

Type of Claims to be Handled by Freight Claim Department

The Freight Claim Department handles claims for loss of or damage to property in our possession as freight, regardless of whether our responsibility is that of a carrier or a warehouseman. This includes freight under the following conditions:

- (a) In transit.
- (b) At receiving station.
- (c) Loaded in cars on team tracks at shipping point, regardless of whether loading of entire shipment has been completed or shipping instructions furnished.
- (d) Loaded in cars on private sidings at shipping point, where shipping instructions have been given agent, regardless of whether bill of lading has been issued.
- (e) In station or in car in yard or on team track at destination awaiting delivery to consignee or owner.
- (f) In car on consignee's private siding where it is alleged delivery or notice of delivery was not proper and carrier obligation not completed.
- (g) In process of loading by shipper or unloading or removal by consignee, where it is alleged loss of or damage to the freight was caused by negligence of our company.

The Personal Injury Department handles claims for damage to property (other than freight) and/or injury to persons which may occur while freight is being loaded by shipper or unloaded by consignee, or while being delivered to or removed from station.

If freight is damaged, as well as property other than freight, the two departments should harmonize their investigations so as to avoid duplication and see that both have the complete facts and are in accord on question of liability. Example: If, while consignee is unloading a tank car of oil, a passing locomotive breaks the connection from car to consignee's tank, the Freight Claim Department would handle claim for loss of oil and the Personal Injury Department the claim for damage to connection.

If complete delivery of freight has been taken from car or station, and, before consignee leaves the carrier's premises, the goods are damaged, the Personal Injury Department will handle claim. Example: Damage by fire from sparks from a passing locomotive after consignee has removed the goods from car or station, and while they are on his truck in freight yard.

PROCEDURE

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Claims for labor charges and/or damage to lading for failure to furnish empty cars when promised should be referred to the Division Superintendent for handling.

If claim is received by either department and there is any question as to which should handle, or in case a single claim is presented to cover both damage to freight and damage to property other than freight as mentioned in paragraph 3, the department receiving the claim should, upon receipt of claim, consult the nearest district representative of the other department.

Additional Payment

Request Record Department for original claim file and work sheet. When received attach and complete new work sheet in usual manner. Attach form M 52 and keep book record of date and amount paid.

Additional Papers

When claim is with District Office for handling to a conclusion with claimant, any additional correspondence should be immediately sent to D.F.C.A. to combine with claim.

Auditor of Freight Revenues at Detroit, Mich. handles
Claims for overcharge in weight or rate when value claim not involved.
Claims for collection of C.O.D. charges.
Claims for feeding charges.

Boston Agreement

The switch haul carrier issues the freight bill but the road haul carrier handles the claim.

Bronx Terminal Market, N.Y.

All claims for theft should be declined when original seals intact at time of placement.

Broken Crate

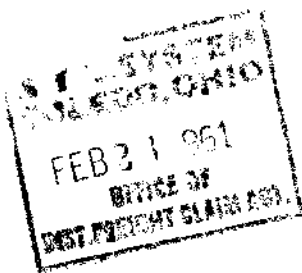
Is considered visible damage. A crushed or damaged carton is concealed unless opened and examined prior to delivery.
(Rule 3-C)

Canadian Funds

When claim is to be paid in Canadian Funds, the claim base should be stamped "Canadian Funds" at time of approval and the Distribution sheet should bear a similar notation when passed for payment. Form M 94 should be attached to Distribution sheet.

Canadian Bills of Lading

Under terms of Canadian Bill of Lading, carriers are liable for value of merchandise at time and place of shipment plus freight charges if paid. This means that a value based on third party invoice cannot be allowed.



February 21, 1961 HL:D

Office Information No. 391

When livestock contract bears the following notation, "Insured as per C&W Rwy. Form 2128 (revised) premium to be advanced on revenue waybill payment of premium guaranteed by shipper", full amount of claim should be paid and 50% of this amount charged to the C&W Rwy. who will collect from Insurance Co. The balance should prorate in accordance with the appropriate FGD Rule.

All papers should accompany our charge to the C&W.

W. J. Getty

PROCEDURECanadian Live Stock Contract

Limits carrier's liability on live stock as follows:

Horses or Mules	Not exceeding \$200.00 each
Colts under 1 year	" " 100.00 each
Cattle (except calves)	" " 150.00 each
Hogs	" " 40.00 each
Other domestic animals	" " 20.00 each
(including calves 6 months and younger)	

Chicago Car Interchange Bureau

If car in bad order after receipt from our Western connections in Chicago territory, we should request Supt. of Interchange, Chicago Car Interchange Bureau, 608 South Dearborn St., Chicago, Ill. to advise nature of defects, if old or new and who was charged for repairs. If charged to the owner of car, the defect is chargeable to the line haul carrier. We are liable only when held responsible by the C.C.I.B.

The same principal applies on Westbound cars repaired by our Western connections in the Chicago territory.

Chicago Produce Terminal

When involved, claim should prorate road carrier to Chicago.

CPT to Chicago	(10 miles)
CRI to Englewood	(10 miles)
NYC to destination	

Claimant

When claimant is not a party to the Bill of Lading contract but is shown as an interested party on the invoice, the claim may be adjusted with that claimant. (This does not apply to forwarder traffic.)

C.O.D. Charges

Claims entered as a result of failure of agent to collect C.O.D. charges, or when C.O.D. charges are left off the billing in error, are handled by the Auditor of Freight Revenue, Detroit, Mich.

Our office handles only when loss or damage is involved.

Company Use

If taken for company use, pay in suspense, then send to OS&D Desk on form FCA 131 to ascertain if Sales Order and Transfer Bill issued.

PROCEDURE

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Canadian Live Stock Contract

Limits carrier's liability on live stock as follows:

Horses or Mules	Not exceeding \$200.00 each
Colts under 1 year	" " 100.00 "
Cattle (except calves)	" " 150.00 "
Hogs	" " 40.00 "
Other domestic animals (including calves 6 months and younger)	" " 20.00 "

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Claims entered as a result of failure of agent to collect C.O.D. charges, or when C.O.D. charges are left off the billing in error, are handled by the Auditor of Freight Revenue, Detroit, Mich.

Our office handles only when loss or damage is involved.

Company Use

If taken for Company Use, send to Sales Order Desk on form FCA-131 to ascertain if Sales Order and Transfer Bill issued.

Company Use - (Continued)

If car file records do not give reference to Sales Order or Transfer Bill, send to D.F.C.A. for issuance of Sales Order. When returned issue Form M-45 and send to Sales Order Desk to issue Transfer Bill.

Issue Transfer Bills to District Auditor of Expenditures at Detroit, Mich. on bituminous coal and diesel oil for locomotive use, also on other commodities West of Buffalo, including CCC&StL and MC, except for charges against the Dining Car Department, charge account.

Issue Transfer Bill to District Auditor of Expenditures at Utica, N.Y. on anthracite coal and fuel oil for station and shop use and other commodities East of Buffalo, also for charges against the Dining Car Department for both East and West matters.

Before issuing Transfer Bill on any commodity other than coal, plywood and office equipment, we must have knowledge as to the amount the recipient is willing to be billed for the material, also name, title and office address of recipient.

Coal and bulk sand is priced by Fuel Purchasing Agent after Transfer Bill is issued.

Plywood is priced by D.F.C.A.

Office Equipment is priced by General Office.

Coal Confiscated

Should be referred to the Purchasing Agent for payment to claimant direct.

Transfer Bills cannot be issued against the IHB, CR&I or P&E for material taken for Company Use, as these roads remit the proceeds direct to this office on regular "Salvage Statement". When requesting salvage proceeds the investigator should send claim to Sales Order Desk on Form 131 for record.

Concealed Loss or Damage

On import shipments, when not opened and repacked at Port of Entry, should be adjusted on 50% basis.

Contract Drayman

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When loss or damage is located with Contract Drayman, claim should be paid in Suspense and then sent to Collection Desk. A book record should be taken. If destination freight bill indicates truck line handling, obtain receipt at point of delivery to truck line and name of driver, also exceptions at time of delivery to them.

Correspondence

All personal letters, letters of declination in full or in part as well as letters addressed to our District Freight Claim Agents (except when requesting station records) should be left open for personal signature.

When reply is received to a personal letter, it should be referred to the writer.

Customs Claims

Filed through Port of New York, should be sent to the Lighterage Agent for the attention of Customs Agent for review and comment.

Declinations

(See off line claimants - Page 11)

Disallowance or Compromise of Claims

Carriers are obliged to confirm oral disallowance (either in full or in part) in writing within 60 days from date of conference. See Article 1-G of Principles & Practices.

When we write to the claimant after date of first disallowance in writing, specific reference to the fact that claim has already been disallowed should be made.

Distribution Sheets

Must be checked by the desk before passing for payment. Responsibility for correctness of all information on same, including name and address of claimant, rests entirely with the investigator.

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Correspondence

All personal letters, letters of declination in full or in part as well as letters addressed to our District Freight Claim Agents (except when requesting station records) should be left open for personal signature.

When reply is received to a personal letter, it should be referred to the writer.

Customs Claims

Filed through Port of New York, should be sent to the Lighterage Agent for the attention of Customs Agent for review and comment.

Declinations

Do not decline or request compromise of off-line local claims without approval of Supervisor. All such letters should be left open for pen signature and handed to Supervisor with the work sheet. The Supervisor will hand to Chief Clerk for his approval. Work sheet should bear evidence of these approvals. When declined hold in D.I. for 30 days before filing.

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When we write to the claimant after date of first disallowance in writing, specific reference to the fact that claim has already been disallowed should be made.

Distribution Sheets

Must be checked by the desk before passing for payment. Responsibility for correctness of all information on same, including name and address of claimant, rests entirely with the investigator.

Use the following as to length of time consumed in payment of claim

- #6 under 30 days
- #7 30 to 90 days
- #8 over 90 days

District Auditors of Expenditures-Utica, N.Y. and Detroit, Mich.

Send us claims for loss or damage to Company Material and are supported with two forms SD 1068-1. If only one of these forms received with claim, send claim to Index Record Desk to determine if the other form was entered separately.

When liability is established, we should credit the account specified by the auditor, using the total column on the Work Sheet. If no account number is shown, handle with the auditor to ascertain the account number.

We should debit Account 774 for full amount. If any amount is due from a foreign road, the claim should be Red Ticketed and when returned, make charge to foreign line in usual manner and credit Account 774 with that amount.

District Auditor of Disbursements - New York

All claims received from the District Auditor of Disbursements, New York, N.Y. for loss or damage to shipments of Company material should be handled as follows after the investigation is completed:

1. Investigator will credit Account 743-84-15 debit loss and damage account with the amount involved.
2. After Examiner has approved distribution, he will then hand claim to Head Clerk Machines, who will hold these claims until the end of each month and notify Auditor of Expenditures in which month's account the item will be cleared.

Documents

The following needed in support of claim:

Original Bill of Lading or Bond of Indemnity
Original paid Freight Bill or Bond of Indemnity
Shipper's Invoice (original or certified copy)

Photo copies of original invoice is acceptable. If photo copies of freight bill and bill of lading are submitted, we must also have a bond of indemnity in lieu of the original if not covered by blanket bond.

If original Bill of Lading indicates charge prepaid, it will not be necessary to obtain prepaid freight bill.

It will not be necessary to obtain original order notify Bill of Lading.

Claims for amounts under \$20.00 supported with either the original Bill of Lading or freight bill may be paid without requesting the missing document, provided reference to billing and route is shown.

Drafts or Vouchers

No draft or voucher should be mailed to any of our Freight Traffic Department offices or to offices of any other Departments, except to the Legal or Treasury Department, without specific approval of Chief Clerk.

Duplicate Papers

Should never be sent out of the office before payment without specific authority from the Chief Clerk.

Duplicate papers should be approved for entry by Head Clerk-Accounts and stamped "Duplicate Papers" before any investigation is conducted.

Eastern Weighing & Inspection Bureau

Makes inspections for our account in New York City. Obtain copy of inspection report from D.F.C.A. at New York. Do not request this direct. (See information #103) and Pages 46, 81 & 83.

Employees Household Goods

The N.Y.C. Transport Co. is now handling the movement of employees household goods at Company expense, and any claim for damage will be investigated by the Transport Company, and when liability is established and necessary repairs made, the claim will be approved by the Transport Company and forwarded to the General Office for payment after approval by Mr. W. J. Getty.

Excise Duty

Shipments of Alcoholic Liquor moving in Canada, Calvert Distillers Limited.

Claims involving loss of alcoholic liquor shipped by Distillers in Canada should be fully investigated by obtaining record at origin and destination, seals, verification of loss claimed and requesting claimant to furnish the gross, tare and net weights of the barrels involved in the loss claimed.

PROCEDURE

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After investigation is completed and liability established, claim should be paid in Suspense and red ticketed for W. J. Getty to handle for refund of the Excise Duty.

Expense

Expense of claimant in filing claims is not allowed. Such expense is not carrier liability per various court decisions. See L&N vs. Johnson 10 SW (2d) 1104.

Feeding Charges

Claims for feeding charges are handled by our Auditor of Revenue in Detroit, Mich.

Fire Claims

If on NYC, re-assign to Desk 13.

If on foreign line, send to F.C.A. of that line to handle to conclusion Rule 8.

Fleshings

Loss of fleshings on movements from Elkland Leather Co., Elkland, Pa., consigned to Eastern Tanners Glue Co., claims are presented against the NYC RR by the consignee. They have agreed (July 22, 1953) not to present claims unless the loss exceeds 6% of the original weight.

Gibson Transfer

Handles all L.C.L. freight to and from I.H.B. This station closed effective June 24, 1960.

Gibson, Indiana

Handles only carload freight.

Government Property

Claims to be filed only by disbursing officer designated to pay carrier's transportation charge. (See Page 87)

Inspections

The expense incurred in uncrating and inspecting undamaged goods cannot be recovered from carriers.

Inspections

See List, Pages 82 and 83.

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General Managers' Agreement

DELETED JUNE 2-1961

Governs rules and regulations of recording seal records between the various roads in the Chicago Terminal District.

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See list, Pages 82 and 83.

Intents to File Claims

Are noted by Chief Examiner and if not entered as claim, hand to Head Clerk Accounting Dept. for filing in date order.

Invoices

Submitted in support of claims must be certified as to correctness over pen signature and the claim base should be compared with the invoice as to prices and trade discounts. A photo copy of the original invoice is acceptable.

Legal Advice

Any recommendation of settlement by a Local Counsel should be approved by our General Attorney before payment.

Claims filed on perishables where there is a question of the application of Articles of Principles and Practices and settlement recommended by Law Department, no payment should be made until approved by A.F.C.A.

Do not contact a local attorney concerning claims, unless authorized to do so by our General Attorney.

Marine Dept. Liability

Loss and damage claims involving eastbound lighterage shipments, hides, flour, tires, Nestle shipments, are still handled at 60th St. Sta. (trucking in lieu of lighterage only).

Claim should be referred to the Freight Agent 60th St. for record from car and delivery to truck. The claim should then be sent to the Freight Agent at Weehawken, N.J. for record of delivery to the Steamship.

Westbound lighterage shipments - No westbound lighterage shipments are handled at 60th St. Sta. at present time. Therefore, all records can be secured from the Freight Agent at Weehawken, N.J.

Marine Dept. Accounts

Effective January 1, 1960, Account 772, Marine Insurance Reserve, is cancelled. Thereafter, losses arising from marine operation shall be accounted for as follows:

1. Where no recovery is anticipated from others, payments for loss or damage property of others shall be charged to Account 774, Damage to Property.
2. Where recovery is anticipated from others, costs accumulated in connection with each claim shall be charged to Account 743, Marine Insurance Adjustment Account. Subsequently, collection will be made for such costs recovered or charged off to appropriate operating expense or other accounts as uncollectible.

CANCELLED

Intents to File Claims

Are noted by Chief Examiner and if not entered as claim, hand to Head Clerk Accounting Dept. for filing in date order.

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Claims filed on perishables where there is a question of the application of Articles of Principles and Practices, and settlement recommended by Law Department, no payment should be made until approved by A.F.C.A.

Do not contact a local attorney concerning claims, unless authorized to do so by our General Attorney.

Marine Dept. Liability

Loss and damage claims involving Eastbound lighterage shipments, Hides, Flour, Tires, Nestle shipments, are still handled at 60th Street Station (trucking in lieu of lighterage only).

Claim should be referred to the Freight Agent at 60th Street for record from car and delivery to truck. The claim should then be sent to the Freight Agent at Weehawken, N.J. for record of delivery to the Steamship.

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PROCEDURE

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Miscellaneous Accounts

The account number should be shown in the "Account Column" and the amount paid should be shown in the "Total Column" on work sheet.

Cartage for misloading	411-01	Icing	402-02
Custom Fines and Tax	551-02	Inside Storage	135 State
Demurrage	137 State	NYC Cartage	101
Doubtful Accounts	741-20	Outside Storage	418-01
Feed in Car	402 State	Tax	754-02
Feed Out of Car	376 State	Weighing & Pickup	143-15

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Non-Member Carrier or Truck Lines

When paying a non-member carrier, who files individual claims and who do not issue monthly abstracts, place stamp "Claim Returned to Carrier With Draft" over the amount paid on work sheet. Claim should show evidence of payment and rail mileage checked for accuracy.

Non-Agency Stations

Carrier's responsibility ceases when shipment is unloaded from car to rail facilities at that point without exceptions by the conductor. Photo copy of waybill should be obtained showing conductor's record.

Under the Freight Service Center program, there will be many points at which no agent will be on duty, except for a limited time daily. When these points are carried in the tariffs as agency stations, our obligation to protect carload shipments on team tracks during free time, take seals and other records on cars of perishables will be the same as heretofore when we had resident freight agents at these points. LCL shipments will be delivered direct by trucks or ferry cars at many of these points which no longer have a fixed representative.

Off Line Claimants

All off line claims which have to be declined, amended or compromised after investigation is complete should be referred to the Head Clerk, Loss & Damage for review. The Head Clerk will then assign to Traveling Claim Adjuster for their handling. All claims which are declined should be held in D.I. for 30 days before filing.

PROCEDURE

11

AUG 13 1962

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Outlawed Claims

When not presented within nine months, complete investigation developing all facts concerning delivery, complaint and inspection to determine if any notice of intent to file claim was received. When complete, send to D.F.C.A.

If "Off Line" claimant involved, consult Supervisor before declining.

The nine month clause should be computed in all cases from the date the shipment was originally delivered at destination. The fact that the shipment was damaged and returned to the shipper does not alter the requirements of Section 2 (B) of bill of lading contract.

Any additional claim, if outlawed, should not be paid without advice from our Legal Department.

There is no time limit for filing claims moving on a Government bill of lading.

Any intent letters received in General Office are noted by Head Clerk Accounting, and then filed in date order by Index Record Desk and held until requested by Investigator.

Any claim which has been disallowed either in full or in part is outlawed after the expiration of two years and one day (See Section 2 (B) of bill of lading.

When visible damage is noted at time of unloading by Universal Carloading and Distributing Co. or Springmeier Shipping Co., and proper record made, we will accept this as valid notice of claim on any shipment in the car, however, when no visible damage is noted at time of unloading, the blanket notice of claim on car cannot be accepted as proper notice of claim

Time limit for filing claims under Canadian Bill of Lading is four (4) months from date of delivery. When exception notation is shown on freight bill, or OS&D report issued, this is considered notice of claim and, in such cases, the four month limitation does not apply.

The Canadian contract on livestock makes it necessary that claimant file notice of claim in writing within thirty days after delivery of the stock.

Time limit for filing suit in shipments moving on Canadian Bills of Lading:

5 years in Quebec
6 years in Ontario

from date of Bill of Lading per advice from our local attorneys in Toronto, Ont.

Messrs L. Sendi
M. Seifke

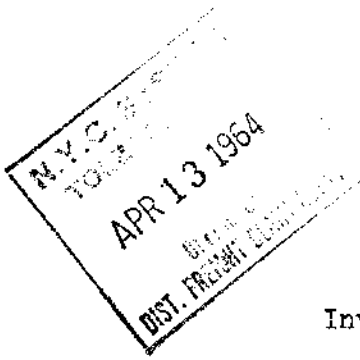
4-13-64

For your information the
Statute of Limitations
on Ohio Intrastate
Traffic is now 3 years

Item 2305.13 Ohio Revised

Volume 130
effective July 11, 1963
and authorized by
House Bill No. 208

This applies to Under Collections
and Over Collection on
Transportation charges.
R.S. Dean



April 8, 1964

A M E N D M E N T N O. 6

Investigators Manual for Handling of
Loss & Damage Freight Claims

Revised May 2, 1960

Please note revisions on attached pages; remove the old and insert new revised pages in manual.

Page 13 - Prepaid Freight Charges

Page 17 - Tracing Claims Under Investigation

R. J. Tiffany

Overcharge Claims

All overcharge in rate, weight or extension are handled by Auditor of Freight Revenue, Detroit, Mich. If one of these claims is combined with a loss or damage claim, we handle in this office.

Period of Limitation

(See Outlawed Claims)

Photo Copies of Waybills

To obtain photo or exact copies of waybills from foreign line, refer to Freight Claim Directory.

Partial list of Auditors attached (See Pages 101 and 102)

Our Auditor of Freight Revenue, Detroit, Mich., will furnish copies of interline waybills destined to NYC System points. We should show origin and destination carrier. It is not necessary to issue request in duplicate, unless we are asking for two different items, such as complete routing and junctions, division of revenue, as well as photo copy.

The NYC System use manibill waybill, which consists of 8 pages. If transfer record is necessary, we should request destination agent to send us exact copy of the tally form of this manibill.

Prepaid Freight Charges

Claims for loss or damage to shipments on which freight charges have been prepaid, where shipment is stopped short of destination when destined to a point on our line, or short of junction point where we are an intermediate carrier, shall be paid in suspense.

After payment, handle with Mr. Scheper (Dept 10-12) to ascertain amount of earned and unearned revenue.

NYC earned revenue and the earned revenue of any foreign line to be charged to Account 774 and unearned revenue to Account 101.

Overcharge Claims

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After payment, handle with Mr. Scheper (Dept 10-12) to ascertain amount of earned and unearned revenue.

NYC revenue and the revenue of any foreign line to be charged to Account 774 and NYC unearned revenue to Account 101.

AUG 13 1962

Overcharge Claims

All overcharge in rate, weight or extension are handled by Auditor of Freight Revenue, Detroit, Mich. If one of these claims is combined with a loss or damage claim, we handle in this office.

Period of Limitation

See Outlawed Claims.

AUG 13 1962

Photo Copies of Waybills

To obtain photo or exact copies of waybills from foreign line, refer to Freight Claim Directory.

Partial list of Auditors attached (See Pages 101 and 102)

Our Auditor of Freight Revenue, Detroit, Mich., will furnish copies of interline waybills destined to NYC System points. We should show origin and destination carrier. It is not necessary to issue request in duplicate, unless we are asking for two different items, such as complete routing and junctions, division of revenue, as well as photo copy.

The NYC System use manibill waybill, which consists of 8 pages. If transfer record is necessary, we should request destination agent to send us exact copy of the tally form of this manibill.

SUPPLEMENT NO. 4 to DEPARTMENTAL ADVICE S-24

Released Valuation

The following items in Uniform Freight Classification No. 4, effective September 10, 1957, cover commodities that shippers are obliged to release at an agreed value at time of shipment, the freight rates for which are graduated according to scale of values provided as shown in the Uniform Classification and the governing rate tariffs.

Item No. 26670 - Chinaware, Earthenware, Porcelainware or Stoneware. NOIBN

Item No. 39035 - Rugs. NOIBN

Item No. 52370 - Household Goods or Used Office Equipment.

The Classification also contains the following provisions for applying the released valuation in the event of loss and damage in transit.

"The released value shall be deemed to relate separately to the gross weight of each shipping package, or to the weight of each loose article not enclosed in a package, and not to the shipment as a whole. In case of loss or damage to a portion of the contents of a shipping package, the amount recoverable will be the released value per pound multiplied by the gross weight of the package, but not more than the actual loss or damage".

Item No. 46500, glassware, NOIBN, also provides for released valuation with a choice of rates depending on which valuation is declared. However, the classification and rate tariffs do not provide for computing the released value on basis of each shipping package in the event of loss or damage. This means that when the released value of the entire shipment equals or exceeds actual value, claims may be paid on basis of actual value. When glassware is released at a value less than actual value, claim for loss or damage should be based on ratio between released and actual value of the entire shipment.

Recharges

Any correspondence with Foreign Frt. Claim Agents relative to disputed recharges (either inbound or outbound) should be the subject of a typewritten letter and left open for signature.

Refunds

Send to Collection Desk.

R.P.I.A. Inspections

(See Pages 20, 44, 81 and 83)

AUG 13 1962

Special Damages

Are not recoverable unless the attending circumstances are made known to the initial carrier at the time is tendered for delivery. Any such claims should be referred to Chief Clerk for review.

Tank Cars

Leakage - obtain movement record, also destination car inspection report. Ask origin if the loading rules as provided for in A.A.R. Pamphlet No. 34 were fully complied with. If the car was leaky and returned to the home shop for repairs, request the car owners to advise the extent and kind of repairs.

The courts have ruled that to hold carrier liable in damage for loss of goods from a tank car furnished by the shipper, it must be shown that carrier was negligent in its transportation of the goods.

Toledo, Ohio Records

When forwarding record needed on LCL shipment, show the weight of the shipment.

Tracers from Officials

Should be referred to Mr. W. J. Getty.

Tracers from Claimants

1. All letters from claimants requesting status must be answered promptly by this office.
2. If investigation active by General Office, acknowledge letter on form M-100, Paragraph No. 1.
3. If claim charged to DFCA, acknowledge letter on form M-100, Paragraph No. 2, showing DFCA and date.
4. If passed for payment, acknowledge letter on form M-100, Paragraph No. 1 showing book record.
5. Letters for information on drafts and/or endorsements, pass to Accounting Department with claim.
6. Tracers should be passed to Accounting Department, showing M form information in the upper right hand corner, who will arrange for reply to claimant, etc.
7. It should be clearly understood that only one form letter should be sent on a claim. If a second tracer is received, it should be answered with typewritten letter.

R.P.I.A. Inspections

See Pages 20, 44, 81, 82 and 83.

AUG 13 1962

Special Damages

Are not recoverable unless the attending circumstances are made known to the initial carrier at the time is tendered for delivery. Any such claims should be referred to Chief Clerk for review.

Tank Cars

Leakage - obtain movement record, also destination car inspection report. Ask origin if the loading rules as provided for in A.A.R. Pamphlet #34 were fully complied with. If the car was leaky and returned to the home shop for repairs, request the car owners to advise the extent and kind of repairs.

