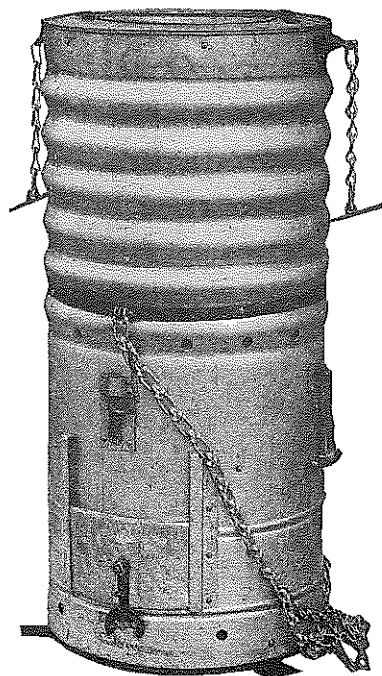


Figure 54. Charcoal heater, "one-piece."

Figure 55

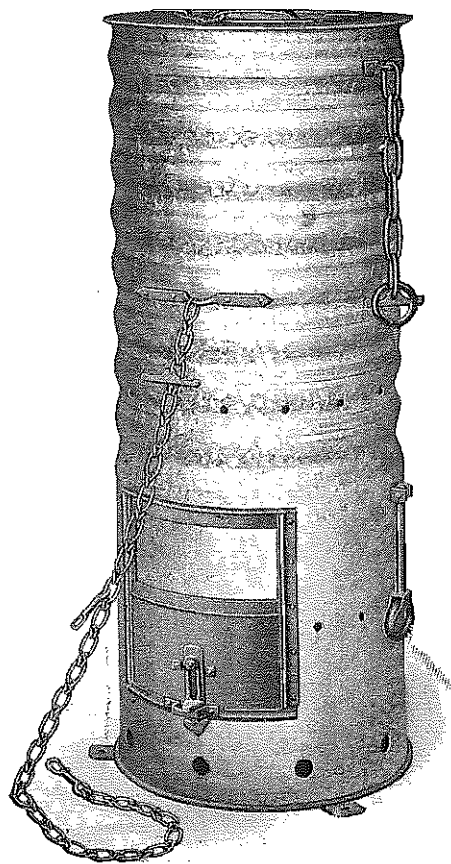
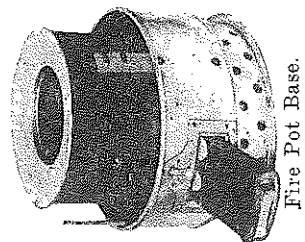


Figure 55. Charcoal heater, "one-piece."

Figure 58



Fire Pot Base.

Figure 57

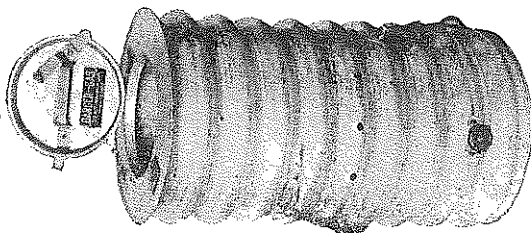
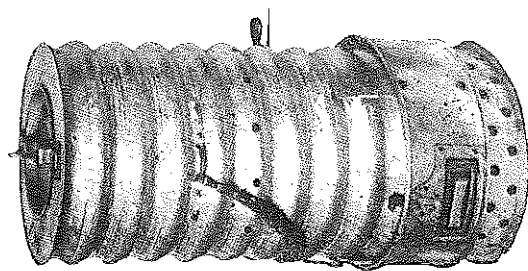


Figure 57. Magazine.
Charcoal heater, "two-piece."

Figure 56



Complete View of Heater set up.

