THE PENNSYLVANIA RAILROAD

LONG ISLAND RAIL ROAD

TELEGRAPHIC CODE

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USE OF TELEGRAMS

When to Use a Telegram

When speed is a factor and a written communication will serve a telegram has the greatest advantages.

Before preparing a telegram be sure the hours gained justify the additional expense as compared with air-mail, regular first-class mail or railroad service mail.

A telegram is more economical than a long-distance telephone call, especially if one-way information is involved, or if a written record is desired, or if time will be required to prepare the reply.

Be Brief

The cost of a telegram sent over railroad or commercial wires depends on the number of words in the message. Use code when practicable.

All telegrams sent under Western Union CAK cards are billed by the Telegraph Company at tariff rates.

Symbol Reference

Telegrams requiring an answer should carry a symbol reference consisting of a letter and number at the end of the text. The purpose is to avoid quoting subject matter when making reply, and to identify the particular correspondence concerned:

a. Each sender of telegrams should be assigned a letter.
b. The numbers used with each letter should run consecutively, commencing with 1 and ending with 999, recommencing with 1.
c. The letters and numbers form the symbol reference.

Example-

J. C. Rill,
Phila., Pa.
Can you furnish 6 drop end gondolas for Colehour. A5.
J. P. NEWELL.

The symbol reference shown in the received message at the point of destination should be quoted as the first word in the reply and in cases where further wire correspondence is probable the symbol reference of the individual making reply should be shown at the end of the text. The reply to the above message would read, for example:

J. P. Newell,
Chicago, Ill.
A5 Yes B10

J. C. RILL.
USE OF TELEGRAMS—Continued

Railroad Service
Use railroad service between all points on the System and to connecting railroads, as per list Page No. 114.

When sending telegrams to connecting railroads address should include full name, name of railroad, city and state. Use full name in signature followed by P. R. R.; example:

Philadelphia, Pa., June 6, 1944.

J. J. Brown,
Missouri Pacific R. R. Co.
St. Louis, Mo.
(Body of Message)

The railroad's extensive teletypewriter system is designed to handle messages direct from origin to destination and eliminates delays incident to messenger service, and generally is a faster service than is rendered by the telegraph company.

Commercial Service
Filing Messages
File commercial telegrams in railroad offices when practicable.

Where to Send Telegram
Telegrams for delivery outside corporate limits of a town or to a town without a telegraph office generally are accepted for delivery at extra charge which may exceed cost of telegram. Telegrams to very small towns should be avoided as mail is usually as rapid and cheaper.

Time Zone
On outgoing telegrams filed in late afternoon traveling west to east, there may be as much as four hours difference in time, and are filed after eastern office is closed and no attention will be given until the next day. In such cases use mail or over-night telegrams. Telegrams filed over week-ends generally are acted upon on the following Monday. Mail will often serve the purpose.

Class of Telegraph Service
A space is provided in the upper right-hand corner of a send message blank for sender to designate the class of service desired.
USE OF TELEGRAMS—Continued

Telegrams Full-Rate

Full-rate telegrams represent the fastest class of service available. They are accepted for immediate handling, and unless some other class of service is indicated, all messages are considered to be full-rate telegrams, and are handled as such. The minimum charge is for 10 words with additional words at varying rates per word, depending upon distance.

Serials—Check SER

Serials are messages sent in sections on the same day by the sender from the same office of origin to the same addressee at the same destination. The rate is one-fifth more than the rate for a 50 word Day Letter for 50 words or less, and one-fifth of the initial 50 word rate for each additional 10 words or less. No serial section is rated as containing less than 15 words.

If only one section of a serial is filed during a day, it will be charged for as a telegram.

Available only between points in U. S. A.

Day Letters—Check DL

Day Letters are subordinated to full-rate telegrams in the order of transmission, and constitute a deferred day service at reduced rates, the cost of a fifty-word Day Letter being only one and a half time the cost of a ten-word telegram. If messages contain more than 17 words, Day Letter Service should be considered. The minimum charge is for 50 words, and one-fifth of the initial fifty-word rate is charged for each additional 10 words or less.

Longrams—Check L.G.

Longrams are messages accepted at rates lower than telegrams or serial rates for handling on a deferred-service basis, for telegrams of 60 words or more the basic charge is for 100 words at twice the cost of a full-rate 10-word telegram. Longrams are accorded the same service as Day Letters; the service is available only between points within the U. S. A.

Longrams Serials—Check L.G.Ser.

Where more than 1 Longram is sent on the same day by the same sender from the same originating point to the same addressee at the same destination, these messages may be designated as sections of one message. In order to have this message accepted under this classification the sender must positively identify each section as a section of a serial Longram. L.G.S. telegram received at same service as accorded Day Letters and Longrams.
Night Letters—Check N.L.

Night Letters are accepted at any time during day and up to 2.00 A.M. for delivery not earlier than the following morning.

The rates for Night Letters are the 10-word telegram rates for 50 words or less and one-fifth of initial 50-word rate for each additional 10 words or less.

Method of Counting Chargeable Words

All words in the text of domestic messages are counted and charged for if they are dictionary words taken from one of the following languages: English, German, French, Italian, Dutch, Portuguese, Spanish, and Latin.

Acceptable Characters:

Only the following characters are acceptable in messages:

a. The twenty-six letters of the English Alphabet.
b. The Arabic numerals 1, 2, 3, 4, 5, 6, 7, 8, 9, 0.
c. Punctuation Marks . , : - ? ” ” and ( )
d. “Other characters” $ / & % ’ (indicating feet or minutes) and ” (indicating inches or seconds).

Any character not mentioned above cannot be accepted and must be expressed by the use of acceptable characters.

Count of Chargeable Matter

Each single letter, figure or “other character” (see (d) above) and each continuous sequence of letters (including words), figures or “other characters” or any combination of letters, figures and “other characters” separated from other matter in a message by a space or spaces is counted as a separate group and not in connection with any other preceding or succeeding matter. For counting purposes, punctuation marks do not divide into separate groups the matter with which they are associated.

Combination of two or more dictionary words

Combinations of two or more dictionary words are counted according to the number of words of which they are composed.

Examples:

And/or (/ is chargeable character)..........................3 words
Full-rate (-is punctuation)..................................2 words
Dothe (for “do the”)........................................2 words
Itis (for (“it is’)...........................................2 words
USE OF TELEGRAMS—Continued

Proper Names

Proper names from any language are counted according to the number of words and initials which they contain. Two or more initials may be written together as a letter group.

Examples:
- Van Dorne .................... 2 words
- O’Connor ...................... 1 word
- DeWitt ........................... 1 word
- John L. Sullivan ............ 3 words
- R. L. Dickson .............. 2 words
- J. L. R. Smith .............. 3 words
- Hudson’s Bay .............. 2 words
- United States....2 words
- Great Britain ....2 words
- North Dakota....2 words
- St. Louis.............2 words
- New York City .3 words
- Fort Hamilton .2 words
- New England ....2 words

Punctuation Marks

The punctuation marks, period (or decimal point), comma, colon, semi, colon, dash or hyphen, parentheses, question mark, quotation marks and apostrophe are neither counted nor charged for regardless of where they appear in the text of a message. Words such as “stop,” “Quote,” etc., and the words “comma,” “period,” etc., used in lieu of punctuation marks are counted and charged for as one word each.

Groups of letters

All groups of letters which are not dictionary words of one of the eight authorized languages or combinations of such words or proper names, are counted at the rate of one word for every five characters. This includes (1) dictionary or non-dictionary words in languages not authorized, (2) initials, (3) abbreviations, (4) mutilated dictionary words, (5) trade names, etc. Punctuations appearing in groups covered by this paragraph are not counted nor do they split the group for counting purposes.

Examples:
- A .............................. 1 word
- ABCDE ............................. 1 word
- ABCDEF ............................. 2 words
- Flakewhite .................... 2 words
- Tourate .......................... 2 words
- Kreml ........................... 1 word
- Havyu ............................ 1 word
- Lb ................................. 1 word
- CNR ..................... 1 word
- C.N.R ..................... 1 word
- W. N. E. W .... 4 words
- AM ..................... 1 word
- P.M ..................... 1 word
- N.Y ..................... 1 word
- S.C ..................... 1 word
- LOSA ..................... 1 word
## USE OF TELEGRAMS—Continued

**Message texts written in paragraphs**

Message texts written in paragraphs are transmitted as written by the sender, but the paragraphing and the symbol transmitted to indicate paragraphing is neither counted nor charged for.

### All groups of figures

**Examples:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Words</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.D/A:C (period and colon are punctuations)</td>
<td>1</td>
</tr>
<tr>
<td>BC-AD (hyphen is punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>(WAC) (Parentheses are punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>“BDLC” (Quotation marks are punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>12345</td>
<td>1</td>
</tr>
<tr>
<td>123456</td>
<td>2</td>
</tr>
<tr>
<td>ABC123</td>
<td>2</td>
</tr>
<tr>
<td>AB12CD</td>
<td>2</td>
</tr>
<tr>
<td>AB/0.253 (1 group of 6 (period is punctuation)</td>
<td>2</td>
</tr>
<tr>
<td>1ST</td>
<td>1</td>
</tr>
<tr>
<td>10,000TH (1 group of 7 (comma is punctuation)</td>
<td>2</td>
</tr>
<tr>
<td>75’S (apostrophe is punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>12-¾ (hyphen is punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>12¾ (Transmitted as 12¾)</td>
<td>2</td>
</tr>
<tr>
<td>107 ½-¼ (hyphen is punctuation)</td>
<td>3</td>
</tr>
<tr>
<td>103¾-105 ¼ (hyphen is punctuation)</td>
<td>4</td>
</tr>
<tr>
<td>4½/80</td>
<td>3</td>
</tr>
<tr>
<td>B&amp;O</td>
<td>1</td>
</tr>
<tr>
<td>B &amp; O</td>
<td>3</td>
</tr>
<tr>
<td>10&amp;20 (period is punctuation)</td>
<td>1</td>
</tr>
<tr>
<td>$10</td>
<td>1</td>
</tr>
<tr>
<td>100%</td>
<td>1</td>
</tr>
<tr>
<td>50 #</td>
<td>1</td>
</tr>
<tr>
<td>47500'</td>
<td>2</td>
</tr>
<tr>
<td>43075’</td>
<td>2</td>
</tr>
<tr>
<td>#78956</td>
<td>2</td>
</tr>
</tbody>
</table>

### Answer Phrases

The words “answer by” or similar phrases followed by Western Union are no longer carried free.

### Chargeable Matter in addresses:

Whatever matter is required to afford the necessary information to
USE OF TELEGRAMS—Continued

enable the Company to identify and locate the addressee is carried free, as—

JOHN JONES
CARE OF E. C. BROWN & CO.
or JAMES BROWN, PRESIDENT
or JAMES BROWN, PRESIDENT,
AMERICAN MFG. CO.
The designation of a department, or individual, or word personal, as—
JONES & CO., DEPT. 15
ACME COMPANY, SHIPPING DEPT.,
E. C. BROWN & CO., ATTENTION MR. HARRIS
GENERAL MANUFACTURING CO., E. W. JONES
JOHN H. BROWN, PERSONAL.
Words underscored will be charged for—
JOHN SMITH OR JAMES BROWN, 80 WALL ST.
JOHN SMITH, 1191 BROADWAY, OR JAMES BROWN,
61 WALL ST., NEW YORK
JOHN BROWN, KASKELL 6123 OR MAIN 5238
(Alternate telephone numbers)
JOHN BROWN, STATLER HOTEL,
OR CARE SOME IMPLEMENT HOUSE,
BUFFALO, N.Y.
Telephone number is not an alternative address, and will not be charged for, as:
JAMES BROWN
62 BROWN ST., MAIN 432

Count of Chargeable Matter in Signature
One signature will be carried without charge, unless it is a code signature, which will be charged for.

Examples of Extra words underscored which will be charged for:
J. H. JONES, WM. C. BROWN, ED. W. GREEN.
J. H. JONES AND WM. C. BROWN.
Where such a signature constitutes the firm name of a single concern, no charge is made for any part of the signature.

When a signature consists of a name of a company or firm, preceded or followed by the title of an official, the title and the name of the concern together constitute one signature, and no extra words are counted, as:
PRESIDENT, FEDERAL RUBBER CO.
AGENT, PRUDENTIAL INSURANCE CO.
Titles added to names acting in their official capacity are a necessary part of signature, and are not counted, as:

UNION TRUST COMPANY, TRUSTEE
WM. BROWN, SECRETARY OF STATE
JOHN JONES, SECOND LIEUTENANT

The title of an official or the name of a department, branch or division added to signature will not be counted or charged for, as:

STANDARD CAN CO., PRESIDENT
JOHNSON & CO., CREDIT DEPT.

Superfluous words, underscored, will be counted, as:

STANDARD CAN CO. BY SMITH
JOHNSON & CO. PER JOHN SMITH
SMITH CARE OF STANDARD CAN CO.
INSTRUCTIONS ON USE OF CODE

The object of this telegraphic code is brevity, not secrecy. Code words must be used when and where practicable in messages to be transmitted over communication wires.

The code words are arranged in alphabetical order throughout the entire book, with the exception of those shown in italics, which cover phrases appearing under two or more different sections. For instance, there appears in Section No. 1 the code word "ABBA" meaning "Advise correct name and address of consignee." This code word and phrase also appears under Section 6, 14 and 15 and the code word in these three sections is shown in italics. Such distribution of the same code word and phrases under two or more different headings is with a view of facilitating the coding of messages. In decoding messages, however, it is simply necessary to turn to the page in which the code word first appears in its proper alphabetical order.

If a phrase under one heading can be used to advantage for any other business than indicated by the heading under which it appears, the code word for same should be used. Words may be added to a code phrase to complete the sense when necessary.

The word "Please" is understood in certain phrases but has been omitted for the sake of brevity, and also to afford a more extensive use of a number of phrases. Example: "HURL"—"Look out for (car number......letter, packages, etc.). Give special attention, rush all possible and advise." The omission of "Please" admits of using this same phrase in the reply by prefixing the word "WILL". For example: "WILL HURL"—"Will look out for (car number......letter, package, etc.). Give special attention, rush all possible and advise."

Two or more code words may be used in the same message with other words either preceding, intervening or following. Example: "ADORER" P.R.R. 48540 at Washington "IDIOM"; decoded would read: "Short revenue billing for P. R. R. 48540 at Washington. Hurry forward. Must have reply not later than........".

Words in parentheses should be used in accordance with the context of the message. Words in parentheses with a blank should be disregarded unless the blank is filled. Example: "IMPISH" decoded would read: "REFERRING TO OUR MESSAGE OF TODAY" but "IMPISH" May 6th, decoded would read: "Referring to our message of May 6th."
INSTRUCTIONS ON USE OF CODE—Continued

Attention is directed to two special sections of the book, which consist of code words for the following:

CALENDAR

TIME WORDS

The code words in these two special sections need not be used in telegrams sent over Company wires but must be used in telegrams sent over commercial wires, to or from The Pennsylvania Railroad Freight and Passenger Representatives in various sections of the Country:

Code words have not been provided for numerals as there would be no economy in their use. Use figures without spacing thus:

76952 not 76 592 or 7 6 9 5 2

Symbol, reporting marks or abbreviations are shown for Steamship Lines, Private Car Lines, Railroad and Terminal Companies, which should be used on all messages and reports.

In view of the fact that many messages are transmitted over Railroad telephone message circuits, considerable thought has been given to the proper selection of code words from a telephone standpoint.

In handling of messages by Telephone, code words must be spoken and then spelled out, so as to avoid errors or misunderstanding on the part of party receiving. When spelling in customary manner is not understood by the party receiving the message, the sender shall spell the words as follows:

Pronounce each letter.