The courts have ruled that to hold carrier liable in damage for loss of goods from a tank car furnished by the shipper, it must be shown that carrier was negligent in its transportation of the goods.

Toledo, Ohio Records

When forwarding record needed on LCL shipment, show the weight of the shipment.

Tracers from Officials

Should be referred to Mr. W. J. Getty.

Tracers from Claimants

All letters from claimants requesting status must be answered promptly by this office.

The desk should insert status on letter and refer to Accounting Department for reply. The Accounting Department will send Form M 100 when claim is under investigation and Form M 101, with a copy to D.F.C.A., when the claim is with one of our District Offices for handling with the claimant. If the claim is paid, the Accounting Department will issue Form M 102.

If our claim number is not available, the Accounting Department will return letter to claimant with Form M 103.

It should be clearly understood that only one form letter should be sent on a claim. If a second tracer is received, it should be answered with typewritten letter.

Stopoff Points

Extract from New York Central Railroad
Freight Tariff 6907-I
Effective October 27, 1954

No. 660-Duty of Carrier's Agent at Stopoff Point:

Carrier's agent at stopoff point will be governed by the following, except as otherwise specifically provided for in tariffs lawfully on file:

- (a) Will not assist in loading or unloading.
- (b) Will not make any check of the property which is loaded or unloaded.
- (c) Will not accept or recognize any instructions from shipper or consignee requiring as a condition precedent to delivery at stopoff point, the surrender or presentation of bill of lading, written order or any other document. (In the event shipper or consignee insists on agent making delivery only on presentation of bill of lading, written order or any other document the stopoff privilege will not be granted and shipment will be subject to local rates to and from the stopoff point.)
- (d) Must obtain a receipt for the portion unloaded from the car.
- (e) Must report in writing to agent at point of origin the additional freight loaded. (See Item 675)

No. 700-Loading and Unloading at Stopoff Point:

The partial unloading or completion of loading at stopoff point must be accomplished without delay. The freight remaining in the car at stopoff point must be properly braced and stowed by the party doing the unloading to prevent loss or damage. Freight loaded into the car at stopoff point must be loaded in accordance with carriers' rules and regulations, for carload shipment.

PROCEDURE

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Tracing Claims Under Investigation

1. In order to prevent any delayed investigation, claims should be traced currently.
2. Carefully review claims before tracing and be sure that proper information is being requested, also, correct reference to claimed shipment is shown and proper party is being addressed.
3. Claim papers will not be sent to local freight agents. In tracing local freight agents for claim record, be governed as follows:
 - (a) First tracer should request immediate reply.
 - (b) The second tracer will be sent to the personal attention of the agent. Copy of second tracer should be sent to D.F.C.A. requesting his assistance.
 - (c) If necessary for a third tracer, typewritten letter under personal cover should be sent to Freight Agent with a copy to D.F.C.A.
4. Claims charged to District Office should be traced on Form FCA-58 when in their possession over sixty days.
5. In tracing foreign line officials, the first tracer should request prompt reply. Second tracer should be sent to the personal attention of the foreign line official, with a copy being sent to the Freight Claim official, requesting assistance. If a third tracer is necessary, a joint wire under personal cover should be sent to the foreign line official addressed and freight claim official. If still no action, same should be brought to the attention of your supervisor.
6. Claims put in "Hold File" should have book record posted and card record removed from D.I.
7. When necessary to send papers to foreign line freight claim officials, after payment, date and whom sent should be recorded on reverse side of distribution sheet which should then be sent to permanent file. It will not be necessary to remove FCA-121 from file prior to sending out of the office.

Tracing Claims Under Investigation

1. In order to prevent any delayed investigation, claims should be traced currently.
2. Carefully review claims before tracing and be sure that proper information is being requested, also, correct reference to claimed shipment is shown and proper party is being addressed.
3. In tracing local freight agents or D.F.C.A. for claim record or return of claims, please be governed as follows:
 - (a) First tracer should request immediate reply.
 - (b) Copy of second tracer to agent should be sent to District Office requesting his assistance.
 - (c) If necessary for a third tracer, typewritten letter under personal cover should be sent to Freight Agent with a copy to District Office.
4. Claims charged to District Office should be traced on form FCA-58 when in their possession over ninety days.
5. In tracing foreign line Freight Agents, the first tracer should request prompt reply. Second tracer should be sent to proper Freight Claim Official on form FCA-58 (attaching copy of original request). If a third tracer is necessary, a typewritten letter under personal cover should be sent to Freight Agent with a copy to Freight Claim Official giving reference to our previous requests.
6. When tracing Foreign Line Officials for return of claims, be sure to show reference to their file or claim number covering.
7. Railroad wires and Western Union wires should be used when necessary.

Trap Car

When shortage noted at break bulk point under loading seals, ascertain from that point if it is the practice to notify the shippers of such shortages, if they were notified in this particular case and if so, on what date.

U.S. Yards - Chicago

Freight Agent, U.S. Yards, will furnish waybill reference and record. The Supt. of Interchange, Chicago Car Interchange Bureau, will furnish seal record.

Miscellaneous Charges

Fumigating	Prorate Through
Laboratory	Pay in Suspense
Lubliner	Prorate Through
Recoopering	Prorate Through
Veterinary	Charge NYC

All such claims should be passed to OS&D Desk for posting car file and handed to Chief Clerk for review.

U.S. Custom Claims

Involving Marine Dept. should be handled direct with Lighterage Agent.

Warehouse Charges

In the State of California, the warehouses are authorized to access 15% surcharge in addition to their regular published rates.

Western Weighing & Inspection Bureau

See Pages 81 and 83

Wreck Claims

If on foreign line, send to F.C.A. of that line to handle to a conclusion per F.C.D. Rule 8.

If on N.Y.C. and the amount is under \$5,000.00, send claim to Draft Control Clerk on form FCA 131 for posting of wreck file. Form will be marked "Posted & Dated" by clerk.

"Enter and Investigate" claims should be returned to Draft Control Clerk after form FCA 121 or FCA 122 is completed for second posting of date and amount paid. These forms will be noted accordingly by clerk.

"Pay on Receipt" claims should be returned only if the amount paid is changed after original posting.

Issue FCA 22 - See Page 50.

~~CANCELLED~~Trap Car

When shortage noted at break bulk point under loading seals, ascertain from that point if it is the practice to notify the shippers of such shortages, if they were notified in this particular case and, if so, on what date.

U.S. Yards - Chicago

Freight Agent, U.S. Yards, will furnish waybill reference and record. The Supt. of Interchange, Chicago Car Interchange Bureau, will furnish seal record.

Fumigating Charges	Prorate Through
Recoopering Charges	" "
Veterinary Charges	" "

All such claims should be passed to Sales Order Car File Desk for posting.

U.S. Custom Claims

Involving Marine Dept. should be handled direct with Lighterage Agent.

Warehouse Charges

In the State of California, the warehouses are authorized to access 15% surcharge in addition to their regular published rates.

Western Weighing and Inspection Bureau

See Pages 81 and 83.

Wreck Claims

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"Pay on Receipt" claims should be returned only if the amount paid is changed after original posting.

Wrecks - (Continued)

If claim is over \$5,000.00, claim should have synopsis attached, then the above procedure to amount changed will apply.

Effective May 17, 1958, our company is protected by catastrophe liability which covers merchandise that may be lost or damaged in wrecks and derailments. This policy is for \$1,000,000.00 with a deductible clause of \$100,000.00 and includes all derailment costs.

If claim is over \$5000.00, claim should have synopsis attached, then the above procedure to amount changed will apply.

Effective May 17, 1958, our company is protected by catastrophe liability which covers merchandise that may be lost or damaged in wrecks and derailments. This policy is for \$1,000,000.00 with a deductible clause of \$100,000.00 and includes all derailment costs.

CANCELLED

Automobiles

When batteries are installed in vehicles they must be completely protected so that short circuits will be prevented and so secured that leakage of acid will not occur under conditions normal to transportation. (Per I.C.C. Regulation No. 10 H A Campbell 73.250 Par 3).

Eggs

In Metropolitan Area - send claim to District Inspector, R.P.I.A., 34 Exchange St., Jersey City, N. J., on Form M-91-A, for his recommendations.

Fire Brick

Damage especially presented by Koppers Co. or Harbison & Walker. Do not pay full amount. They are subject of compromise. Hand to Mr. H. J. Laehy.

Frozen Foods

Issue Form FCA-22 in duplicate. It will be necessary to prorate most of these claims before these forms can be issued so as to determine the amount chargeable to the NYC Railroad.

Furniture

Damage in Metropolitan Area, send claim to District Manager, Eastern Weighing & Inspection Bureau, 1 Park Avenue, New York, N. Y., for his review and recommendation on Form M-91-A. (See Page 81)

Livestock

From St. Paul over the CB&Q, the CGW comes in for 10 miles.

Claims for feeding charges should be sent to Auditor Freight Revenue, Detroit, Mich., for handling.

Shrinkage Livestock for resale. (See page 25)

Slaughter Stock is purchased on the basis of origin weight, the extent to which animals are filled at time of sale is ordinarily taken into consideration by the buyers, and the transit shrink is nothing actually but belly shrink of the animals and is of no material consequence insofar as loss of tissue or expected yield is concerned.

Although the routing may be via N.K.P., Buffalo, NYC beyond, the freight bill may indicate feeding on the Erie RR at East Buffalo. This entails a switching movement from the Erie RR and should be taken into consideration on prorates.

Several New York receivers are agreeable to 50 per cent plus salvage on dead hogs. It is not necessary to send to D.F.C.A., New York, N.Y. We have authority to amend. (See letter 8/10/50, Commodities: Livestock). (Pages 22 and 23)

Method of settling claims for dead hogs by D.F.C.A., See Page 24.

No salvage on dead animals at New York, Detroit, or Toledo Stockyards.

When livestock contract bears the following notation, "Insured as per CNW Rwy. Form 2128 (revised) premium to be advanced on revenue waybill payment of premium guaranteed by shipper", full amount of claim should be paid and 50% of this amount charged to the CNW Rwy. who will collect from Insurance Co. The balance should prorate in accordance with the appropriate FCD Rule. All papers should accompany our charge to the C&NW.

Hogs - Spraying and Drenching

See Sheet 26.

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See Page 24.

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Hogs - Spraying and Drenching

See Sheet 26.

MEMORANDUM

Buffalo, N.Y. August 10, 1950 RHD:b

Commodities: Livestock - Dead and
Crippled Animals (Hogs)
Claims: Procedure

The attached memorandum shows New York receivers of livestock who are agreeable to accept 50% settlement on dead hogs and 50% plus salvage on hogs removed in transit, also outlines the basis on which each concern is willing to accept settlement on cripples (hogs only).

The Forst Packing Co., Kingston, N.Y. will accept 50% settlements on hogs, sheep, and calves, and 75% on steers; and the Kanus Packing Co., Poughkeepsie, will accept 50% on all dead animals at destination and 50% plus salvage on animals removed in transit.

The commission men at Jersey City are agreeable to 50% settlement on all animals.

In the adjustment of claims with the firms listed, it will not be necessary to refer them to the District Freight Claim Agent at New York, N. Y., for handling with claimant. We have authority to amend and mail check for the proper amount, which should be done by us, and which will avoid the extra handling in passing the files to our district office.

Please be governed accordingly.

R.J. Tiffany

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CLAIMS: PROCEDURE (LIVESTOCK CLAIMS)

BASIS FOR ADJUSTMENT OF LIVESTOCK CLAIMS IN METROPOLITAN AREA:

FIGGE & HUTWELKER

50% on dead (Hogs)

23% on cripples

Removed in transit - 50% of loss plus salvage

MERKEL

50% on dead (Hogs)

18% on cripples

50% of loss plus salvage on animals removed
in transit

GCEBEL

50% on dead (Hogs)

10% on cripples

50% of loss plus salvage on animals removed
in transit

TRUNZ

50% on dead (Hogs)

18% on cripples

50% of loss plus salvage on animals removed
in transit

FORST PACKING CO. OF KINGSTON, N. Y.

50% on dead hogs, sheep, and calves

75% on steers

50% plus salvage on animals removed in transit

Top allowances for cripples 15%

KANUS PACKING CO., POUGHKEEPSIE

50% on all dead animals at destination

50% of loss plus salvage on animals removed
in transit

50% of loss on all animals for commission men at Jersey City.

Hogs

For your information, the following methods of settling claims for deaths in shipments of hogs are observed by District Offices:

<u>NEW YORK</u>	Generally 50% except when there is an unusual number of mortalities; then 100%.
<u>ALBANY</u>	4 dead - 50%. Over 4 dead - 100%.
<u>BOSTON</u>	4 and under - 50%. Over 4 and up to 7 - 60-65%. Over 7 - 100%.
<u>SYRACUSE</u>	50% regardless of number of deads.
<u>ROCHFSTER</u>	4 and under - 50%. Over 4 - 100%.
<u>BUFFALO</u>	Under 5 - 50%. 5 and over - settlements determined by results of post mortems.
<u>CLEVELAND</u>	50% regardless of number.
<u>TOLEDO</u>	50% regardless of number.
<u>CHICAGO</u>	Practically all on 50% basis. Swift Choice Hogs - 100%.
<u>KALAMAZOO</u>	Receives no hog claims.
<u>INDIANAPOLIS</u>	Up to 5 - 50%. Over 5 - 100%.
<u>CINCINNATI</u>	50% regardless of number.

ABSTRACT FROM DEPARTMENTAL MEETING HELD AT BOSTON, MASS., ON
NOVEMBER 8 AND 9, 1951.

SUBJECT 8. SHRINKAGE CLAIMS ON LIVESTOCK - PRESENT POLICY.

Present practice with regard to shrinkage claims on
animals intended for resale is based on formula of Chicago and
Eastern Claim Conference (November 2, 1934) as follows:

Cattle

Under 500 lbs.	-	10 lbs.
" 1000 lbs.	-	15 lbs.
Over 1000 lbs.	-	20 lbs.

One day's delay - 24 hours.

For each additional 24 hours allow not more than 50
per cent of above.

Sheep and Lambs

2 lbs. per head	-	1st 24 hours
3 " " "	-	2nd 24 hours
4 " " "	-	3rd 24 hours

Hogs

3 lbs. per head - 1st 24 hours and 50%
of above for each additional 24 hours.

Where livestock is delayed and due to such delay the
shipper benefits by a rise in the market, increased returns due
to such rise and the above shrinkage allowance is made - such
benefits should be taken into consideration in settlement of
the claim. (Chicago and Eastern Claim Conference 11-2-34).

In accordance with our long established policy, claims
should not be recognized for shrinkage in livestock intended for
immediate slaughter. When extent of delay and proof submitted
by claimant appears to warrant some payment, these claims should
be referred to the undersigned for advice.

COMMODITIES

26

HOGS - Spraying and Drenching

Tariff provides that shipments of hogs in carloads will be drenched with water in transit when necessary.

When outside temperature is 65 degrees or higher, hogs should be sprayed in cars immediately after loading, when circumstances permit, and must be drenched in transit. Train crews must stop at every regular drenching station when temperature exceeds 65 degrees.

Livestock other than hogs should never be drenched.

Location of Spraying and Drenching Stations

Chicago Terminal District

West Kankakee, Ill.	East Gary, Ind.
Elkhart, Ind.	Niles, Michigan
#Illinois River, Ill.	Calumet Park, Ill. (IHB)
	Blue Island, Ill. (IHB)

Northern District

Michigan Central District

East Gary, Ind.	#Willow Run, Mich. ✓
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CCC&StL District Southern District

Ohio Division

Indiana Division

Illinois Division

Peoria & Eastern

Winchester, Ind.	Lynn, Ind.	Brooklyn, Ill.	Urbana, Ill. ✓
Ansonia, Ohio		Mattoon, Ill.	Hilliary, Ill.
Bellefontaine, O.		Harrisburg, Ill.	
Columbus, Ohio		#Marshall, Ill.	

New York Central Western District

Air Line Junction, Ohio	#Illinois River, Ill.
Collinwood, Ohio ✓	West Kankakee, Ill.
	Elkhart, Ind.
	Ashtabula, Ohio

New York Central Eastern District

East Buffalo, N.Y.	#St. Johnsville, N.Y.
Amboy, N.Y.	Selkirk, N.Y. ✓
Rome, N.Y.	
Wayneport, N.Y. ✓	

Boston and Albany District

Selkirk, N.Y.	#West Springfield, Mass.
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For Emergency Use Only

LETTER 5/16/61
FROM BUREAU

Drenching Hogs
at points ✓

South ANDERSON

Coal

Value of coal prorates scale to scale. Unless freight bill indicates that car was scaled and billed at the mine, it will be necessary to determine the initial scaling point before prorating.

Movement record should be obtained on excessive loss not due to leaky hopper.

If a loss is indicated at an intermediate weighing point and a further loss is located between that point and destination, the claim should prorate per following chart:

* * * * Loss # # # # Freight Charges

<u>Initial Wt.</u>	<u>First Reweight</u>	<u>Second Reweight</u>	<u>Destination</u>
* * * * *			
# # # # #	# # # # #	# # # # #	# # # # #
	* * * * *		
	# # # # #	# # # # #	# # # # #
		* * * * *	
		# # # # #	# # # # #

If contents of car is transferred at junction point and claim is received for degradation, ascertain if transferred for the account of the delivering road and if cost of transfer was charged to that road. If so and the transfer was made in a careful manner, the delivering road should be charged the amount claimed per Rule 90.

If any part of the load is dumped, send to OS&D and if no record, handle with the General Yardmaster at the point to ascertain if any coal recovered and, if so, into what car loaded and disposition made of same. If he is unable to advise, handle with the Supt. of the Division involved. If taken for Company Use, see instructions under "Company Use".

At Chicago and Detroit, the claimant is entitled to 25 cents per net ton for handling charge. This item is included in the value of the coal when distributing.

Water allowance can only be deducted at origin and not again at reweigh point.

Coal Cont'd.

L&N Railroad scale ticket will have an "X" to show if weighed at the mines or at DeCoursey, Ky.

Shipments originating in Southern Illinois (Harrisburg District) and destined to St. Louis move via Eldorado, Ill., and Illinois Central Railroad or L&N Railroad to East St. Louis, then via NYC to switch line via A&S or TRRA.

Central Illinois Public Service, Springfield, Ill., allow 1,000 lbs. per car for losses from clear record cars consigned to themselves at Eutsonville, Ill., from all points except cars that are not weighed at the mine.

On clear record cars no payment should be made if loss is less than the scale tolerance of $1\frac{1}{2}\%$ of the billed weight.

Photo copy of waybill should show where car was weighed in transit.

Destined to Penn., Ind., show the destination as Mishawaka, Ind., instead of Penn., Ind. (Do not include Twin Branch Railroad in prorate.)

Lyons Yard is Danville, Ill. Superintendent at Mattoon can advise as to salvage.

Any reweigh fee included in claim, except off line, should be charged to NYC Account 143-15.

When claim supported with truck scale tickets, these must be certified as to their correctness.

Grain

"Official Weights" are those obtained over large capacity scales (at least 30,000 #) and supervised by an independent supervising agency.

"Unofficial Weights" are those obtained over truck scales or small capacity scales or are not supervised as above.

Claims for losses involving "Unofficial Weights" are subject to compromise adjustment.

When a shipment of grain consigned to a Terminal Elevator is weighed by the carrier at the request of the shipper, the regular tariff charge for weighing shall be made.

Claims for loss over \$75.00 indicating leakage through grain doors. Ask agent at origin if the grain doors were applied by carrier or shipper. If by the shipper, were same applied in accordance with A.A.R. Circular #36? If not inspected by carrier, refer claim to Mr. H. Laehy.

When adjusting claims for degradation of grain caused by delay, the normal movement of car, as well as owners' delay, should be taken into consideration.

The Pennsylvania Farm Bureau, Harrisburg, Pa., has agreed to use shippers' weights and not the railroad track scale when presenting claims.

We pay 50% on losses from clear record cars
" " 100% " " " leakers
No letter necessary from shippers to amend

When a Buffalo Elevator is involved and loss is over 1,000 lbs. on a clear record car, claim must be sent to the District Manager, Eastern Weighing and Inspection Bureau, 915 Ellicott Square, Buffalo, N. Y., for investigation.

When an Albany elevator is involved in similar losses, the claim should be referred to District Manager, Eastern Weighing and Inspection Bureau, 1 Park Ave., New York, N. Y., for investigation.

Harbor Shortages

Differences in outturn weights from Weehawken Grain Elevator to grain boats as against outturn weights from grain boats to steamer should be charged to Account 774 and FCA Form 22 should be issued.

Claims for loss under 1,000 lbs. involving crosstown movements at Buffalo may be paid on receipt, provided official weight certificates of both elevators are furnished with claim.

Wood grain doors weigh 55 pounds each.

Paper grain doors weigh 14 pounds each.

Grain claims involving Buffalo Creek in crosstown movement should be handled as described under foreign line charges, Pages 54, 55 and 57.

See attached list of elevators in Buffalo, Chicago, Cincinnati, Columbus, East St. Louis, Kalamazoo, Indianapolis, and Toledo. (See Pages 33 to 43 inclusive)

Shortage of grain or grain products on clear record cards only, presented by the International Milling Co., Minneapolis, covering movement from or to their Federal Milling Division at Lockport or to their elevator at Cleveland, Ohio, should be referred to Mr. H. J. Laehy before payment.

Weight of grain and grain products (See Pages 31 and 32.

WEIGHTS OF CEREALS AND CEREAL PRODUCTS
WHEN POURED LOOSELY INTO TIFSTER OF ONE CU. FT. CAPACITY

<u>Seeds</u>	<u>Pounds Per Cu. Ft.</u>	<u>Pounds Per Bushel</u>
Beans (white)	48.18	60.0
Beans (Soy)	47.25	57.6
Peas	48.18	60.
Cow Peas	44.97	56.
Speltz	32.12	40.
Sorghum Seed	32.12	40.
Millet Seed	40.15	50.
Broom Corn Seed	41.76	52.
Cane Seed	41.76	52.
Rape Seed	48.18	60.
Sunflower Seed	38.54	48.
Timothy Seed	36.14	45.
Hempseed	35.33	44.
Flaxseed	43.36	54.
<u>Oats</u>		
Oats	25.7	32.
Oat Feed	28.59	35.6
Oat Hulls	8.03	10.
Ground Oat Hulls	11.24	14.
<u>Cotton Seed</u>		
Cotton Seed	20.56	25.6
Cotton Seed	7.71	9.6
<u>Rye</u>		
Rye	43.68	54.4
Rye Feed	33.4	41.6
Rye Meal	38.54	48.
Rye Bran	15.42	19.2
Malted Rye	32.12	40.
<u>Barley</u>		
Barley	38.54	48.
Malted Barley	30.48	38.
Malt Sprouts	15.42	19.2
<u>Rice</u>		
Rough Rice	32.12	40.
Clean Rice	48.18	60.
Rice Hulls	20.56	25.6
<u>Misc.</u>		
Sugar	100.	124.2
Salt	70.	87.
Charcoal	24.09	30.
Beet Pulp	16.06	20.
Molasses Feed	20.56	25.6
Linseed Meal	24.09	30.

Molasses 11 lbs. 10 oz. per Gal.

WEIGHTS OF CEREALS AND CEREAL PRODUCTS
WHEN POURED LOOSELY INTO TESTER OF ONE CU.FT. CAPACITY

<u>Products</u>	<u>Pounds Per Cu.Ft.</u>	<u>Pounds Per Bushel</u>
Wheat Flour	31.	38.57
Wheat Bran	11.	13.69
Wheat Midds	24.	29.86
Cracked Corn (over No. 8W)	40.13	49.92
Cracked Corn (thru No. 8W)		
(over No. 12W)	39.75	49.46
Cracked Corn (thru No. 12W)	38.	47.28
Cracked Wheat (12 cut Le Page)	35.5	44.17
Mill Run Feed	19.	23.64
Milo & Kaffir Corn (whole)	48.25	60.03
Oat Groats (whole)	46.56	57.93
Fine Ground Oats	30.	37.33
Buckwheat (whole)	44.25	55.06
Scoured Barley (whole)	41.	51.01
Fine Ground Barley	46.	57.23
Cotton Seed Meal	37.	46.04
Fine Charcoal	14.5	18.04
Medium Oyster Shell	44.5	55.37
Alfalfa Meal	11.	12.44
Copra Meal	27.	33.59
Bone and Meat Meal	45.	55.99
Bone Meal	48.28	61.28
Salt	70.	87.
<u>Wheat</u>	<u>Pounds Per Cu. Ft.</u>	<u>Pounds Per Bushel</u>
Wheat	48.18	60.
Cracked Wheat	33.5	41.68
Wheat Screenings	17.67	22.
Fine Ground Wheat	38.54	48.
<u>Corn</u>		
Corn	45.	56.
Ear Corn	56.21	70.
Corn Meal	38.54	48.
Corn and Cob Meal	35.49	44.8
Corn Bran	12.85	16.
Gluten Meal	43.68	54.4
Gluten Feed	33.4	41.6
Germ Oil Meal	35.49	44.8
Hominy Meal	44.33	55.2
Distillers Grain	17.99	22.4
Brewers Grain	15.42	19.2
Corn and Oat Chop	17.67	22.
Starch	77.09	96.
<u>Buckwheat</u>		
Buckwheat Flour	41.11	51.2
Buckwheat Bran	15.42	19.2
Buckwheat Hulls	12.85	16.

BUFFALO

ELEVATORS & MILLS

ELEVATORSMILLS

American	PRR	Black Rock Milling Co.	NYC ✓
General Mills	BC	EASTERN STATES	NYC ✓
Superior Cargill	BC	Fleischmans	Erie
Can Pool	LV	Pratt Food	NKP-NYC* ✓
Dellwood	PRR	Purina Mills	NYC&StL
Frontier	BC	Allied Mills	NYC&StL
Marine A	PRR	Maritime	S.Bflo.
Electric Cargill	PRR	Meyer Malt	NYC ✓
American L&Rail	PRR	Pillsbury	BC-DLW*
Perots	PRR	Pillsbury Pool	LV
		Washbury N. Crosby	BC
Pierce Grain	BC	GLF Mills	BC-NYC*
Iron & Con	NYC ✓	Hecker Jewel-	PRR & *
		Standard Milling Co.	NYC ✓
Seneca	BC		
Mutual	BC	International Mill	PRR
Standard	PRR	Russell Miller	PRR
GLF	BC	Wollanbergs	NYC
Kellogg	BC	Dold Feed Co.	PRR
Marine B	BC	Kreiner & Sons	Erie
C. Terminal	PRR	Urbans	NYC ✓
Hecker H O	NYC ✓	Kelloggs	NYC ✓
Concrete	NYC ✓		

*D.F.C.A. should indicate origin road

GRAIN ELEVATORS IN CHICAGO, ILL.