Figure 59

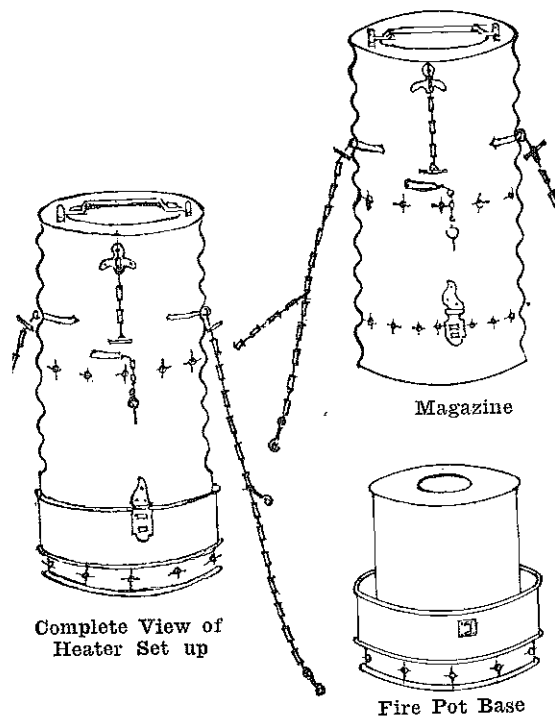
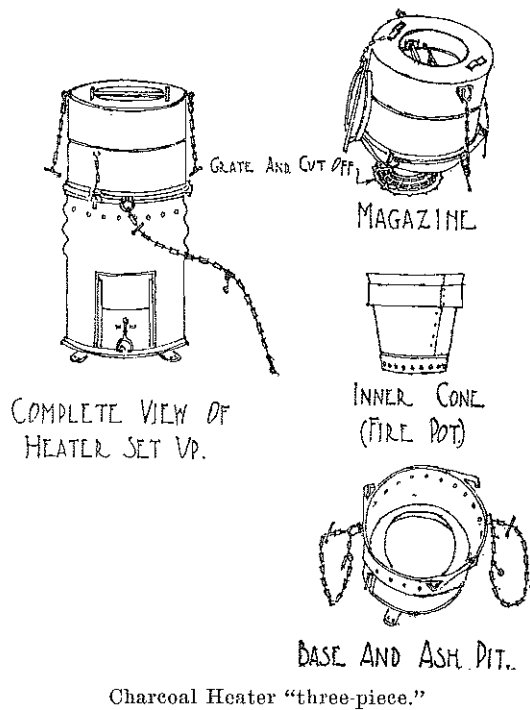


Figure 59. Charcoal heater, "two-piece."

Figure 60



Charcoal Heater "three-piece."

Figure 61
Charcoal Heater "three-piece."

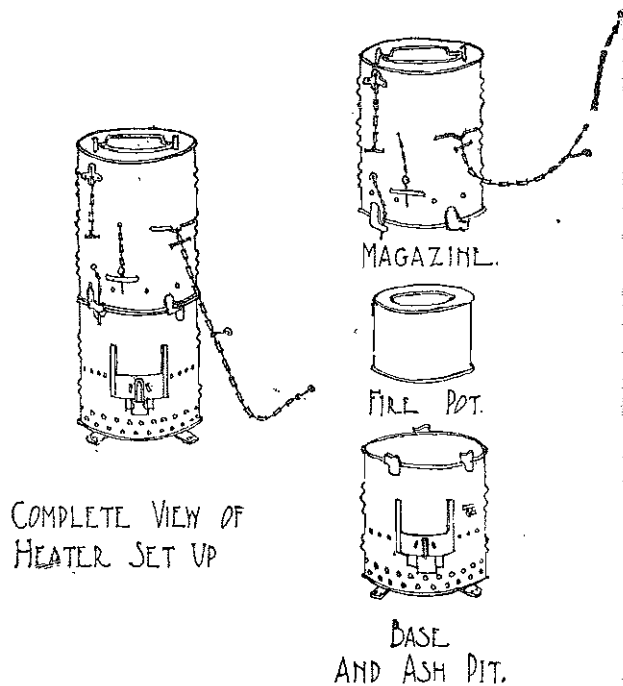


Figure 62
Heater secured in ice bunker.