Following with the corresponding identifying word as illustrated in example

Code Words for Transmitting Messages by Telephone

<table>
<thead>
<tr>
<th>A</th>
<th>for Adams</th>
<th>N</th>
<th>for New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>&quot; Boston</td>
<td>O</td>
<td>&quot; Ocean</td>
</tr>
<tr>
<td>C</td>
<td>&quot; Chicago</td>
<td>P</td>
<td>&quot; Peter</td>
</tr>
<tr>
<td>D</td>
<td>&quot; Denver</td>
<td>Q</td>
<td>&quot; Queen</td>
</tr>
<tr>
<td>E</td>
<td>&quot; Edward</td>
<td>R</td>
<td>&quot; Robert</td>
</tr>
<tr>
<td>F</td>
<td>&quot; Frank</td>
<td>S</td>
<td>&quot; Sugar</td>
</tr>
<tr>
<td>G</td>
<td>&quot; George</td>
<td>T</td>
<td>&quot; Thomas</td>
</tr>
<tr>
<td>H</td>
<td>&quot; Henry</td>
<td>U</td>
<td>&quot; Union</td>
</tr>
<tr>
<td>I</td>
<td>&quot; Ida</td>
<td>V</td>
<td>&quot; Victor</td>
</tr>
<tr>
<td>J</td>
<td>&quot; John</td>
<td>W</td>
<td>&quot; Williams</td>
</tr>
<tr>
<td>K</td>
<td>&quot; King</td>
<td>X</td>
<td>&quot; X-Ray</td>
</tr>
<tr>
<td>L</td>
<td>&quot; Lincoln</td>
<td>Y</td>
<td>&quot; Young</td>
</tr>
<tr>
<td>M</td>
<td>&quot; Mary</td>
<td>Z</td>
<td>&quot; Zero</td>
</tr>
</tbody>
</table>
INSTRUCTIONS ON USE OF CODE—Continued

Example: If the code word "GRASP" is to be transmitted the sender will say: "G, for George," and pause; "R, for Robert," and pause; "A, for Adams," and pause; "S, for Sugar," "P, for Peter."

Repeat until certain of being understood. Do not take a chance.

When telegrams are written in longhand with pen or pencil, write plainly; commence each code word with a capital letter. Cross the t's, dot the i's, loop the e's and make the l's long, etc.

No change may be made in this code without the approval of the General Superintendent of Telegraph.
SECTION No. 1
BILLING AND CARDING

Aback........ Add notation to waybill—Stop off at....... notify....... to complete loading. Add $2.97 reconsigning and $6.93 stop-off charges. Allow all charges to follow.

Abacus....... Add notation to waybill—Stop off at....... notify....... to partially unload. Add $2.97 reconsigning and $6.93 stop-off. Allow all charges to follow.

Abaf........... Add to billing Stop-off at....... for partial unloading by....... assess $2.97 and allow same to follow.

Abased ........ Advise billing reference.

Abash......... Advise billing reference, car number, point to which carded, full routing and actual forwarding.

Abate......... Advise billing to you.

Abater......... Advise by wire waybill and forwarding date, having this office wired delivery or carding to connecting line.

Abatis......... Advise car number, waybill and where carded.

Abba......... Advise correct name and address of consignee.

Abbacy........ Advise full card waybill information.

Abbess........ Advise full revenue waybill information.

Abbe........... Advise gross, tare and net weight.

Abbot......... Advise how we shall card and bill.

Abduct......... Advise if revenue billing has been forwarded as requested.

Abeam.......... Advise if you will accept correction, making charges.

Abele.......... Advise in what car(s) loaded and to what point carded; also carrier located on if other than P.R.R.

Aber........... Advise minimum required to insure car being carded to....... 

Abets........... Advise next carding point direct, mail copy to us, to furnish us wire record of reforwarding.

Abhor......... Advise quickly if shippers or carriers protective service is desired.

Abib.......... Advise quick to what station and on what line we shall rate and bill.

Abided....... Advise quick to what station we shall rate and bill.

Abject......... Advise track location or nearest railroad delivery.

Able.......... Advise waybill, forwarding, and carding point; also request next Transfer to do likewise.

Abler......... Apply....... placards all around.

Abloom........ Arrange corrected billing and advise.

Aboard........ Bill for car mailed (....... ) date.

Abode....... Billed collect, should be prepaid. Correction follows.

Aboon....... Billed prepaid, should be collect. Correction follows.
SECTION No. 1—Continued
BILLING AND CARDING—Continued

Abort.....C.T. 212 card(s) accompanying car(s) to be endorsed.
Abound.....C.T. 1350 car card(s) indicating car(s) suitable for loading
must accompany car(s).
About......Cannot give you better address of consignee.
Above.....Car arrived and delivered........
Abrade.....Car(s) arrived at........without card waybill.
Abroad.....Car carded to........today (or date).
Abrupt.....Car(s) forwarded to........today (date) to meet original billing.
Absent.....Car.......from........was diverted to....... Please have billing
sent to that place or billing point therefor.
Absorb.....Car.......from you to........was diverted to....... Have rebilling
made at once and, if necessary to avoid delay, wire agent
destination to prepare telegraphic waybill.
Absurd.....Card waybill changed to read........
Abulial...Carding for car(s)...today (date) to meet car(s)
Abuse.....Car forwarded in train without billing. Bill to be mailed
(date).
Abut........Cars moving or received with.......placards and billing not
endorsed, advise.
Abysm.....Cars moving or received without.......placards and billing
endorsed, advise.
Abyss.....Change carding (or billing) to read........and forward, advis-
ing.
Acarid.....Change heading and forward waybill to........
Accent.....Change to read........
Accept.....Consignee is tenant of.......Warehouse; delivery can be
effected at flat rate.
Access.....Consignee requires.......Public Team Track delivery, open to
reciprocal switching.
Accord.....Consignee requires.......Public Team Track delivery, not
open to reciprocal switching.
Accost.....Consignee served strictly by.......siding open to reciprocal
switching.
Accrue.....Copy revenue billing for.......forwarded today (date).......advise when O.K.
Accuse.....Correction to follow.
Ace............Delivered to consignee(s) as billed.
Aceous.....Delivered without exceptions.
Acerb.....Disregard my request for billing for car(s).......from....... We
are now O.K.
SECTION No. 1—Continued
BILLING AND CARDING—Continued

Acetic........Do you hold waybill?
Acetum.......Endorse card and billing........applying placards, if any miss-
ing, advising.
Ach.............Examine car and if lading agrees with that on waybill, cor-
rect number or initials on waybill to agree with that of car.
Ached........Forward on Yardmaster's card waybill.
Aching........Forward to.......with all charges following and advise billing
reference.
Acid............Freight to be waybilled to Baltimore (Canton).
Acidly........Freight to be waybilled to Desbrosses Street Station, New
York, N. Y.
Acinus........Freight to be waybilled to Federal Street Station, Philadel-
phia, Pa.
Acme..........Freight to be waybilled to Girard Point, Philadelphia.
Acmite.......Freight to be waybilled to Greenville Piers, N. J. (New York
Lighterage).
Acock........Freight to be waybilled to Henderson St. Station, Jersey
City, N. J.
Acold.........Freight to be waybilled to Manhattan Piers, N. J. (New
York Lighterage).
Acop...........Freight to be waybilled to P.R.R. Produce Terminal (Piers
27, 28 and 29, North River), New York.
Acorn.........Freight to be waybilled to 37th St. Station, New York.
Acquit........Freight to be waybilled to Washington Avenue Wharf,
Philadelphia.
Acre..........Have you received billing for (........)? Advise by wire.
Acrid..........Holding billing for car(s).......from.......on.......(via.......). If
you have any record of this (these) car(s), please advise if it (they) has (have) been sent to any other place.
Across........Holding billing without car at....... Car forwarded in error
to....... Catch and advise to what point we shall forward
billing.
Act.............Holding.......refused by connecting line account no waybill.
Hurry copy to.......; also copy to this office.
Acted........Hurry forward waybill covering diversion charges........
Acting.......In reply to your request for billing for car.......would advise
that billing was delayed and went forward........
Acton........(See Page 85. Purchasing Department's use only).
Actors.......In reply to your request for billing for car(s).......would ad-
vice that billing was not delayed. Will send copy at once.
SECTION No. 1—Continued
BILLING AND CARding—Continued

Actual......In reply to your request for billing for car......would advise
that we have no billing as yet, but if received, will send it
to you.

Actus........In reply to your request for billing for car(s)........would state
that we have the matter under investigation and will ad-
vise as soon as practicable.

Aculon.....Loaded in container........carded......

Acute......Mail billing you hold to........

Acutely....Make card waybill agree with initials and number of car.

Ada...........May we send the freight in this (these) car(s) through with-
out transfer?

Adage......Minimum rate governed by Official Classification exceeds
rate governed by Southern Classification.

Adair.......(See Page / Purchasing Department’s use only).

Adam......Minimum rate governed by Official Classification exceeds
rate governed by Western Classification.

Adamic.....Minimum weight of.....lbs. required to insure carding to... ....

Adapt......Note revenue billing. Agent at destination to eliminate from
arrival notice, freight bill, etc., all marks of original shipper
and point of origin.

Adar.......Note revenue billing, Agent at destination to show shipper
on arrival notice, freight bill, etc., as .......

Addend....Original waybill lost. Forward copy to........; also copy to this
office.

Adder......Rate and bill to........

Addict.....Remove........placards, advising.

Addled.....Route shipment via........

Adduce.....Route suggested is unauthorized and through rate will not
apply.

Adduct.....See our waybill (No........)

Adept......See your waybill (No........)

Adfin........Send card waybill for........to........with explanation to meet
car.

Adhere......Send copy of billing by first train.

Adieu.......Send copy of billing by first train to Assistant Freight Train-
master, Greenville Yard, Jersey City.

Adit.........Send copy of billing by first train to P.R.R. Clerks care D.&
H. Yardmaster, Hudson, Pa.

Adjoin......Send this (these) car(s) through without transfer of lading
and endorse card waybill authority........
SECTION No. 1—Continued
BILLING AND CARDING—Continued

Adjure.......Shipment being rebilled.
Adloc.......Shipment covered by our waybill (No ......)
Admire.......Shipment has been routed via .......
Admit.......Shipment held, rush correction.
Admix.......Shipment loaded in car........carded direct........Railroad at .......
Adnate.......Shipment(s) moving on commercial bill(s) of lading.
Adobe.......Shipment(s) moving on Government bill(s) of lading.
Adonis.......Shipment prepaid billed collect in error, arrange delivery waiving demurrage account railroad error.
Adopt.......Shipment traveling on Shipping Order as waybill; original with Auditor.
Adorer.......Short revenue billing for ....... Hurry forward.
Adorns.......Show original consignee as shipper and deliver to ...... upon payment of all charges.
Adown.......Stamp or endorse billing for destination Agent to omit point of origin in making out freight bill.
Adrift.......Stop-off to partially unload (or to complete loading) permissible at .......
Adroit.......This (these) car(s) has (have) been carded to .......
Adjust.......This location, shipper or consignee is within limits of pick-up and delivery service.
Advent.......Tickets (or billing) apparently crossed. Advise full card waybill information shown on ticket traveling with car.
Adverb.......Void billing to this station.
Advert.......Waybill shows inland freight collect; bill of lading shows freight prepaid through.
Adz...........Waybill shows inland freight collect; bill of lading shows inland freight prepaid.
Aerate.......Waybill shows inland freight only prepaid; bill of lading shows freight prepaid through.
Aerial.......Waybill shows inland freight prepaid; bill of lading shows inland freight collect.
Aery.......We are offered by ......R. R. ......car ......lading ......
Afar.......We are over without billing car ........from ......which was diverted from ...... Please have billing sent at once to ......
Afeard.......We are over without billing car ........from you on ...... Send copy at once.
Affair.......We hold original bill of lading and will forward to you immediately.
Affirm......We hold waybills for........from........car has not arrived.
          Hurry forward, advising.
Affix.........When car is loaded out attach C. T. 708 to original billing
          for protection of car.
Afflux........Wire billing, forwarding and routing.
Afford......
Affray......
Affuse......
Afghan......
Afield......
Afire...........
SECTION No. 2

BILLS OF LADING AND BONDS OF INDEMNITY

Aflame......Advise by wire immediately upon accomplishment of recon-
signment as exchange order—notify bill of lading must be
issued.

Aflote......Advise if through bill of lading may be issued, and if so,
basis for through rate, also name transfer charge, if any,
with minimum.

Afoot......Advise quick if bill of lading authorizes stop-off and at what
place, billing does not indicate.

Afore......Advise quick if we can deliver without surrender of bill of
lading.

Afoul......Advise what road issued bill of lading, giving date and point
of shipment.

Agape......Bill of lading calls for......

Agar......Bill of lading (original) has been lost. I hold indemnity bond.

Agate......Bill of lading has been surrendered.

Aged......Bill(s) of lading has (have) not been received.

Agile......Bill of lading reads collect.

Aglow......Bill of lading reads prepaid.

Agnate......Bill of lading reads prepaid, no amount acknowledged. Ad-
prise quick if correction will follow making prepaid.

Agog......Bill of lading not received, shall we allow inspection?

Agonic......Bill of lading (original) will be forwarded you.

Agony......Consignee presents prepaid bill of lading and refuses to pay
charges. Advise quick.

Ahead......Deliver only on surrender of consignee’s written order with-
out surrender of original bill of lading.

Ahem......Deliver only on surrender of original bill of lading properly
endorsed.

Aided......Deliver only upon surrender of (show name of concern)
delivery order. We hold indemnity bond (or deposit) to
cover.

Alms......Deliver without surrender of bill of lading on......

Alred......Deliver without surrender of original bill of lading on pay-
ment of all charges.

Airy......Do you hold original bill of lading?

Ajar......Does bill of lading allow inspection; if not will you authorize?

Akin......Eliminate C.O.D. charges of $......and deliver shipment on
payment of freight and storage charges only.