<u>ELEVATOR OR INDUSTRY</u>	<u>LOCATION</u>	<u>DELIVERING RAILROAD</u>
American Mze. Prods. Co.	Roby, Indiana	Penn., IHB*
Arcady Farms Milling Co.	138th & Halsted St., Riverdale, Ill.	IHB
Badenoch Elev.	17th St. & Damen Ave.	CB&Q
Belt Elev.	87th & Stewart Ave.	Belt
Bisbee Linseed Elev.	2012 Butler, Chgo. Hts.	C&EI
Calumet Elev.	102nd & Calumet River	Belt
Cargill Elev.	122nd & Torrence Ave.	C&NW
Columbia Elev.	105th & Penn. RR	Penn, NYC*
Concrete Elev.	Kenton & Cortland	C&NW, CMStP*
Continental "A"	93rd & Harbor Ave.	CRI&P
Continental "D"	33rd & Benson Sts.	Wabash, CJ*
Continental "J"	123rd & South Park	MC
Cont'l Standard	Hammond, Indiana	IHB
Corn Prods. Refg.	Argo, Illinois	IHB
Eckhart Milling Co.	1300 Carroll Ave.	Penn.
Erie Elev.	51st & Wallace Sts.	Erie
Fleischmann Malt. Co.	51st Pl. & Leavitt St.	Penn.
Gateway Elev.	124th & Doty Avenue	CRI&P
Glidden "A" Elev.	117th & Torrence Ave.	Penn.
Glidden "B" Elev.	1825 N. Laramie	St. P.
Hales Elev.	140th & Halsted St., Riverdale, Ill.	IHB
Irondale Elev.	108th & Calumet River	CRI&P
Kensington Elev.	123rd & Cottage Grove	MC
New York Central Elev.	Indiana Harbor, Ind., P. O. Box 416, East Chicago, Ind.	NYC
Norris Elev.	96th & Calumet River	Penn., IHB*
Rialto Elev.	104th & Calumet River	Belt
Rice-Powell Elev.	124th & Doty Avenue	CRI&P
Santa Fe Elev.	27th & Damen Ave.	CR&I
Schwill A & B Elevs.	103rd & Avenue "C"	NYC, Penn.*
Spencer-Kellogg Elev.	22nd & Lumber Sts.	CB&Q
States Grain	1754 N. Marshfield	CMStP.

H. W. Ewert,
Weighmaster
Chicago Board of Trade

*D.F.C.A. should indicate origin road

GRAIN ELEVATORS IN CINCINNATI, OHIO

<u>Elevators</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
Early & Daniel Fairmount Elev.	Hopper 150,000#	Bd. of Trade	B&O RR
Early & Daniel Riverside Elev.	Hopper 72,000#	Bd. of Trade	B&O RR
Early & Daniel Sixth St. Elev.	Hopper 80,000#	Bd. of Trade	NYC RR
Cooperative Mills	2 Track Scales 200,000# each	Bd. of Trade	PRR
Archer-Daniels- Midland Co.	Hopper 150,000#	Bd. of Trade	NYC & PRR*
	Track Scale 250,000#		
Cincinnati Grain & Hay Co.	2 Hopper 48,000# each	Bd. of Trade	PRR
Quaker Oats Co.	Hopper 80,000#	Chamber of Commerce	NYC
	Track Scale 240,000#		
Seagram Distillery	Track Scale 200,000#	Chamber of Commerce	NYC
Scherley Distillers Lawrenceburg, Ind.	Track Scale 200,000#	Chamber of Commerce	NYC

*D.F.C.A. should indicate origin road

GRAIN ELEVATORS IN COLUMBUS, OHIOAll Supervised by Columbus Board of Trade

<u>Elevator</u>	<u>Type of Scale</u>	<u>Served By</u>
Continental Grain Co.	Two Howe Track Scales 200,000# capacity	N&W RR
<u>Eshelman Grain Co.</u>	<u>Fairbanks Morse Track Scale</u> 200,000# capacity	<u>CCCStL RR</u>
<u>Farm Bureau Coop.</u>	<u>Two Fairbanks Morse Hopper</u> Scales One 120,000# capacity One 150,000# capacity	<u>NYC RR</u>

GRAIN ELEVATORS IN E. ST. LOUIS, ILL.

<u>Elevators</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
<u>PUBLIC</u>			
Albrecht	Hopper 65,000#	Fed. Licensed	TRRA & WAB*
Brooklyn	Hopper 120,000#	Mo. State Wgh. & Insp.	TRRA
Burlington	Hopper 150,000#	Mo. State Wgh. & Insp.	CB&Q
Cargill "O"	Hopper 150,000#	Merchants Exchange	A&S
Cargill "R"	Hopper 120,000#	Merchants Exchange	A&S
Continental	Hopper 120,000#	Merchants Exchange	TRRA
Continental "C"	Hopper 60,000#	Mo. State Wgh. & Insp.	MoPac RR
Corneli	Hopper 120,000#	Merchants Exchange	MoPac RR
Elam	Hopper 150,000#	Mo. State Wgh. & Insp.	Wabash
Missouri Pacific	Hopper 120,000#	Mo. State Wgh. & Insp.	Mo. Pac. RR

*D.F.C.A. should indicate origin road

COMMODITIES

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GRAIN ELEVATORS IN E. ST. LOUIS, ILL.

<u>Owner or Operator</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
<u>PRIVATE</u>			
Allhoff Bros.	Platform 53,000#	No grain unloaded	TRRA
Allied Mills	Track 240,000#	Merchants Exchange	A&S
Anheuser-Busch	Track (Weighed by MFGRS RR) 300,000#	Merchants Exchange	MFGRS. RR
Blanton Co.	Track 240,000#	W.W.& I.B.	Ill.Term.* & CB&Q
Checkerboard Elev.	Hopper 50,000#	Mo.State Wgh. & Insp.	TRRA
Dixie Mills	Hopper 60,000#	WW&IB and Plant Supt.	SOU RR
Eureka Mills	Hopper 20,000#	No Supvr. & Plant Supt.	Mo.Pac.RR
Flour Mills of America	Hopper 130,000#	Mo.State Wgh. & Insp.	TRRA
H. Heinrichsmeyer	Hopper 40,000#	Mer.Exch.(Out of Bus.12/31/54	MO.PAC-RR
J. F. Imbs Mlg.Co.	Hopper 120,000#	Merchants Exchange	SOU. RR
Lauhoff Grain Co.	Track 300,000#	Wrecking Plant	Mo.Pac.RR
National Oats	Hopper 150,000#	W.W.& I.B.	Sou. RR
Nutrena Mills	Hopper 60,000#	W.W.& I.B. & Plant Supt.	SOU. RR
Purina Mills	Hopper & Track 120,000#	Merchants Exchange	TRRA
	Track 300,000#	Merchants Exchange	TRRA

GRAIN ELEVATORS IN E. ST. LOUIS, ILL.

<u>Owner or Operator</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
J. C. Roever Fd.	Hopper, 80,000# Truck 20,000#	No supervision	TRRA
Staley Mlg.	Track 300,000#	Merchants Exchange	SOU RR
(A) Russell-Miller Mlg. Co.	Hopper 120,000#	Chamber of Commerce	Ill.Term.-* NYC & GM&O (Joint)
(B) Russell-Miller	Hopper 90,000#	Chamber of Commerce	Ill.Term.
Toberman Grain	None - Weighing done by E.St.Louis Rwy.		Junction
Ultra Life Lab.	Track 350,000#	Merchants Exchange	SOU RR
Union Starch & Refining Co.	Track 300,000#	Merchants Exchange	TRRA

*D.F.C.A. should indicate origin road.

COMMODITIES

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GRAIN ELEVATORS IN INDIANAPOLIS, IND.

<u>Elevator</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
Acme Evans Co.	Hopper (Fairbanks) 40,000#	Indpls. Board of Trade	NYC
Acme Evans Co.	Hopper (Fairbanks) 120,000#	Indpls. Board of Trade	NYC
Cleveland Grain	Hopper (Fairbanks) 120,000# 120,000# 120,000#	Indpls. Board of Trade	NYC
Early & Daniels	Hopper (Fairbanks) 120,000# 120,000#	Indpls. Board of Trade	NYC
Evans Milling Co.	Hopper (Fairbanks) 118,000# 97,000# 120,000# 30,000#	Indpls. Board of Trade	Indpls. Union
Glidden Co.	Hopper (Fairbanks) 120,000# Hopper (Webb) 120,000# 120,000#	Indpls. Board of Trade	Indpls. Union
Indiana Grain Coop.	Hopper (Fairbanks) 120,000# 120,000#	Indpls. Board of Trade	NYC
National Starch Prod. Co.	Hopper (Fairbanks) 72,000#	Indpls. Board of Trade	Indpls. Union

COMMODITIES

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GRAIN ELEVATORS IN KALAMAZOO, MICHIGAN

<u>Elevator</u>	<u>Type of Scale and Capacity</u>	<u>Weights Supervised By</u>	<u>Served By</u>
Farm Bureau Service Ind.	Two Hopper Scale 5000# each	State of Mich. Dept. of Agr.	NYC RR
Little Bros.	One Hopper Scale 10,000#	State of Mich. Dept. of Agr.	PRR

COMMODITIES

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TOLEDO BOARD OF TRADEToledo, Ohio

Anderson Maumee Elev.

<u>ELEVATOR</u>	<u>STORAGE CAPACITY</u>	<u>RR</u>	<u>TYPE OF SCALE CERTIFIED</u>	<u>COMMODITY</u>
ANDERSON ELEVATOR CO. MAUMEE, OHIO	14,000,000	WAB	One Track (240,000#Cap)	Bulk Grain & Other Comm.
MID STATES YEOL B&O ELEVATOR TOLEDO, OHIO	400,000	B&O	Two Hoppers (Ea. 84,000#Cap)	Bulk Grain
CARGILL, INC. MAUMEE, OHIO	4,639,000	WAB	Two Hoppers (Ea. 150,000#Cap)	Bulk Grain
CARGILL GRAIN EAST SIDE IRON ELEV. TOLEDO, OHIO	1,600,000	NYC	Two Tracks (Ea. 200,000#Cap) Two Hoppers (Ea. 150,000#Cap)	Bulk Grain Bulk Grain
GEN. MILLS, INC. (FEED) ROSSFORD, OHIO	1,000,000	TERM	One Track (200,000#Cap) Three Hoppers (Ea. 120,000#Cap)	Bulk-GrainMeal Bulk Grain
GEN. MILLS, INC. (OIL) ROSSFORD, OHIO	1,500,000	TERM	One Elec. Controlled Hopper (5,000# Cap) One Oil Tank (75,000# Cap)	Soybeans Soybean Oil
INDUSTRIAL SOYA CO. #1 TOLEDO, OHIO	200,000	NYC	Two Hoppers (Ea. 40,000#Cap)	Bulk Grain
INDUSTRIAL SOYA CO. #2 TOLEDO, OHIO	100,000	PRR	One Hopper (120,000#Cap)	Bulk Grain
MICHIGAN ELEVATOR EX. SYLVANIA, OHIO	5,800,000	NYC	Two Hoppers (Ea. 150,000#Cap)	Bulk Grain
O & M SEED COMPANY TOLEDO, OHIO	200,000	NKP	One Track (200,000#Cap)	Bulk&Sack Gr.
RICE GRAIN TERMINAL HOLLAND, OHIO	875,000	NYC	One Hopper (150,000#Cap)	Bulk Grain
SEAWAY GR. & STOR. CORP. TOLEDO, OHIO	6,000,000	NKP	Two Hoppers (Ea. 150,000#Cap)	Bulk Grain

(CONTINUED)

COMMODITIES

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TOLEDO BOARD OF TRADEToledo, Ohio

<u>ELEVATOR</u>	<u>STORAGE CAPACITY</u>	<u>RR</u>	<u>TYPE OF SCALE CERTIFIED</u>	<u>COMMODITY</u>
WIRTHMORE MILLS TOLEDO, OHIO	300,000	NYC	One Hopper (75,000#Cap)	Bulk-GrainMeal
SPENCER KELLOGG TOLEDO, OHIO		PRR		
OHIO FARMERS GRAIN CO. FOSTORIA, OHIO		NYC&StL		

MARINE LEG CAPACITY PER HOUR

Anderson Elevator Company	15,000
B&O Elevator	15,000
East Side Iron Elevator	15,000
National Biscuit Company	15,000

NEW YORK CENTRAL SYSTEM

Toledo, Ohio. March 7 1961

Grain : Elevators

Mr. R.J. Tiffany:

Herewith a revised listing of Grain Elevators coming under the jurisdiction of The Toledo Board of Trade.

Note a few additions: Andersons Marine Elevator was finished last September, at present is used primarily as temporary storage for boat loading.

Cargill's East Side Elevator: was formerly known as The East Side Iron Elevator of Norris Grain Co., who sold out their interests at Toledo. Cargill closed the elevator last July for repairs and those repairs have now been completed and the elevator opened on March 1st. A marine leg was built as well as additional trackage for storage purposes and capacity was increased 200,000 bushels.

Mid -States Terminal, was formerly The B&O Elevator of The Norris Grain Co., and is now being operated jointly by The Ohio Farmers Grain Co., Fostoria, Ohio., The Farm Bureau Columbus, Ohio. and The Indianapolis Grain Co., of Indianapolis, Ind. This elevator also underwent a renovation and a marine leg was also built and will be ready for operation this summer.

Louis Sendi.

ELEVATOR	STORAGE CAPACITY	RR	TYPE OF SCALE CERTIFIED	COMMODITY
ANDERSON ELEVATOR CO. MAUMEE, OHIO	14,000,000	WAB	One Track (240,000# Cap) One Hopper Automatic (50,000# Cap)	Bulk Grain & Other Commod Bulk Grain
ANDERSON PLANT 2 TOLEDO, OHIO <i>FORMERLY ARCHER DANIELS MIDLAND Co.</i>	200,000	NYC	One Track (250,000# Cap)	Bulk Grain & Other Commodit
ANDERSON MARINE ELEVATOR TOLEDO, OHIO <i>NEW</i>	600,000	WAB	One Hopper Automatic (50,000# Cap)	Bulk Grain
CARGILL, INC. MAUMEE, OHIO	4,639,000	WAB	Two Hoppers (Ea. 150,000# Cap)	Bulk Grain
CARGILL EAST SIDE ELEVATOR TOLEDO, OHIO <i>FORMERLY NORRIS GRAIN EAST SIDE IRON ELEVATOR</i>	⁸ 1,800,000	NYC	One Track (200,000# Cap) Two Hoppers (Ea. 150,000# Cap)	Bulk Grain & Other Commod Bulk Grain
GENERAL MILLS, FEED DIV. ROSSFORD, OHIO <i>PLANT CLOSED</i>	1,000,000	TERM	One Track (250,000# Cap) Three Hoppers (Ea. 120,000# Cap)	Bulk Grain-M Bulk Grain
GENERAL MILLS SPEC. PROD DIV. ROSSFORD, OHIO <i>Howard Wards Weights not certified not a member of Toledo Board of Trade try to get in under weight agreement</i>	1,500,000	TERM	1 Elec. Controlled Hopper (5,000# Cap) 1 Oil Tank (75,000# Cap)	Soybeans Soybean Oil
INDUSTRIAL SOYA CO. #1 TOLEDO, OHIO	200,000	NYC	Two Hoppers (Ea. 40,000# Cap)	Bulk Grain
INDUSTRIAL SOYA CO. #2 TOLEDO, OHIO	100,000	PENN	One Hopper (. 120,000 # cap.)	Bulk Grain
MICHIGAN ELEVATOR EXCHANGE SYLVANIA, OHIO	5,800,000	NYC	Two Hoppers (Ea. 150,000# Cap)	Bulk Grain
MIDS-STATES TERMINALS TOLEDO, OHIO <i>OHIO FARMERS GRAIN FOSTORIA OHIO FARM BUREAU COLUMBUS OHIO INDIANA GRAIN INDIANAPOLIS IND. FORMERLY: BTO ELEV. OF NORRIS GR.</i>	400,000	B&O	Two Hoppers (Ea. 84,000# Cap)	Bulk Grain
O & M SEED COMPANY TOLEDO, OHIO	200,000	NKP	One Track (200,000# Cap)	Bulk & Sack
RICE GRAIN TERMINAL HOLLAND, OHIO	875,000	NYC	One Hopper (150,000# Cap)	Bulk Grain
SEAWAY GRAIN & STORAGE CORP. TOLEDO, OHIO <i>FORMERLY: NATIONAL DISCUT.</i>	6,000,000	NKP	Two Hoppers (Ea. 150,000# Cap)	Bulk Grain
WIRTHMORE MILLS TOLEDO, OHIO <i>FORMERLY KASCO MILLS</i>	300,000	NYC	One Hopper (75,000# Cap)	Bulk Grain-M

27,614,000

MARINE LEG CAPACITY PER HOUR

Anderson Elevator Company	50,000	} 100,000	37,714,000
Cargill East Side Elevator	20,000		
Mid-States Terminals, Inc.	15,000		
Seaway Grain & Storage Corp.	15,000		

N.Y.C. SYSTEM
TOLEDO, OHIO
FEB 12 1962
OFFICE OF
ST. FREIGHT CLAIM AGT.

TOLEDO BOARD OF TRADE

<u>ELEVATOR</u>	<u>STORAGE CAPACITY</u>	<u>RR</u>	<u>TYPE OF SCALE CERTIFIED</u>	<u>COMMODITY</u>
THE ANDERSONS MAUMEE, OHIO	14,000,000	WAB	One Track(240,000#Cap) One Hopper Automatic(50,000#)	Bulk Grain & Other Commodities Bulk Grain
THE ANDERSONS PLANT 2 TOLEDO, OHIO	200,000	NYC	One Track(250,000# Cap)	Bulk Grain & Other Commodities
THE ANDERSONS MARINE ELEV.	600,000	WAB	One Hopper Automatic(50,000#)	Bulk Grain
CARGILL, INC. MAUMEE, OHIO	4,400,000	WAB	Two Hoppers(Ea150,000# Cap)	Bulk Grain
CARGILL EAST SIDE ELEV. TOLEDO, OHIO	1,800,000	NYC	One Track(200,000# Cap) Three Hoppers(Ea150,000#Cap)	Bulk Grain & Other Commodities Bulk Grain
DEWINE'S STORAGE TOLEDO, OHIO	200,000	NKP	One Track(200,000# Cap)	Bulk & Sack Grain
GENERAL MILLS, FEED DIV. * ROSSFORD, OHIO	1,000,000	TERM	(WEIGHTS NOT CERTIFIED)	LEASED BY HOWARD WARD NOT A READER OF TEST WEIGHTS NOT CERTIFIED TO SECURE WEIGHT AGREEMENT FROM EWIB
GEN. MILLS SOYBEAN DIV. ROSSFORD, OHIO	1,500,000	TERM	One Elec. Controlled Hopper (5,000# Cap) One Oil Tank(75,000# Cap)	Soybeans Soybean Oil
GEN. MILLS GROC. PROD. DIV. TOLEDO, OHIO		DTI	One Track (300,000# Cap)	Bulk Flour & Other Commodities
INDUSTRIAL SOYA CO. #1 TOLEDO, OHIO	200,000	NYC	Two Hoppers (Ea.40,000#Cap)	Bulk Grain
INDUSTRIAL SOYA CO. #2 TOLEDO, OHIO	100,000	PENN	One Hopper(120,000 # Cap)	Bulk Grain
MICHIGAN ELEV. EXCHANGE SYLVANIA, OHIO	5,800,000	NYC	Two Hoppers(Ea150,000# Cap)	Bulk Grain
MID-STATES TERMINALS TOLEDO, OHIO	1,600,000	B&O	Two Hoppers(84,000# Cap) Two Hoppers(Ea 150,000# Cap)	Bulk Grain Bulk Grain
RICE GRAIN TERMINAL HOLLAND, OHIO	1,200,000	NYC	One Hopper(150,000# Cap)	Bulk Grain
SEAWAY GRAIN & STOR. CORP. TOLEDO, OHIO	6,750,000	NKP	Two Hoppers(Ea150,000#Cap)	Bulk Grain
WIRTHMORE MILLS TOLEDO, OHIO	300,000	NYC	One Hopper (75,000# Cap)	Bulk Grain & Meal
TOTAL	39,650,000			

MARINE LEG CAPACITY PER HOUR

The Andersons	50,000
Cargill East Side Elevator	50,000
Mid-States Terminals, Inc.	50,000
Seaway Grain & Storage Corp.	15,000

TOLEDO BOARD OF TRADE

TOLEDO GRAIN MOVEMENT

RECEIPTS (BUSHELS)

	1961	1960	1959
WHEAT	42,536,799	a 35,429,699	b 33,217,055
CORN	48,945,673	47,692,656	44,924,202
OATS	8,968,073	13,275,342	13,544,036
RYE	107,696	104,834	270,962
BARLEY	189,173	254,965	541,690
SOYBEANS	17,479,826	15,696,323	15,425,337
TOTAL	* 118,227,240	** 112,453,819	*** 107,923,282

* Inc. 43,396,740 by Truck a Inc. 61,938 by Lake b Inc. 273,876 by Lake
 ** Inc. 26,798,208 by Truck *** Inc. 22,265,506 by Truck

SHIPMENTS (BUSHELS)

	1961	1960	1959
WHEAT	a 26,653,633	e 20,352,705	h 17,146,251
CORN	b 47,603,445	f 34,869,233	j 33,338,005
OATS	c 8,231,737	10,285,000	11,056,108
RYE	33,168	171,700	228,813
BARLEY	105,181	162,000	338,795
SOYBEANS	d 15,363,267	g 11,890,750	k 9,935,047
TOTAL	* 97,990,431	77,731,388	72,043,019

a Inc. 10,091,336 by Lake e Inc. 5,887,905 by Lake h Inc. 2,361,051 by Lake
 b Inc. 20,827,064 by Lake f Inc. 7,936,733 by Lake j Inc. 6,498,871 by Lake
 c Inc. 172,562 by Lake g Inc. 7,301,150 by Lake k Inc. 4,673,646 by Lake
 d Inc. 11,579,148 by Lake
 * Inc. 1,187,321 by Truck

TOTAL CARS RECEIVED AND FORWARDED

	RECEIPTS			SHIPMENTS		
	1961	1960	1959	1961	1960	1959
WHEAT	17,445	15,838	16,671	9,181	8,036	8,214
CORN	16,106	18,946	17,770	13,990	14,175	14,125
OATS	2,838	4,651	4,601	2,844	4,114	4,418
RYE	37	37	101	18	101	133
BARLEY	37	86	168	52	81	177
SOYBEANS	3,109	5,120	5,336	2,098	2,530	2,923
TOTAL	39,572	44,678	44,647	28,183	29,037	29,990

Compiled by A. E. Schultz,
 Executive Secretary

TOLEDO ELEVATORS AND CAPACITIES

ANDERSON ELEVATOR COMPANY	14,800,000
CARGILL, INC.	4,400,000
CARGILL EAST TOLEDO ELEVATOR	1,800,000
DEWINE'S STORAGE	200,000
GENERAL MILLS, INC.(FEED)	1,000,000
GENERAL MILLS, INC. (SPEC. PROD. DIV.)	1,500,000
INDUSTRIAL SOYA CO. #1	200,000
INDUSTRIAL SOYA CO. #2	100,000
MICHIGAN ELEVATOR EXCHANGE	5,800,000
MID-STATES TERMINALS, INC.	1,600,000
RICE GRAIN TERMINAL	1,200,000
SEAWAY GRAIN & STORAGE CORP.	6,000,000
WIRTHMORE MILLS	300,000
TOTAL	<u>38,900,000</u>

MARINE LEG CAPACITY PER HOUR

Anderson Elevator Company	50,000
Cargill East Toledo Elevator	50,000
Mid-States Terminals, Inc.	50,000
Seaway Grain & Storage Corp.	15,000

TOLEDO ELEVATORS AND CAPACITIES

THE ANDERSONS	14,800,000
CARGILL, INC.	4,400,000
CARGILL EAST TOLEDO ELEVATOR	1,800,000
DEWINE'S STORAGE	200,000
GENERAL MILLS, INC.	2,500,000
INDUSTRIAL SOYA #1	200,000
INDUSTRIAL SOYA #2	100,000
MICHIGAN ELEVATOR EXCHANGE	5,800,000
MID-STATES TERMINALS, INC.	1,600,000
RICE GRAIN TERMINAL	1,200,000
NATIONAL BISCUIT COMPANY	6,750,000
WIRTHMORE MILLS	<u>300,000</u>
TOTAL:	39,650,000

MARINE LEG CAPACITY PER HOUR

The Andersons	50,000
Cargill East Toledo Elevator	50,000
Mid-States Terminals, Inc.	50,000
National Biscuit Company	15,000

TOLEDO ELEVATORS AND CAPACITIES

THE ANDERSONS	14,800,000
CARGILL, INC.	4,400,000
CARGILL EAST TOLEDO ELEVATOR	1,800,000
DEWINE'S STORAGE	200,000
GENERAL MILLS, INC.	2,500,000
INDUSTRIAL SOYA #1	200,000
INDUSTRIAL SOYA #2	100,000
MICHIGAN ELEVATOR EXCHANGE	5,800,000
MID-STATES TERMINALS, INC.	1,600,000
RICE GRAIN TERMINAL	1,200,000
NATIONAL BISCUIT COMPANY	6,750,000
WIRTHMORE MILLS	<u>300,000</u>
TOTAL:	39,650,000

MARINE LEG CAPACITY PER HOUR

The Andersons	50,000
Cargill East Toledo Elevator	50,000
Mid-States Terminals, Inc.	50,000
National Biscuit Company	15,000