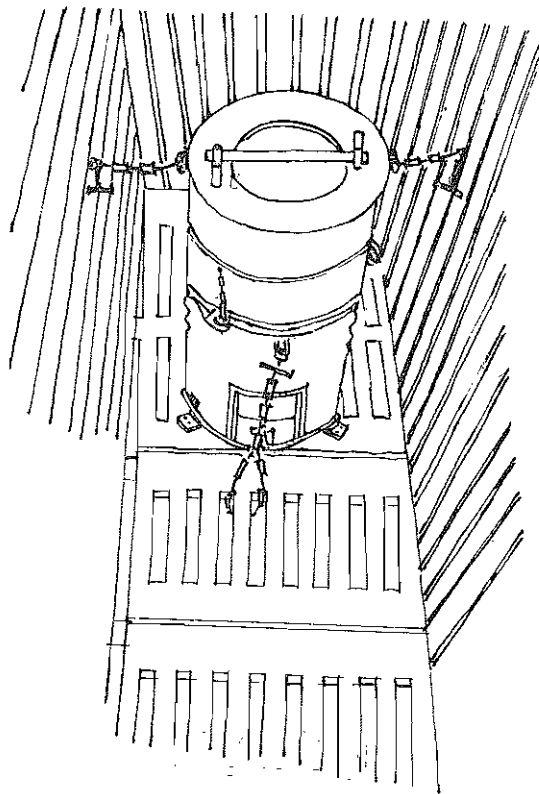


Figure 63

Figure 63. Plan showing location of heaters, secured in the bunkers.

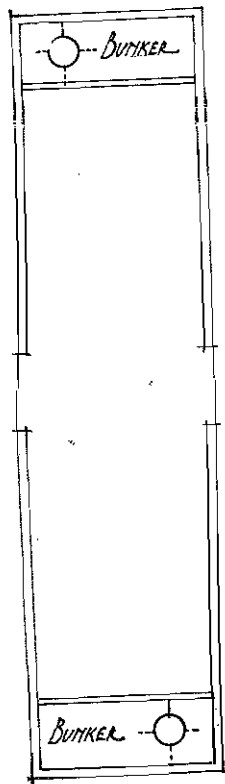


Figure 71

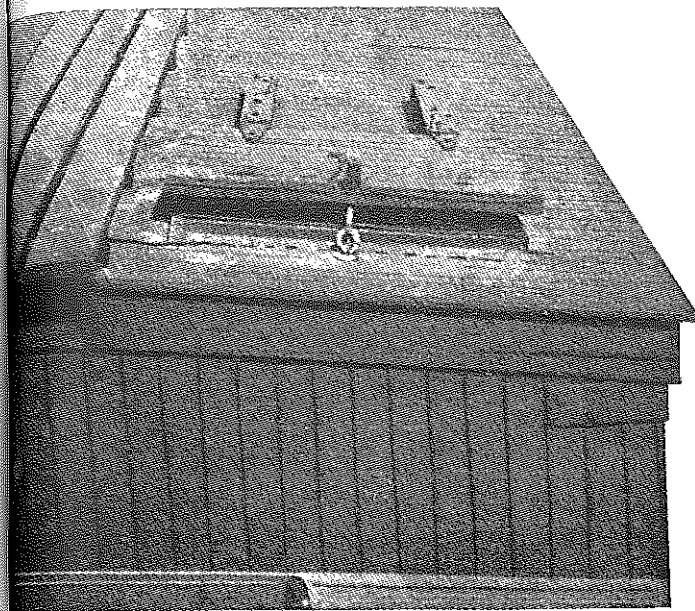


Figure 71. Vents on Iron.

Figure 72

Figure 72. TO CLOSE VENTILATORS: Disengage hatch-plug from hatch-cover and place plug securely in hatchway, as shown. Then close hatch-cover.