Akron......(See Page . Purchasing Department’s use only)

Alack......Has bill of lading been surrendered?
BILLS OF LADING AND BONDS OF INDEMNITY—Continued

Alary........Has bond of indemnity been filed with you?
Alba........(See Page . Purchasing Department's use only)
Albino......I hold (or......holds) bond of indemnity.
Alobe......Immediately release this consignment under blanket bond
on file with our company to......
Alder........Original bill of lading and order on file at......
Alee.........Original bill(s) of lading held by......
Alert........Reduce amount of C.O.D. from $........to $........
Algar.......Send us at once copy of bill of lading.
Alibi.......Send us bill of lading.
Alien.......Shipment is consigned to shipper's order notify. Have you
original bill of lading properly endorsed?
Adnate......Shipment(s) moving on commercial bill(s) of lading.
Adobe.......Shipment(s) moving on Government bill(s) of lading.
Alike........Was shipment drayed by shipper and drayage allowance
made?
Adverb......Waybill shows inland freight collect; bill of lading shows
freight prepaid through.
Adz..........Waybill shows inland freight collect; bill of lading shows
inland freight prepaid.
Aerate......Waybill shows inland freight only prepaid; bill of lading
shows freight prepaid through.
Aerial.......Waybill shows inland freight prepaid; bill of lading shows
inland freight collect.
Alive.........We are mailing you original bill of lading.
Allay........We hold original bill of lading.
Allge.......You may now issue exchange bill of lading, reconsignment
accomplished.
Alladdin....(See Page . Purchasing Department's use only)
Allen........(See Page . Purchasing Department's use only)
Allied.......Allot......Allow........Allude......Allure.......Ally........
SECTION No. 3
CARS—DISTRIBUTION AND MOVEMENT OF

Alma........Accept empty in good order.
Aloft........Advise by wire soon as car(s) is (are) unloaded.
Aloud........Advise by wire the train, engine; conductor and time......
was forwarded from......to......about......
Alpha.......(See Page . Purchasing Department's use only)
Alpine......Advise each day number of cars received or delivered.
Alsike.......Advise exact time and date forwarded.
Alter........Advise forwarding.
Aluta.......Advise movement over your division.
Alverton...(See Page . Purchasing Department's use only)
Always.....Advise prospects of releasing car starting for home road, or
what disposition has been made of car since........
Amain.....Advise quick why order is not being protected per instruc-
tions.
Amass.......Advise trace of......from......to......
Amatt.......Advise when order has been filled.
Amazon......Advise when received and applied on order.
Amble.......Advise where you are delivering car.
Ambly.......Allow car(s) to go forward.
Ambo.......Apply to Superintendent for disposition.
Ambry.......Arrange commencing at once, to forward to owning road via
shortest possible route.
Ambush......Arrange loading according Car Service Rules or other dis-
position to avoid excess empty mileage via home route.
Ameba.......Arrange to load to home road, direct connection thereof or in
direction of home route.
Ameer........Belmont for Reading Company.
Amella.....Benning for B. & O. R. R.
Amend.......Black Rock for Canadian National.
Ames.......(See Page . Purchasing Department's use only)
Amid.......Black Rock for M. C.
Amiss......Black Rock for Wabash.
Amity......Buffalo for D. L. & W. R. R.
Among......Buffalo for L. V. R. R.
Amort......Buffalo for N. K. P.
Amos.......Buffalo for N. Y. C. R. R.
Ample......Buttonwood for C. R. R. of N. J.
Amuck......Buttonwood for D. & H.
Amuse......Canandaigua for N. Y. C.
Anadem....Canton, O. for W. & L. E.
SECT.ION No. 3—Continued
CARS—DISTRIBUTION AND MOVEMENT OF—Continued

Anarch..... Canton R. R. Baltimore.
Anchor..... Cannot furnish equipment.
Andean..... Car(s) delivered before receipt of......
Anear..... Car(s) delivered to....... Division.
Anemia..... Car(s) fit for grain loading.
Anent..... Car(s) fit for loading tin plate.
Anew..... Car(s) for....... went forward today (date) engine......
Angel..... Car(s) for....... will go forward today (date).
Angina..... Car has now been repaired and is ready to proceed to destination.....(or shop)......
Anglo..... Car(s) held account accumulation.
Angry..... Car(s) not in train of......
Anile..... Car(s) now at......
Animus.... Car(s) now on team track ready for delivery.
Anise..... Car(s) shopped at......
Anita..... (See Page ..... Purchasing Department's use only)
Ankle..... Car(s) that can be made fit for grain loading with minor repairs.
Anklet..... Car was totally destroyed in accident at....... on (date).
Anlace..... Card car(s) empty to....... for home.
Annex..... Card....... car(s) to....... and advise initials and number(s), and forwarding.
Annoy..... Card....... empty to.......
Annual..... Card....... for disposition.
Anode..... Change route to read via....... and advise.
Anon..... Chicago for A. T. & S. F.
Ansate..... Chicago for Belt Ry. Chicago.
Anthem..... Chicago for C. B. & Q.
Antic..... Chicago for C. & N. W.
Antler..... Chicago for C. M. & St. P.
Antrim..... (See Page ..... Purchasing Department's use only)
Anvil..... Chicago for C. R. I. & P.
Aorta..... Chicago for disposition.
Apache..... Cincinnati for L. & N.
Apart..... Cincinnati for Southern.
Apathy..... Cleveland for C. C. C. & St. L.
Apeak..... Cleveland for N. Y. C. & St. L.
Apery..... Colehour for A. T. & S. F.
Apex..... Colehour for C. & N. W.
Aphis..... Colehour for C. B. & Q.
SECTION No. 3—Continued
CARS—Distribution and Movement of—Continued

Aplary....... Colehour for C. R. I. & P.
Apical....... Colehour for Soo Line.
Apish....... Columbus for N. & W.
Aplomb....... Connellsville for P. & L. E.
Apodes....... Cumbo for B. & O.
Apogee....... Curwensville for B. R. & P.
Apollo....... Decatur for Illinois Terminal R. R.
Aport....... Deliver to........
Appair....... Detroit for Canadian National Railway.
Appall....... Detroit for Canadian Pacific Railway.
Appay....... Detroit for Grand Trunk Railway.
Appeal....... Disregard routing now shown and forward via........
Apron....... East Pittsburgh for Union R. R.
Apsi5....... East St. Louis for A. & S.
Aptly....... East St. Louis for C. & A.
Aptness....... East St. Louis for C. B. & Q.
Aptera....... East St. Louis for C. R. I. & P.
Aqua....... (See Page . Purchasing Department's use only)
Arabs....... East St. Louis for M. & O.
Arabic....... East St. Louis for M. K. T.
Araby....... East St. Louis for Mo. Pac.
Arbor....... East St. Louis for S. W.
Arcade....... (See Page . Purchasing Department's use only)
Arch....... East St. Louis for St. L.—S. F.
Archon....... East St. Louis for T. R. R. A.
Arctic....... East St. Louis for Wabash.
Arden....... (See Page . Purchasing Department's use only)
Ardent....... Effingham for I. C. R. R.
Ardor....... Effner for T. P. & W.
Areca....... Elmira for D. L. & W.
Ares....... Elmira for Erie R. R.
Argala....... Elmira for L. V. R. R.
Argol....... Erie, Pa. for N. Y. C.
Argosy....... Following cars are ready for movement on train........, cars are now on........ siding.
Argot....... Ft. Wayne for Wabash.
Argue....... Forward car(s)........to........
Argute....... Fulton Jct. for W. Md.
Arid....... Give C. T. 708 information for following car(s) held at........
Ariel....... Give home routing for following car(s) held at........
SECTION No. 3—Continued
CARS—DISTRIBUTION AND MOVEMENT OF—Continued

Aright......Give name of conductor, train symbol and number of engine moving car(s).
Arion.......Give this arranged service movement.
Armor.......Greenville to N. Y. N. H. & H. R. R.
Arnoid.....(See Page . Purchasing Department’s use only)
Aroma.......Hagerstown for N. & W.
Arose......Handling with......for short route, will advise.
Arow.......Harsimus for N. Y. C.
Arrack.....Have car(s) placed promptly.
Array.......Harrisburg for Reading Company.
Arrear.....Have you given correct initials and number?
Arson.......Himrods for N. Y. C.
Arte.....Hobart for E. J. & E.
Arthur....(See Page . Purchasing Department’s use only)
Artie.......Home route on record rights.
Artist .....Howard for P. & L. E. Ry.
Artless.....How many cars have been applied on order.
Arum.......How many.......cars were sent to.......on order for.......?
Arya.....Hudson Yard for D. & H. R. R.
Ascend.....If initials and number(s) are correct, advise where car(s) came from.
Ascot.....If initials, number and information furnished are correct, return car.......
Ashen.....If received empty out of route from connecting line at junction point where held, return immediately, advising. Make Per Diem Rule 14 reclaim against erring road.
Ashy......If you do not have immediate loading for.......car empty to.......advising.
Asian......Important we know exact location of car(s).
Aside.......Indianapolis for C. I. & L.
Askew.....Indiana Harbor I. H. B. for....... 
Aslant.....Indiana Harbor for I. H. B.
Asleep.....Indianapolis for I. C.
Aslope.....In reply to your message about car.......would state that car has not reached our line.
Aslug.....In reply to your message about car(s).......would state that car(s) was (were) sent to....... 
Aspect.....Jersey City for Hoboken Shore R. R.
Aspen.....Jersey City for West Shore R. R.
Aspic.....Kearny Jct. for D. L. & W.
SECTION No. 3—Continued

CARS—DISTRIBUTION AND MOVEMENT OF—Continued

Assail........Load in the direction of........or to a point on........
Assay........Loganport for Wabash.
Assent........Marion, N. J. for Erie R. R.
Asset..........Metuchen for L. V. R. R.
Assort........Milton for Reading Company.
Assume........Moving as empty car.
Aster..........Mt. Carmel for L. V. R. R.
Asterm........Newark for N. Y. C.
Astral........Newberry for N. Y. C.
Astron........New Boston Jct. for L. V. R. R.
Astime........Norfolk for A. C. L.
Asylum........Norfolk for N. & P. B. L.
Atabal........Norfolk for N. & W.
Ataman........Norfolk for N. S.
Atomic........Norfolk for S. A. L.
Atomy........Norfolk for Southern
Atrium........Northumberland for D. L & W.
Attain........No such car as........
Attack........Note on C. T. 212 for loading and send owner’s home route card with car.
Attest........Oak Island Jct. for C. of N. J.
Attic........Order (for........) has been filled.
Attire........Paut for Illinois Terminal R. R.
Attorn........Peoria for M. & St. L.
Auburn........(See Page . Purchasing Department’s use only)
Audit........Phillipsburg Jct., N. J. for C. R. R. of N. J.
Aufait........Phillipsburg Jct., N. J. for L. V.
Auger........Please take such action as will insure delivery of the specified number of cars per day.
Aught........Potomac Yard for C. & O.
Augury........Potomac Yard for R. F. & P. R. R.
Aulic........Potomac Yard for W. & O. D. R. R.
Aunt........Potomac Yard to (or from) Southern.
Aura........(See Page . Purchasing Department’s use only)
Aurum........Prepare C. T. 708 card and forward to station for loading.
Autumn........Probably move via........
Ava...........(See Page . Purchasing Department’s use only)
Avail........Return empty to.......and advise forwarding.
SECTION No. 3—Continued

CARS—DISTRIBUTION AND MOVEMENT OF—Continued

Avast.............Route has been changed to read via........
Avenge............Rush delivery to connections, advising.
Averse............Send........car(s) to........
Avert............Send me (or ......) empty cars as follows:
Avesta.............Shipment(s) (or car(s)) will not move over any of the territory
under our jurisdiction. Take up with......
Avocet.............Short........car(s) for tomorrow's loading.
Avoid.............Smaemahoning for B & S.
Avon..............(See Page . Purchasing Department's use only).
Avouch.............Smithboro for C. B. & Q. R. R.
Avowal.............Stanley for L. V. R. R.
Avowed.............Terre Haute for C. M. & St. P.
Await.............Toledo for A. A.
Awaken.............Toledo for D. & T. S. L.
Award.............Toledo for P. M.
Aware.............Toledo for W. & L. E.
Awash.............Tomhicken for L. V. R. R.
Away.............Traffic Department anticipate movement of......
Aweary.............Transfer, Pa. for Erie R. R.
Awful.............Transfer the lading for car(s) and report in regular manner.
Awning.............Transfer the lading from this car if unable to reduce measure-
ments of...... and report in the regular manner.
Awoke.............Unload for today's market.
Awry.............Unload for tomorrow's market.
Axial.............Wallington for N. Y. C. R. R.
Axilla.............Was received in train....... moving on card waybill (for)........
Axiom.............We are loading today......
Axle.............We expect to release.......car(s) for service.......(date)........
Azrael.............We have no parking facilities at........
Azure.............We have the following empty cars on hand.
Babble.............Went forward from.......on train....... to.......today (date).
Babel.............West Newark Jct., N. J. for L. V. R. R.
Babisn.............What is your car supply today for grain?
Baboon.............When empty forward to........
Baby.............When empty hold for orders and advise.
Bacca.............Will be delivered to our line at....... Accept and move.
Back.............Will be furnished as requested.
Backer.............Wilkes Barre for L. V. R. R.
Badge.............Willow Grove for B. & O. R. R.
Badger...... Wire correct destination.
Badly.......... With home route card.
Baffle......... Without home route card.
Baffy.......... Bagasse....
Baggy.......... Bagman....
Bagnio........ Bahar.......
SECTION No. 4
CARS AND LOCOMOTIVES—REPAIRING AND INSPECTION OF

Bailee........Advise date built.
Bairn........Advise inspection and oiling marks.
Bait...........Arrange movement following locomotives from......Division shown to be at Columbus Shop on date shown.
Baize...........Arrange movement of locomotive......from......Division to be in......shop.........(date). Unless movement under steam can be made to good advantage and will not unbalance crews, engine must move dead in tow.
Bake...........Arrange to have car(s) repaired.
Bakery........Ash pan and spark arrester examined and found........
Baku...........Bad order freight car situation as of........
Balaam........Can you make repairs at your shops to locomotive(s)........?
Balas...........Car(s).........at..........repaired and O.K. to go forward to.......... Angina........Car has now been repaired and is ready to proceed to destination..........(or shop).........
Balata........Car is being held awaiting material ordered from owners.
Balse...........Car(s) shopped at........
Balboa........Car is shopped for (defects).
Balcony........Car traces into..........shop today (dare)........
Bald...........Car was turned out of shop today (date)........
Balder........Card to..........shop for change of trucks and advise.
Balleen........Engines out of service.
Balky........Engines ready for service.
Ballad........Federal inspection started, or completed, at (time and date).
Bally........Following material urgently needed for repairs to class....... locomotive. Can you furnish?
Balm...........Forward at once Federal Inspection our out-of-service report for........
Balmy........Freight car(s) is (are) held awaiting following material.
Balsam........Has (have) car(s) been shopped and if so, what is prospect or release from shop?
Baltic........Have following repairs made to locomotive........upon arrival at........
Bambo........Have repaired promptly and advise.
Banal........Inspect spark arrester(s) and ash pan(s) of locomotive(s)........ account of fire on property adjoining our right-of-way at........date........
Banca........Locomotive No........held awaiting following material.
Band...........Passenger car No........held awaiting following material.
SECTION No. 4—Continued
CARS AND LOCOMOTIVES—REPAIRING AND INSPECTION OF—Continued

Bandit.....Send to.......shops for.......  
Bandog.....This car is reported as having a bad roof. Have roof examined and if in need of repairs send to.......shop and advise.  
Bandy.......We have no record of receiving car.......in shop.  
Bang.........Will forward following locomotive(s) to.......shops for repairs.  
Banish.....Wire date, built, kind and class of car.  
Banjo.......Wreck derrick is now ready for service.  
Bank..........Wreck derrick will be out of service from.......(time and date)  
..........until advised, account........  
Banker.....  
Banner..  
Banns.......  
Banquo.....  
Bantam....  
Bantu.......
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SECTION No. 5

CARS—WEIGHING AND CLEARANCE

Banyan...... According to dimensions reported route via.......
Baobab...... Adjacent tracks must be free of rolling stock.
Barak....... Advise gross, light and net weight.
Barbel....... Advise gross, light and net weight and at what point weighed.
Barber....... Advise old light weight, date, scales symbol and load limit marks.
Bard......... Advise present stenciled light weight of.......stating when and where taken.
Bardic....... Advise promptly initials and number(s) of car(s) when loaded and final dimensions.
Barely....... Arrange to have car reweighed, advising old and new weights.
Barilla...... At weights reported allow car, to go forward.
Barite....... Bill this station for weighing charges.
Barlow....... Car was weighed at........(date)....... Light weight is....... 
Barmy....... Connecting Division to be given advance information as to probable delivery of....... 
Baron....... Consignor(s) claim(s) correct weight is....... 
Barony...... Handle carefully.
Barque...... Handle carefully in yards, around sharp curves and where track centers are close.
Barren....... Handle on rear of freight trains ahead of cabin car.
Barrow...... Have lading inspected before delivery to connection.
Barter...... Have representative witness the reweighing of car No....... containing....... 
Bash......... Have this car light weighed and advise, but do not stencil.
Bashaw...... Incorrect light weight marks on car.
Basic....... Incorrect load limit stenciled on car, correct same to read....... 
Bask....... Light weigh, stencil and advise.
Basque...... Light weighed and stenciled at........(date).......Light weight is....... 
Bass......... No light weight marked on this car.
Basset....... Notify Train Dispatchers, Yard Masters, Train Crews and others interested.
Basso....... Reweigh, advising old and new gross, tare and net weights, having new weights shown on card waybill.
Baste....... Shipment exceeds clearance via route specified. Will clear if routed via.......provided shipper is agreeable to paying rates in effect via this route.
Batch....... Shipper(s) dispute(s) our scale weight on car.......Have car reweighed, advising gross, tare and net weights.
SECTION No. 5—Continued
CARS—WEIGHING AND CLEARANCE—Continued

Bated.........These dimensions will not clear. Can shipment be reduced?
Bateau.......This car exceeds our general clearance limits and should be
           returned to........loaded or empty (via........)
Awful........Transfer the lading for car(s) and report in regular manner.
Awning.......Transfer the lading from this car if unable to reduce measure-
           ments of........and report in the regular manner.
Bathe........We are holding at........car.......for.......exceeding clearance
           limits, measuring....... Advise disposition.
Batik.........We are holding at........car.......for.......gross weight.......our
           limit for this point.
Bating.......Weigh and advise gross, light and net weights. Assess no
           charge.
Baton.......Weigh and advise gross, light and net weights.
Batt.........Weighed at........(date)....... Following are weights. gross.......  
           light.......net.......  
Batten.......Weigh freight and advise me result.
Battue.......Wire net weight.
Baucis.......  
Baulk.......  
Bauson.......  
Bawbee.......  
Bawd.......  
Bawdry.....
SECTION No. 6

FREIGHT—ASTRAY, CLAIMS, CONDITION OF, DISPOSITION, OVER AND SHORT, REFUSED AND UNCLAIMED, SEAL RECORDS

Aback......Add notation to waybill—Stop off at......notify......to complete loading. Add $2.97 reconsigning and $6.93 stop-off charges. Allow all charges to follow.