TOLEDO GRAIN RECEIPTS AND SHIPMENTS FOR THE PAST 25 YEARS

RECEIPTS

YEAR	WHEAT	CORN	OATS	RYE	BARLEY	SOYBEANS	TOTAL
1962	36,986,693	54,131,267	12,765,896	202,259	355,760	26,261,958	130,703,833
1961	42,536,799	48,945,673	8,968,073	107,696	189,173	17,479,826	118,227,240
1960	35,429,699	47,692,656	13,275,342	104,834	254,965	15,696,323	112,453,819
1959	33,217,055	44,924,202	13,544,036	270,962	541,690	15,425,337	107,923,282
1958	31,589,979	31,306,995	8,594,503	129,986	519,483	14,584,500	86,725,446
1957	24,962,160	38,756,632	4,858,413	54,797	107,764	11,047,107	79,786,873
1956	32,499,172	49,301,081	13,486,267	54,811	280,334	9,016,292	104,637,957
1955	29,049,788	46,980,757	10,442,860	139,368	328,298	11,944,297	98,885,368
1954	39,467,786	33,475,828	7,856,588	102,153	152,521	8,317,631	89,372,507
1953	32,126,106	24,087,195	4,574,085	45,737	201,600	7,452,455	69,487,178
1952	24,285,923	17,308,509	4,355,231	24,000	240,000	5,868,192	51,899,855
1951	23,951,413	14,581,769	4,732,104	88,786	196,800	6,926,495	50,477,367
1950	20,891,745	16,609,370	3,726,000	65,600	144,000	4,130,626	45,567,341
1949	28,631,032	12,887,700	5,837,390	158,400	472,000	5,792,020	53,778,542
1948	28,170,300	6,580,900	2,860,000	289,600	404,800	4,715,800	43,021,400
1947	22,415,226	7,106,000	3,865,470	225,600	400,000	6,291,700	40,303,996
1946	19,564,115	7,926,200	5,582,100	46,000	609,600	4,869,900	38,598,415
1945	33,284,840	4,009,600	3,273,320	24,000	1,195,395	5,355,200	47,142,355
1944	30,044,685	2,992,000	3,686,520	34,500	1,347,000	5,235,200	43,339,905
1943	21,858,135	6,296,000	5,924,685	718,500	2,647,470	2,099,200	43,543,990
1942	15,576,685	8,023,300	6,478,765	1,864,300	1,150,000	4,038,200	37,131,650
1941	16,861,460	4,564,000	4,846,300	46,200	442,800	3,511,500	30,252,260
1940	13,452,825	5,056,800	5,351,705	126,000	306,440	2,371,500	26,665,270
1939	13,305,000	6,717,000	9,490,000	212,000	613,000	4,125,000	34,462,000
1938	12,247,000	6,837,000	7,119,000	151,000	574,000	3,638,000	30,556,000

SHIPMENTS

YEAR	WHEAT	CORN	OATS	RYE	BARLEY	SOYBEANS	TOTAL
1962	24,464,117	49,837,453	9,646,519	73,268	139,405	27,790,870	111,951,632
1961	26,653,633	47,603,445	8,231,737	33,168	105,181	15,363,267	97,990,431
1960	20,352,705	34,869,233	10,285,000	171,700	162,000	11,890,750	77,731,388
1959	17,146,251	33,338,005	11,056,108	228,813	338,795	9,935,047	72,043,019
1958	16,476,676	23,819,765	6,670,000	61,200	358,000	8,675,417	56,061,058
1957	11,394,122	30,521,851	4,237,500	11,900	48,400	6,236,547	52,450,320
1956	18,658,732	41,947,378	12,272,500	88,400	175,320	4,345,849	77,488,179
1955	17,056,661	43,247,882	9,885,000	7,100	108,000	8,598,802	78,903,445
1954	26,554,097	30,147,924	6,605,000	77,200	106,400	5,383,974	68,874,595
1953	19,042,238	21,725,575	3,787,500	34,400	158,000	3,402,113	48,149,826
1952	7,560,546	10,077,557	3,095,000	16,000	17,600	3,745,024	24,511,727
1951	11,484,200	9,872,517	3,760,000	46,400	25,600	4,029,035	29,217,752
1950	8,236,947	11,060,970	3,343,500	33,600	43,200	4,283,623	27,001,840
1949	14,175,342	10,370,000	4,860,000	177,600	36,800	5,281,166	34,900,908
1948	15,494,400	3,933,800	2,227,500	158,400	86,400	4,228,200	26,128,700
1947	8,807,535	5,389,000	3,307,500	150,400	40,000	2,322,200	20,016,635
1946	9,216,200	4,666,200	5,229,600	43,000	227,000	2,081,700	21,464,000
1945	20,740,000	2,059,600	2,310,000	19,500	582,000	2,283,600	27,994,700
1944	16,541,000	1,200,000	2,692,200	357,000	642,000	2,596,800	24,029,000
1943	6,964,900	3,795,200	3,146,500	1,452,000	1,431,000	2,068,800	18,858,400
1942	5,642,000	6,085,000	3,777,900	563,900	542,900	1,028,100	17,639,800
1941	6,348,170	3,203,200	4,038,300	46,900	128,800	1,064,100	14,839,470
1940	4,703,155	2,638,405	4,224,140	126,170	155,830	558,245	12,405,945
1939	4,203,000	3,801,000	8,000,000	111,000	214,000	1,633,000	17,962,000
1938	4,303,000	4,487,000	6,059,000	116,000	170,000	-----	15,135,000

TOLEDO BOARD OF TRADE

TOLEDO GRAIN MOVEMENT

RECEIPTS (BUSHEL)

	<u>1962</u>	<u>1961</u>	<u>1960</u>
WHEAT	36,986,693	42,536,799	a 35,429,699
CORN	54,131,267	48,945,673	47,692,656
OATS	12,765,896	8,968,073	13,275,342
RYE	202,259	107,696	104,834
BARLEY	355,760	189,173	254,965
SOYBEANS	<u>26,261,958</u>	<u>17,479,826</u>	<u>15,696,323</u>
TOTAL:	* 130,703,833	** 118,227,240	*** 112,453,819

* Inc. 55,678,433 by Truck. ** Inc. 43,396,740 by Truck, a Inc. 61,938 by Lake.
 *** Inc. 26,798,208 by Truck.

SHIPMENTS (BUSHEL)

WHEAT	a 24,464,117	d 26,617,927	h 20,352,705
CORN	b 49,837,453	e 47,488,661	j 34,869,233
OATS	9,646,519	f 7,532,105	10,285,000
RYE	73,268	32,672	171,700
BARLEY	139,405	104,868	162,000
SOYBEANS	<u>c 27,790,870</u>	<u>g 15,360,148</u>	<u>k 11,890,750</u>
TOTAL:	* 111,951,632	** 97,136,381	77,731,388

a Inc. 12,634,745 by Lake. d Inc. 10,091,336 by Lake. h Inc. 5,887,905 by Lake.
 b Inc. 22,041,642 by Lake. e Inc. 20,827,064 by Lake. j Inc. 7,936,733 by Lake.
 c Inc. 22,564,079 by Lake. f Inc. 172,562 by Lake. k Inc. 7,301,150 by Lake.
 * Inc. 990,066 by Truck. g Inc. 11,579,148 by Lake.
 ** Inc. 333,271 by Truck.

TOTAL CARS RECEIVED AND FORWARDED

	<u>RECEIPTS</u>			<u>SHIPMENTS</u>		
	<u>1962</u>	<u>1961</u>	<u>1960</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
WHEAT	15,628	17,445	15,838	6,560	9,181	8,036
CORN	17,035	16,106	18,946	14,495	13,990	14,175
OATS	3,871	2,838	4,651	3,579	2,844	4,114
RYE	74	37	37	36	18	101
BARLEY	92	37	86	69	52	81
SOYBEANS	<u>2,884</u>	<u>3,109</u>	<u>5,120</u>	<u>2,901</u>	<u>2,098</u>	<u>2,530</u>
TOTAL	39,224	39,572	44,678	27,640	28,183	29,037

Compiled by:

TOLEDO BOARD OF TRADE
 A. E. Schultz,
 Executive Manager

TOLEDO BOARD OF TRADE

LEAKY CAR REPORT FOR YEAR 1963

	<u>INBOUND CARS</u>	<u>LEAKY CARS</u>	<u>PERCENTAGE LEAKY CARS</u>
January	1,530	140	9.2
February	1,736	95	5.5
March	1,733	133	7.7
April	1,820	211	11.6
May	1,355	281	15.1
June	1,385	235	17.0
July	7,006	692	9.8
August	6,607	525	7.9
September	1,575	196	12.4
October	4,594	426	9.3
November	7,156	664	9.3
December	<u>3,081</u>	<u>290</u>	<u>9.4</u>
TOTAL:	* 40,078	3,888	9.7

* Of the above cars 2,397 were found open and unsealed and Railroad assistance was required to open 570 cars and to close 595 cars.

TOLEDO ELEVATORS AND CAPACITIES

THE ANDERSONS	14,600,000
CARGILL, INC. (Maumee)	4,400,000
CARGILL, INC. (East Toledo)	1,800,000
DEWINE'S STORAGE	200,000
GENERAL MILLS, INC.	1,500,000
PILLSBURY COMPANY #1	200,000
PILLSBURY COMPANY #2	100,000
MICHIGAN ELEVATOR EXCHANGE	4,000,000
MID-STATES TERMINALS, INC.	1,600,000
RICE GRAIN TERMINAL	1,200,000
NATIONAL BISCUIT COMPANY	6,750,000
WIRTHMORE MILLS	<u>300,000</u>
TOTAL:	36,650,000

MARINE LEG CAPACITY PER HOUR

The Andersons	50,000
Cargill East Toledo Elevator	50,000
Mid-States Terminals, Inc.	50,000
National Biscuit Company	15,000

9/1/63

TOLEDO ELEVATORS AND CAPACITIES

THE ANDERSONS	14,600,000
CARGILL, INC. (Maumee)	4,400,000
CARGILL, INC. (East Toledo)	1,800,000
DEWINE'S STORAGE	200,000
GENERAL MILLS, INC.	1,500,000
PILLSBURY COMPANY #1	200,000
PILLSBURY COMPANY #2	100,000
MICHIGAN ELEVATOR EXCHANGE	4,000,000
MID-STATES TERMINALS, INC.	1,600,000
RICE GRAIN TERMINAL	1,200,000
NATIONAL BISCUIT COMPANY	6,750,000
WIRTHMORE MILLS	<u>300,000</u>
TOTAL:	36,650,000

MARINE LEG CAPACITY PER HOUR

The Andersons	50,000
Cargill East Toledo Elevator	50,000
Mid-States Terminals, Inc.	50,000
National Biscuit Company	15,000

9/1/63

TOLEDO BOARD OF TRADE

TOLEDO GRAIN MOVEMENT FOR 1963, 1962, 1961

RECEIPTS (BUSHELS)

	1963	1962	1961
WHEAT	51,026,301	36,986,693	42,536,799
CORN	61,413,700	54,131,267	48,945,673
OATS	13,129,214	12,765,896	8,968,073
RYE	317,150	202,259	107,696
BARLEY	107,047	355,760	189,173
SOYBEANS	19,672,221	26,261,958	17,479,826
TOTAL:	*145,665,633	** 130,703,833	*** 118,227,240
*Inc.	(65,358,233 Trk)	** Inc. (55,678,433 Trk)	*** Inc. (43,396,740 Trk)

SHIPMENTS (BUSHELS)

WHEAT	a 35,396,759	d 24,464,117	g 26,617,927
CORN	b 51,897,855	e 49,837,453	h 47,488,661
OATS	11,519,658	9,646,519	j 7,532,105
RYE	174,212	73,268	32,672
EARLEY	54,001	139,405	104,868
SOYBEANS	c 17,815,356	f 27,790,870	k 15,360,148
TOTAL:	* 117,357,841	** 111,951,632	*** 97,136,381
a 23,714,611 Lake	d 12,634,745 Lake	g 10,091,336 Lake	
b 23,083,637 Lake	e 22,041,642 Lake	h 20,827,064 Lake	
c 13,456,637 Lake	f 22,564,079 Lake	j 172,562 Lake	
* 1,371,506 Trk.	** 990,066 Trk.	k 11,579,148 Lake	
		*** 333,271 Trk.	

TOTAL CARS RECEIVED AND FORWARDED

	RECEIPTS				SHIPMENTS		
	1963	1962	1961		1963	1962	1961
WHEAT	15,484	15,268	17,445		6,519	6,560	9,181
CORN	18,178	17,035	16,106		14,541	14,495	13,990
OATS	3,937	3,371	2,838		3,959	3,579	2,844
RYE	101	74	37		69	36	18
BARLEY	32	92	37		28	69	52
SOYBEANS	3,430	2,884	3,109		2,348	2,901	2,098
TOTAL:	41,162	39,224	39,572		27,464	27,640	28,183

Compiled by:

TOLEDO BOARD OF TRADE
A. E. Schultz,
Executive Manager

COMPARISON OF GRAIN RECEIPTS IN BUSHELS

BY RAIL AND TRUCK AT TOLEDO, OHIO

FOR THE PAST TEN YEARS

YEAR	RAIL	%	TRUCK	%	TOTAL
1963	80,307,400	55.1	65,358,233	44.9	145,665,633
1962	75,025,400	57.4	55,678,433	42.6	130,703,833
1961	74,830,500	63.3	43,396,740	36.7	118,227,240
1960	85,655,611	76.2	26,798,208	23.8	112,453,819
1959	85,657,776	79.4	22,265,506	20.6	107,923,282
1958	70,326,592	81.1	16,398,854	18.9	86,725,446
1957	67,382,679	84.5	12,404,194	15.5	79,786,873
1956	90,424,700	86.4	14,213,257	13.6	104,637,957
1955	83,955,467	84.9	14,929,901	15.1	98,885,368
1954	82,187,744	92.0	7,184,763	8.0	89,372,507
1953	62,398,337	89.8	7,088,841	10.2	69,487,178

TOLEDO GRAIN RECEIPTS AND SHIPMENTS BY LAKE FOR THE PAST 25 YEARS

RECEIPTS

	WHEAT	CORN	OATS	BARLEY	SOYBEANS	TOTAL
1963	-----	-----	-----	-----	-----	-----
1962	-----	-----	-----	-----	-----	-----
1961	-----	-----	-----	-----	-----	-----
1960	61,938	-----	-----	-----	-----	61,938
1959	273,876	-----	-----	-----	-----	273,876
1958	186,455	-----	-----	-----	-----	186,455
1957	124,936	-----	468,063	-----	-----	592,999
1956	-----	-----	-----	-----	-----	-----
1955	215,929	-----	-----	-----	-----	215,929
1954	94,139	-----	2,238,200	-----	-----	2,332,339
1953	-----	-----	450,537	-----	-----	450,537
1952	-----	-----	1,090,751	-----	-----	1,090,751
1951	165,215	-----	652,424	-----	-----	817,639
1950	-----	-----	-----	-----	-----	-----
1949	184,807	-----	522,390	-----	-----	707,197
1948	389,670	-----	-----	-----	-----	389,670
1947	1,061,976	-----	475,470	-----	-----	1,537,446
1946	2,732,715	-----	-----	-----	-----	2,732,715
1945	13,104,190	-----	845,720	157,395	-----	14,107,305
1944	10,957,125	-----	2,174,555	-----	-----	13,131,680
1943	4,915,935	-----	2,770,485	59,970	-----	7,746,390
1942	1,649,865	-----	1,951,165	-----	-----	3,601,030
1941	1,407,890	-----	-----	-----	-----	1,407,890
1940	818,325	-----	2,121,905	79,840	-----	3,020,070
1939	170,245	-----	5,373,750	99,945	-----	5,643,940

SHIPMENTS

1963	23,714,611	23,083,687	-----	-----	13,456,637	60,254,935
1962	12,634,745	22,041,642	-----	-----	22,564,079	57,240,466
1961	10,021,336	20,827,064	172,562	-----	11,579,148	42,670,110
1960	5,887,905	7,936,733	-----	-----	7,301,150	21,125,788
1959	2,361,051	6,498,871	-----	-----	4,673,646	13,533,568
1958	1,772,476	2,005,865	-----	-----	3,584,973	7,363,314
1957	1,643,522	3,308,151	-----	-----	2,307,147	7,258,820
1956	1,316,332	4,470,078	-----	-----	1,631,449	7,417,859
1955	2,667,811	2,479,882	-----	-----	2,566,802	7,714,495
1954	1,874,497	215,324	-----	-----	2,274,674	4,364,495
1953	2,510,838	41,775	-----	-----	1,398,613	3,951,226
1952	1,004,946	119,957	-----	-----	728,224	1,853,127
1951	966,800	55,017	-----	-----	1,179,735	2,201,552
1950	637,347	1,365,670	-----	-----	885,323	2,888,340
1949	772,742	-----	-----	-----	509,266	1,289,008
1948	-----	-----	-----	-----	-----	-----
1947	210,435	-----	-----	-----	-----	210,435
1946	-----	-----	-----	-----	-----	-----
1945	-----	-----	-----	-----	-----	-----
1944	-----	-----	-----	-----	-----	-----
1943	-----	-----	-----	-----	-----	-----
1942	-----	-----	-----	-----	-----	-----
1941	339,815	-----	-----	-----	-----	339,815
1940	-----	-----	-----	-----	-----	-----
1939	205,970	-----	-----	-----	-----	205,970

Jewelry

Supplement 6 to Uniform Classification #5 dated December 30, 1959

Item 55415 55416

provides that Costume or Novelty Jewelry, not silver or gold or not mounted with precious stones, will be accepted at a released valuation not to exceed \$5.00 per lb.

Meat (Fresh)

Off hooks in Metropolitan Area should be sent to District Inspection, R.P.I.A., New York, on Form M-91, for review and recommendations.

On Claims filed for off condition meat, we should obtain the pre-cooling record of the car from the shipper together with the icing at origin; and, what is more important, we should also ask the date or dates on which the cattle in question were slaughtered and temperatures in cooler where held prior to shipping.

We should also ask for the opening and closing temperatures of car as this data often tells us whether car doors were held open too long during the course of loading.

We cannot always get this information direct from shipper as some packers will not furnish this without the consent of their customers. In those cases, where we know that shipper will give us information direct, there is no objection to handling in this manner.

Movement record, schedule and icing record enroute should be obtained.

Decline in market or delay which causes Kosher Meat to become Traefer should not be referred to District Manager of R.P.I.A. and no icing record necessary.

Meat (Kosher)

The washing to be done by Kashruth-Supervisors Union, Inc., New York at rate of \$35.00 per car. Claims should be approved by D.F.C.A., New York and posted on car file at General Office before payment.

Milk and Dairy Products

From various points on Rutland Rwy. to New York in baggage service should prorate NYC 75% and Rutland 25%, not mileage. This is in accordance with agreement dated January 4, 1921.

Shipments moving over the D&H should prorate D&H 40%, NYC 60%.

Jewelry

Will not be accepted for transportation. However, if a carrier should accept jewelry for transport, either through carelessness or negligence tantamount to knowledge of their presence it renders itself liable in the event of loss or damage in the absence of fraud. If carrier has no knowledge of presence of prohibited articles, it is not liable.

Meat (Fresh)

Off hooks in Metropolitan Area should be sent to District Inspector, R.P.I.A. New York, on Form M-91, for review and recommendations.

On Claims filed for off condition meat, we should obtain the pre-cooling record of the car from the shipper together with the reicing at origin; and, what is more important, we should also ask the date or dates on which the cattle in question were slaughtered and temperatures in cooler where held prior to shipping.

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Milk and Dairy Products

From various points on Rutland Rwy. to New York in baggage service should prorate NYC 75% and Rutland 25%, not mileage. This is in accordance with agreement dated January 4, 1921.

Shipments moving over the D&H should prorate D&H 40%, NYC 60%.

Milk and Dairy Products (Cont.)

Shipments moving over NYNH&H should prorate NYNH&H 23%, NYC 77%.

Milk, Cream or Milk Cans

Claims for value of milk, cream, cheese or milk cans lost while moving in passenger service on milk tickets will be investigated by General Baggage Agent and upon establishment of carrier liability, will be forwarded to us for payment and distribution.

The General Baggage Agent will furnish his letter of transmittal in duplicate; one copy of which will be returned to him with our claim number.

Newsprint Paper

Shipments of groundwood paper or printing paper should be clearly described on Distribution Sheets and not shown as newsprint paper.

Pipe (Iron or Steel)

Claims for loss of iron or steel pipe loaded in open top equipment by the National Tube Co., South Lorain, Ohio, should be investigated. If no exceptions enroute, claims should be referred to H. J. Laehy for adjustment under the Pittsburgh Agreement.

Perishables

Perishable claims \$20.00 and less do not require Bureau Approval except claims for freezing damage, scalded watermelons, restricted notations and condition, but same should be included in statement each week.

All other perishable claims \$20.01 and over must have Bureau Approval except those filed for straight breakage less than \$100.00. The later should be included in statement.

Empty or part out shipments are not considered shortage

Claims for breakage on Auction cars do not need Bureau Approval.

Claims sent to the Bureau on Form F.C.A. 122. Place amount paid in Suspense and stamp "PERISHABLE" over that item. The same stamp should be used when using form F.C.A. 121. Form M-77 should be used in both instances.

Perishables (Cont.)

When freight bill indicates icing or diversion at Chicago, the I.H.B. will not be involved. Such shipments will prorate as follows:

Road carrier	to Chicago
CPT	to Chicago
CR&I	to Englewood
NYC	to destination

Origin inspection must be obtained on any perishable shipment found to be in "off condition" at destination, if the damage exceeds \$100.00.

Cinder damage in vent cars. No liability should be admitted for cinder or dust damage to fruits or vegetables moving in cars with vents open on shipper's instructions.

Watermelons

Physical damage (breakage, etc.) on watermelons when amount is \$100.00 or over, cannot be paid without origin inspection report.

Show on Distribution Sheet if watermelons loaded lengthwise or crosswise. If lengthwise, show 110% penalty assessed.

Scrap Metal

Claims involving loss of carload scrap metal based on difference between origin railroad weight and consignee's weight at destination where shipments originate in the New York Metropolitan Area should be referred before payment to the Manager of Eastern Weighing and Inspection Bureau at New York, New York.

All other claims for loss of scrap metal based on the difference between origin railroad weights and consignee's weights at destination are subject of compromise adjustment.

Steel Drums (Empty)

Which are returned to shipper. The deposit value of these drums in many cases are higher than actual value of the drums and every effort should be made to develop age of drums, usage and original cost in order to arrive at a fair market value.

Do not pay claims for empty drums when P.R.S.L. involved unless the price is in accordance with schedule set up by the Freight Claim Agent of that line in his letter of 10/4/50. (See Page 91).

Sugar from Cuba

The F.E.C. will accept charges for proportion due from the West India Fruit and Steamship Company. The Cuban Railroad must be eliminated. For mileage, etc. see Departmental Advice S-107. (See Pages 85 & 86)

Wood Reels (Empty)

Presented by Aluminum Company of America, Pittsburgh, Pa. Hand H. J. Laehy for review before payment.

SALVAGE

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No claim should be paid for value of damaged goods until we have evidence that the damaged goods are in possession of the carrier, and, if with the NYC Railroad, that sales order has been issued.

If claim is unpaid and salvage is in possession of NYC Railroad, but does not indicate a sales order number, it should be sent to D.F.C.A. for sales order.

If claim is unpaid and indicates NYC Railroad sales order number, but no proceeds, it should be sent to the Sales Order Desk on Form FCA-131 before payment (all such claims should be accumulated and handed to Supervisor each day). He will hand them to Sales Order Desk for preferred attention. They will be returned to the desk the next day with advice as to proceeds. If proceeds are not available, Sales Order Desk will detach the lower portion of Form FCA-131 and attach to the Sales Order and return the claim to the desk. Claim should be paid in suspense pending return of that portion of Form FCA-131 with proceeds shown.

When claims are received on all carload shipments which have been refused, the sales order must be posted with the claim number in all cases, so that relief claim can be matched with the value claim.

Sales on fruits and vegetables. When sold for carrier on commission basis, no further deduction should be made from proceeds.

No salvage on dead animals at Calumet, Detroit, New York or Toledo. All rendering companies advise that the cost of picking up exceeds any amount that could be realized.

There is no P&E salvage account all such salvage is credited to NYC Railroad.

Claims under \$10.00 should be distributed without regard to salvage credit (See FCD Rule 158) although we must know NYC sales order number.

Louisiana & Arkansas Railway

Requests for exception reports and salvage covering business destined to L&A points should be addressed to the Freight Claim Agent of K.C.S. Railway, Shreveport, La.

All L&A accounting is performed in Shreveport office.

Merchants Express of Calif.

Shipments consigned to E. L. Roberts & Co., San Leandro, Calif., are trucked from Oakland by Merchants Express of Calif. and act as common carrier.

Prior to payment of claim, destination report should be obtained from destination carrier. Salvaging of damaged material is done by Merchants Express of Calif., and salvage may be obtained by writing Mr. S. E. Lowden, FCA, Merchants Express Co. of Calif., 646 Folcom St., San Francisco, Calif.

No claim should be paid for value of damaged goods until we have evidence that the damaged goods are in possession of the carrier and, if with the NYC Railroad, that sales order has been issued.

If claim is unpaid and salvage is in possession of NYC Railroad, but does not indicate a sales order number, it should be sent to D.F.C.A. for sales order.

If claim is unpaid and indicates NYC Railroad sales order number, but no proceeds, it should be sent to the Sales Order Desk on Form FCA-131 before payment (all such claims should be accumulated and handed to the Supervisor each day). He will hand them to Sales Order Desk for preferred attention. They will be returned to the desk the next day with advice as to proceeds. If proceeds are not available, Sales Order Desk will detach the lower portion of Form FCA-131 and attach to the Sales Order and return the claim to the desk. Claim should be paid in suspense pending return of that portion of Form FCA-131 with proceeds shown.

When claims are received on carload shipments of perishables, which have been refused, the sales order should be posted with the claim number in all cases, so that relief claim can be matched with the value claim.

No other posting of sales orders is necessary.

Sales on fruits and vegetables. When sold for carrier on commission basis, no further deduction should be made from proceeds.

No salvage on dead animals at Calumet, Detroit, New York or Toledo. All rendering companies advise that the cost of picking up exceeds any amount that could be realized.

There is no P&E salvage account all such salvage is credited to NYC Railroad.

Claims under \$10.00 should be distributed without regard to salvage credit (See FGD Rule 158) although we must know NYC sales order number.

Pet Milk Company

Has authorized us to dispose of damaged lots of canned goods, up to and including five cases.

When damage is in excess of five cases, the damaged cases are returned to their various plants for salvage.

We should obtain billing reference from the forwarding agent and trace through to the factory and then send the claim to A.D.F.C.A. at East St. Louis to obtain an amended claim.

This company is covered by a balanket bond of indemnity.

Restitution

Arranged by Police Department. (See Pg. 84)

Salvage on Foreign Lines

Request proceeds from FCA of all roads except:

ERIE

PENN

NYNH&H

Write to destination agents of these roads, who advise forwarding reference to Freight Claim Warehouse. Then request Freight Claim Agent for proceeds.

When claim entered for damage in territory serviced by the Western Weighing & Inspection Bureau, obtain copy of their inspection report from the claimant, and when requesting salvage proceeds from our connections, always quote the WW&IB report number and date.

When requesting salvage proceeds from Southern Railway, reference to consignee's receipt for salvage pick up including Southern Railway "S F Bill Number" should be shown when included in file.

Louisiana & Arkansas Railway

Requests for exception reports and salvage covering business destined to L&A points should be addressed to the Freight Claim Agent of K.C.S. Railway, Shreveport, La.