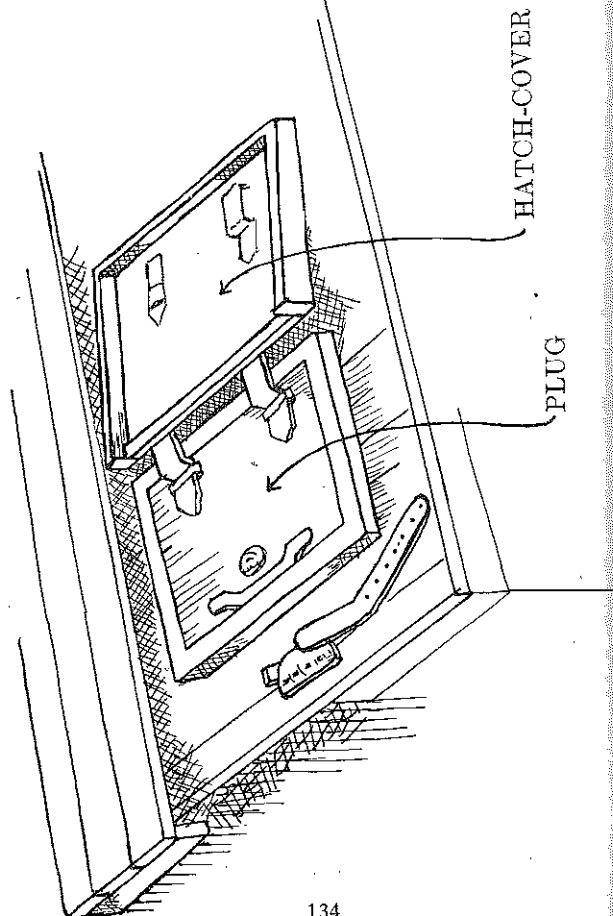
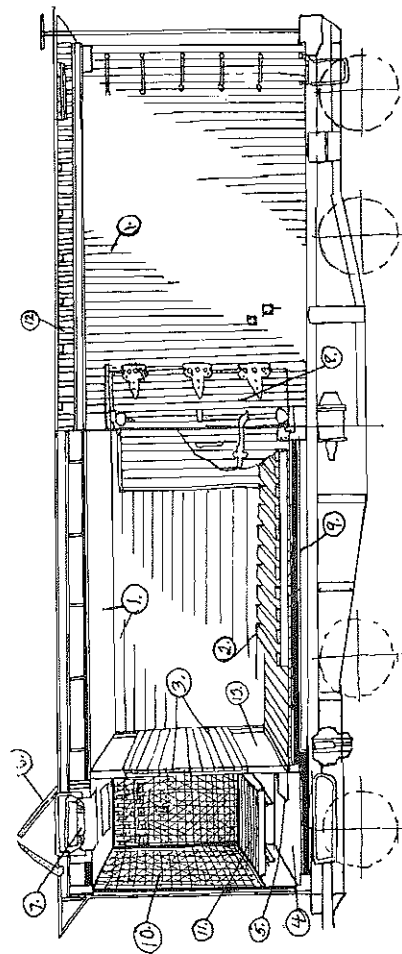


Figure 73
Diagram showing method of preparation of car incidental to furnishing protective service.



1. Ceiling { Secure and Tight.
2. Floor Racks—Inspect for Missing Boards and Sections.
3. Bulkheads { Lining Secure.
4. Drip Pans—Free from Dirt and Chinders.
5. Drain Equipment { Caps in Place, Drip Pans Clean.
6. Hatch Cover { Properly Secured.
7. Hatch Plugs { Properly Secured.
8. Doors { Properly Secured.
9. Sub-Flooring—Inspect for Loose or Missing.
10. Ice Box Screens—Securely Fastened.
11. Ice Boxes—Properly Packed.
12. Tool Boxes—Securely Fastened.
13. Bulkhead Openings—Unobstructed.

7. Hatch Plugs { Properly Padded and Seated in Hatchway.
8. Doors { Padded Sound and Secure.
9. Sub-Flooring—Inspect for Loose or Missing.
10. Ice Box Screens—Securely Fastened.
11. Ice Boxes—Properly Packed.
12. Tool Boxes—Securely Fastened.
13. Bulkhead Openings—Unobstructed.