Abacus......Add notation to waybill—Stop off at......notify......to partially unload. Add $2.97 reconsigning and $6.93 stop-off. Allow all charges to follow.

Abaf......Add to billing Stop-off at......for partial unloading by......, assess $2.97 and allow same to follow.

Bawl......Advise as to disposal.
Bayed......Advise by wire if complete delivery has been accomplished.
Bazaar......Advise complete seal record of car......
Beach......Advise condition.
Beaded......Advise correct destination.
Abba......Advise correct name and address of consignee.
Beadle......Advise exceptions.
Beaker......Advise if carrier's or shipper's error.
Beamed......Advise if you check over.
Beamy......Advise name and address of shipper.
Bear.......Advise quick where shipment originated.
Beard.......Advise route beyond, shipment held.
Beast.......Advise value of......
Beater......Advise to what scales car was billed.
Afoul......Advise what road issued bill of lading, giving date and point of shipment.
Beau.......Advise when accepted.
Beauty......Advise when delivery was made.
Beaver......Advise when received at your station.
Becalm......Advise when shipments will go forward.
Beck.........Answer at once by wire and advise if you are arranging for attendance of witnesses as requested.
Beckon......Are you charging demurrage on this (these) car(s)?
Become......Are you short?
Bedded......Arrange prompt delivery on arrival, advising.
Beddeck......Arrangements have been made.
Bedewy ......Arrived and delivered.
Bedlam.......Arrived and placed......
Beetle......Arrived in bad order.
Befall......Arrived in good order.
SECTION No. 6—Continued

FREIGHT—ASTRAY, CLAIMS, CONDITION OF, DISPOSITION, OVER AND SHORT, REFUSED AND UNCLAIMED, SEAL RECORDS—Continued

Befit............Arrived today, not yet delivered.
Befool............Ask shipper(s) if they will authorize return for reconditioning, subject to claim?
Agape............Bill of lading calls for....... 
Beg............Can you effect delivery?
Beget............Can you persuade consignee to accept our delivery?
Beggar............Cannot furnish disposition.
About............Cannot give you better address of consignee.
Begird............Car caught at....... Will be returned free astray to meet billing held.
Abrupt............Car(s) forwarded to....... today (date) to meet original billing.
Begone............Car on hand consigned shipper. Advise by wire who will handle here.
Anklet............Car was totally destroyed in accident at.......on (date)
Begot............Catch and examine and if so loaded return free astray to....... 
Abyss............Change carding (or billing) to read.......and forward, advising.
Behead............Connecting line refuses to accept account of....... 
Belay............Consignee(s) claims should be prepaid. Advise by wire.
Belch............Consignee(s) is (are) located on....... 
Beldam............Consignee refuses our delivery, holds bill of lading calling for....... 
Belfry............Consignee refuses to accept account.......Advise disposition.
Belga............Consignee(s) unknown, cannot locate, give disposition.
Belike............Consignee(s) writing shipper today (date).
Aport............Deliver to....... 
Belle............Deliver to....... prepaid and file claim for relief.
Bellow............Delivery must be made....... 
Belly............Delivery not yet ordered by consignee.
Belted............Delivery was made.
Beluga............Delivery was made to....... at....... engine....... 
Bemire............Dispose of system cars as follows....... 
Ben............Forward at regular rates with charges to follow.
Bench............Forward free astray as less than carload.
Bendy............Forward free astray to....... at....... and advise.
Aching............Forward to....... with all charges following and advise billing reference.
SECTION No. 6—Continued

FREIGHT—ASTRAY, CLAIMS, CONDITION OF, DISPOSITION, OVER AND SHORT, REFUSED AND UNCLAIMED, SEAL RECORDS—Continued

Bengal......Freight has been received in error and is being free astrayed to (point)......on astray waybill No......dated......

Berate......Furnish at once complete details of arrival notice to consignee, delivery or other disposition of shipment and show condition of lading; also advise names of employees who make records. Send copy arrival notice, delivery receipt, exceptions and inspection reports.

Beret......Furnish at once complete details of receipt, loading and forwarding of shipment showing (a) hour and date and by whom order for car was given (b) when car placed (c) when loading began and finished (d) when shipment released for transportation (e) when and by whom bill of lading issued (f) when car went forward (g) whether any delay at your station (h) send original order for car, original shipping order and copy of waybill. Advise names of employees who made records of above outlined.

Berg........Give disposition quick.

Berry........Give disposition quick, demurrage accumulating.

Beset........Give preferred attention in order that collection of charges may be made on correct basis. Shipment on hand.

Besom......Has (have)......been delivered or otherwise disposed of?

Besot......Have witnesses with all original records covering......report to......

Bestir......If car(s) reached you so carded, return free astray to.......Car(s) came from......

Bestow......If fit for human consumption, dispose of to best advantage, advising all concerned, remitting proceeds in usual manner.

Betake......If in your estimation shipment is worthless, consign to dump and notify this office.

Bethel......If initials, number and information furnished are correct, return car.......

Betony......If received empty out of route from connecting line at junction point where held, return immediately, advising. Make Per Diem Rule 14 reclaim against erring road.

Betook......If so loaded, card free astray to.......Betray......Induce consignee to accept, subject to claim.
Beulah......Lading of........will be unloaded and stored at risk and ex-
   pense of owner on........
Aculon......Loaded in container........carded........
Bevel.......Not on hand at present time.
Bevy.......On hand unclaimed. Wire disposition.
Bewail......Prepay the freight charges.
Beware.....Protect lading and if danger of spoiling, dispose of to best
   advantage, advising all concerned, remitting proceeds in
   usual manner.
Beweep.....Referring to your unclaimed report No........
Bewray.....Refused account of........
Bey..........Remark and reconsign, subject to local rates, furnishing re-
   billing and reforwarding reference.
Bezel1.....Return at once our claim No........
Addled.....Route shipment via........
Bias.........Rush disposal orders.
Bibber......Sell to best advantage and remit net proceeds to General
   Office.
Bible.......Send me at once for use of our Attorney Claim No........
Blicer......Send original shipping order and advise claim number re-
   corded against car (No........) from your station (date)........
Bicorn.....Sent arrival notice to consignee.
Bidder......Shipment billed prepaid in error, correction to follow.
Admire......Shipment has been routed via........
Biddy.......Shipment has been stored in public warehouse........date........
Biffin.......Shipment is held awaiting disposition, advise.
Adonis......Shipment prepaid billed collect in error, arrange delivery
   waiving demurrage account railroad error.
Bifid.......Shipment prepaid, billed collect in error. Correction to fol-
   low.
Bigamy....Shipment will be stored if not delivered by........
Bight.......Shipment will check over in........from........ Forward astray
   to........to meet........waybill and advise.
Bigot.......Shipment referred to in your message today (or date)........
   arrived (date)........delivered (date).
Bijou......Shipper will arrange with consignee direct. Advise further if
   delivery is not taken promptly.
SECTION No. 6—Continued

FREIGHT—ASTRAY, CLAIMS, CONDITION OF, DISPOSITION, OVER AND SHORT, REFUSED AND UNCLAIMED, SEAL RECORDS—Continued

Bilge.........Shipper will give disposal order as soon as possible.
Bilked........Short car.........your waybill.........and over car.........without billing. Does this cover shortage?
Billow.......Still on hand.
Billy.........To whom shall we look for disposition?
Binute.......Transferred into.......carded to....... 
Bingle......Trial of this case has been postponed and it will not be necessary to send the witnesses until further notice.
Biped.......Unable to locate party at address given, advise better address.
Bird.........Waiting on shipper for disposition.
Axilla.......Was received in train.......moving on card waybill (for)....... 
Bireme....We are charging demurrage on.......(give initials and number(s) of car(s) asked for).
Bisect.......We are holding at.......without marks or manifest, car....... Advise disposition.
Bishop.....We are not charging demurrage on.......(give initials and number(s) of car(s) asked for).
Bison.......We are not over.
Bister.......We are not short.
Afar.........We are over without billing car.......from.......which was diverted from....... Please have billing sent at once to....... 
Afeard.......We are over without billing car.......from you on....... Send copy at once.
Bites.......We check over.
Blab.......We check short.
Blade.......What is the present status of claim, your number....... 
Baboon.......When empty forward to....... 
Baby.........When empty hold for orders and advise.
Badger.......Wire correct destination.
Blame.......Wire has been presented by.......from shipper claiming car. May we accept this as our authority to deliver?
Blanch.......Wire original car number and point of shipment, consignment held.
Blare.........Wire original covering your claim.
Blast.........Wire shipper's (consignee's) decision.
SECTION No. 6

FREIGHT—ASTRAY, CLAIMS, CONDITION OF, DISPOSITION,
OVER AND SHORT, REFUSED AND UNCLAIMED,
SEAL RECORDS—Continued

Blat........... Your Superintendent Freight Transportation will furnish disposition.
Blaze..........
Bleak..........
Bleb..........
Bleed........
Blend........
Bless.........
SECTION No. 7

FREIGHT—DIVERSION AND RECONSIGNMENTS, DIVERSION AND RECONSIGNMENT CHARGES, CHANGE OF ROUTING

Blink...........Add diversion charge of......
Aback...........Add notation to waybill—Stop off at.......notify......to complete loading. Add $2.97 reconsigning and $6.93 stopoff charges. Allow all charges to follow.
Abacus...........Add notation to waybill—Stop off at.......notify......to partially unload. Add $2.97 reconsigning and $6.93 stopoff charges. Allow all charges to follow.
Abait...........Add to billing—Stop off at......for partial unloading by....... assess $2.97 and allow same to follow.
Aflame...........Advise by wire immediately upon accomplishment of reconsignment as exchange order—notify bill of lading must be issued.
Bliss...........Advise if car number is correct.
Bloat...........Advise full routing.
Able...........Advise waybill, forwarding, and carding point; also request next Transfer to do likewise.
Blouse...........Advise when and where changed.
Bluff...........Advise when diversion has been made.
Blunt...........Allow all charges to follow.
Blurt...........Allow reconsigning and all charges to follow.
Blush...........Apply regular rate to.......
Boast...........Arrange diversion, protecting through rate, add reconsigning charge of $........

Bobby...........Assess.......cents per 100 pounds for out-of-route haul.
Bodily...........Assess $6.93 reconsigning charge.
Boggy...........Assess $2.97 diversion charge.
Bogus...........Assessed for diversion charges.
Boldly...........Can you divert to.......via.......protecting through rate? If unable to do so, advise best basis and tariff authority.
Bolus...........Can you have this changed?
Boned...........Cannot protect through rate, car out of route.
Bonito...........Cannot reconsign until original bill of lading is surrendered.
Andean...........Car(s) delivered before receipt of....... 
Bonnet...........Car forwarded (train) not reconsigned.
Absent...........Car.......from.......was diverted to....... Please have billing sent to that place or billing point therefor.
Absorb...........Car.......from you to.......was diverted to....... Have rebilling made at once and, if necessary to avoid delay, wire agent destination to prepare telegraphic waybill.
Bonny........Car(s) has (have) been diverted as requested.
Bosky.......Car in through train. Unable to reconsign.
Boss.........Car(s) reconsigned as requested.
Abyss.......Change carding (or billing) to read......and forward, advis-
ing.
Bossy.......Change consignment of this (these) car(s) to......and advise.
Botch.......Change made as requested.
Anode.......Change route to read via.......and advise.
Bother.......Change shipper to read........
Accent.....Change to read......
Bounty.....Consigned shipper's order. Notify........
Bower.......Consignee(s) request.......divert to same consignee(s) at....... 
Bowls.......Consignment has been changed to........
Boxer.......Consignment has not been changed to........
Acevus.....Delivered without exceptions.
Brack......Destined to.......for diversion or reconsignment.
Brahma....Disregard and allow to travel as originally consigned.
Brag.........Disregard our message of (date).......in regard to change 
of consignment (or route) of this (these) car(s), as change 
has already been made.
Appeal......Disregard routing now shown and forward via....... 
Braid.......Divert (or change destination) car No.......arriving on train 
No.......today (date) and forward to.......on train No....... 
today (date).
Brain.......Divert car(s).......to.......and advise.
Airy.........Do you hold original bill of lading?
Braise.......Do you hold original bill of lading? Divert to same consig-
nee(s).
Brand.......Expense all charges back on agent at.......for collection from 
shipper.
Ben.........Forward at regular rates with charges to follow.
Brash.......Forward diversion charge back on agent at.......for collect-
tion from shipper.
Browse.......Forward in train.......engine.......time.......not changed. Our 
failure.
Bruise.......Has been reconsigned as a straight consignment to....... 
Alack.......Has bill of lading been surrendered?
Arrear.......Have you given correct initials and number?
SECTION No. 7—Continued

FREIGHT—DIVERSION AND RECONSIGNMENTS, DIVERSION AND RECONSIGNMENT CHARGES, CHANGE OF ROUTING—Continued

Brumal .......... held account unable to forward via route shown. Advise by wire correct routing.
Acted ........... Hurry forward waybill covering diversion charge........
Ascend ........... If initials and number(s) are correct, advise where car(s) came from.
Brash .......... If not placed for delivery at destination or not out of route for new destination, change consignment to read....... and advise.
Betony ........... If received empty out of route from connecting line at junction point where held, return immediately, advising. Make Per Diem Rule 14 reclaim against erring road.
Brutal ........... If this (these) car(s) is (are) consigned straight.
Aslope ........... In reply to your message about car....... would state that car has not reached our line.
Bryony .......... Instructions covering reconsignment of....... received too late to comply.
Bubble .......... Lading badly needed.
Buok ........... Make change regardless where caught, assess no charge.
Adage ........... Minimum rate governed by Official Classification exceeds rate governed by Southern Classification.
Adam ........... Minimum rate governed by Official Classification exceeds rate governed by Western Classification.
Buddy .......... No diversion charge to be assessed.
Budget .......... No record of....... 
Buffer .......... No record of....... but have....... 
Attain .......... No such car as....... 
Adapt .......... Note revenue billing. Agent at destination to eliminate from arrival notice, freight bill, etc., all marks of original shipper and point of origin.
Adar .......... Note revenue billing. Agent at destination to show shipper on arrival notice, freight bills, etc., as....... 
Bummer ...... Now at....... out of route.
Bump .......... Now hold....... forward as originally billed, assessing stop-off and reconsigning charges.
Alder .......... Original bill of lading and order on file at....... 
Alee .......... Original bill(s) of lading held by....... 
Bunco .......... Plus reconsigning charge. 
Autumn .......... Probably move via.......
SECTION No. 7—Continued