All L&A accounting is performed in Shreveport office.

Pet Milk Company

Has authorized us to dispose of damaged lots of canned goods, up to and including five cases.

When damage is in excess of five cases, the damaged cases are returned to their various plants for salvage.

We should obtain billing reference from the forwarding agent and trace through to the factory and then send the claim to A.D.F.C.A. at East St. Louis to obtain an amended claim.

This company is covered by a blanket bond of indemnity.

Restitution

Arranged by Police Department. (See Pg. 84)

Salvage on Foreign Lines

Request proceeds from FCA of all roads except:

CMSTP&P
ERIE

NYNH&H
PENN

Write to destination agents of these roads, who advise forwarding reference to Freight Claim Warehouse. Then request Freight Claim Agent for proceeds.

When claim entered for damage in territory serviced by the Western Weighing & Inspection Bureau, obtain copy of their inspection report from the claimant, and when requesting salvage proceeds from our connections, always quote the WW&IB report number and date.

When requesting salvage proceeds from Southern Railway, reference to consignee's receipt for salvage pick up including Southern Railway "S F Bill Number" should be shown when included in file.

Louisiana & Arkansas Railway

Requests for exception reports and salvage covering business destined to L&A points should be addressed to the Freight Claim Agent of K.C.S. Railway, Shreveport, La.

All L&A accounting is performed in Shreveport office.

Pet Milk Company

Has authorized us to dispose of damaged lots of canned goods, up to and including five cases.

When damage is in excess of five cases, the damaged cases are returned to their various plants for salvage.

We should obtain billing reference from the forwarding agent and trace through to the factory and then send the claim to A.D.F.C.A. at East St. Louis to obtain an amended claim.

Restitution

Arranged by Police Department. (See Page 84)

Salvage on Foreign Lines

Request proceeds from FCA of all roads except:

PRR
NYNH&H
CMStP&P
Erie

Write to destination agents of these roads, who advise forwarding reference to Freight Claim Warehouse. Then request Freight Claim Agent for proceeds.

When claim entered for damage in territory serviced by the Western Weighing & Inspection Bureau, obtain copy of their inspection report from the claimant, and, when requesting salvage proceeds from our connections, always quote the WW&IB report number and date.

When requesting salvage proceeds from Southern Railway, reference to consignee's receipt for salvage pick up including Southern Railway "S F Bill Number" should be shown when included in file.

Form M 14 - IHB and/or CR&I Liability

When negligence is known and chargeable to IHB and/or CR&I for causes other than delay, include on this form and hand to Supervisor at end of each month for posting by Accounting Department.

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Form M 15 - IHB and/or CR&I Liability

When delay is located with IHB and/or CR&I, this form should be issued and handled as above.

Form M 18

If shipment located or claim declined, notify Chief of Police who has papers on Form M 18.

Form FCA 22

Will only be used for reporting damages to frozen foods. See page 20 for procedure. Other damages etc. now covered on form M-65 - Page 51.

Form M 28

Should be issued by desk on any claim when entire amount or any portion thereof is not paid. Same should be attached to top of claim for handling by the Accounting Department.

Form M 52

Attach M 52 when additional payment made. Also enter claim in book record showing amount and date of additional payment.

Form FCA 57 (Police Investigation)

Should be issued on losses over \$100.00 (Shipments from New York over \$200.00) and then only when preliminary investigation develops that loss apparently due to pilferage on NYC. First, obtain proof that NYC had shipment, then issue form FCA 57 and send papers to Chief of Police in territory which first handled shipment. (Be sure and show amount of loss and car number) Do not issue form on bulk commodities such as grain or coal where shortages are obviously not due to theft.

When Universal Carloading & Distributing Company involved, show their pro number, also original shipper, consignee and destination.

Form M 14 - IHB Liability

When negligence is known and chargeable to I.H.B. for causes other than delay, include on this form and hand to Supervisor at end of each month for posting by Accounting Department.

Form M 15 - IHB Liability

When delay is located with I.H.B. this form should be issued and handled as above.

Form M 18

If shipment located or claim declined, notify Chief of Police who has papers on Form M-18.

Form FCA-22

Should be issued to cover all located failure such as train and yard delays, wrecks, fires, icing failure, etc. These forms should be brief showing only claim number, commodity, total amount paid, NYC proportion and brief description of the cause and location.

This form should also be issued against the I.H.B. when it is clearly shown that they furnished a defective car for loading. The actual defect should be shown.

Form M 28

Should be issued by desk on any claim when entire amount or any portion thereof is not paid. Same should be attached to top of claim for handling by the Accounting Department.

Form M 52

Attach M 52 when additional payment made. Also enter claim in book record showing amount and date of additional payment.

Form FCA-57 (Police Investigation)

Should be issued on losses over \$100.00 (Shipments from New York over \$200.00) and then only when preliminary investigation develops that loss apparently due to pilferage on NYC. First, obtain proof that NYC had shipment, then issue form FCA-57 and send papers to Chief of Police in territory which first handled shipment. (Be sure and show amount of loss and car number). Do not issue form on bulk commodities such as grain or coal where shortages are obviously not due to theft.

Form M 65 - NYC Liability - Located

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Form M 65 revised so it may be used for individual claims and will cover all General Manager Districts.

It is essential that this new form M 65 be properly prepared in detail covering all located failures including - train and yard delays, wrecks, fires, icing and heating failures, etc.

In all instances, this form must be placed on top of claim and "Notation" M 65 written in lower right hand corner of either form FCA 121 or 122.

Examiners will indicate thereon the proper designated code, remove form from claim and pass to Accounting Department by the 30th of each month.

Above procedure now cancels office information No. 414, November 29, 1961 and the use of forms FCA 65 and M 17.

Form FCA 87-A and 87-B

To be issued on all losses of entire packages. Only one reply is necessary when claim under \$10.00. Both replies necessary when claim is over \$10.00.

This form should be sent to main offices of Kresge at Detroit and to main office of J. J. Newberry Co., 245 Fifth Avenue, New York City and not to the destination store.

When claim is over \$25.00 and destination in St. Louis, Missouri area, a copy of FCA 87-B to be sent to:

St. Louis Over and Short Bureau
12 Poplar Street
St. Louis, Missouri

When available, show the destination car number in the space provided on FCA 87-A and B.

Always show our claim number on lower portion of form to insure reply being matched with claim when returned.

If amount of claim is over \$100.00, form 87-A should also be sent to shipper.

Form FCA-57 (Police Investigation) (Cont.)

When Universal Carloading & Distributing Co. involved, show their pro number, also original shipper, consignee and destination.

Form M-65 - NYC Liability

When liability is established to any of the nine stations in New York Territory (Shown on top of form) the desk will include the item on this form and will hand the form to the Supervisor at the end of each month for posting by the Accounting Department.

Form FCA-65 - NYC Liability

When liability is established to any point or department, other than the nine stations in New York Territory, this form should be issued in duplicate and in detail.

Form FCA-65 - Chicago Jct. Rwy. & CR&I Liability

Issue form in duplicate and in detail.

Form FCA-87-A and 87-B

To be issued on all losses of entire packages. Only one reply is necessary when claim under \$10.00. Both replies necessary when claim is over \$10.00.

This form should be sent to main offices of Kresge at Detroit and to main office of J. J. Newberry Co., 245 Fifth Ave., New York City, and not to the destination shore.

When claim is over \$25.00, and destination in St. Louis, Missouri area, a copy of FCA-87-B to be sent to:

St. Louis Over and Short Bureau
12 Poplar Street
St. Louis, Missouri

When available, show the destination car number in the space provided on FCA-87-A and B.

Always show our claim number on lower portion of form to insure reply being matched with claim when returned.

If amount of claim is over \$100.00, Form 87-A should also be sent to shipper.

Form FCA-142

To be used when sending claims to D.F.C.A. for handling with claimant.

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Form FCA 142

To be used when sending claims to DFCA for handling with claimant.

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Form FCA 169 and 170 (Concealed Loss or Damage Forms)

To be sent only when claim is over \$75.00 and papers to go out of office with our distribution statement. They are not necessary when claim under \$75.00 or when claim is over \$75.00 and stays in office. Consignee's form not necessary when FCA 4 is attached to claim.

FCA 170 (shippers form) should be sent to claimant if there is any question that the shipment was imported and not repacked at Port of Entry.

Form FCA-169 and 170 (Concealed Loss or Damage Forms)

To be sent only when claim is over \$75.00, and papers to go out of office with our distribution statement. They are not necessary when claim under \$75.00 or when claim is over \$75.00 and stays in office. Consignee's form not necessary when FCA-4 is attached to claim.

FCA-170 (shipper's form) should be sent to claimant if there is any question that the shipment was imported and not repacked at Port of Entry.

Buffalo, N.Y., March 28, 1957 EJG:B

Claims: Procedure
Prorating Claims: B&OCT Railroad
Supplement No. 1 to Office
Information No. 262

TO ALL CONCERNED:

All carriers, except the C&NW Railway and EJ&E Railroad have agreed to use 15 arbitrary miles in prorating claims. Therefore, effective at once all shipments in which the C&NW Railway or the EJ&E Railroad is involved, it will be necessary to use the actual mileage shipment traveled by securing running slip on all shipments moving through the Chicago Gateway, where both carriers are involved with the B&OCT and B&O Railroad.

W. J. Getty

Brooklyn Terminal Companies

Bush Terminal
B.E.D.T.
New York Dock

Will accept charges of \$1.00 and over and subject to agreement between them and the NYC Railroad:

1. Error at Terminal Co.	All
2. Loss located N.Y. Harbor Dist. from Term. clear seal record.	35%
3. Loss located beyond N.Y. Harbor Dist. from Term. clear seal record.	30%
4. Loss at Terminal Co. from N.Y. Harbor Dist. clear seal record.	25%
5. Loss at Terminal Co. from beyond N.Y. Harbor District - clear seal record	20%
6. Loss at Terminal when not checked where last sealed.	10%
7. Loss beyond Terminal Co. when not checked where last sealed	10%
8. Damage loaded by Terminal Co. damaged at New York Harbor District.	30%
9. Damage loaded by Terminal Co. damaged beyond New York Harbor District.	20%
10. Inbound or outbound and not checked New York Harbor District.	Mileage
11. Concealed	Mileage

The amounts due from the above under Agreement 1 to 9 should be set up on form FCA 122. The Accounting Department will place their proportion (\$1.00 or over) in suspense and will Red Ticket claim to desk who in turn will charge to Collection Desk to conclude.

The amounts due under agreement 10 and 11. Claim should be set up for payment and same procedure applies as to Foreign Line Charges (Page).

Buffalo Creek Railway

Will not join in settlement of claims for loss of grain or bulk grain products moving in road haul service.

They will join in payment of losses in inter-terminal service if car is defective and supported by "Car Condition" report, but will not recognize "Grain Behind Lining" as a defect.

They will not join in losses from "Clear Record" cars moving in inter-terminal service.

A defective seal record will be considered as a defect.

Buffalo Creek Railway (Cont.)

They will join in settlement of claims for unlocated loss or damage to package goods such as flour, mixes, etc.

No minimum on inter-terminal movement. \$5.00 minimum on road haul service.

Do not pay any claim where entire liability is definitely located with Buffalo Creek Railway. Such claims should be handed to Mr. H. Laehy.

Any payment due from Buffalo Creek refer to Collection Desk.

Belt Railway of Chicago

This road is owned by the following roads and any movement from one to the other, the Belt Railway should not be included in any prorate - ATSF, C&O, C&EI, CP&Q, CI&L, ERIE, GT, Illinois Central, Soo Line, PM, PRR and Wabash.

Ben Gutman Truck Service

Act as contract drayman for Missouri Pacific R.R. on Universal Westbound shipments, transferred from NYC R.R., East St. Louis, to Missouri Pacific, St. Louis, Mo. The NYC R.R. veri-check shipments to Ben Gutman's trucks, who accept our check. If shortage is noted from truck at time of unloading, the Missouri Pacific R.R. will accept liability for the loss and will bill Ben Gutman.

The Missouri Pacific agree to divide equally claims for damage noted by them at St. Louis when those shipments check without exceptions at East St. Louis.

Ben Gutman acts as contract drayman for Universal Carloading and Distributing Company on local St. Louis shipment. We veri-check from car to the tail-board of their truck. If any loss from the floor the NYC R.R. will assume 100 per cent.

CB&Q

House #10 needs pro and bill of lading number of load inbound in order to locate records.

Cars to and from CB&Q House #10 are interchanged at Western Avenue, Chicago, Ill. The IHB or CR&I are not involved in this handling.

Canadian National Railways

Shipments originating at Detroit moving via Windsor and at Port Huron for movement East via Canadian National Railway, The GTW does not receive any portion of road haul revenue. Any handling is strictly for convenience of Canadian National.

Canadian Pacific Railway

Movement in Canada via Port McNicol, Canadian Pacific Steamship to Fort William, Ont., and beyond is considered as strictly a rail movement and prorated per Rule 40. The mileage Hamilton to Fort William is 493.

CR&I and Chicago Junction Railways

Cannot be charged under Rule 64 per General Managers Agreement.

CB&Q

When charging CB&Q or Missouri Pacific on claims involving several cars, a list of cars and waybill numbers must accompany our distribution statement. They will recharge if not listed.

Cordon, Kinzua & Southern Railroad

Will not accept charges for cinder damage to lumber.

Cuban Lines

See Pages 62, 85 and 86.

East St. Louis

Roads having direct connection with NYC R.R.

CB&Q R.R.	L&N R.R.
GMO R.R.	SOU. R.R.
StL&SW	Illinois Cent.
TRRA	Alton & Sou.

Federal Barge Line

The General Claim Agent at 611 East Marceau St., St. Louis, Mo. will furnish record of exceptions at time of receipt by the Barge and at time of delivery to their connection and will assume liability for loss or damage located with them. The Federal Barge Line do the unloading from the car to the Barge, also the loading from the Barge to the car and will assume 10 miles in a prorate to and from each of those terminals.

Claim to be set up for payment and same procedure applies as to Foreign Line Charges.

Foss Launch and Tug Co.

Handles shipments from Squamish Dock to Seattle, Wash. Send file to General Freight Claim Agent, CMStP&P for advice.

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ROADS

(Revised 8-2-62)

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Foreign Line Claims

No foreign line should be authorized to charge us any amount without approval of examiner.

Foreign Line Charges - Other than Abstract or Non-Member Bill

(a) FCA 25 Bill Account - following roads should be set up as a prorate. The Accounting Department will place only their proportion in Suspense and Red Ticket the claim to the desk who in turn will charge to the Collection Desk to conclude with the carrier. When draft is received, it will be deposited by the Accounting Department who will issue FCA form 25, returning claim to Collection Desk to clear Suspense item.

Buffalo Creek Railway
Bush Terminal
Conemaugh & Black Lick Railroad
Federal Barge Line
Inland Water Corporation
Jay Street Terminal
Manufacturers Junction Railway
Middletown & New Jersey Railway
New York Dock Railway
* Niagara Junction Railway (Actual mileage only)
Patapaco & Black Rivers
Philadelphia Bethlehem & New England
Seatrail Line
South Buffalo Railway
Steelton & High Spire Railroad

* Any payment due from Niagara Junction should be obtained by District Freight Claim Agent, Buffalo, New York

(b) Do Not Include in Prorate - following carriers have advised the NYC that they will not participate in mileage prorated unlocated Loss and Damage claims. Liability must be located with them. Do not include in prorate, as provided in Rule 164 B.

Akron & Barberton Belt Railroad
Aliquippa & Southern Railroad
Allegheny & Southside Railway
Chattanooga Valley Railway
Chihuahua al Pacifico
Columbia Terminal Railway
Cornwall Railroad
Des Moines Union Railway
E. St. Louis Junction Railway
Fairport, Painesville & East
Fort Worth Belt
Frisco Transp. Company
Indianapolis Union Railway
Kansas City Mexico & Orient Railroad
Lake Erie & Ft. Wayne Railroad
Lake Superior Terminal & Transfer Company
Laurinburg & Southern Railroad

ROADS

AUG 13 1962

Foreign Line Claims

No foreign line should be authorized to charge us any amount without approval of examiner.

Foreign Line Charges - Other than Abstract or Non-Member Bill

Claims involving the following roads should be set up as a prorate. The Accounting Department will place only their proportion in Suspense and Red Ticket the claim to the desk who in turn will charge to the Collection Desk to conclude with the carrier. When draft is received, it will be deposited by the Accounting Department who will issue FCA form 25, returning claim to Collection Desk to clear Suspense item.

Buffalo Creek Railway
 Bush Terminal
 Conemaugh and Black Lick R.R.
 Federal Barge Line
 Manufactures Junction Rwy.
 New York Dock Railway
 * Niagara Junction Railway (Actual mileage only) See
 Patapoco & Black Rivers List Page
 Philadelphia Bethlehem & New England
 Seatrail Line
 South Buffalo Railway
 Steelton & High Spire R.R.

*Any payment due from Niagara Junction should be obtained by District Freight Claim Agent, Buffalo, New York.

The following carriers will not participate in mileage prorated unlocated Loss and Damage Claims. Liability must be located with them. Do not include in Prorate.

Akron and Barberton Belt R.R.
 Aliquippa & Southern R.R.
 Allegheny and Southside Railway
 Chattanooga Valley Railway
 Chihuahua al Pacifico
 Columbia Terminal Railway
 Cornwall Railroad
 Des Moines Union Railway
 Fairport Painesville & East
 Fort Worth Belt
 Frisco Transp. Company
 Indianapolis Union Railway
 Kansas City Mexico and Orient R.R.
 Lake Erie & Ft. Wayne R.R.
 Lake Superior Terminal & Transfer Co.
 Matson Navigation Co.
 Maxton Alma Southland R.R.
 Minnesota Transfer Rwy.
 Missouri & Illinois Bridge Belt

Foreign Line Claims

No foreign line should be authorized to charge us any amount without approval of examiner.

Foreign Line Charges - Other than Abstract or Non-Member Bill

Claims involving the following roads should be set up as a prorate. The Accounting Department will place only their proportion in Suspense and Red Ticket the claim to the desk who in turn will charge to the Collection Desk to conclude with the carrier. When draft is received, it will be deposited by the Accounting Department who will issue FCA form 25.

Buffalo Creek Railway
 Rush Terminal
 Genesawh and Black Lick R.R.
 Federal Barge Line
 Manufacturers Junction Rwy.
 New York Dock Railway
 * Niagara Junction Railway (Actual mileage only) See list
 Patapsco & Black Rivers Page
 Philadelphia Bethlehem & New England
 Seatrain Line
 South Buffalo Railway
 Steelton & High Spire R.R.
 Union R.R. -(Pittsburgh) (Actual mileage only)

*Any payment due from Niagara Junction should be obtained by District Freight Claim Agent, Buffalo, New York.

The following carriers will not participate in mileage prorated unlocated Loss and Damage Claims. Liability must be located with them.

Akron and Barberton Belt R.R.
 Allegheny and Southside Railway
 Chattanooga Valley Railway
 Columbia Terminal Rwy.
 Cornwall Railroad
 Des Moines Union Railway
 Fairport Painesville & East
 Fort Worth Belt
 Frisco Transp. Company
 Indianapolis Union Railway
 Kansas City Mexico and Orient R.R.
 Lake Superior Terminal & Transfer Co.
 Matson Navigation Co.
 Maxton Alma Southland R.R.
 Minnesota Transfer Rwy.
 Missouri & Illinois Bridge Belt
 Pittsburgh and Ohio Belt
 Sierra Railway of California
 Texas City Terminal
 Union Belt R.R. of Detroit

Union Freight R.R.
 Youngstown & Northern

Foreign Line Charges - (continued)

Matson Navigation Company
 Maxton Alms Southland Railroad
 Minnesota Transfer Rwy.
 Missouri & Illinois Bridge Belt
 National Railways of Mexico
 Pittsburgh & Ohio Belt
 Sierra Railway of California
 Sioux City Terminal Railway
 Suncook Valley Railway
 Texas City Terminal
 Toledo Terminal Railroad
 Union Belt Railroad of Detroit
 Union Freight Railroad
 Youngstown & Northern

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Foreign Line Charges - Non-Members

Following Non-Member roads will only join in on mileage prorate for actual mileage involved. Investigator should show this on FCA 122 and/or FCA 122-A when setting up form.

Algiers Winslow & Western	Road No. 4
Newburgh & South Shore	Road No. 577
River Terminal	Road No. 677

Freight Operating Agreements (Office Information 305, 12-31-57)Lakefront Dock & Railroad Terminal Co.

In connection with the handling of loss and damage claims filed against this company and involving the Lakefront Dock & Railroad Terminal Company, Toledo, Ohio, we will be governed as follows:

When the loss or damage is the responsibility of the Lakefront Dock & Railroad Terminal Company, they prefer to reimburse claimant direct and claims that affect both the parent roads (NYC RR and B&O RR) and Lakefront Dock & Railroad Terminal Company, separate claims should be originated and the freight charges and transportation tax will be refunded by the parent company while any dumping charge would be refunded by Lakefront Dock & Railroad Terminal Company.

To avoid any misunderstanding, all claims involving the Lakefront Dock & Railroad Terminal Company should be referred to Mr. L. Sendi, D.F.C.A., Toledo, Ohio and he will handle with them before any settlement is made.

Foreign Line Charges - (Continued)

Pittsburgh and Ohio Belt
Sierra Railway of California
Sioux City Terminal Railway
Texas City Terminal
Toledo Terminal Railroad
Union Belt R.R. of Detroit
Union Freight R.R.
Youngstown & Northern

AUG 13 1962

Freight Operating Agreements (Office Information 305, 12-31-57)Lakefront Dock & Railroad Terminal Co.

In connection with the handling of loss and damage claims filed against this Company and involving the Lakefront Dock and Railroad Terminal Co., Toledo, Ohio, we will be governed as follows.

When the loss or damage is the responsibility of the Lakefront Dock and Railroad Terminal Co. they prefer to reimburse claimant direct, and claims that affect both the parent roads (NYC RR and B&O RR) and Lakefront Dock & Railroad Terminal Co. separate claims should be originated and the freight charges and transportation tax will be refunded by the parent company, while any dumping charge would be refunded by Lakefront Dock and Railroad Terminal Company.

To avoid any misunderstanding, all claims involving the Lakefront Dock and Railroad Terminal Company should be referred to Mr. L. Sendi, D.F.C.A., Toledo, Ohio and he will handle with them before any settlement is made.

Buffalo, N.Y., December 31, 1957 g:b

Freight: Operating Agreements
The Lakefront Dock & Railroad Terminal Co.

Office Information No. 305

TO ALL CONCERNED:

In connection with the handling of loss and damage claims filed against this company and involving the Lakefront Dock and Railroad Terminal Co., Toledo, Ohio, we will be governed as follows.

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To avoid any misunderstanding, all claims involving the Lakefront Dock and Railroad Terminal Company should be referred to Mr. L. Sendi, D.F.C.A., Toledo, Ohio and he will handle with them before any settlement is made.

I.H.B.

Connections with various roads (see attached list)
(Page 100)

Illinois Central

Kankakee Line - Shipments moving into or out of Chicago via Illinois Central and NYC (old CCC&STL). We will handle the claim and salvage, if any, but the Illinois Central may be charged any proportion due from them.

L&N Seal Record at Cincinnati

See Sheet # 95.

Matson Navigation Company

All Claims for shortage of imported pineapple via Matson Navigation Co. should be referred to Claim Agent of that line at 215 Market Street, San Francisco, Calif. for their record before payment in order to determine if any overs on the ship could match the shortage.

National Railways of Mexico

In connection with damage claims covering shipments originating in Mexico and destined to points in the United States, we have been advised that in the pending suit against the Texas Mexican Railways, the Texas Lines are asking the Supreme Court again to review lower court's decision.

Until this matter is finally settled, we will continue to deduct the Mexican Lines' proportion on all claims that we pay on this traffic originating in Mexico.

NYS&W

Loss or damage to cars when handled by NYS&W at Edgewater, N.J. for the account of NYC places responsibility with the NYC per General Managers Agreement of October 10, 1949.

When handled by the NYC for account of NYS&W, places responsibility with the NYS&W.

NYNH&H and B&M
Percentage Plans

See P.R.R. Percentage Plan. (Page 61)

We have similar agreements with the NYNH&H Railroad and B&M Railroad and such claims should be handled in similar manner. (See Page 61).

Pan-Atlantic Steamship Co.

Claims entered against us on shipments traveling on through Bills of Lading must be adjusted direct with the claimant by us and if loss or damage is located with the Steamship Line, we should charge them on our distribution statement.

If dented cans, food products, are involved on shipments moving via Reading Company, Philadelphia, Pa., the claim should be referred to the Freight Claim Agent of the Reading Company for his review and comments.

P&E Railway

The work sheet should indicate the amount charged to the P&E (\$1.00 minimum).

The P&E extends from Peoria, Ill. to Indianapolis, a distance of 211 miles and passing through the following stations, arranged alphabetically:

Ames, Ind.	Hillary, Ill.	Muncie, Ill.
Bloomington, Ill.	Hillsborough, Ill.	New Ross, Ind.
Brant, Ind.	Hill-Ind.State Line	Oakwood, Ill.
Bronson, Ill.	Indiana Girls School,	Ogden, Ill.
Brownsburg, Ind..	Indiana	Palmerton, Ind.
Brownsville, Ill.	Indianapolis, Ind.	Pekin, Ill.
Champaign, Ill.	Jamestown, Ind.	Peoria, Ill.
Cory, Ill.	Kern Pit, Ind.	Range Road, Ind.
Covington, Ind.	Le Roy, Ill.	Rising, Ill.
Crawfordsville, Ind.	Leslie, Ill.	Rumpler, Ill.
Crawfordsville Jct., Ind.	Lilly, Ill.	St. Joseph, Ill.
Danville, Ill.	Linnsburg, Ind.	Speedway, Ind.
Danville Jct., Ill.	Lizton, Ind.	Tile Siding, Ind.
Dean, Ill.	Mackinaw, Ill.	Tremont, Ill.
Downs, Ill.	Mahomet, Ill.	Twin Grove, Ill.
East Yard, Ill.	Mansfield, Ill.	Urbana, Ill.
Empire, Ill.	Mayview, Ill.	Veedersburg, Ind.
Farmer City, Ill.	Menert, Ill.	Walz, Ill.
Fithian, Ill.	Missionfield, Ill.	Waynotown, Ind.
Foster, Ind.	Mission Mines, Ill.	Woodruff, Ill.
Gillum, Ill.	Moon, Ill.	Wyton, Ill.
Glover, Ill.	Moorefield, Ind.	
Harris (Platt Co. Ill.)		