FREIGHT—DIVERSION AND RECONSIGNMENTS, DIVERSION AND RECONSIGNMENT CHARGES, CHANGE OF ROUTING—Continued

Bunker......Railroad error, reconsigning charge should not be assessed.
Bunny......Reconsign at......
Bunter......Reconsign at local rates.
Buoy.........Reconsign or change route regardless where caught.
Burble ......No charge to be assessed account railroad error.
Burke......Reconsign to......if not out of route.
Burly.......Reconsign to......protecting through rate of......
Burr.......Reconsign to......regardless where caught, allowing all charges to follow.
Burrow.....Reconsignment cannot be accomplished account of......
Bushy......Release and allow car to go forward as originally billed. 
Assess $2.97 hold and $6.93 reforwarding charge and demurrage.
Bey..........Remark and reconsign, subject to local rates, furnishing rebilling and reforwarding reference.
Avast.......Route has been changed to read via......
Adduce.......Route suggested is unauthorized and through rate will not apply.
Buskin......Send bill for diversion and demurrage charges to......
Butts.......Send bill for freight, diversion and/or reconsigning charges to this office.
Alibi.......Send us bill of lading.
Adjure.......Shipment being rebilled.
Buxom.......Shipment has been reconsigned to......
Alien.......Shipment is consigned to shipper’s order notify. Have you original bill of lading properly endorsed?
Bygone.......Shipper(s) request.......diverted to......
Adorns.......Show original consignee as shipper and deliver to......upon payment of all charges.
Bylaw.......Show the inbound consignee as shipper.
Adown.......Stamp or endorse billing for destination Agent to omit point of origin in making out freight bill.
Cabby.......Was (were) car(s).......delivered on consignee’s order?
Alive.......We are mailing you original bill of lading.
Afar.......We are over without billing car.......from.......which was diverted from.......Please have billing sent at once to......
Allay.......We hold original bill of lading.
Cabbobs.......Will you authorize the elimination of routing via......?
Cackle......Wire.......direct record your reforwarding.
SECTION No. 7—Continued

FREIGHT—DIVERSION AND RECONSIGNMENTS, DIVERSION AND RECONSIGNMENT CHARGES, CHANGE OF ROUTING—Continued

Allege.........You may now issue exchange bill of lading, reconsignment accomplished.

Cactus......Your message of (date)........in regard to changing this (these) car(s) received too late.

Cad...........
Caddis.....
Caddy......
Cadet.......
Cadge......
Cadmus....
SECTION No. 8
FREIGHT—EMBARGOES, ACCUMULATIONS, SEIZURE

Caftan......Accept from........car......consign to........Endorse card and revenue waybills P. R. R. authority........expiring........

Caged......Advise all parties interested.

Cajole......Advise if shipment(s) can now go forward.

Calash......Advise number and contents of cars forwarded under this authority.

Caley......Advise quick obstacle interfering with acceptance of this shipment.

Becalm......Advise when shipments will go forward.

Calesa......Advise why this (these) car(s) was (were) forwarded in violation of embargo.

Calked......All parties have been advised.

Ambly......Allow car(s) to go forward.

Callus......Authority subject to cancellation (or change) without notice.

Calpac......Cancel entirely......Embargo No........

Calyx......Cannot accept car(s) for...delivery.

Camel......Cannot arrange acceptance at this time of........

Camlet......Cannot handle by delivery specified.

Anew......Car(s) for........went forward today (date) engine........

Angel......Car(s) for........will go forward today (date)

Anglo......Car(s) held account accumulation.

Canal......Do not allow shipments as above to be resumed.

Canary......Railroad Embargo No.........covers........

Candit......Railroad Embargo No........has been cancelled. Arrange acceptance of........

Candle......Railroad Embargo No.........is further extended to cover all shipments of........

Canker......Railroad Embargo No........is modified to permit acceptance of........

Canny......Exceptions to this embargo.

Canon......Forward shipment of........to........

Canopy......Freight billed up to and including (date).......may go forward.

Cantor......Freight must not be consigned, reconsigned or diverted in conflict with this embargo after (date........).

Canto......Lading has been taken for Company use.

Caper......Modification subject to cancellation without notice after........

Capon......Ore and coal exchange permit (number)........authorized acceptance (quantity).......bituminous coal from (name of shipper and mines).......billed to (consignee).......account of (Broker).......destined (Lake Port).......Billings must be endorsed with this authority.
SECTION No. 8—Continued

FREIGHT—EMBARGOES, ACCUMULATIONS, SEIZURE—Continued

Capote.....Owing to accumulations, embargo until further notice shipments of........

Caraok.....Pennsylvania Railroad System Embargo No........

Carat.....Perishable freight, prompt action necessary.

Carder.....Remove embargo and allow to go forward shipments of........

Added.....Route shipment via........

Carib......See consignees and urge prompt unloading of........

Carl......Shall we accept........?

Carnal.....Shall we deliver to........who can make required delivery?

Admire.....Shipment has been routed via........

Carol.....Take lading for Company use.

Carat.....There is no embargo on freight for........

Carpus.....This is a season permit unless suspended or cancelled.

Cartel.....To load steamer (name of steamer)........

Carver.....To load steamer to be named later.

Casern.....Unable to handle shipment(s) for........

Cashed.....Vessel fuel.

Cashew.....Was (were) car(s) confiscated? If not, to whom delivered?

Casino.....We are holding........on account of inability of connections to accept.

Casper.....We are offered shipment of........May be accept?

Caste.....We have embargoed until further notice shipments of........

Advise when to remove the embargo.

Castle.....We have no open route.

Casual.....We have removed embargo and shall allow to go forward shipment of........

Babble.....Went forward from........on train........to........today (date).

Cater.....What are prospects of car coming forward?

Catkin.....Why are you refusing........? Embargo has been cancelled.

Catty.....Will advise you promptly of any change.

Caudal.....Will issue, effective........

Cabobs.....Will you authorize the elimination of routing via........?

Caulis.....You may accept reconsignement car........, commodity........, if reconsigned to........(consignee and delivery). Endorse billing Embargo authority........expiring........

Causal.....

Cauter.....

Cavan.....

Cavat.....

Cavern.....

Caviar.....

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SECTION No. 9
FREIGHT—EX-LAKE GRAIN

Cavity......Book at Buffalo......
Caxton......Book at Erie......
Cedarn......Have contracted for......bushels (wheat, corn, oats, rye, barley) via......boat......for......
Celtic......Have contracted for......bushels (wheat, corn, oats, rye; barley) via......for...... Boat and details will follow.
Censor......How many cars grain do you expect to load today and out of which lots?
Centre ......How many cars grain loaded yesterday and out of which lots?
Cerate......Referring to my booking of today (or date).
Babish......What is your car supply today for grain?
Cereal......
Cerfus......
Ceruse ..... 
Cestus ..... 
Cesuna ..... 
Cetus.......
SECTION No. 10

FREIGHT—EXPORT AND IMPORT

Chafer ..... Add transfer charges.
Chaff ..... Advise date of arrival, also date delivered steamer.
Chalet ..... Advise if refrigerated or ordinary stowage.
Chalk ..... Advise insurance rate.
Champ ..... Advise ocean contract number.
Chant ..... Advise ocean rate on.
Chaos ..... Advised option unobtainable. Good possibility space on firm offer and signed contract.
Chap ..... Advise quantity and date of shipment from point of origin.
Chapel ..... Advise quick if charges should read collect or prepaid.
Chard ..... Advise rate on.
Charm ..... Advise steamer’s name and time of sailing.
Beast ..... Advise value of.
Beau ..... Advise when accepted.
Chaser ..... Barr booked (quantity and commodity) ordinary stowage steamer (name and/or date).
Chasm ..... Barr booked (quantity and commodity) refrigerated stowage steamer (name and/or date).
Chat ..... Barr optioned (quantity and commodity) ordinary stowage steamer (name and/or date).
Chatty ..... Barr optioned (quantity and commodity) refrigerated stowage steamer (name and/or date).
Chaw ..... Best offer we can make is.
Cheap ..... Best rate we can secure is.
Cheat ..... Bill of lading (inland).
Cheeky ..... Bill of lading (ocean).
Chela ..... Bill of lading (through or export).
Agape ..... Bill of lading calls for.
Aged ..... Bill(s) of lading has (have) not been received.
Agile ..... Bill of lading reads collect.
Aglow ..... Bill of lading reads prepaid.
Cherub ..... Book and confirm by wire, giving line, contract number and rate.
Chess ..... Book and confirm by wire, naming steamship line, port of export, date of sailing and rate. May we issue through straight or order bill of lading? Must shipment be prepaid through or may ocean charges go collect?
Chest ..... Book through Barr (quantity and commodity) ordinary storage steamer (name and/or date).
SECTION No. 10—Continued

FREIGHT—EXPORT AND IMPORT—Continued

Chetah.....Book through Barr (quantity and commodity) refrigerated stowage steamer (name and/or date).

Chevy.......Book through Inge (quantity and commodity) ordinary storage steamer (name and/or date).

Chew........Book through Inge (quantity and commodity) refrigerated stowage steamer (name and/or date).

Chicle.....Can you arrange to lighter free or at what expense?

Chide......Can you get any freight for........

Chider .....Can you get refusal?

Chiffy.....Cannot do better expect on firm offer.

Chill........Car(s) arrived (date).........Steamship company notified same day, still on track awaiting steamship company’s orders for delivery.

Chilly.......(car No. or w/b No.) now on hand here consigned to (steamship company), no final destination shown. Advise final destination.

Chime ......(car No. or w/b No.) now on hand here. Waybill does not show steamship routing beyond this port. Advise steamship routing beyond.

Chimer.....Cents per 100 pounds.

China.......Cents per 2000 pounds.

Chink.......Cents per 2240 pounds.

Chips.......Cents per cubic foot ship’s measure.

Chirp.......Cents per ton of 2000 pounds or 40 cubic feet, ship’s option.

Chisel.......Cents per ton of 2240 pounds or 40 cubic feet, ship’s option.

Chock.......Change ship’s copies. I have corrected originals.

Choker ......Charges may read either collect or prepaid.

Choky.......Charges must be prepaid.

Choler .....Consular invoices required to be taken out at seaport and risk of heavy fines at destination in case of omissions to comply strictly with the laws that are constantly changing make it necessary for shippers to consign shipments care of Forwarding Agents at port of export who make a specialty of that line of business. We cannot attend to this class of forwarding.

Chop.........Copy export manifest for.......forwarded today (date).

Choppy ....Covered by bill(s) of lading number.......

Choral .....Flour in cotton sacks, 98 pounds each.

Chorus.....Flour in cotton sacks, 110 pounds each.

Chosen.....Flour in cotton sacks, 176 pounds each.
SECTION No. 10—Continued

FREIGHT—EXPORT AND IMPORT—Continued

**Chub**... Flour in cotton sacks, 198 pounds each.
**Chubby**... Flour in cotton sacks, 212 pounds each.
**Chuff**... Flour in cotton sacks, 220 pounds each.
**Chum**... Flour in jute sacks, 110 pounds each.
**Chump**... Flour in jute sacks, 140 pounds each.
**Chunky**... Flour in jute sacks, 240 pounds each.
**Church**... Flour in jute sacks, 220 pounds each.
**Churn**... Flour in jute sacks, 280 pounds each.
**Chyme**... Flour in sacks.

**Cider**... Forward immediately B. A. I. Certificate.

**Cinch**... Forward immediately shipper’s export declaration in triplicate.

**Acid**... Freight to be waybilled to Baltimore (Canton).
**Acidly**... Freight to be waybilled to Desbrosses Street Station, New York, N. Y.

**Aclnus**... Freight to be waybilled to Federal Street Station, Philadelphia, Pa.
**Acme**... Freight to be waybilled to Girard Point, Philadelphia.

**Cincum**... Freight intended for steamer sailing.

**Acop**... Freight to be waybilled to Pennsylvania R. R. Produce Terminal (Piers 27, 28 and 29, North River) New York.

**Acquit**... Freight to be waybilled to Washington Avenue Wharf, Philadelphia.

**Cisco**... Has arrived, but too late for.

**Civil**... Have corrected copies of your through bill of lading number.

**Clack**... Have firm offer.

**Clad**... Have issued through export bill of lading.

**Clamor**... Have not corrected copies of your through bill of lading number.

**Clamp**... Have not issued through export bill of lading.

**Clang**... Have you issued through export bill of lading?

**Clap**... Held on account of billing not showing shipper’s certificate on file.

**Claro**... Holding refused by connecting line on account no export manifest. Hurry to agent, advising.

**Clasp**... Hurry forward for steamer sailing.

**Claw**... Hurry forward for steamer sailing advising date car(s) is (are) available and date of delivery.
SECTION No. 10—Continued
FREIGHT—EXPORT AND IMPORT—Continued

Clay.............Inge booked (quantity and commodity) ordinary stowage steamer (name and/or date).
Cleave.............Inge booked (quantity and commodity) refrigerated stowage steamer (name and/or date).
Clergy.............Inge optioned (quantity and commodity) ordinary stowage steamer (name and/or date).
Clever.............Inge optioned (quantity and commodity) refrigerated stowage steamer (name and/or date).
Click.............Insurance premium amounts to......
Cliff.............Lighterage free.
Climax.............Lighterage free within Lighterage limits.
Climb.............Minimum B/L charge.
Clinch.............No refrigerated space available. Advice if ordinary satisfactory.
Cling.............Not permissible to issue through export bill of lading.
Clinic.............Option through Barr (quantity and commodity) ordinary stowage steamer (name and/or date).
Clip.............Option through Barr (quantity and commodity) refrigerated stowage steamer (name and/or date).
Clique.............Option through Inge (quantity and commodity) ordinary stowage steamer (name and/or date).
Clod.............Option through Inge (quantity and commodity) refrigerated stowage steamer (name and/or date).
Cloddy.............Route freight for delivery at Philadelphia by Reading Company account steamer loading at their piers.
Clonus.............Steamship company claim ocean rate should be......
Closet.............Steamship Company not operating from this port, wire correct routing; shipment held.
Clotty.............Steamship company specified cannot handle, furnish other routing.
Cloud.............Subject to confirmation.
Cloven.............Subject to immediate acceptance.
Cloy.............Subject to transfer charge at......
Advert.............Waybill shows inland freight collect; bill of lading shows freight prepaid through.
Adz.............Waybill shows inland freight collect; bill of lading shows inland freight prepaid.
Aerial.............Waybill shows inland freight prepaid; bill of lading shows inland freight collect.
Cloy.............We cannot do better.
Club.........We have booked.
Chuck.........We have contracted for account of.......subject to confirmation.
Clump......Will you correct original bill of lading and wire me authority to correct copies?
Clung........Wire name steamer, date sailing, and rate.
Clutch......Your waybill.......forward three copies shipper's export declaration or export manifest by first train. Shipment held.

Coated......
Coax.......... 
Cobalt ..... 
Cobble...... 
Cobnut .... 
Cobra.......
SECTION No. 11

FREIGHT—HOLD FOR ORDERS, DEMURRAGE, INSPECTION, STOP-OFF STOP DELIVERY

Aback........Add notation to waybill—Stop off at........notify........to complete loading. Add $2.97 reconsigning and $6.93 stop-off charges. Allow all charges to follow.

Abacus........Add notation to waybill—Stop off at........notify........to partially unload. Add $2.97 reconsigning and $6.93 stop-off charges. Allow all charges to follow.

Abait........Add to billing Stop-off at........for partial unloading by........assess $2.97 and allow same to follow.

Boyed........Advise by wire if complete delivery has been accomplished.

Cockle ......Advise if stop-off to partially unload or to complete loading is permissible at........

Afoot........Advise quick if bill of lading authorizes stop-off and at what place, billing does not indicate.

Beau.........Advise when accepted.

Becalm .......Advise when shipments will go forward.

Ambly.......Allow car(s) to go forward.

Coddle.......Allow inspection.

Beckon.......Are you charging demurrage on this (these) car(s)?

Agog.........Bill of lading not received, shall we allow inspection?

Beget.........Can you persuade consignee to accept our delivery?

Codger......Car being held at........for bill. Can you furnish record or disposition?

Codify.......Car(s) being held for orders at........

Andean ......Car(s) delivered before receipt of........

Anew.........Car(s) for........went forward today (date) engine........

Angel.........Car(s) for........will go forward today (date).

Cogent.......Car(s) held account of........

Cohere......Charge demurrage for time held and assess holding charge.

Coined.......Cut out (off)........on train........at........and advise.

Aport..........Deliver to........

Belted.........Delivery was made.

Coitus.......Does pick-up and delivery service apply and whether in Metropolitan Area.

Coleus .......Do not deliver freight consigned to........

Ben..............Forward at regular rates with charges to follow.

Collu...........Forward car(s) to correct destination without charge account our error.

Collop.......Forward to........at regular rates and advise.
SECTION No. 11—Continued

FREIGHT—HOLD FOR ORDERS, DEMURRAGE, INSPECTION, STOP-OFF, STOP DELIVERY—Continued

Aching..........Forward to.......with all charges following and advise billing reference.

Colony..........Freight is held for orders.

Colter..........From here today.

Bensomt........Has (have).......been delivered or otherwise disposed of?

Comate.........Has (have) not arrived.

Comb..........Have shipment stopped and returned to shippers, advising.

Arrear.........Have you given correct initials and number?

Combat.........Hold for orders and advise where held.

Comedy.........Holding carload shipment.......for.....delivery.

Comet.........Holding.......for orders at.......;

Comic.........If car(s) reach you so carded, hold for orders, advising where held.

Ascend.........If initials and number(s) are correct, ,dvise where car(s) came from.

Ascot............If initials, number and information furnished are correct, return car.

Aslope.........In reply to your message about car.......would state that car has not reached our line.

Compel.........No demurrage to be assessed.

Bully.........No record of.......but have.......;

Comus.........Now held at.......as per your request. Should demurrage be charged for time held?

Bump.........Now hold.......forward as originally billed, assessing stop-off and reconsigning charges.

Bushy.........Release and allow car to go forward as originally billed. Assess $2.97 hold and $6.93 reforwarding charge and demurrage.

Bias.............Rush disposal orders.

Admil..........Shipment held, rush correction.

Adonis..........Shipment prepaid billed collect in error, arrange delivery waiving demurrage account railroad error.

Condor.........Shipper(s) request(s) car stopped and held at first available point for orders, advise where held.

Confab.........Stop delivery of these goods and hold for orders and advise.

Adrift..........Stop-off to partially unload (or to complete loading) permissible at.......;

Conger.........Stop off to partially unload (or to complete loading) not permissible at.......
Congo.......Stop shipment and return to shippers, advising.

Birken.......We are charging demurrage on.......(give initials and number(s) of car(s) asked for).

Consul......We are holding (for orders).

Bishop.......We are not charging demurrage on.......(give initials and number(s) of car(s) asked for).

Babble........Went forward from.......on train.......to.......today (date).

Cooler.......Wire quick if permissible and stop-off charge to partially unload (or complete loading) at.......
Coward......Accept with all charges prepaid.
Chafer.........Add transfer charges.
Cozy.........Advise all-rail rate.
Crack.........Advise by wire if.....(name of shipper or consignee).....is
located within pick-up and delivery limits at.....(name
or origin or destination).
Cradle......Advise carload rate on.......
Cram..........Advise carload rate, tariff, authority and minimum weight.
Cramp.......Advise......class rate.
Cravat........Advise class rates and classifications governing.
Crawl........Advise fifth class rate,
Crazy.......Advise first class rate.
Credo.........Advise fourth class rate.
Crib.........Advise if required delivery can be made at the flat rate.
Crime........Advise if this point is within lighterage limits or nearest de-
livery.
Afloate.........Advise if thorough bill of lading may be issued, and if so,
basis for through rate, also name transfer charge, if any,
with minimum.
Crimp........Advise less carload rate on.
Crisp..........Advise less than carload rate and tariff authority.
Cronus.......Advise minimum carload weight.
Crony.........Advise name and address of reliable trucker(s) and rate for
trucking from.......to....... 
Cross.........Advise nearest delivery to....... 
Crowd.........Advise present rate, also minimum charge on....... 
Chapel.........Advise quick if charges should read collect or prepaid.
Cruet.........Advise quick best basis for rate stating whether class or
commodity.
Crush.........Advise quick on what line located.
Crusty........Advise rail-water-rail rate
Chard.........Advise rate on....... 
Crux..........Advise Rule 26 rate.
Cuban.........Advise second class rate.
Cubism ......Advise third class rate.
Cudgel......Advise sixth class rate.
SECTION No. 12—Continued
Freight—Rates and Minimum Weights, Transfer Charges, Lighterage, Assessment of Freight Charges, Switching Charges, Deliveries—Continued

Cully............Advise what rate is necessary to secure.
Culm............Allowance as published in applicable tariff will be accorded less carload shipments trucked to or from......(name of origin or destination station).
Blush............Apply regular rate to.
Cultus..........Arrange to forward without prepayment, charges guaranteed.
Cupid..........Best rate able to check is........
Cheap..........Best rate we can secure is........
Curate.........Can make delivery at flat rate.
Curb............Can we make this delivery without additional charge?
Chicle..........Can you arrange to lighter free or at what expense?
Curdle........Cannot handle shipment route suggested account no percentages.
Cured..........Cannot make delivery at flat rate.
Curfew.........Cannot protect through rate.
Curly..........Carload minimum weight in accordance with......classification.
Curse..........Carload minimum weight......pounds.
Cycle..........Cartage 11 cents per 100 pounds, minimum charge $1.65
Cypris..........Cartage 13 cents per 100 pounds, minimum charge $1.10
Dabben .......Cartage 17 cents per 100 pounds, minimum charge $1.65.
Daddy..........Cartage 17 cents per 100 pounds, minimum charge $2.20.
Daffy..........Cartage 20 cents per 100 pounds, minimum charge $2.20.
Dagger.........Cartage 22 cents per 100 pounds, minimum charge $2.42.
Dainty.........Cartage 22 cents per 100 pounds, minimum charge $2.48.
Daisy..........Cartage 22 cents per 100 pounds, minimum charge $2.75, plus $1.10 ferriage on each 4,000 pounds or fraction thereof
Dally..........Cartage 22 cents per 100 pounds, minimum charge $3.25.
Daman..........Cartage 22 cents per 100 pounds, minimum charge $3.90.
Damper.........Cartage 25 cents per 100 pounds, minimum charge $2.48.
Damsel.......Cartage 25 cents per 100 pounds, minimum charge $2.48, plus $1.10 ferriage on each 4,000 pounds or fraction thereof.
Dandy..........Cartage 28 cents per 100 pounds, minimum charge $2.75.
Danite .......Cartage 28 cents per 100 pounds, minimum charge $3.30, plus $1.65 ferriage on each 4,000 pounds or fraction thereof.

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SECTION No. 12—Continued

FREIGHT—RATES AND MINIMUM WEIGHTS, TRANSFER CHARGES, LIGHTERAGE, ASSESSMENT OF FREIGHT CHARGES, SWITCHING CHARGES, DELIVERIES—Continued

Darby.......Cartage 33 cents per 100 pounds, minimum charge $3.30 plus $1.65 ferriage on each 4,000 pounds or fraction thereof.

Darken.....Cartage 33 cents per 100 pounds, minimum charge $11.00

Darky.......Cartage 33 cents per 100 pounds, minimum charge $11.00, plus $1.10 ferriage on each 4,000 pounds or fraction thereof.

Darnel .....Cartage 33 cents per 100 pounds, minimum charge $13.20

Dasher......Cartage 44 cents per 100 pounds, minimum charge $16.50, plus $1.65 ferriage on each 4,000 pounds or fraction thereof.

Dated.......Central Freight Association.

Chimer.....Cents per 100 pounds.

China.......Cents per 2000 pounds.

Chink.......Cents per 2240 pounds.

Datum......Connecting line will not accept unless freight is prepaid. Amount required beyond this station is......

Dauber.....Consignee delivery order or original bill of lading on file here. Accept......Consignee is tenant of......warehouse; delivery can be effected at flat rate.

Dawdy .....Does not apply from.

Dazed.......Does not apply to.

Deacon.....Figured intermediate from.

Deaden.....Figured intermediate to.

Deaf..........Forward free account of my file......

Dean.........Freight is held for prepay.

Debar.......Freight must be prepaid or guaranteed.

Debase.....How is rate made?

Betony......If received empty out of route from connecting line at junction point where held, return immediately, advising. Make Per Diem Rule 14, reclaim against erring road.

Debate.....Imperative that shipment receive best possible service account penalty contract.

Debut.......Less than carload.

Decade.....Lighterage extra 3 ¾¢ per 100 pounds, minimum charge $8.32.

Decant.....Lighterage extra 3 ¾¢ per 100 pounds, minimum charge $12.65.
SECTION No. 12—Continued

FREIGHT—RATES AND MINIMUM WEIGHTS, TRANSFER CHARGES, LIGHTERAGE, ASSESSMENT OF FREIGHT CHARGES, SWITCHING CHARGES, DELIVERIES—Continued

Cliff..............Lighterage free.
Climax..............Lighterage free within lighterage limits.
Adage..............Minimum rate governed by Official Classification exceeds rate governed by Southern Classification.
Adam..............Minimum rate governed by Official Classification exceeds rate governed by Western Classification.
Decamp..............Minimum weight of....... 
Decker..............Move on team track for....... 
Decoy..............Nearest delivery to.
Decry..............No switching rates in effect at....... 
Deeply..............No through rates, best combination we can check is....... 
Deface..............No transfer charges.
Defeat..............Pick-up and delivery service cannot be accorded.......(name of shipper or consignee).......at.......(name of origin or destination).
Defend..............Pick-up and delivery service will be accorded.......(name of shipper or consignee).......at.......(name of origin or destination).
Define..............Present fifth class rate.
Deform..............Present first class rate.
Defray..............Present fourth class rate.
Deft..............Present second class rate.
Defy..............Present sixth class rate.
Dehorn..............Present third class rate.
Defect..............Rates effective Dec. 3, 1931.
Delta..............Rate is published in....... 
Delude..............Rate proposal.
Adduce..............Route suggested is unauthorized and through rate will not apply.
Deluge..............Rule 26 rate.
Deluxe..............Shipment must be prepaid.
Demas..............Shipment was delivered.
Demean..............Shippers claim rate of.......Can you check?
Demise..............Southern Freight Association.
Clay..............Subject to transfer charge at....... 
Demit..............Switching charge will be absorbed.
Demon..............Switching charge will not be absorbed.
Demur..............Tariff authority Agent Curlett’s I. C. C.
SECTION No. 12—Continued

Freight—Rates and Minimum Weights, Transfer Charges, Lighterage, Assessment of Freight Charges, Switching Charges, Deliveries—Continued

Denial......Tariff authority Agent Jones’ I. C. C.
Dense......Tariff authority Agent Van Ummersens’ I. C. C.
Dental......Tariff authority G. O.—I. C. C.
Denude......Tariff authority I. C. C.
Deploy......Trunk Line Association.
Casern......Unable to handle shipment(s) for......
Awake......Unload for today’s market.
Awry......Unload for tomorrow’s market.
Depose......Via rail-water.
Deputy......Via rail-water-rail.
Derby......Views being withheld awaiting your advice.
Casper......We are offered shipment of....... May we accept?
Derma......What is our proportion of through rate beyond?
Caudal......Will issue, effective....... 
Design......Will switching charges be absorbed?
Despot......Wire basis for rates to....... 
Deter......Wire rate and confirm by mail with tariff authority.
Detest......Wire rate and how divided.
Devoid......Wire rate and tariff authority.
Devoto......You have (rates or percentages) to....... 
Devout.
Dewy........
Dexter........
Diadem ....
Dial....
Dialog....
SECTION No. 13

FREIGHT—LIVE STOCK, REFRIGERATION, VENTILATION

Dicker........Add to icing instructions.
Dictum ....Advise by wire (or mail) inspection record of...passing your station on or about.....
Abatis.....Advise car number, waybill and where carded.
Digest......Advise train moving.
Digger.....Arrange to notify the Inspector or Animal Industry on arrival of this car.
Digit.......Car(s) under ventilation.
Dike..........Change icing instructions to read......
Dilute.......Changed icing instructions to read....
Dimly.....Close all ventilators when temperature falls below......degrees.
Dimple......Examine ice boxed at......and re-ice if necessary.
Dined.......Fed, watered and loaded......at......subject to......hours limitation as regards feeding, resting, etc.
Dingy......Have car(s) cleaned and disinfected under supervision of U. S. Government Inspector, and advise when done.
Dint..........It is necessary to have Inspector of Animal Industry break seals on this car.
Bubble.........Lading badly needed.
Dipsy.......Man in charge, feed and water in car, room to rest.
Dire..........Open all ventilators when temperature rises above......degrees.
Carat..........Perishable freight, prompt action necessary.
Dirge.........Refrigeration as billed.
Dirks.........Re-ice before forwarding.
Dirty..........Re-ice car(s) at......
Disarm......Re-ice to full capacity at all regular re-icing stations.
Discuss.....
Disk ..........
Dismal......
Disown......
Ditty........
Divan.......
SECTION No. 14

FREIGHT—SOLICITATION

Diver...........Advise by wire car number and forwarding, expediting through, having junction point wire this office delivery connections.

Crack..........Advise by wire of.......(name of shipper or consignee).......is located within pick-up and delivery limits at.......(name of origin or destination).

Abater............Advise by wire waybill and forwarding date, having this office wired delivery or carding to connecting line.

Abba..........Advise correct name and address of consignee.

Crib..........Advise if required delivery can be made at the flat rate.

Cröny..........Advise name and address of reliable trucker(s) and rate for trucking from.......to........

Cross..........Advise nearest delivery to....... .

Chaos..........Advised option unobtainable. Good possibility space on firm offer and signed contract.

Cully..........Advise what rate is necessary to secure.

Dixie.........Allowance as published in applicable tariff will be accorded less carload shipments trucked to or from.......(name of origin or destination station).

Curate.........Can make delivery at flat rate.

Curb..........Can we make this delivery without additional charge?

Dizzy.........Can you handle shipments for.......?

Bolus..........Can you have this changed?

Beget.........Can you persuade consignee to accept our delivery?

Docile.........Can you secure for Pennsylvania Railroad via.......?

Dodge.........Can you secure this business to our line?

Calyx.........Cannot accept car(s) for.......delivery.

About.........Cannot give you better address of consignee.

Camlet.........Cannot handle by delivery specified.

Cured.........Cannot make delivery at flat rate.

Doff.........Cannot secure business from....... .

Doggy.........Competitive rail business, favorable routing on subsequent movements depends on service in this instance. Advise.

Dogma.........Consignees agreeable to routing via....... .

Dolly.........Consignee authorizes routing changed in our favor.

Dolman.........Consignee controls routing.

Domain.........Consignees control routing. Have them advise shippers direct to route our way.

Domino.........Consignee(s) does (do) not have private siding.