PRR-NYC Percentage Plan(Includes all amounts, no minimum)

This plan applies only to LCL shipments on which the entire amount is proratable from origin to destination. The shipments must move exclusively over the PRR and NYC. The Plan does not apply when IHB, CRI, or P&E involved, however, it does apply when NYLB is involved provided interchanged directly to or from the PRR. Claim payments of \$5.01 to and including \$10.00 should be included without regard to salvage.

When setting up these charges on the work sheet, the amount paid should be placed in the Suspense block and the stamp "NYC---Plan" placed directly over that block. The net amount of salvage should be placed below the line in the proper block showing if NYC or PRR salvage.

Port Huron and Detroit Railroad

PH&D waybill reference from origin point to Port Huron should be shown on work sheet. All traffic to or from PH&D is rebilled at Port Huron, show both waybill references.

Reading Company

Newberry Junction is a joint NYC and Reading Agency. If any exceptions on shipments originating on NYC, charge NYC. If originating on Reading, charge the Reading Company.

Seal Agreement

B&M R.R. and NYC R.R. (see agreement 11/8/35 attached.)
See Page 92 .

Reading Co. and NYC - The Reading assume liability for defective seal record on Southbound Traffic, the NYC assume defect on Northbound Traffic. (See Page 95).

PRR and NYC R.R. at 68th Street Bridges, New York, Weehawken, N.J., Newberry Junction, Pa. and Buffalo, N.Y. (See Pages 93 and 94.)

L&N and NYC R.R. at Cincinnati, Ohio (See Sheet # 95)

LI and NYC R.R. in New York. See copy of agreement attached. (Sheet #95).

Seals at Detroit, Michigan

Handle with Freight Agent for all seal records.

Seatrain Line

Write Auditor Freight Accounts of New York Central R.R., Detroit, Michigan, for division of revenue between NYC and NYSW.

Write Chief Claim Clerk, Seatrains Line, 711 Third Ave., New York 17, N.Y. for divisions of revenue between Seatrains Line and their Western connections. Prorate claim on revenue, send to Collection Desk, who will handle as explained under Foreign Line Charges. (Page 57)

StLB&M, BSLW, NOTM

These roads come under Gulf Coast Lines (Missouri Pacific is kept separate.) If under \$1.00, NYC takes charge. If over \$1.00, charge GCL. For example:

		<u>Amount</u>		
StLB&M	Houston	\$1.18	-	GCL
BSLW	Sabine River	.36	-	NYC
NOTM	Kinder	.17	-	NYC
Mo. Pac.	St. Louis	2.04	-	Mo.Pac.
NYC	Cleveland	1.63	-	NYC

Trucking in lieu of Lighterage at New York

Genser Trucking
 Sheridan & Duncan
 Galvin Trucking
 Olympia Trucking
 Triboro Transportation
 (Flour for export)

West India Fruit & Steamship Co.

Effective January 1, 1948, the Florida East Coast Railway will handle loss and damage freight claims for the West India Fruit & Steamship Co., and will accept arbitrary debits under Freight Claim Rule 150 for amounts due from the West India Fruit & Steamship Co., in connection with loss and damage claims.

Distribution statements, in duplicate, should show separately the amounts due from the FEC Railway and West India Fruit & Steamship Co., respectively, and should be forwarded with abstract in duplicate to Auditor of Disbursements, Florida East Coast Railway Company, St. Augustine, Florida.

West India Fruit & Steamship Company, cont.

The West India Fruit and Steamship Company, Inc. operate Car Ferry Service between Port of Palm Beach, Florida, and Havana, Cuba, the distance for claim prorating is 270 miles.

The Florida East Coast Railway Company distance from Jacksonville, Florida to Port of Palm Beach, Florida for claim prorating purposes is 296 miles. (See Page 85 for Cuban mileage).

Yuma Valley Railroad

Will accept only if damage occurred between Somerton Siding to City of Yuma.

Century Carloading Company

Handles shipments from New York to Buffalo, N.Y.
Claims on this traffic should be referred to D.F.C.A. at Buffalo for approval.

C&M Forwarding Company

Consolidate and load shipments on our team track in Rochester, N.Y. for Chicago, Ill. and New York, N.Y. All claims should be referred to D.F.C.A. at Rochester, N.Y. for adjustment after investigation has been completed.

Detroit Shippers Coop. Assn.
Detroit, Mich.

Receive consolidated cars from Funk Hauling, Philadelphia Pa. routed via EOD-Bethlehem-L.V.-Suspension Bridge and NYC. The loading is done by the Reading Company and the unloading by the Detroit Shippers Association.

Detroit Shippers Coop. Assn. occupy space in our Winchester Ave., Station, Chicago, Ill. All loading is performed by our forces in Chicago and the unloading is done by the Detroit Coop. Assn. in Detroit, Michigan.

Empire State Shippers

Use our facilities at Buffalo, N.Y. Our forces load these shipments for North Platte, Nebraska, Mahoney Transfer, Mo. and Harve, Mont. No veri-check is made by us.

All claims should be sent to D.F.C.A. at Buffalo for approval when investigation complete.

Flexi-Van Operation

See Departmental Advice S-119

Freight Service Centers

See Departmental Advice S-120

FORWARDING COMPANIES

65

Fidelity Consolidators "Colod" Cars

Prior to April 3, 1961, are loaded by railroad employees at St. Johns Park, N.Y. for the following destinations:

<u>Destination</u>	<u>Consigned to</u>
Brighton, Mass. Route NYC all the way	Fay Transportation Company Unloaded by Fay Transp. Co.
Detroit, Michigan Route NYC (straight)	K.G. Service Unloaded by K.G. Service for account of consignee.

The following are solid cars of F. W. Woolworth shipments consolidated by Fidelity and loaded by our forces at St. Johns Park for:

Boston, Mass. Route NYC-Boston-NYNH&H	Allen Distributing Co. unloaded by distributor for account of consignee
Chicago, Illinois Route NYC-IHB	F. W. Woolworth Warehouse Unloaded by Woolworth, 4801 So. Lawndale Ave.

Shortages of entire packages over \$20.00 must be supported with proof of carrier's receipt at New York (original or photo copy of shipping order). Origin record not required unless shipping order shows some exceptions. FCA-87-A should be sent to destination store except Kresge when FCA-87-A should be sent to their main office in Detroit.

Copies of exception reports are received by our D.F.C.A. Detroit on all shipments unloaded by the K.G. Service, Detroit, Mich. as well as by the Fay Transportation at Boston.

All Fidelity Consolidators shipments which were loaded by carrier forces at St. Johns Park Station prior to April 3, 1961 should be paid in full if liability is established.

Since April 3, 1961 the Fidelity Consolidators load their own cars at our 60th St. Station, New York. Therefore, as these cars are unloaded by the consignees at destinations, the carriers will not be liable for loss of entire packages when cars travel under clear seal protection.

Forwarding Companies

The block "B/L Description" on work sheet should carry the word "Forwarders" instead of the commodity involved.

Fidelity Consolidators "Colod" Cars

Are loaded by railroad employees at St. Johns Park, N.Y. for the following destinations:

<u>Destination</u>	<u>Consigned To</u>
Brighton, Mass. Route NYC all the way	Fay Transportation Company Unloaded by Fay Transp. Co.
Detroit, Michigan Route NYC (straight)	K.G. Service Unloaded by K.G. Service for account of consignee.

The following are solid cars of F. W. Woolworth shipments consolidated by Fidelity and loaded by our forces at St. Johns Park for:

Boston, Mass. Route NYC-Boston-NYNH&H	Allen Distributing Co. unloaded by distributor for account of consignee
Chicago, Illinois Route NYC-TNB	F. W. Woolworth Warehouse Unloaded by Woolworth, 4801 So. Lawndale Ave.

Shortages of entire packages over \$20.00 must be supported with proof of carrier's receipt at New York (original or photo copy of shipping order). Origin record not required unless shipping order shows some exceptions. FCA-87-A should be sent to destination store except Kresge when FCA-87-A should be sent to their main office in Detroit.

Copies of exception reports are received by our D.F.C.A. Detroit on all shipments unloaded by the K.G. Service Detroit, Mich. as well as by the Fay Transportation at Boston.

Forwarding Companies

The block "B/L Description" on work sheet should carry the word "Forwarders" instead of the commodity involved.

Freight Charges

We received a ruling from our General Attorney to the effect that it would be illegal for us to pay forwarders or consolidators more than the carload rate assessed on claims for loss or damage when freight charges are properly refunded.

Our present arrangement with the Universal Carloading and Distributing Co. of allowing 50% of their L.C.L. rate should not be disturbed.

FORWARDING COMPANIES

66

Freight Charges

We received a ruling from our General Attorney to the effect that it would be illegal for us to pay forwarders or consolidators more than the carload rate assessed on claims for loss or damage when freight charges are properly refunded.

Our present arrangement with the Universal Carloading & Distributing Co. of allowing 50% of their L.C.L. rate should not be disturbed.

International Forwarding Co.

Origin Agent requires original or photo copy of shipping order, in order to locate record of receipt and forwarding. Request this document from International Forwarding Company.

Merchants Shippers Association

Should be addressed to their San Francisco Office but mailed to -

Merchants Shippers Association
11 Park Place
New York, N.Y.

Modern Shipping Service

Is an affiliate of the Universal Carloading and Distributing Co. and do their own loading at their terminal, 650 West 36th Street, New York for Chicago, Illinois.

Springmeier Shipping Company

Consolidate and load shipments in box cars and in Flexi-Vans at the Illinois Terminal Freight House in St. Louis, Missouri for East Syracuse, Buffalo, Rochester, Albany and Springfield. They also do the unloading at these points.

Springmeier pay the sub-consignee before entering claim against the carrier. We hold a blanket bond of indemnity from them in lieu of original Bill of Lading and Freight Bill.

Texas Freight Company

Has authorized us to reduce freight charges on all claims by 50% of amount shown.

U. S. Packing and Shipping Co.

Use our facilities at 30th Street, New York for pool car service to the following consignees:

- #1. El Paso Shippers Association
El Paso, Texas
Route NYC-St. Louis-Mo.Pac.-T&P

International Forwarding Co.

Origin Agent requires original or photo copy of shipping order, in order to locate record of receipt and forwarding. Request this document from International Forwarding Company.

Merchants Shippers Association

Should be addressed to their San Francisco Office but mailed to -

Merchants Shippers Association
11 Park Place
New York, N.Y.

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Springmeier Shipping Company

Consolidate and load shipments in box cars and in Flexi-Vans at the Illinois Terminal Freight House in St. Louis Missouri for East Syracuse, Buffalo, Rochester, Albany and Springfield. They also do the unloading at these points.

Springmeier pay the sub-consignee before entering claim against the carrier. We hold a blanket bond of indemnity from them in lieu of original Bill of Lading and Freight Bill.

Texas Freight Company

Has authorized us to reduce freight charges on all claims by 50% of amount shown.

U. S. Packing and Shipping Co.

Use our facilities at 30th Street, New York for pool car service to the following consignees:

- #1. El Paso Shippers Association
El Paso, Texas
Route NYC-St. Louis-Mo.Pac.-T&P
- #2. Toledo Maumee Valley Shippers Association
c/o Frank Cartage Co.
Toledo, Ohio
Route NYC (straight)
- *3. Mid-West Pool Car Association
Denver, Colo.
Route NYC-Englewood-CB&Q-Burham-DRGW

U. S. Packing and Shipping Co. (Continued)

- #2. Toledo Maumee Valley Shippers Association
c/o Frank Cartage Co.
Toledo, Ohio
Route NYC (straight)
- *3. Mid-West Pool Car Association
Denver, Colo.
Route NYC-Englewood-CB&Q-Burham-DRGW
- *4. Detroit Shippers Cooperative Association
c/o E. Ferguson Cartage Co.
Detroit, Michigan
Route NYC (straight)
- *5. M & M Receivers
Cleveland, Ohio
Route NYC (straight)
- *6. M & M Receivers
Erie, Pa.
Route NYC (straight)

Cars unloaded by carrier

* Cars unloaded by consignee

All shipments are routed by the U.S. Packing and Shipping Co. and are loaded by NYC employees according to those instructions, therefore, each claim should be supported with the original shipping order which will bear the "spot number", and evidence of receipt by us. Form FCA-87-A should be obtained from the sub-consignee to support claims for loss of entire package.

If claim for loss over \$100.00, send letter to shipper asking whether or not the shortage was received from any source.

Any claim for back haul charges due to mis-loading, should be referred to D.F.C.A., New York to determine if error made by U.S. Packing and Shipping, in showing correct spot number or NYC error in loading.

Claims are presented against the carriers by the consignees in Denver, Detroit, Cleveland, Erie and El Paso and by the sub-consignee in Toledo.

We hold blanket assignments from the Toledo Maumee Shippers Association, Toledo, Ohio authorizing us to pay the sub-consignee.

Arrangements have been made to send D.F.C.A., 466 Lexington Ave., New York, copies of all destination exception reports.

All claims for shortage of entire packages, exceeding \$75.00 on this traffic should be referred to D.F.C.A. in New York before payment. He will advise if the shortage in question checked over at any of the above destinations.

U.S. Packing and Shipping Co. (Cont.)

- *4. Detroit Shippers Cooperative Association
c/o E. Ferguson Cartage Co.
Detroit, Michigan
Route NYC (straight)
- *5. M & M Receivers
Cleveland, Ohio
Route NYC (straight)
- *6. M & M Receivers
Erie, Pa.
Route NYC (straight)

Cars unloaded by carrier

* Cars unloaded by consignee

All shipments are routed by the U.S. Packing and Shipping Co. and are loaded by NYC employees according to those instructions; therefore, each claim should be supported with the original shipping order which will bear the "spot number", and evidence of receipt by us. Form FCA-87-A should be obtained from the sub-consignee to support claims for loss of entire package.

If claim for loss over \$100.00, send letter to shipper asking whether or not the shortage was received from any source.

Any claim for back haul charges due to mis-loading, should be referred to D.F.C.A., New York to determine if error made by U.S. Packing and Shipping, in showing correct spot number or NYC error in loading.

Claims are presented against the carriers by the consignees in Denver, Detroit, Cleveland, Erie, and El Paso and by the sub-consignee in Toledo.

We hold blanket assignments from the Toledo Maumee Shippers Association, Toledo, Ohio authorizing us to pay the sub-consignee.

Arrangements have been made to send D.F.C.A., 466 Lexington Ave., New York, copies of all destination exception reports.

All claims for shortage of entire packages, exceeding \$75.00 on this traffic should be referred to D.F.C.A. in New York before payment. He will advise if the shortage in question checked over at any of the above destinations.

FORWARDING COMPANIESU. S. Packing and Shipping Co. (Continued)

Claims for loss of entire packages shipped by the U. S. Packing & Shipping Co. from our 30th St. Platform, New York, consigned to the following should be adjusted on a 50% basis.

Mid West Pool Car Association - Denver, Colo.
Detroit Shippers Cooperative Association - Detroit, Mich.
M & M Receivers - Cleveland, O.
M & M Receivers - Erie, Pa.

All such claims should be handed to Mr. H. J. Laehy.

This procedure should apply to shipments moving after December 5th only.

Western Carloading Company

Back haul charges due to error in loading. It has been agreed that we will pay 50% on all items, \$4.00 and under without being supported by the shipping order, while items in excess of this amount will be supported with a photo copy of shipping order, and that such items will be adjusted on their merits.

The Western Carloading Co. place loading instructions or spot number on the Shipping Order, and we load according to those instructions. Claims for loss of shipment or for misloading should be referred to D.F.C.A. (either New York or Boston) to determine if error of the Western Carloading Co. in showing correct spot or if error on NYC Railroad in loading.

Western Freight Association

All rail movement Los Angeles, Calif. to New York. Loaded by shipper at origin. Handle same as claims from Universal Carloading and Distributing. Compromise settlements may be arranged between our D.F.C.A. New York and the Universal.

Western Transportation Company

(No connection with Western Carloading Co.)

Shipments are received and handled at St. Johns Park in same manner as Universal Carloading and Distributing Co. shipments. Universal's receiving clerk receipts for same using Western Transportation Co. receiving stamp. They are co-loaded in Universal's cars by railroad personnel and Universal holds carriers bill of lading receipt for entire car. Claims on such shipments should be settlement on same basis as those of Universal Carloading and Distributing Company.

Western Carloading Company

Back haul charges due to error in loading. It has been agreed that we will pay 50% on all items, \$4.00 and under without being supported by the shipping order, while items in excess of this amount will be supported with a photo copy of shipping order, and that such items will be adjusted on their merits.

The Western Carloading Co. place loading instructions or spot number on the Shipping Order, and we load according to those instructions. Claims for loss of shipment or for mis-loading should be referred to D.F.C.A. (either New York or Boston) to determine if error of the Western Carloading Co. in showing correct spot or if error on NYC Railroad in loading.

Western Freight Association

All rail movement Los Angeles, Calif. to New York. Loaded by shipper at origin. Handle same as claims from Universal Carloading and Distributing. Compromise settlements may be arranged between our D.F.C.A. New York and the Universal.

Western Transportation Company

(No connection with Western Carloading Co.)

Shipments are received and handled at St. Johns Park in same manner as Universal Carloading and Distributing Co. shipments. Universal's receiving clerk receipts for same using Western Transportation Co. receiving stamp. They are co-loaded in Universal's cars by railroad personnel and Universal holds carriers bill of lading receipt for entire car. Claims on such shipments should be settlement on same basis as those of Universal Carloading and Distributing Company.

Universal Carloading & Distributing Co.

The Universal Carloading & Distributing Company at 36th Street Platform use their own labor for loading freight into and from their trailers. Where freight is to be loaded into cars,, the UCD force bring the freight to the tail of the trailer or truck where it is checked by our receiving clerk and loaded in the car by our labor.

UCD freight, which arrives in trailers intended for local delivery or for forwarding to other UCD stations at New York, is handled entirely by UCD checkers and labor.

G.F.C.A., Universal C/L & Dist. Co. has agreed that it will be proper for us to cut freight charges in half when included on their claims at LCL rate. If any question is raised by Universal offices from whom claims are received, we should inform them that this has approval.

Universal Carloading & Distributing Co.

The Universal Carloading & Distributing Company at 36th Street Platform use their own labor for loading freight into and from their trailers. Where freight is to be loaded into cars, the UCD force bring the freight to the rail of the trailer or truck where it is checked by our receiving clerk and loaded in the car by our labor.

UCD freight, which arrives in trailers intended for local delivery or for forwarding to other UCD stations at New York, is handled entirely by UCD checkers and labor.

G.F.C.A., Universal C/L & Dist. Co. has agreed that it will be proper for us to cut freight charges in half when included on their claims at LCL rate. If any question is raised by Universal offices from whom claims are received, we should inform them that this has approval.

For Universal and Railroad loading, see list Pages # 74, 75 and 76.

Effective September 1, 1954, the Universal has placed in use the veri-check loading ballot on all box cars loaded by Universal forces. We have made an agreement with their D.F.C.A. to pay 50% for losses of entire packages on cars which the Universal loads and carriers unload provided the Universal can furnish a copy of the loading ballot. This is covered in Rule 4½ (b) of agreement with Universal included in Supplement No. 3 to Departmental Advice 6-30. If the loading ballot cannot be produced in these cases by the Universal, the latter will withdraw any claims for losses of entire packages.

We have likewise agreed on cars loaded by our forces at 36th Street and St. Johns Park, New York; Kneeland Street, Boston; and E. St. Louis, that we will produce the loading ballot on claims for shortages of entire packages in order to effect a compromise settlement under the various rules of our agreement with Universal. In the event we cannot produce the loading ballot, at the above points, we have agreed to pay claims for shortages of entire packages on a 100% basis.

Every claim for shortage will be supported by the original tally showing check-out from car. We should insist on this document before approving claims for payment.

Universal salvage is now being sold by us at all points on our line. When applying salvage to Universal claims involving foreign lines, or where a compromise settlement is made under the terms of our agreement, 15% should be deducted from gross salvage, subject, of course, to maximum deduction of \$150.00.

Universal Carloading & Distributing Co. (Cont.)

For Universal and Railroad loading, see list
Pages # 74, 75 and 76.

Effective September 1, 1954, the Universal has placed in use the veri-check loading ballot on all box cars loaded by Universal forces. We have made an agreement with their D.F.C.A. to pay 50% for losses of entire packages on cars which the Universal loads and carriers unload provided the Universal can furnish a copy of the loading ballot. This is covered in Rule 4½ (b) of agreement with Universal included in Supplement No. 3 to Departmental Advice S-80. If the loading ballot cannot be produced in these cases by the Universal, the latter will withdraw any claims for losses of entire packages.

We have likewise agreed on cars loaded by our forces at 36th Street and St. Johns Park, New York; Kneeland Street, Boston; and E. St. Louis, that we will produce the loading ballot on claims for shortages of entire packages in order to effect a compromise settlement under the various rules of our agreement with Universal. In the event we cannot produce the loading ballot, at the above points, we have agreed to pay claims for shortages of entire packages on a 100% basis.

Every claim for shortage will be supported by the original tally showing check-out from car. We should insist on this document before approving claims for payment.

Universal salvage is now being sold by us at all points on our line. When applying salvage to Universal claims involving foreign lines, or where a compromise settlement is made under the terms of our agreement, 15% should be deducted from gross salvage, subject, of course, to maximum deduction of \$150.00.

NEW YORK CENTRAL SYSTEM

FREIGHT CLAIM DEPT.

BUFFALO, N.Y.

November 21, 1961 g:w

MAIL TO:

Toledo

NT NO. 4

Manual For Handling Of

Freight Claims

May 2, 1960

R. J. Tiffany,
F.C.A.

M-69

revisions on attached pages;
remove the old and insert new revised pages in your
Manual.

Page 70 - Universal Carloading & Distributing Co.
Supplement 21
Departmental Advice S-80

Page 71 - "

Page 72 - "

R. J. Tiffany

Buffalo, N.Y. November 21, 1961 t:l

Universal Carloading & Distributing Co.

SUPPLEMENT NO. 21 TO DEPARTMENTAL ADVICE S-80
UNIVERSAL CARLOADING & DISTRIBUTING COMPANY CLAIMS
(Cancelling Supplements Nos. 3, 5, 7, 8, 11, 14 and 17)

Effective April 3, 1961, the Universal Carloading & Distributing Co. moved their operation from our St. Johns Park Station (since closed) to 60th Street Station. Universal forces load and unload cars at 60th Street, the entire operation being under the direction of Universal supervision.

The following Agreement has been signed with Universal to apply on shipments moving on and after April 3, 1961. This Agreement in no way changes the provisions of Supplements 18 and 19 covering Agreement for settling claims on Flexi-Van shipments.

RAIL CARRIER PAYS

1. VISIBLE DAMAGE (Note 1)

- | | |
|--|------------|
| (a) Shipments loaded without exceptions (Note 2) and damage noted when unloaded from car. | 100% |
| (b) Where Universal forces unload without exceptions and visible damage found at time of delivery to truckman. | No Payment |

2. CONCEALED DAMAGE

- | | |
|--|------|
| (a) Rail carrier loads and unloads when only local truck move involved. | 100% |
| (b) Universal loads, rail carrier unloads. | 100% |
| (c) Rail carrier loads, Universal unloads | 100% |
| (d) Universal loads and unloads | 100% |
| (e) Shipments handled in over-the-road truck hauls, rail carriers will pay on the basis of its mileage proportion. | |

3. CONCEALED LOSS

- | | |
|---|------------|
| (a) Rail carrier loads and unloads | 100% |
| (b) Rail carrier loads, Universal unloads | 50% |
| (c) Universal loads, carrier unloads | 50% |
| (d) Universal loads and unloads | No Payment |

RAIL CARRIER PAYS

(e) Universal has over-the-road truck haul, rail carrier loads and Universal unloads; or Universal loads and carrier unloads. 33-1/3%

(f) If Universal has over-the-road truck haul and rail carrier loads and unloads. 66-2/3%

4. VISIBLE LOSS FROM PACKAGE

- (a) If loaded in car by railroad without exceptions and loss discovered and recorded at time of unloading by carrier or Universal forces. 100%
- (b) If loaded in car by Universal without exceptions and loss noted by carrier at time of unloading. 50%
- (c) If loaded and unloaded by Universal and car handled under perfect seal security. No Payment

5. LOSS OF ENTIRE PACKAGE

- (a) Car loaded by railroad, unloaded by Universal, or loaded by Universal and unloaded by railroad, and handled under perfect seal security, freight checking short from car. 50%
- (If freight checked short at transfer point, this rule applies to movement to transfer point. If freight checks O.K. at transfer point, rule is applicable to movement from transfer point to destination.)
- (b) Car loaded by Universal, entered by railroad at trans-loading point for transferring freight other than that on which claim is presented, car unloaded at final destination by Universal and freight checked short from car at final destination. 33-1/3%
- (c) Car loaded by railroad and entered by railroad at trans-loading point for transferring freight other than that on which claim is presented, car unloaded at final destination by Universal and freight checks short from car at final destination. 66-2/3%
- (5(b) and (c) are applicable where through billed car is stopped in transit to remove part of load and complete loading, and freight claimed short is not checked or transferred at such transfer point.)
- (d) Car loaded and unloaded by Universal and handled under perfect seal security. No Payment
- (e) Car loaded and unloaded by railroad and freight checking short from car. 100%

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- NOTE 1. Universal will support claims with evidence that shipments were received at origin point without exceptions.
- NOTE 2. Notation reading "rattling", "creased", or "crushed" will be classified as visible damages when same number of packages are found to contain damaged contents after delivery to consignee. It is understood that damage must be reported within fifteen days from date of delivery to consignee and will be verified by inspection.

Above Agreement subject to change upon 30 days notice of either party.

While we have agreed to the elimination of the 15-day notification on concealed loss and damage claims, the Universal representatives have been told that valid reasons will have to be advanced for failure of their customers to report these exceptions within this period. The Universal has agreed to continue to resist as far as possible claims of this type from their customers when notification is not received within the 15-day period.

R.J. Tiffany

New York, March 24, 1948

Universal C/L & D. Company
Force: Departmental Advices

SUPPLEMENT 3 TO DEPARTMENT ADVICE S-80

(Cancelling Original Advice except that form Rule 4 will apply to claims received prior to March 10, 1948.)

UNIVERSAL CARLOADING & DISTRIBUTING COMPANY CLAIMS.

The following basis of settlement of claims of the Universal Carloading and Distributing Company includes changes covered by Departmental letter of March 10, 1948, i.e., amended Rule 4 and new Rule 4½:

1. This understanding will apply to unsettled claims except as follows:

Claims wherein Universal or carrier against which claim was presented was advised prior to October 1, 1946 of our position under previous practices or arrangements.

Claims against other carriers with whom a different basis of settlement governs.

Claims where in the record of know facts establish a different degree of liability.