Donate.........Consignee(s) has (have) instructed routing via....... .
SECTION No. 14—Continued

Donor...........Consigee(s) has (have) private siding.
Dope............Consigees have received no change in present routing instructions.
Dorsal...........Consigee(s) have routed against us.
Belch...........Consigee(s) is (are) located on........
Dossil...........Consigee(s) located on our tracks.
Dotage...........Consigees refuse to change routing.
Dotard...........Consigees requested shippers to route our way.
Access...........Consigee required......Public Team Track delivery, open to reciprocal switching.
Accord...........Consigee requires......Public Team Track delivery, not open to reciprocal switching.
Douse...........Consigees require team track delivery on........
Accost...........Consigee served strictly by.......siding open to reciprocal switching.
Dove...........Consigee(s) will leave initial routing open.
Dowdy ..........Consigees will not specify routing.
Downy...........Consigees willing to favor us but shippers control.
Belike..........Consigee(s) writing shippers today (date).
Drab...........Consigees wrote shippers to route our way.
Dragon..........From here.......(date).......steamer.......(name).......via port of....... 
Drake..........Has (have) order for carload(s).
Drama..........Have order from.
Draper..........Have placed order with.
Drawl..........Have routing order from.
Dreamy ..........Have secured routing order.
Debate..........Imperative that shipment receive best possible service account penalty contract.
Dregs..........Is shipment in station to station service or pickup and delivery service?
Drench.........Is this location, shipper or consigee within limits of pick-up and delivery service?
Drill.........Mailing routing order today.
Drily.........Mailing you routing order our favor on........from.......covering.......protect.
Decoy..........Nearest delivery to....... 
Droit..........Offered carload for delivery on....... 
Droll..........Orders held by.......from.......for.......cars.
Dropsy..........Our Freight Department has arranged for movement of.
Defeat.......Pick-up and delivery service cannot be accorded.......(name of shipper or consignee).......at.......(name of origin or destination).

Defend.......Pick-up and delivery service will be accorded.......(name of shipper or consignee).......at.......(name of origin or destination).

Drum.......Present routing short-hauls our line. Can you secure via.......?

Autumn.......Probably move via.......

Drunk.......Routed against us.

Dryad.......Routing controlled by U. S.......Department.

Dryly.......Routed rail-and-lake.

Dual.......Routed rail-and-water.

Ducat.......Routing controlled by.......

Duchy.......Routing in our favor.

Dudeen.......Secure routing order.

Duello.......Shipment has already moved.

Duke.......Shipment not routed in connection with own line. Understand same routed via.......

Dulcet.......Shipment will move about.......

Dumb.......Shipper controls routing.

Dummy.......Shippers insist that consignees control routing. Secure.

Dumpy.......Shipper located on.......

Dunker.......Shippers will honor consignee’s instructions.

Durbar.......Shippers will not honor consignee’s instructions.

Durham.......Shippers will route our way if consignees are agreeable.

Dusky.......Shipped from.......(date).......consigned to....... Advise quick car number, initials and route.

Dutch.......Steamer.......due Belt Line pier (where P. R. R. engines perform the shifting), Philadelphia, Pa....... 

Dwarf.......Steamer.......due Pier 84 South Wharves, Philadelphia, Pa. (a Belt Line pier, where P. R. R. engines perform the shifting....... 

Dyke.......Steamer.......due Pier 98 South Wharves, Philadelphia, Pa. (a Belt Line pier, where P. R. R. engines perform the shifting....... 

Eagle.......Steamer.......due P. R. R. pier, Philadelphia, Pa....... 

Earls.......Steamer will dock at.......pier but we can handle shipment by lighter or float via P. R. R. direct at flat rate providing rail rate is 10c per 100 pounds, or over.
SECTION No. 14—Continued

FREIGHT—SOLICITATION—Continued

Eartab ..... This telegram sent by Traveling Freight Agent. Reply to office having jurisdiction.
Eaten ... Trial shipment, future patronage depends on prompt service now.
Casern..... Unable to handle shipment(s) for......
Biped..... Unable to locate party at address given, advise better address.
Aery.......... We are offered by.......R. R........ car.......loading.......
Ebb........... We are offered car consigned to.......for.......delivery.
Casper...... We are offered shipment of....... May we accept?
Ebony...... We will be favored with future business.
Echo.......... What delivery required?
Eddy.......... When will shipment move?
Edema....... Who controls routing?
Edible........ Will be routed by line first to furnish equipment.
Edify......... Will not change routing.
Editor....... Will route shipment via our line from....... 
Blast......... Wire shipper’s (consignee’s) decision.
Eject......... Work quickly.
Elaine....... 
Elapse...... 
Elater....... 
Elbow....... 
Elder.......
SECTION No. 15

FREIGHT—TRACING

Elegy .......... Advise actual train forwarding and junction routing.
Elfish .......... Advise arrival.
Elite .......... Advise arrival and delivery and exceptions noted.
Elong .......... Advise arrival immediately and wire delivery record when accomplished.
Ahash .......... Advise billing reference, car number, point to which carded, full routing, and actual forwarding.
Bayed .......... Advise by wire if complete delivery has been accomplished.
Elope .......... Advise by wire full routing and actual forwarding.
Beaded .......... Advise correct destination.
Abba .......... Advise correct name and address of consignee.
Elude .......... Advise date car(s) handled at your station and forwarding of shipment.
Chaff .......... Advise date of arrival, also date delivered steamer.
Emblem .......... Advise date of arrival and delivery; also date of reforwarding of empty tank car.
Embark .......... Advise date of arrival and delivery and date shipper's delivery order surrendered.
Emboss .......... Advise date received from connecting line and forwarding.
Alsike .......... Advise exact time and date forwarded.
Emits .......... Advise exact time and date received from connections.
Beadle .......... Advise exceptions.
Alter .......... Advise forwarding.
Boat .......... Advise full routing.
Bliss .......... Advise if car number is correct.
Enact .......... Advise if lading was transferred and record of transfer.
Enamel .......... Advise initials and number(s) of car(s).
Above .......... Advise in what car(s) loaded and to what point carded; also carrier located on if other than P. R. R.
Aluta .......... Advise movement over your division.
Encore .......... Advise name of consignee.
Endive .......... Advise name of shipper.
Abets .......... Advise next carding point direct, mail copy to us, to furnish us wire record of reforwarding.
Endow .......... Advise passing record.
Enemy .......... Advise placement.
Engulf .......... Advise point of origin.
Enjoy .......... Advise present location.
SECTION No. 15—Continued

FREIGHT—TRACING—Continued

Enlist......Advise present whereabouts of car (and approximate date of arrival at destination).
Enrage......Advise quick (record of......)
Ensign......Advise quick if contents of car(s) was (were) transferred at your station, giving car(s) initials and number(s) into which transfer was made.
Entail......Advise reload car number and forwarding.
Entomb....Advise time and date of arrival and delivery to connecting line.
Entry .......Advise time and date of arrival and time and date of delivery.
Envoy.......Advise time and date of arrival, when ready for delivery, when consignees were notified and when delivery was taken.
Enwind ....Advise time and date of delivery or arrival to or from consignee, connecting division or connection.
Equip......Advise time and number of engine effecting delivery to connecting Division or Railroad.
Equity ......Advise time and date of receipt from connecting line.
Abject........Advise track location or nearest railroad delivery.
Digest..........Advise train moving.
Able............Advise waybill, forwarding, and carding point; also request next Transfer to do likewise.
Afoul.........Advise what road issued bill of lading, giving date and point of shipment.
Erode.......Advise who signed for shipment.
Escape ......Advise your record by wire.
Escort.......Answer care Division Freight Agent, Buffalo, today, or, if reply not sent until tomorrow, answer direct by Western Union.
Essay..........Answer immediately by Western Union.
Estate........Any record of receiving car(s) from connecting line?
Bedded.......Arrange prompt delivery on arrival, advising.
Ethel..........Arrange prompt placing.
Bedewy.......Arrived and delivered.
Etude.............arrived.......and delivered......
Brdlam.......Arrived and placed.......
Brfit..........Arrived today, not yet delivered.
Evade.........Arrived and placed for delivery.......(date).......
Evenly .......Arrived Greenville Piers....... 
Evict.........Can you advise record of this consignment?
SECTION No. 15—Continued
FREIGHT—TRACING—Continued

About ........ Cannot give you better address of consignee.
Abroad ........ Car carded to........ today (or date).
Evil ........ Car...... was damaged to extent....... in accident at....... today (or date).
Evoke ...... Car(s) arrived.......(date)....... consignee notified. Delivery not yet taken. Will advise further.
Exalt ...... Car(s) arrived.......date.......delivered consignees (date).
Excite ...... Car(s) arrived.......(date)....... Held at rail terminal awaiting lighterage orders.
Anew ........ Car(s) for...... went forward today (date) engine....... 
Angel ........ Car(s) for.......will go forward today (date).
Anglo ........ Car(s) held account accumulation.
Excuse .... Car must reach destination not latter than....... 
Animal ...... Car(s) now at....... 
Animus ...... Car(s) now on team track ready for delivery.
Begone .... Car on hand consigned shipper. Advise by wire who will handle here.
Anise ........ Car(s) shopped at....... 
Exempt .... Car shows on our passing report dated....... 
Ankle .... Car was totally destroyed in accident at.......on (date).
Exhale ...... Car(s) trace(s) from.......(date).......to....... 
Balcony .... Car traces into.......shop today (date)....... 
Exile ...... Car will be forwarded from.......(date)....... 
Exist ...... Claimed forwarded from.......(date)....... 
Doggy ...... Competitive rail business; favorable routing on subsequent movements depends on service in this instance. Advise.
Exit ........ Consigned to.......at....... 
Expand .... Delivery desired early tomorrow.
Ahead .... Deliver only on surrender of consignee’s written order without surrender of original bill of lading.
Bellow ...... Delivery must be made....... 
Belly ...... Delivery not yet ordered by consignee.
Belied ...... Delivery was made.
Expel ...... Deliver to.......on payment of all charges.
Aired ...... Deliver without surrender of original bill of lading on payment of all charges.
Expose ...... Delivered W. & L. E. for Wabash.
Extent ...... Delivered Toledo Terminal for Nickel Plate.
Brack ...... Destined to.......for diversion or reconsignement.
Extort ...... Expedite movement, advising record.
SECTION No. 15—Continued

FREIGHT—TRACING—Continued

**Fable**........... Expedite movement, must reach destination by.

**Bench**........... Forward free astray as less than carload.

**Bolted**......... From here today.

**Faced**......... Furnish time trace sheets in......for......by first R. R. S. mail.

**Facial**......... Give ex car number.

**Arion**......... Give this arranged service movement.

**Cisco**......... Has arrived, but too late for....... 

**Calsam**......... Has (have) car(s) been shopped and if so, what is prospect 
of release from shop?

**Beesnut**......... Has (have)........been delivered or otherwise disposed of?

**Comate**......... Has (have) not arrived.

**Arrack**......... Have car(s) placed promptly.

**Arrear**......... Have you given correct initials and number?

**Brunn**........... held account unable to forward via route shown. Advise by wire correct routing.

**Claw**........... Hurry forward for steamer sailing.......advising date car(s) is (are) available and date of delivery.

**Ascend**......... If initials and number(s) are correct, advise where car(s) came from.

**Factor**......... If any exceptions forward copy of report to this office.

**Fade**........... If no record take up with connection and advise.

**Fading**......... If not loaded direct to connecting line have station to which loaded wire is record of handling.

**Betony**......... If received empty out of route from connecting line at junction point where held, return immediately, advising. Make Per Diem Rule 14 reclaim against erring road.

**Asian**......... Important we know exact location of car(s).

**Fagot**......... Important quick confirmation be secured.

**Aslope**......... In reply to your message about car........would state that car has not reached our line.

**Bubble**......... Lading badly needed.

**Faint**......... Lading of this (these) car(s) was (were) transferred into car(s).

**Fairy**......... Last account.

**Faith**......... Last record of......shows east from......

**Faker**......... Last record of......shows north from......

**Falcon**......... Last record of......shows south from......

**False**......... Last record of......shows west from......

**Falter**......... Mail copy of delivery receipt.

**Assume**......... Moving as empty car.
Fame ........ No account of .......... 
Buggy .......... No record of .......... 
Bully .......... No record of ..........but have .......... 
Family .......... No record on passing reports of .......... 
Attain .......... No such car as .......... 
Famine .......... Only record we have from our passing report is .......... 
Famous .......... Only record we have of .......... 
Fancy .......... Original car number. 
Fang .......... Regular movement and subject to vigorous solicitation of competitors. Prompt dispatch and handling to destination essential. Advise. 
Dual .......... Routed rail-and-water. 
Avenge .......... Rush delivery to connections, advising. 
Fangle .......... Rush forward, advising. 
Carib .......... See consignees and urge prompt unloading of .......... 
Bicorn .......... Sent arrival notice to consignee. 
Farad .......... Shipment badly needed, hurry forward and advise. 
Adnate .......... Shipment(s) moving on commercial bill(s) of lading. 
Abode .......... Shipment(s) moving on Government bill(s) of lading. 
Duke .......... Shipment not routed in connection with our line. Understand same routed via .......... 
Farce .......... Shipment urgently needed and consignee(s) about to close plant for want of this material. 
Fardel .......... Shipment will be refused if not received by .......... 
Avesta .......... Shipment(s) or car(s) will not move over any of the territory under our jurisdiction. Take up with .......... 
Dulcet .......... Shipment will move about .......... 
Farmer .......... Shippers are loading today. 
Fated .......... Shippers will load. 
Dusky .......... Shipped from .......... (date) .......... consigned to .......... Advise quick car number, initials and route. 
Father .......... This consists, of seasonable goods and something must be done to have car(s) rushed to destination. 
Fathom .......... To you from .......... (station) .......... (date) .......... in car .......... shipment destined .......... via .......... Advise when car was handled, your reloading and forwarding. 
Fatty .......... From .......... to .......... today (or date) trace hurry forward. 
Eaten .......... Trial shipment, future patronage depends on prompt service now.
SECTION No. 15—Continued
FREIGHT—TRACING—Continued

Favor.......... Truck competitive business. Protect movement and rush to help retain traffic to rails.
Fawn.......... Use road wire to Agent destination instructing him to wire this office arrival and delivery (or delivery of car or shipment to connection).
Alike.......... Was shipment drayed by shipper and drayage allowance made?
Axiom.......... We are loading today....
Affair.......... We hold original bill of lading and will forward to you immediately.
Babble.......... Went forward from....on train........to.......today (date).
Feeble.......... Went forward to........in train........at (time date).
Cater.......... What are prospects of car coming forward?
Feeder.......... What is detaining this (these) car(s).
Baboon.......... When empty forward to....... 
Baby.......... When empty hold for orders and advise.
Feline.......... Where and why delayed?
Felly.......... Where will cars be delivered?
Felony.......... Will be placed....... 
Fence.......... Will trace further, advising as soon as possible.
Fender.......... Wire car initial, number, date and time of forwarding.
Badger.......... Wire correct destination..... 
Cackle.......... Wire.......direct record your reforwarding.
Blanch.......... Wire original car number and point of shipment, consignment held.
Ferret.......... Wire quick if at your station in error.
Ferule
Fervid
Fester
Fetch
Fete
Fetter
SECTION No. 16
PASSENGER—BAGGAGE, FARES AND TICKETS, RESERVATIONS

Feudal.....Account Auditor's office closed unable determine details of original sale today. Will advise later.
Fever........Advise......coach passenger fare from......to......via......
Fiasco.......Advise details of new ticket issued.
Fib..........Advise......first-class passenger far from......to......via......
Fibber......Advise number of hours worked and whether married or single.
Fickle......Advise Pullman rate for......from......to......
Beater......Advise to what scales car was billed.
Fiddle......Allow,......tickets. Value O.K.
Fidget......All-year tourist fare.
Field.......Answer not required.
Fiery.......Baggage you are short bearing......check No......forwarded......from......via......
Fifer.......Best space available, if any cancellations occur or extra car is attached, will transfer.
Filch.......Block ticket will be issued for number in party.
Fillet.......Book them as requested.
Filly.......Cancel our request to secure......(space)......for......(or ticket number).
Filrose.....Cancel our ticket delivery order of......in favor of......from to......advising promptly, so that amount held on deposit may be refunded.
Filter.......Center of car preferred.
Final.......Coach may continue through to......
Finch.......Collect $......from passenger and furnish ticket(s) without further charge.
Finder......Compartment not available.
Finery......Complying with your request, we have cancelled your ticket delivery order of......in favor of......from......to......Refund may be made.
Finger......Correct our message regarding reservation for (name or ticket number) to (destination)......to read......(space) (date or car number).
Fining......Depositor wishes passenger to leave on train.
Finite......Drawing room not available.
Finny.......Equipment to be first class condition, well cleaned, iced, watered and supplied with free drinking cups, soap and paper towels.
Fiscal. Excess baggage rate per 100 pounds.