RULE 4 AS IT READS IN ORIGINAL DEPARTMENTAL ADVICE S-80 WILL APPLY TO CLAIMS RECEIVED PRIOR TO MARCH 10, 1948. RULES 4 AND 4½ AS SHOWN BELOW WILL APPLY TO CLAIMS RECEIVED FROM UNIVERSAL CARLOADING AND DISTRIBUTING CO. ON OR AFTER MARCH 10, 1948.

CARRIER PAYS

2. Visible damage, where shipment is loaded without exception or exception is noted and recorded at time of unloading from car.

100%

3. Concealed damage (Note 2):

- | | |
|---|------|
| (a) Rail carrier loads and unloads | 100% |
| (b) Universal loads or unloads | 75% |
| (c) Universal loads and unloads | 50% |
| (d) If Universal has over-the-road truck haul, rail carrier pays its mileage proportion. | |
| (e) If transported on more than one bill of lading without exception or inspection of contents at intermediate points and both rail carrier and Universal performed loading or unloading, terminal or intermediate. | 75% |

CARRIER PAYS

4. Visible loss from package: (Note 1)
 - (a) If loaded in car by railroad without exception noted and recorded on unloading by carrier or Universal. 100%
 - (b) If loaded in car by Universal without exception and exception noted by carrier on unloading. 50%
 - (c) If loaded in car and unloaded from car by Universal under perfect seal record, no payment.

- 4½. Loss of entire package (Note 1)
 - (a) Loss of entire package before delivery to Universal after unloaded at St. Johns Park or 36th St., New York. 100%
 - (b) Car loaded by railroad, unloaded by Universal, or loaded by Universal, unloaded by railroad, handled by railroad under clear seal record, and freight checks short from car. 50%
(If freight checks short at transfer point, this rule applies to movement to transfer point. If freight checks O.K. at transfer point, rule is applicable to movement from transfer point to destination).
 - (c) Car loaded by Universal, is entered by railroad at trans-loading point for transferring freight, other than that on which claim is presented, car is unloaded by Universal at destination and freight checks short from car at destination. 33-1/3%
 - (d) Car loaded by railroad, is entered by railroad at trans-loading point for transferring freight other than that on which claim is presented, car is unloaded by Universal at destination and freight checks short from car at destination. 66-2/3%
(4½ (c) and (d) are applicable where through billed car is stopped in transit to remove part of load or complete loading, and freight claimed short is not checked or transferred at such transfer point).

CARRIER PAYS

5. Concealed Loss (Note 2)
 - (a) Rail carrier loads and unloads 100%
 - (b) Railroad carrier loads, Universal unloads. 75%
 - (c) Universal loads, carrier unloads 25%
 - (d) Universal loads and unloads, no payment.
 - (e) If Universal has over-the-road truck haul and rail carrier loads. 50%
 - (f) On shipments moving from or through New York City without exception being recorded, if container bears NYC sealing tape. 100%
6. Losses recorded at CB&Q House 5, Chicago, Illinois:
 - (a) Loaded by rail carrier, short from car. 100%
 - (b) Loaded by Universal, short under loading seals, no payment.
 - (c) Short from House, no payment.

NOTE 1: Rule 4 as it reads in original Departmental Advice S-80, will apply to claims received prior to March 10, 1948. Rule 4 and 4½ as shown above will apply to claims received on or after March 10, 1948.

NOTE 2: To qualify as a valid claim consignee should be required to report exception within 15 days after delivery by Universal.

As shown in Rule 1, this understanding will not apply to claims where the record or known facts establish a different degree of liability, and if in your opinion the understanding proves to be inequitable from our point of view, I will be glad to hear from you.

C. J. CONKLIN

Buffalo, N.Y., March 4, 1957 t:b

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Universal Carloading & Dist. Co.
Force: Departmental Advices

SUPPLEMENT NO. 17 TO DEPARTMENTAL ADVICE S-80

UNIVERSAL CARLOADING & DIST. COMPANY CLAIMS
Cancelling Supplement No. 15 to Departmental Advice S-80

Effective at once, the absorption plan with the Universal Carloading & Dist. Co. is amended as follows.

1. The Universal Carloading & Dist. Co. will not present to the New York Central Railroad Co., or request payment of any claim for loss and/or damage to freight shipments, where the presented amount, or amount due Universal's customer is \$4.00 or less. Where terms of agreement between the Universal and New York Central provide for payment by the NYC of less than 100% of the presented amount, the NYC will honor such claims for less than \$4.00, provided amount properly due Universal's customer exceeds \$4.00.
2. On claims where amounts properly payable to the Universal's customers are in excess of \$4.00, the New York Central will pay the truck line proportion, when such proportion is \$4.00 or less. This applies on over-the-road truck hauls at either origin or destination. An over-the-road haul is any movement in excess of ten (10) miles from the rail origin or rail destination.
3. It is understood that the above provisions will apply when the New York Central is the destination rail line haul carrier and also when other railroads may be involved in the movement of shipments, subject of claims.

Until further notice, will you please report to me each month the total number of claims involved and total amount absorbed by us under this plan.

Geo. Coates

UNIVERSAL CARLOADING AND DISTRIBUTING CO.
OPERATION ON THE NEW YORK CENTRAL SYSTEM

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	<u>LOADING</u>	<u>UNLOADING</u>
Albany, N.Y.	Univ. C/L	Univ. C/L
Boston, Mass.	Carriers	Carriers
Buffalo, N.Y.	Univ. C/L	Univ. C/L
Chicago, Ill. CB&Q House #10	Carriers	Carriers
Cincinnati, Ohio	Univ. C/L	Univ. C/L
Cleveland, Ohio	Univ. C/L	Univ. C/L
Evansville, Ind.	Univ. C/L	Univ. C/L
Columbus, Ohio	Univ. C/L	Univ. C/L
Dayton, Ohio	Univ. C/L	Univ. C/L
Detroit, Mich.	Univ. C/L	Univ. C/L
E. St. Louis, Ill.	Carriers	Carriers
Erie, Pa.	Univ. C/L	Univ. C/L
Ft. Wayne, Ind.	Univ. C/L	Univ. C/L
Grand Rapids, Mich.	Univ. C/L	Univ. C/L
Indianapolis, Ind.	Univ. C/L	Univ. C/L
Kalamazoo, Michigan	Univ. C/L	Univ. C/L
Louisville, Ky.	Univ. C/L	Univ. C/L
Muncie, Ind.	Univ. C/L	Univ. C/L
New York St. Johns Park	Carriers	Carriers
36th Street	Carriers	
Rochester, N.Y.	Univ. C/ L	Univ. C/L
Springfield, Mass.	Univ. C/L	Univ. C/L
South Bend, Ind.	Univ. C/L	Univ. C/L
Syracuse, N.Y.	Univ. C/L	Univ. C/L
Toledo, Ohio	Univ. C/L	Univ. C/L
Worcester, Mass.	Univ. C/L	Univ. C/L

UNIVERSAL LOADING AND UNLOADING POINTS - OFF-LINE

<u>City</u>	<u>Carrier</u>	<u>Load</u>	<u>Unload</u>
Atlanta, Ga.		Univ.	
Baltimore, Md.		Univ.	
Battle Creek, Mich.			Univ.
Bridgeport, Conn.		Univ.	
Beaumont, Texas	M.P.		Carrier
Cambridge, Mass.		Carrier	Carrier
Denver, Colo.	CB&Q		Univ.
El Paso, Texas	S.P.		Univ.
Fort Worth, Texas	T.P.		Carrier
Green Island, N.Y.		Univ.	
Hartford, Conn.	N.Haven	Univ.	
Kansas City, Mo.	M.P.		Univ.
Laredo, Texas	M.P.		Lone Star Pkg.
Los Angeles, Calif.	U.P.	Univ. West Trans.	Univ. West Trans.
Memphis, Tenn.	M.P.		Univ.
*Minneapolis, Minn.	CB&PM&O CB&Q	Carrier	Carrier Carrier
Miami, Fla.	SAL		Univ.
New Rochelle, N.Y.		Univ.	
New Orleans, La.			Univ.
Newark, N.J.	L.V.	Carrier	
New Haven, Conn.	N.H.	Int'l.	
*Oakland, Calif.	ATSF		Univ.
Omaha, Nebraska	CB&Q CRI&P		Univ.
*Oklahoma City, Okla.	StLSP		Carrier

UNIVERSAL LOADING AND UNLOADING POINTS - OFF-LINE

<u>CITY</u>	<u>CARRIER</u>	<u>LOAD</u>	<u>UNLOAD</u>
Atlanta, Ga.		Univ.	
Baltimore, Md.		Univ.	
Battle Creek, Mich.			Univ.
Bridgeport, Conn.		Univ.	
Beaumont, Texas	M.P.		Carrier
Cambridge, Mass.		Carrier	Carrier
Denver, Colo.	CB&Q		Univ.
El Paso, Texas	S.P.		Univ.
Fort Worth, Texas	T.P.		Carrier
Green Island, N.Y.		Univ.	
Hartford, Conn.	N.Haven	Univ.	
Kansas City, Mo.	M.P.		Univ.
Laredo, Texas	M.P.		Lone Star Pkg.
Los Angeles, Calif.	U.P.	Univ. West Trans.	Univ. West Trans.
Memphis, Tenn.	M.P.		Univ.
*Minneapolis, Minn.	CST&PM&O	Carrier	Carrier
Miami, Fla.	SAL		Univ.
New Rochelle, N.Y.		Univ.	
New Orleans, La.			Univ.
Newark, N.J.	L.V.	Univ.	
New Haven, Conn.	N.H.	Int'l.	
*Oakland, Calif.	ATSF		Univ.
Omaha, Nebraska	CB&Q CRI&P		Univ.
*Oklahoma City, Okla.	StLSF		Carrier

UNIVERSAL LOADING AND UNLOADING POINTS - OFF-LINE

<u>CITY</u>	<u>CARRIER</u>	<u>LOAD</u>	<u>UNLOAD</u>
Philadelphia, Pa. Butler Ave. Willow St.	PRR RDG	PRR Univ.	PRR
Pittsburgh, Pa.		Univ.	
*Portland, Oregon	SPS	Univ.	Univ.
Providence, R.I.		Univ.	
Reading, Pa.		Univ.	Univ.
*Richmond, Va.	C&O	Univ.	
San Francisco, Calif.	SP	Univ.	Univ.
Seattle, Wash.			Univ.
Salt Lake City, Utah	UP		Univ.
San Antonio, Texas	IGN		Carrier
San Diego, Calif.	ATSF		Univ.
Spokane, Wash.			Univ.
Wilkes Barre, Pa.		Univ.	
Wichita, Kansas	MP		Univ.
York, Pa.	MP		Univ.

*Notes

Minneapolis, Minn. - Carrier handling as of 1/5/53.

Oakland, Calif. - usually loaded at San Francisco, but shown as Oakland.

Oklahoma City, Okla. - carrier's unload and take seal record but Universal make their own exception report.

Portland, Ore. - Universal unload for account of Stor-Dor Delivery Co.

Richmond, Va. - Wyatt Transfer Co. load for account of Universal.

CLAIMANTS

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Blanket Bond Indemnity

On file with us by:

Columbia Iron & Metal Co.
 Detroit Shippers Assn.
 Montgomery Ward
 Mid-West Pool Car Assn.
 National Tea Co.
 Pet Milk Co.
 Quaker Oats - Chicago
 Sears Roebuck
 Spiegel
 Springmeier Shpg. Co.
 Carload Dist. only

(J. J. Newberry
 (S. S. Kresge (Detroit)
 (F. W. Woolworth (Cleveland)
 (Montgomery Ward (Detroit)

CANCELLED

Federal Glass Company

Give Supervisor a copy of the freight bill. When additional claims presented on same car, it will not be necessary to obtain original claim from file. You can obtain waybill reference and route from these copies.

Hotpoint, Inc., Chicago, Ill.

Are located at Cicero, Ill. on B&OCT who handle to Pine Junction, a distance of 35 miles where shipments are delivered to B&O.

S. S. Kresge

All claims filed by their main office in Detroit. They request that Form 87-A be sent to their main office in Detroit, Mich. and not to the destination store. If claim is for loss over \$20.00, we should have photo copy of shipping order.

Libby, McNeill & Libby

Shipments usually move from U.S. Yards to a point on IHB. Claims on these shipments should prorate on mileage between the Chicago Junction Railway and IHB.

G. C. MurphyMorris 5¢ & 10¢ to \$1.00Jewel Tea Company

Claim numbers are shown as "4727-82". The first series represent the claim number and the next two numbers appearing after the dash being a branch identification number, therefore, show the branch number in the space marked "Store No." on the work sheet.

Blanket Bond Indemnity

On file with us by:

National Tea Co.
Columbia Iron & Metal Co.
Springmeier Shipping Co.
Sears Roebuck
Montgomery Ward
Mid-West Pool Car Assn.
Detroit Shippers Assn.
Spiegel
Quaker Oats, Chicago
Colod Dist. only (J.J. Newberry
(S.S. Kresge (Detroit)
(F.W. Woolworth (Cleveland)
(Montgomery Ward (Detroit)

Federal Glass Company

Give Supervisor a copy of the freight bill. When additional claims presented on same car, it will not be necessary to obtain original claim from file. You can obtain waybill reference and route from these copies.

Hotpoint, Inc., Chicago, Ill.

Are located at Cicero, Ill. on B&OCT who handle to Pine Junction, a distance of 35 miles where shipments are delivered to B&O.

S.S. Kresge

All claims filed by their main office in Detroit. They request that FCA Form 87-A be sent to their main office in Detroit, Mich. and not to the destination store. If claim is for loss over \$20.00, we should have photo copy of shipping order.

Libby, McNeill & Libby

Shipments usually move from U.S. Yards to a point on IHB. Claims on these shipments should prorate on mileage between the Chicago Junction Railway and IHB.

G.C. Murphy

Morris 5¢, & 10¢ to \$1.00

Jewel Tea Company

Claim numbers are shown as "4727-82". The first series represent the claim number and the next two numbers appearing after the dash being a branch identification number, therefore, show the branch number in the space marked "Store No." on the work sheet.

J. J. Newberry Company

Mr. F. M. Daly, Traffic Manager, J. J. Newberry Co., 245 Fifth Avenue, New York 16, New York, requests that we send to him any claims that may be received direct from a Newberry Store. If claim presentation form does not bear stamp stating that claim is to be paid to their New York Office, this will indicate that claim has not been processed by Mr. Daly's Office.

Mr. Daly also requests that we handle all adjustment matters with his office at New York, therefore, when there is either any question as to amount to be paid or when declination is in order, such claims should be referred to D.F.C.A. in New York.

If movement is in Fidelity Consolidator Service and loss is in excess of \$20.00, we should have the original or photo copy of shipping order.

J. C. Penney Company

All claims to be processed through and handled by their Traffic Department, 330 West 34th Street, New York, N.Y.

Swift and Company

Do not show National Stock Yards as address. Shown on work sheet -

Swift and Company
East St. Louis, Ill.

William Spencer & Son, New York

We do not need freight bill or bill of lading or an assignment to support their claims. They do reworking work for D.F.C.A., New York. This also applies to any other firm doing work at carrier's request.

Stadium Produce Exchange

All claims presented by them should be paid to Yeckes-Eichenbaum, Inc. A general assignment for all claims is held in our New York Office.

United States Pipe and Foundry Company

When presenting claims merely show address as Chicago, Ill. Work sheet should always show:

United States Pipe & Foundry Co.
122 South Michigan Avenue
Chicago, Illinois

CLAIMANTF. W. Woolworth Company

Drafts should be issued to and mailed direct to the stores. Claims on consolidated cars should be mailed to the District Traffic Manager who presents claim.

Any negotiations as to settlement should be conducted with the District Traffic Manager who has jurisdiction of that store.

If the District Traffic Manager is located on the NYC RR, such negotiations should be conducted by our D.F.C.A.

A list of F. W. Woolworth Stores and the District Traffic Managers is held in our Accounting Department.

No claim will be entered by F. W. Woolworth if the amount is less than \$1.50.

If in Fidelity Consolidator Service and claim is in excess of \$35.00, we must have the original or photo copy of the shipping order.

Wessen Oil and Snowdrift Co.

Avg located on East Jersey R.R. and should be included in pro-rate for 10 miles according to F.C.A. of C.R.R. of N.J.

F. W. Woolworth Company

Drafts should be issued to and mailed direct to the stores. Claims on consolidated cars should be mailed to the District Traffic Manager who presents claim.

Any negotiations as to settlement should be conducted with the District Traffic Manager who has jurisdiction of that store.

If the District Traffic Manager is located on the NYC RR, such negotiations should be conducted by our D.F.C.A.

A list of F. W. Woolworth Stores and the District Traffic Managers is held in our Accounting Department.

No claim will be entered by F. W. Woolworth if the amount is less than \$1.50.

If in Fidelity Consolidator Service and claim is in excess of \$20.00 we must have the original or photo copy of the shipping order.

Wessen Oil and Snowdrift Co.

Are located on East Jersey R.R. and should be included in prorate for 10 miles according to F.C.A. of C.R.R. of N.J.

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Buffalo, N.Y., February 14, 1956 HL:L

Office Information No. 210
W. T. Grant Company

TO ALL CONCERNED:

W. T. Grant Company has agreed that concealed loss or damage claims on LCL shipments moving from New York to Chicago, Ill. in consolidated cars and then by truck to final destination should be handled as follows:

No claim will be entered by W. T. Grant Co. if the amount is less than \$1.50.

In lieu of prorating each claim in order to eliminate the truck line proportion, we have been authorized to arbitrarily reduce such claims by 10% of the amount claimed.

All claims for less than \$5.00 will be paid without regard to salvage credit.

W. T. Grant will ascertain and advise D.F.C.A., New York as to salvage credit on claims in excess of \$5.00.

Geo. Coates

Buffalo, N.Y., March 20, 1952 t:p

Office Information No. 103

REQUESTING EASTERN WEIGHING AND INSPECTION BUREAU
CONCEALED DAMAGE REPORTS

The Eastern Weighing and Inspection Bureau makes concealed damage inspections for our account in the New York Metropolitan Area on all LCL shipments. Our District Freight Claim Agent's Office receives copies of these reports and requests should be addressed to him rather than to the Eastern Weighing and Inspection Bureau for copies of these reports for claim purposes.

Western Weighing and Inspection Bureau has established Loss and Damage Service at the Chicago Regional Port District served by the CRI&P and by the Chicago Short Line Railways.

Inspections are made for account of the line haul carrier.

Buffalo, N.Y., January 21, 1958 t:b

Force: Departmental Advices
 Freight: Inspections

SUPPLEMENT NO. 1 TO DEPARTMENTAL ADVICE S-71INSPECTIONS OF OTHER THAN FRESH FRUITS AND
VEGETABLES BY VARIOUS AGENCIES.

In addition to established inspection services on fresh fruits and vegetables by R.P.I.A. and W.W. & I.B. at points on the System, the following specific commodities indicated by "X" are inspected by the several agencies at points shown.

<u>LOCATION</u>	<u>INSPECTION AGENCY</u>	<u>CND. DAIRY GDS. PRODS.</u>	<u>FROZEN FDS.</u>	<u>WINES & LIQUORS</u>	<u>BEER</u>	<u>MISCELLANEOUS COMMODITIES</u>
New York	R.P.I.A.	X	X	X		Fr. Meat, Fish Poultry & Eggs
" "	E.W. & I.B.					Furniture & Merchandise (Conc. Dge.)
" "	Martin Lubliner					Lumber & Millwork
" "	NY Produce Exchange					Flour Grading
Boston	R.P.I.A.		X	X	X	Fr. Meat & Poultry
Worcester	"		X	X		Fr. Meat & Poultry
Springfield	"		X	X	X	Fr. Meat & Poultry
Albany	"		X	X		Ferns, Ever- greens, short- ening
Syracuse	"		X	X	X	Newsprint Paper
Utica	"	X	X	X	X	Newsprint Paper
Watertown	"	X	X		X	Newsprint Paper
Rome	"				X	
Auburn	"				X	

January 21, 1958 t:b

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<u>LOCATION</u>	<u>INSPECTION AGENCY</u>	<u>CND. GDS.</u>	<u>DAIRY PRODS.</u>	<u>FROZEN FDS.</u>	<u>WINES & LIQUORS</u>	<u>BEER</u>	<u>MISCELLANEOUS COMMODITIES</u>
Geneva	R.P.I.A.					X	
Rochester	"		X	X		X	Fr. Meat
Buffalo	"		X	X		X	" "
Cleveland	"	X		X			
Toledo	"	X		X		X	Fr. Meat
Chicago	W.W. & I.B.	X					
Detroit	R.P.I.A.	X	X	X	X	X	Fr. Meat, Fish Pltry, Eggs, Nursery Stock
Kalamazoo	"						F.F. & V. only
Indianapolis	"						" "
E. St. Louis	W.W. & I.B.	X					
Cincinnati	R.P.I.A.			X) Fresh Meat) Nursery Stock
Dayton	"			X) Olives &) Cherries in) Brine.
Springfld. O.	"			X			
Columbus,	"			X			

Geo. Coates

Buffalo, N.Y., July 2, 1952 g:p

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Payments and Accounts
Freight: Salvage
Force: Departmental Advices

SUPPLEMENT NO. 7 TO DEPARTMENTAL ADVICE NO. S-15

FREIGHT CLAIM DEPARTMENT COLLECTIONS

The second last paragraph of Supplement No. 6 issued December 8, 1950 is herewith changed to read as follows:

When advised that restitution has been arranged by our Police Department, monies collected for freight stolen must be turned over to the nearest Freight Agent accompanied by letter in duplicate showing all pertinent information. Copies of letters should be sent to the undersigned at Buffalo, N.Y. and Division Superintendent. Receipt should be obtained from Agent in duplicate. The Agent will obtain Sales Order number from D.F.C.A. office and report same on Form AR-2 to local cashier who will handle with Auditor of Revenue. The Auditor of Revenue will then handle on monthly salvage report to General Office.

R. J. Tiffany

Buffalo, N.Y., June 11, 1952 t:p

Claims: Procedure

DEPARTMENTAL ADVICE NO. S-107SHIPMENTS OF SUGAR FROM CUBA

Claims are being received on carload shipments of sugar originating at points shown below in Cuba and handled in car ferry service from Havana to Port of Palm Beach Junction, Fla., a distance of 270 miles, by the West India Fruit and Steamship Company:

<u>Trade Name</u>	<u>Name of Shipper</u>	<u>Point of Origin</u>	<u>Dist. to Havana</u>
Hershey	H.H. Pike	Central Hershey	34 mi.
Aspuru	Marianac Trading Corp.	Central Toledo	10 mi.
Pearl White	M. Golodetz	Central Espana	100 mi.
Andorra	L. Minford	Central Andorra	48 mi.
Providencia	Marianac Trading Corp.	Central Providencia	36 mi.
Sol	Olivarria & Company	Central San Cristobal	63 mi.

The Florida East Coast Railway will accept charges for the amount due the West India Fruit and Steamship Co. but we are unable to collect amount due from the Cuban Lines. Therefore, when claims are adjusted on this traffic, amount due from the Cuban Lines should be deducted and claimant advised of the reason for this deduction.

The trade name or name of shipper shown on bill of lading determines the Cuban origin point. Bills of Lading also carry stamp reading "Shipper's Load and Count. The merchandise herein loaded in Cuba by shipper forwarded in original car. Condition, quantity and contents unknown to carrier."

If there are any questions concerning mileages or claims are received carrying trade or shipper's names not shown above, please send to General Office for investigation and advice.

J. R. Stevenson

CC: Examiners Investigators
Supervisors Accounting Division
Correspondents

The Florida East Coast Railway Co. advise that they will accept charges for proportions due from the West India Fruit and Steamship Co. covering the handling of these cars in car ferry service from Havana to Port of Palm Beach Junction, Fla., a distance of 270 miles. However, amounts due from West India Fruit and Steamship Co. and Florida East Coast Railway Co. must be shown separately on distribution statements but may be included with amount due from the Florida East Coast Railway Co. in one amount on claim abstract.

(Also see Page 47)

J. R. Stevenson

Buffalo, N.Y., September 15, 1953 t:p

Force: Departmental Advices
Claims: Government

DEPARTMENTAL ADVICE NO. S-110

CLAIMS ON SHIPMENTS OF GOVERNMENT PROPERTY COVERED BY
GOVERNMENT BILLS OF LADING.

Claims for loss or damage to shipments of Government property covered by Government bills of lading will be made by the Disbursing Officer designated to pay the carrier's transportation charges for each such shipment involved.

No claim on such shipments should be paid to any other officer of the Government or to any private concern unless authorized by the Chief of Transportation, Washington, D.C.

Household goods or personal property of Government personnel moving on Government bills of lading will be paid direct to the owner of the shipment.

J. R. Stevenson

Buffalo, N.Y., September 19, 1952

Principles and Practices

Supervisors
Examiners
Correspondents
Investigators

Article 2 (b) of Principles and Practices has been amended as of September 1, 1952 to read as follows:

"(b) When a necessary part of the investigation, claim shall be supported by either the original invoice; a photographic copy of the original invoice; an exact copy thereof, an extract therefrom, certified to be true and correct with respect to the property involved in the claim; or certification of prices or values, with trade or other discounts, allowances or deductions of any nature whatever reflected therein.

"Where the property involved in the claim has not been invoiced to the consignee or where invoice does not show price or value, or where the property has not been sold but transferred at Bookkeeping values only, claimant shall be required to establish destination value in the quantity shipped and certify the correctness thereof. Bookkeeping or stock transfer values, selling or catalog prices which include profit not earned, or warehouse, distribution, transportation or other expenses not actually incurred, do not establish destination value in the quantity shipped.

"Certification of copies of or extracts from invoices, prices or values shall be made over the signature of the claimant or his authorized representative. Facsimile signatures must be initialed by the user thereof.

"Where paying carrier verifies prices or values directly from original records of claimant, shipper, consignee, or owner of the property, which properly establish destination values in the quantity shipped, and paying carrier places in the claim file a signed certification thereof, with an explanation of how said prices or values were computed, such information will be recognized as meeting the requirements of this Article."

The change concerns claimants' certification of destination value on shipments where an invoice has not been issued to consignee or on shipments that are merely a stock transfer from one warehouse to another. If there is occasion to question the certification in these cases, claim should go to District Office for handling with claimant. Any questions on this point that arise on off-line claims should be submitted to Head Clerk - Claims.

R. J. Tiffany

DEPARTMENTAL ADVICE S-122

PRICE CERTIFICATION ON TRANSFER OF STOCK SHIPMENTS

Current instructions call for obtaining price certifications on shipments described above that will clearly state that the price charged represents the destination value on date due in quantity shipped. On shipments that are consigned to warehouses or other agents for distribution, we should see that the certification includes language indicating that warehouse, distribution or other expenses not actually incurred are not included in price charged.

There is another factor in pricing that should be carefully watched on all types of shipments and that is trade discounts that are normal on certain commodities such as clay, products and glass, to name but two. These discounts are sometimes omitted even when we are furnished what purports to be a certified copy of original invoice.

The verification of prices charged in claims is one of the very important functions of all those who examine and approve claims for payment. When original invoices are not furnished, there should be no hesitancy on the part of the Adjuster to ask for a verification of the price charged if there is any doubt as to its accuracy.

R. J. Tiffany

IN ALL CASES QUESTION SHOULD BE ASKED.
"WHAT WAS ACTUAL LOSS TO CLAIMANT?"

SHIPPER'S CLAIM - If sold f.o.b. destination and shipper prepays freight, pay only invoice cost.

If sold f.o.b. origin and terms of sale show "Freight Allowed", pay only invoice cost.

If sold f.o.b. origin, freight collect, pay only invoice cost.

When based on market value at destination, pay verified market value if freight charges have been paid. Deduct freight charges when unpaid.

Carload shipments for distribution involving cartage and warehouse costs. When entire shipment or substantial portion not delivered credit should be obtained for these costs.

If a commission car, deduct commission from the gross loss.

On rejected packages of perishables delivered on team track or pier, deduct cartage charges.

CONSIGNEE'S CLAIM - If sold f.o.b. destination and shipper prepays freight, pay only invoice cost.

If sold f.o.b. origin and terms of sale show "Freight Allowed", pay only invoice cost.

If sold f.o.b. origin, freight collect, pay invoice cost plus freight if charges have been paid.

If destination market value used, deduct freight if charges not paid. Credit should be obtained for warehouse and delivery expenses on items not delivered.

Philadelphia 23, Pa.

Refer to 100413-3

October 4, 1950

Personal

Mr. J. R. Stevenson, GFCA
NYC Railroad
Buffalo 12, N.Y.

Dear Mr. Stevenson:

I am returning your claim 37-89835.

Our company has consistently refused to pay \$15.00 for these drums as such amount represents a book value and not the fair market value for which the carriers are liable. For your information, I am enclosing a copy of letters which have been written to the claimants by me on every claim that was presented for these empty drums. Thus far, we have been successful in limiting the payment to:

- (1) The proceeds derived from the sale of the rejected drums.
- (2) \$3.50 representing 50% of what we determined to be the actual cost of the 14-16 gauge heavy 55 gal. steel drum.
- (3) \$2.00 representing 50% of what we determined to be the actual cost of the 18 gauge light steel drum, and
- (4) \$2.75 representing 50% of what we determined to be the actual cost of the 30 gallon steel drum.

The 50% settlement was based on the fact that the drums had been used and were second-hand when tendered to the carrier for transportation to Paulsboro, N.J.

This is to notify you in accordance with Freight Claim Rule 8 that the Pennsylvania-Reading Seashore Lines will not accept debit if such claims are settled for \$15.00 per drum as such amount represents "Special Damage" and not the fair market value of the drums.

Sincerely yours,

s/ C. H. Diamond
Freight Claim Agent

FREIGHT: OPERATING AGREEMENTSSEAL RECORDS BETWEEN NYC AND B&M AT MECHANICVILLE

At 12:01 p.m., November 1, 1935, and continuing until definite arrangements are made, or upon thirty days notice by either party, the following agreement between the NYC and B&M in regard to seal record on cars interchanged between these companies at Mechanicville was put into effect.

1. In the event of claim in which seal record is a factor and there is record of missing or defective seal at time of interchange at Mechanicville, such defect will be chargeable to the NYC on eastbound traffic and to the B&M on westbound traffic.
2. In the absence of record of missing or defective seal at time of interchange at Mechanicville, car will be considered to have been properly sealed, at that time and in the case of eastbound traffic if B&M is chargeable on account of imperfect sealing of side door of car or imperfect record as defined in Freight Claim Rule 12 or 19, NYC will assume proportion due from B&M on account of absence of seal record at point of interchange between B&M and NYC.
3. Car found with seal for which no passing or application record can be developed to denote whether applied before or after interchange between B&M and NYC; liability arising from such defect shall be divided equally between B&M and NYC.

Please cover with all interested and be governed accordingly.

Buffalo, N.Y.
November 8, 1935

Buffalo, N.Y., December 23, 1957 t:b 93

Office Information No. 302

SEAL AGREEMENTS BETWEEN THE NYC AND PRR

For your information and guidance the following seal agreements with the Pennsylvania Railroad are still in effect at points shown below.

Buffalo, N.Y. - July 26, 1923.

It was agreed that where the seal record was a factor in allocating losses under Freight Claim Division Rules, the record of seals taken by the N.Y.C. at E. Buffalo Yards on cars received from the P.R.R. will be considered P.R.R. seal record, and records taken by the P.R.R. at their Babcock St. Yard on cars received from the N.Y.C. will be considered NYC seals, and losses will be allocated accordingly, regardless of conductors' records or what crew performed the puller service between the respective yards.

Newberry Jct., Pa. - July 1, 1942.

Operating agreement between the Pennsylvania Railroad and New York Central System - Seals, Newberry Junction, effective July 1, 1942.

1. It is understood that the examination of seals on loaded cars interchanged between our respective roads at Newberry Jct. will be continued as heretofore, but no seal record will be made of cars properly sealed. If seal is defective or missing, the car will be resealed and complete record made.
2. In event of claim in which seal record is a factor and there is record of defective or missing seal at time of interchange at Newberry Jct. such defect will be charged to N.Y.C. on southbound traffic and to P.R.R. on northbound traffic.
3. In absence of record of missing or defective seal at time of interchange at Newberry Jct. car will be considered to have been properly sealed at that time, and in the case of southbound traffic if the Pennsylvania is chargeable on account of imperfect sealing of side door of car or imperfect record as defined in Freight Claim Rule 12 or 19, the Pennsylvania R.R. will assume proportion due from New York Central on account of absence of seal record at Newberry Jct.

On northbound traffic, if New York Central is chargeable on account of imperfect sealing on side door of car or imperfect record as defined in Rule 12 or 19, New York Central will assume proportion from Pennsylvania R.R. on account of absence of seal record at point of interchange between Pennsylvania R.R. and New York Central.

4. Car found with seal for which no passing or application record can be developed to denote whether applied before or after interchange between Pennsylvania R.R. and New York Central, liability arising from such defect shall be divided equally between Pennsylvania R.R. and New York Central.
5. This arrangement to continue in effect until a different arrangement is made in regard to taking seal records or upon thirty days notice by either party.

New York City - 68th St. Float Bridges - December 1, 1923.

This agreement designates the N.Y.C. float bridges as the point of interchange between the Pennsylvania R.R. and the New York Central where seals will be recorded on all cars moving in east and westbound traffic. The record will be taken by a P.R.R. employee on the 8:00 A.M. to 4:00 P.M. truck and by a joint employee for the balance of the time who is acting as a sole employee of the Pennsylvania R.R. Seal records will be sent to the Pennsylvania R.R. interchange clerk at Harsimus Cove, Jersey City.

Defective or missing seals recorded will locate liability with the delivering carrier but failure to secure an affirmative record will be considered a disability of the Pennsylvania R.R.

Weehawken, N.J.

In order to conform to Freight Claim Division Rules, it is hereby agreed that the Central Co. (N.Y.C.) will accept the seal record of the Pennsylvania R.R. at Meadows or Harsimus Cove Yard on westbound cars and the Pennsylvania RR will accept the seal record of the Central Co. at Weehawken, on eastbound cars.

R. J. Tiffany

(Seal Agreement)

Reading Co. & N.Y.C.
Long Island R.R. & N.Y.C.
L&N Railroad & N.Y.C.

Reading Company & N.Y.C.
Point of interchange - Newberry Jct.

The agreement dated November 21, 1941 is similar to the agreement we have with the PRR at Newberry Jct. (See Page 93).

Long Island R.R. & N.Y.C.
Point of interchange - Long Island City

The Long Island is responsible for seal record on Eastbound movement. If defective seal record beyond Long Island City, the LI R.R. is responsible. The NYC R.R. are responsible for seal record on Westbound movement.

L&N Railroad & N.Y.C.
Point of interchange - Cincinnati, Ohio
Agreement January 21, 1947

NYC R.R. will take seal record on Northbound traffic and L&N on Southbound traffic.

Principal Industries Located on Niagara Junction Ry.

<u>Plant</u>	<u>Plant Distance from</u> <u>Interchange</u>	
	<u>24th St. Yard</u>	<u>Footte Street</u>
National Carbon, Acheson Plant	1/4 mile	2 miles
Alox Chemical	1/2 "	1 & 1/2
Carborundum Co. Electro Minerals Plant	1/4 to 1/2	1 & 1/2
E.I. DuPont De Nemours	1/4 to 1/2	1 & 1/2
Hooker Electro Chemical Area		
3-4-5 plants	1/2	1
International Paper Co.	1/2	2
Moore Business Forms, Gilman Plt.	1/2	2
Olin Mathieson Chemical	1/4 to 1/2	1 & 1/2
Niagara Power, (Mohawk) Co. Harper Stn.	2	3/4
Adams "	1/2	2
Electro Metallurgical Co. (Union Carbide)	1	1/2
Great Lakes Carbon Co.	1 & 1/2	1/2 to 3/4
Goodyear Tire & Rubber (Pathfinder)	1 & 1/2	3/4
International Minerals	2	1/2 to 3/4
International Graphite	1 & 1/2	1/2
Kimberly Clark Corp.	2	1/2 to 3/4
Strategic Udy Processes	2	1/2 to 3/4
Union Carbide Chemicals (Niacet)	1 & 1/2	3/4
Waste Products	1 & 1/2	3/4

The above is a list of the largest firms, located on the Niagara Junction Railway at Niagara Falls, New York. Miles or fractions as shown represents the approximate maximum distance from plant to NYC-Niagara Junction interchange points, Footte Yard, North End or 24th Street, South End.

Requests for station records should be addressed to District Freight Claim Agents at the following New York Central Stations:

Albany	Toledo
Syracuse	Chicago
Rochester	Columbus
Buffalo	Cincinnati
Cleveland	E. St. Louis

For New York, Brooklyn and New Jersey stations shown below, inquiries should be addressed:

33rd Street Station

C.L. and L.C.L.

Inbound records, Outbound records, seal records.

Address: W.A. Clarke
33rd Street Station

(ALL NEW YORK, BROOKLYN, & NEW JERSEY L.C.L. FREIGHT HANDLED AT 33RD STREET STATION).

St. Johns Park Station

C.L. (No L.C.L. handled, except LCL export freight)

Inbound records, Outbound records, Inbound seal record.

Address: W.A. Clarke
33rd Street Station

Outbound seal record.

Address: Agent
St. Johns Park Station

Eastbound LCL export freight still handled at St. Johns Park. All records are on file at 33rd St. and inquiries should be addressed to: Mr. W. A. Clarke
33rd Street Station

60th Street Station

C.L. Only

All records obtained from Freight Agent.

130th Street Station

C.L. (No L.C.L. handled)
Inbound records, outbound records, seal records
Address: Agent, 130th Street Station

Weehawken, N.J.

C.L. Only

All records obtained from Freight Agent.

Westchester Ave. Station

C.L. (no L.C.L. handled)

Inbound records, outbound records, seal records.

Address: Agent
 Westchester Ave. Station

Kingsbridge Station

C.L. (No L.C.L. handled)

Inbound records, outbound records, seal records.

Address: Agent
 Kingsbridge Station

(KINGSBRIDGE NOW HANDLES FLEXI-VAN SHIPMENTS ARRIVING
AT HIGHBRIDGE).

Brooklyn E.D. Terminal

C.L. (no L.C.L. handled.)

Inbound records address: N.G. Cutter, Supt.
 B.E.D.T.

Outbound records address: Agent
 Weehawken, N.J.

All seal records address: N.G. Cutter, Supt.
 B.E.D.T.

Bush Terminal R.R.

C.L. (No L.C.L. handled)

Inbound records address: John C. Hilly, G.T.M.
 Bush Terminal R.R.

Outbound records address: Freight Agent
 Weehawken, N.J.

All seal records address: John C. Hilly, G.T.M.
 Bush Terminal R.R.

New York Dock Railway

C.L. (No L.C.L. handled)

Inbound records address: E. Cina, FCA
N.Y. Dock Rwy.

Outbound records address: Agent
Weehawken, N.J.

All seal records address: E. Cina, FCA
NY Dock Rwy.

Hoboken, N.J.

C.L. (No L.C.L. handled)

Inbound records address: Agent
Hoboken, N.J.

Outbound records address: Agent
Weehawken, N.J.

All seal records address: Agent
Hoboken, N.J.

Jersey City, N.J.

C.L. (No L.C.L. handled)

Inbound records address: Agent
Jersey City, N.J.

Outbound records address: Agent
Weehawken, N.J.

All seal records address: Agent
Jersey City, N.J.

Yonkers, N.Y.

C.L. and L.C.L.

Inbound records, outbound records, seal records
address: Agent
Yonkers, N.Y.

(YONKERS NOW HANDLES ALL L.C.L. FREIGHT FOR BRONX AND
POINTS IN WESTCHESTER COUNTY.)

(Union Inland Frt. - no shipments sent there any more.
Barclay St. Station, Pier 34 East River and Jay St. Conn. Rwy.
closed.)

Edgewater & North Bergen - no LCL frt. handled. Any C.L. shipments
delivered at Edgewater or North Bergen would be billed at Weehawk-
en and records secured from Agent at Weehawken.)

CORRECT JUNCTION POINTS TO BE USED IN PRORATING
CLAIMS INVOLVING THE LISTED ROADS AND THE I.H.B.

100

AT&SFe.....	McCook & Elsdon
Alton.....	Argo
Belt Rwy. of Chicago.....	Argo-Irondale
Baltimore & Ohio.....	<u>Blue Island</u>
Baltimore & Ohio Chgo. Term.....	<u>East Chicago</u> - Calumet
C.S.S. & S.B.....	Burnham
C.C.C. & St.L.....	Gibson
C. & C.R.....	Hegewisch, Ill.
C.I. & L.....	Hammond
C. & O.....	Hammond
C. & E.I.....	Dolton
C.R.I. & P.....	Blue Island
C.M.ST.P. & P.....	Franklin Park or Blue Island
C. & I.W.....	McCook
C.B. & Q.....	Congress Park
C.G.W.....	Bellwood
C.A.&E.....	Bellwood
C. & N.W.....	<u>Proviso</u> or Blue Island
C.R. & I.....	<u>Elsdon</u> - U.S. Yards
Chicago Junction.....	U.S. Yards
C.S.L.....	Irondale
E.J. & E.....	Indiana Harbor
Erie.....	Hammond
Grand Trunk.....	Blue Island
Illinois Central.....	Broadview (from West) Highlawn (from south)
Illinois Northern.....	Elsdon
Michigan Central.....	Blue Island
M.ST.P. & S.Ste.M.....	Franklin Park
N.Y.C.....	Gibson
N.Y.C. & ST.L.....	Osborne
Pere Marquette.....	Indiana Harbor
Penna.....	Indiana Harbor
Wabash.....	Chicago Ridge (from West) Tolleston (from East)

Underlined points are those in more general use.

WFD-1
April 2, 1934

Foreign Line Officials to be Addressed
For Copies of Original Waybills

101

ACLLine	J.S. Davis	AFR	Wilmington, N.C.
Ann Arbor	J. W. Ebert	Compt.	Toledo, Ohio
ATSF	E.E. Stein	AFA	Topeka, Kansas
BAR	Roy D. Plumley	GA	Bangor, Maine
B&O	W.A. McClean	AFT	Baltimore, Md.
B&M	H. J. Conway	A of R	Boston, Mass.
Clinchfield	R.Y. Wallace	GA	Erwin, Tenn.
CRR of N.J.	T.F. Finnerty	AR	Jersey City, N.J.
C. of Ga.	T.J. Peterson	AR	Savannah, Ga.
Can. Pac.	G.C. Brooks	AF&SA	Montreal, Que.
CGW	S.B. Wilk	A of R	Oelwein, Iowa
CNW	W.C. Wallace	AFA	Chicago, Ill.
CIL	E.A. Ramp	AR	Chicago, Ill.
CV	M.A. Bliss	Audt.	St. Albans, Vt.
CRI&P	D. Henderson	AFT	Chicago, Ill.
CMStP&P	W.H. Nickels	FA	Chicago, Ill.
C&O	J.A. Virtue	AFA	Richmond, Va.
CB&Q	H.W. Dehning	AFA	Chicago, Ill.
CEI	J.M. Reis	AF&PA	Chicago, Ill.
D&H	C.C. Clemons	AR	Albany, N.Y.
DLW	G. Evans	AR	Scranton, Pa.
DRGW	A. Coquillard, Jr.	AF&SA	Denver, Colo.
DSS&A	J.R. Koch	AFA	Minneapolis, Minn.
Erie	W.J. Manning	AR	Cleveland, Ohio
EJE	M.C. Schultz	AFA	Chicago, Ill.
FEC	I.H. Cooper	AFA	St. Augustine, Fla.
FJ&G	H.C. Miller	Audt.	Gloversville, N.Y.
Georgia	A.L. Stokes	AAofR	Atlanta, Ga.
G.T.West.	L.C. Pleger	Audt.	Detroit, Mich.
GMO	F.N. Johnson	AofR	Mobile, Ala.
Ill. Cent.	E. Nech	AFR	Chicago, Ill.
IGN	A.L. Beacham	AF&PR	Palestine, Texas
LV	J.F. Kenney	AR	Bethlehem, Pa.
L&N	E.J. Block	AFA	Louisville, Ky.
L. Island	W.F. Warren	AFT	Philadelphia, Pa.
Me. Cent.	G.H. Ellis	AofR	Boston, Mass.
MStPSSM	J.R. Koch	AFA	Minneapolis, Minn.
Mo. Pac.	E.H. Gerber	FCA	St. Louis, Mo.
Nor. Pac.	W.H. Goodyear	AFA	St. Paul, Minn.
N&W	R.P. Ellett	AR	Roanoke, Va.
NYC&StL	G.A. Atkinson	AR	Cleveland, Ohio
NYNH&H	T. J. Ahern	AFR	New Haven, Conn.
Penn. R.R.	W.F. Warren	AFT	Philadelphia, Pa.
Reading Co.	Harry L. Muhler	AR	Philadelphia, Pa.
RF&P	J.A. Stanley, Jr.	GA	Richmond, Va.
StLSF	C.W. Martin	AR	St. Louis, Mo.
StLSF of Texas	P.N. Davis	Audt.	Ft. Worth, Texas
SAL	W.H. Barber	AR	Portsmouth, Va.

SOU	G.H. Keller	AFA	Atlanta, Ga.
So. Pac.	H.J. Kihn	AFA	San Francisco, Calif.
THB	H.W. Price	Gen.Audt.	Hamilton, Ont.
TP	J.R. Tedford	AofR	Dallas, Texas
Un. Pac.	L.E. Chamberlin	AFA	Omaha, Nebraska
Virg.	G.B. Smith	AofR	Norfolk, Va.
Wabash	F.J. Harbke	AofR	St. Louis, Mo.
W. Md.	J.P. Crowley	AofR	Baltimore, Md.

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Police - Department

Chiefs of Police

* Jurisdiction over entire Western District.

Hammond, Indiana W.R. Manning

LIST OF LIVE STOCK AGENTS

104

Mr. E. Moymihan	Manager	New York Stock Yards
Mr. D. Scott	Supt.	Detroit Stock Yards
Mr. W. L. Mustard	Supt.	Buffalo Stock Yards
Mr. T. M. Kautzman	L.S.A.	Indianapolis, Ind.
Mr. F. H. Liby	Joint Agent	National Stock Yards East St. Louis, Ill.
Mr. F. W. Durham	Joint R.R. Agent	Cincinnati, Ohio
Mr. G. A. Snyder	Freight Agent	Erie R.R., Buffalo, NY
Mr. A. P. Buzzell	L.S.A.	Pittsburgh Stock Yards
Mr. C. H. Donaldson	Agent	Calumet City
Mr. Carl Crone	Manager	Bellefontaine, Ohio

NEW YORK CENTRAL SYSTEM

Toledo, Ohio. June 28 1961

Claims : Proceedure
Force: Departmental Advices

Mr. R.J.Tiffany:

Confirming our conversation in connection with Departmental Advice S-30 covering approval of claims.

This is to advise that I believe that Mr. L. Holtz is well qualified to approve claims up to and including \$100.00. Will you therefor issue such authority.

Louis Sendi.

Buffalo, N.Y., May 14, 1958 t:b¹⁰⁵

Claims: Procedure
Force: Departmental Advices

SUPPLEMENT NO. 26 TO DEPARTMENTAL ADVICE S-30
(CANCELLING PARAGRAPH 2 OF SUPPLEMENT NO. 24)

GENERAL INSTRUCTIONS, CLAIM HANDLING, APPROVALS DRAFTS, ETC.

The following are authorized to approve claims for payment in other than General Office subject to restrictions indicated.

<u>BOSTON</u> (A) D.F. Lynch (B) P.F. Fitzpatrick* J.J. Murray F.R. Bishop	<u>NEW YORK</u> (A) W.A. Clarke (A) J.J. Maitre (B) H. Palmer W.S. Schleich H.G. Franzreb F.R. Geiger B.S. Seibert C.B. Driscoll	<u>ALBANY</u> ^{REG-10} vs (A) E.C. Ackerman ⁷⁻¹⁻⁶¹ (B) P.A. Prior H. Muscatello
<u>SYRACUSE</u> (A) R.A. Eberz (B) E.H. Steinman (B) J.A. Phelan C.P. Wolff	<u>ROCHESTER</u> (A) R.R. Wallace (B) C.O. Hubbard	<u>BUFFALO</u> (A) J.J. Hayes (B) G.F. Ritter* (B) E.P. Ciezak V.V. Goodman * Up to \$200.00
<u>CLEVELAND</u> (A) M.H. Murany (B) G.S. Weigle D. Solar	<u>TOLEDO</u> (A) L. Sendi L.C. Holtz	<u>CHICAGO</u> (A) J.G. Brossmer (A) J.P. Collins (B) M. Gabrione P.S. Smith
<u>DETROIT</u> (A) J.A. Hoen (B) D.R. Steinman (B) H.E. Mahlmeister J.R. Korsedal F. McCarthy	<u>KALAMAZOO</u> (A) J.S. Czuk R.A. Formella	<u>INDIANAPOLIS</u> (A) W.F. Quinn (B) A.C. Weber E.P. Teeters E.H. Dawson (B) D.R. Kamm ** **E.C. Schrameck **E.St. Louis
<u>CINCINNATI</u> (A) J.H. Royer (B) E.M. Wilson (B) B.B. Keplar (Columbus) 5	<u>LEGEND</u> (A) Authorized to approve claims for any amount. (B) Authorized to approve claims in amounts up to and including \$100.00. All others listed authorized to approve claims only in amounts up to and including \$50.00.	

In those offices where the immediate assistant has restricted authority to approve claims, he may approve for all amounts when head of office is absent more than three (3) consecutive business days. Rubber stamp reading "In Absence of D.F.C.A." should be added to the approval in such cases.

Claims adjusted in personal conferences with claimants should have approval of the head of the office.

Geo. Coates

Obtaining Records From Chicago Area

Request for station and/or seal records should be addressed to Freight Agents at the following stations:

Gibson (Hammond) Ind.	Blue Island, Ill.
Eldson, Ill.	U. S. Yards, Ill.
Argo, Ill.	
Norpaul, Ill.	Gen. Agt., CPT, Chicago, Ill.
La Grange, Ill.	
Elkhart, Ind.	

The only records maintained by Mr. J. G. Brossmer, DFCA are 39th St. All other records are maintained by freight stations listed above.

Flexi-Van records will be obtained by writing;

Mr. H. M. Sorensen, Mgr.
NYC Transport
2147 West 43rd Street
Chicago, Ill.

except for inspection reports which will be obtained from Mr. J. G. Brossmer.

GENERAL MANAGERS DISTRICTS - L&D CHARGES - LOCATED

Form M-65

Examiners will remove form M-65 prepared by investigator from top of claim and code each, showing Division and DFCA involved.

Also, verify - nature and extent - description shown by investigator.

<u>G.M. Dist.</u>		<u>Division</u>		<u>D.F.C.A.</u>
Northern	1.	Canadian	St. Thomas, Ont.	8 - J.A. Hoen Detroit, Mich.
	2.	Detroit	Detroit, Mich.	8 - J.A. Hoen Detroit, Mich.
	3.	Michigan	Jackson, Mich.	8 - J.A. Hoen Detroit, Mich.
				11 - J.S. Czuk Kalamazoo, M.
Eastern	4.	B & A	Springfield, Mass.	2 - D.P. Lynch Boston, Mass
	5.	Buffalo	Buffalo, N.Y.	3 - J.J. Hayes Buffalo, N.Y.
	6.	Mohawk	Utica, N.Y.	1 - E.C. Ackerman Albany, N.Y.
				14 - R.A. Eberz Syracuse, N.Y.
	7.	Syracuse	Syracuse, N.Y.	3 - J.J. Hayes Buffalo, N.Y.
				13 - R.R. Wallace Rochester, N.Y.
				14 - R.A. Eberz Syracuse, N.Y.
Western	8.	Lake	Cleveland, O.	6 - M.H. Murany Cleveland, O.
	9.	Toledo	Toledo, O.	15 - L. Sendi Toledo, O.
	10.	Western	Chicago, Ill.	4 - J.G. Brossmer Chicago, Ill.
Southern	11.	Ohio	Springfield, O.	5 - J.H. Royer Cincinnati, O.
	12.	Indiana	Indianapolis, Ind.	10 - W.F. Quinn Indianapolis,
	13.	Illinois	Mattoon, Ill.	9 - D.R. Kamm E.St. Louis, Ill
				10 - W.F. Quinn Indianapolis,
	14.	Ohio Central	Columbus, O.	7 - B.B. Keplar Columbus, O.
				15 - L. Sendi Toledo, O.
New York	15.	Hudson	New York, N.Y.	12 - W.A. Clarke New York, N.Y
	16.	River & N.Y. Term. & Marine	Weehawken, N.J.	12 - W.A. Clarke New York, N.Y
P & E	17.	P & E	Indianapolis, Ind.	4 - W.F. Quinn Indianapolis,

Form M-14 and/or M-15

IHB	18.	I.H.B.	Gibson, Ind.	4 - J.G. Brossmer Chicago, Ill.
CR&I	19.	C.R.& I.	Chicago, Ill.	4 - J.G. Brossmer Chicago, Ill.