Argosy. Following cars are ready for movement on train. Cars are now on siding.

Fisher. For use in this connection we have forwarded you by train service today ticket(s) form.

Fistle. Forward meal checks for Steward or Waiter-in-Charge.

Fitful. Forward menus for

Fixed. Forward to baggage bearing check No. allowing for one (or ) ticket(s). Advise under what check(s) forwarded.

Fizzle. Forward to by first train baggage bearing check No.

Flair. Furnish menu consist.

Flake. Going via Pittsburgh and Chicago, returning via Chicago and Buffalo, or vice versa.

Flame. Going via Pittsburgh and Chicago, returning via St. Louis and Pittsburgh or vice versa.

Barony. Handle carefully.

Flank. Have (space) car (number) made up, leaving (station) train, date and destination.

Flap. Have issued Pullman ticket No. covering from to reserved in name of. Please insert.

Flared. Have no record of baggage bearing check No. (short at......). Give accurate description and date issued.

Flash. Have request special stop of train No. at on (date) to discharge occupying car. Advise immediately by wire.

Flats. Have reserved convertible section.

Flatus. Have reserved room for persons at Hotel date in the name of at rate of.

Flaunt. Have reserved room with bath for persons at Hotel date in the name of at rate of.

Flax. Have reserved room with bath, twin beds, for persons at Hotel date in the name of at rate of.

Flay. Have wired for space beyond.

Flea. Have you on hand baggage bearing check No.? If so, send to Answer.

Fleek. Hold all wages in connection with assignment of wages.

Fled. Holding at for route of destination baggage bearing check No. Advise.
SECTION No. 16—Continued
PASSENGER—BAGGAGE, FARES AND TICKETS,
RESERVATION—Continued

Fleece.......If no compartment available, reserve drawing room or dou-
ble bedroom.

Flight........If no drawing room available reserve compartment, double
bedroom, or section.

Flimsy.......If no lower available, reserve upper.

Flinch.......If no section available reserve double bedroom or compart-
ment.

Fling.........If still short, advise full description, with owner’s name.

Flint.........If tickets not received in time use necessary A form from
stock.

Flirt...........Invalid en route train No........today (or date) destina-
tion........meet with wheel chair and assist to........

Flitch........Issue pass and advise number promptly.

Flock........Lower berth not available.

Flog..........Meals and berth extra on steamers.

Flora........Meals and berth included on steamers.

Florid........Men’s end of car preferred.

Floss........No space assigned for advance sale at.......on train No.......have listed named of.......for.......'

Flue........Not available, listed.

Fluff.........Note message attached. Have cancelled and will sell here.

Fluke.........Notify and furnish.......address.......one.......ticket from your
station to.......via.......and $.......in cash, advising this office
of delivery for settlement. We hold $.......on deposit.

Flung........Obtain name and address of passenger.

Flurry.......One-way coach fare.

Flux........One-way intermediate class fares (good in tourist sleepers).

Foams ......One-way unrestricted fare.

Focus.......One-way upper berth rail fare.

Bevel.......On hand unclaimed. Wire disposition.

Foggy........Operate........scheme 4 coach(es).

Folio.........Operate........scheme 6 coach(es).

Folly.........Operating people have been advised.

Foray........Or first available date thereafter.

Ford........Place with Depot Ticket Agent at.......pass for.......from.......to.......advising number.

Forest........Protect connection.......(date).......for.......(passenger’s name)
......arriving.......(city).......train.......from.......(city).......occupying.......car.......enroute.......(destination)......desir-
ing to use train.......occupying.......car.......
Forger......Prepaid baggage waybill....... This date protect in.
Formal......Received at.......baggage described as.......under.......check
No....... Went in place....... Investigate and advise quick.'
Fortly......Received at.......without route baggage under your check
No....... Will forward to.......via....... Protect if route is not
correct.
Forum......Referring to.......advise promptly number of tickets sold,
with revenue.
Fossil......Referring to our letter (mailgram or message) of.......wire
estimate of excursion of.......to....... 
Foster......Regular forms of transportation will be presented.
Fowler ......Reply at once to letter of Chief Clerk R. M. S......date....... 
covering mail failure involving train at.......(date).
Fracas ......Reply by air mail.
Frail ......Reserve.......coach seat(s) for....... 
Frank ......Reserve.......compartment(s) for....... 
Fraud ......Reserve convertible section.
Fray ......Reserve.......double bedroom(s) for....... 
Freak ......Reserve.......single bedroom(s) for....... 
French ......Reserve double bedded room at hotel.......for....... 
Fresco ......Reserve double bedded room, with bath, at hotel.......for....... 
Fret ......Reserve drawing-room for....... 
Friar ......Reserve.......duplex room(s) for....... 
Fright ......Reserve.......lower berth(s) for....... 
Frigid ......Reserve.......lower duplex room(s) for....... 
Frill ......Reserve.......master room(s) for....... 
Fringe ......Reserve.......roomette(s) for....... 
Frisk ......Reserve.......seat(s) for....... 
Frolic ......Reserve.......seat(s) in sleeping car.......Train.......from....... to.......today (or date).
Frost ......Reserve.......section(s) for....... 
Frown ......Reserve Section, single occupancy to....... 
Fragal ......Reserve single room at hotel.......for....... 
Fry ......Reserve single room in room car for.......from.......to.......today (or date).
Fudge ......Reserve single room, with bath, at hotel.......for....... 
Fulmar ......Reserve.......stateroom(s) for....... 
Fumble ......Reserve $.......stateroom.......line.
Funnel ......Reserve $.......stateroom.......line from.......to.......
SECTION No. 16—Continued

PASSENGER—BAGGAGE, FARES AND TICKETS,
RESERVATION—Continued

Funny ...... Reserve twin bedded room at hotel......for.......  
Furrow ...... Reserve twin bedded room, with bath, at hotel......for.......  
Furry ...... Reserve....... upper berth(s) for.......  
Fused ...... Reserve....... upper duplex room(s) for.......  
Fussy ...... Rooms requested must be connecting.  
Future ...... Round-trip coach fare.  
Gabble ...... Round-trip intermediate class fare (good in tourist sleepers).  
Gabion ...... Round-trip upper berth rail fare.  
Gaby ...... Round-trip unrestricted fare.  
Gaffer ...... Rush delivery, party desires to leave today.  
Gaily ...... Reserve....... in bed-room sleeping car.  
Gaiter ...... Satisfactory exchange as outlined by you collecting $......  
Galaxy ...... Satisfactory exchange as outlined by you without collection.  
Galena ...... Selling....... extra sleeper to.......(train).......(day and date)  
.................(capacity) (destination).  
Gallop ...... Selling....... extra 12-section drawing-room sleeper to.......  
........(train).......(day and date).  
Galorf ...... Shall we book them?  
Gamble ...... Short....... on exchange since....... baggage bearing check No.  
........forward and advise cause of delay.  
Gammon ...... Short at....... since....... baggage bearing....... Check No.......  
Gander ...... Space desired not available. Listed in case of cancellation or  
extra car. Advise if other space can be used.  
Gannet ...... Space reserved cannot be held on name beyond.......(limit).......  
Gantry ...... Summer tourist fare.  
Garb ...... The total deposit in this case is $...... Furnish balance to  
passenger in cash.  
Gargle ...... This route is unauthorized.  
Garret ...... Ticket(s) requested have been forwarded today.  
Garter ...... Transportation for....... on train.......  
Biped ...... Unable to locate party at address given, advise better ad-

Gasify ...... Undercharge involved in original sale. Additional collection  
mentioned herein includes provision for this.  
Gaskin ...... Upper(s)....... car....... train....... reserved for....... from.......to  

Lower(s) all taken, and if any cancellations occur or extra  
car attached, will transfer. Wire if satisfactory.  
Gaudy ...... (name) used train No....... from this station today.  
Gavel ...... Via Buffalo....... differential lines and Chicago.
Gawky...Via Buffalo...standard lines and Chicago.
Gazed...Via direct line to Washington, D. C.
Gemma...We have furnished ticket (or ticket and cash) to...amounting to...dollars and...cents. Please remit.
Gender...We have reserved...car...train...(date)...for use of...
Genet...We hold on deposit $...when called for, furnish...one first class ticket from your station to...via...and $...
in cash. Advising this office for settlement.
Genius...Wire prices of meals for (Special).
Gent...Wire prospects for delivery of transportation (and cash) to...
Gentry...Wire train number and date of departure, giving connecting trains party will use.
Ghost...Women’s end of car preferred.
Giant...Your message gives wrong...(space, date, train or...car No....) regarding reservation for...(name or ticket No....) to...(destination)...advise.
Giblet...Your ticket delivery.... Party will leave on train....for...
Giddy...Your wire.... Forward disclaimed baggage covered by check....to....advising under what check forwarded. Baggage wanted in place forwarded to....under check....

Gig
Giggle
Gilder
Gill
Ginger
Gipsy
SECTION No. 17

PASSENGER—TRAIN AND CAR MOVEMENT

Girds...........Advise number of passengers carried.
Girdle...........Arrange for......extra 12-section drawing-room sleeper (or state capacity if different) to move from......train No......date......to......Advise.
Girth...........Arrange for......extra 26-seat drawing-room parlor car (or state capacity if different) to move from......train No......date......to......Advise.
Gladly...........Arrange movement of.
Glance...........Arrange for special train.
Gland...........Arrange to operate special train consisting of engine, and business car(s)......in order named, (kitchen ends together ......latter car on rear properly pointed.
Glaze...........Arrange to provide coach accommodation on......
Glean...........Attach special (business) car.......for use of......to train No. ........today (date) en route.
Glee...........Attach to rear of train.
Glide...........Balance arrangements to stand.
Glint...........Can special train service be provided to leave......for......at ......(time and date)......?
Gloat...........Can you provide......coaches for excursion of......from......to......on......?
Globe...........Cancel all arrangements trips abandoned.
Anchor...........Cannot furnish equipment.
Gloom...........Continue through on proper connecting train.
Glory...........Continue through on same train to destination (or......)
Glossy...........Continue through special on arrival.
Glover...........Deadhead or in service.
Glowes...........Deadhead in charge of porters.
Glued...........Diner should be placed in train at......account.
Glum...........Following detentions to passenger trains on this Division owing to failure of engine or equipment.
Gnarl...........For accommodation of......persons, name of party......pro- vide extra coach(es) from......Train No.......date......to......
Gnaw...........Forward......(No. or name and kind of cars) deadhead in first convenient passenger trains from......date......to......
Goads...........Forward on first convenient train.
Goblin...........Give me schedule for train for......(number of people...... consisting of......
Goffer...........Handle on rear of train. Observation end of car to rear.
SECTION No. 17—Continued

PASSENGER—TRAIN AND CAR MOVEMENT—Continued

Golden.....Have request special stop of train No........at.......on.......(date)......to discharge.......occupying.......car.......Advise immediately by wire.

Golf.........Important party. Show special attention.

Goody.....Move on head end of train.

Gopher.....Observation end toward engine.

Gorgon.....On arrival of train.......(number, date and place).......meet and assist in transfer.......(name of passenger or party).

Gory.........Operate Company excursion as per attached flyers issued by Passenger Department.

Dropsy......Our Freight Department has arranged for movement of.

Gospel .....Passenger Department representative will accompany; co-operate with him as far as may be practicable.

Govern.....Passenger Department will make collection.

Grab........Place a.......foot baggage car at....... 

Grace ......Place.......(give class and length) baggage car(s) for loading at point(s) given below, evening previous to date(s) given and move not later than train(s) specified.

Gradus.......PRR A. C.

Gram.......PRR N. A. C.

Grand.......Pullman Company will provide.......extra 12-section drawing room sleeper (or state capacity if different) to move from.......train No.......date.......to.......Protect movement.

Grange.....Pullman Company will provide.......extra 26-seat drawing room parlor car (or state capacity if different) to move from.......train No.......date.......to.......Protect movement.

Granny ....Pullman Pool A. C. Ice-Activated.

Grape.......Pullman Pool A. C. Mechanical.

Grasp.......Referring to change of schedule, effective........

Gratis.......Returning as arranged locally.

Gravy.......Tail sign.......(No.) for.......(train) from.......(place).......date ........(section) Return same deadhead or in service immediately upon arrival.......(place), advising on what train forwarded.

Grebe.......Train.......has baggage car(s) with effects of.......for....... 

Greed.......Train.......will have Pullman car(s) deadhead.......to....... 

Grid.......Troupe will use regular equipment, convenient train.
SECTION No. 17—Continued

PASSenger—Train and Car Movement—Continued

Grief........Union News Company have been advised they may operate their service on this excursion if they so desire.

Grill........We can provide coaches for excursion of........from........to........ on........

Grimy........We can provide special train service from........to........as requested.

Grind........We cannot provide coaches for excursion of........on........

Azrael........We have no parking facilities at........

Grisly........Will arrange movement.

Groan........Will have extra coach(es) account overflow travel.

Groggy......Will have an extra sleeper(s) with overflow travel on train.

No........from........to........Continue through on connecting train.

Groom......Will use regular equipment, convenient train.

Gross 

Group 

Grouse 

Grouse 

Groat 

Grove 

Grown 

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SECTION No. 18

REQUISITION—COMPANY COAL, COMPANY MATERIAL

Grub........Advise by wire card number, date forward and carding for material on........ Shop material transfer order No........
Gruff........Advise correct requisition number.
Grunt........Advise if requisition.......has been approved and forwarded
Guard........Advise if you can furnish.
Guess........Advise if you can furnish all or any portion or offer substitute.
Guide........Advise quick number of cars Company coal loaded at........ mine.
Guidon ...Advise price per ton of approximately.......tons scrap rail.
Guilt........Advise name of manufacturer with whom requisition....... has been placed.
Guitar ......Advise when we may expect shipment of material on requisition.......
Gulch......Advise how material ordered on requisition.......will be shipped and from what point.
Gull..........Advise status of requisition.
Gully.......Can you advise cause of delay in furnishing material on requisition.......?
Gulp.......Can you furnish any or all of the following material?
Gumbo.....Can you have one of the other Shops (or Divisions) furnish ........?
Gurgle ......Cannot furnish any of the material desired.
Gush.........Company coal situation as of....... .
Gusto.......Consign in my care.
Aport.......Deliver to....... .
Gyron.......Entirely out of....... Have furnished at once.
Habit.......Following material urgently needed for.......out of service. Have furnished at once.
Bally.......Following material urgently needed for repairs to class...... locomotive. Can you furnish?
Haok.......Forward to Purchasing Agent sample, item.......requisition....... .
Balmy.......Freight car(s) is (are) held awaiting following material.
Hades.......Have hurried forward.......on requisition No.......dated....... .
Hakle.......Have requisition sent to cover.
Hale.......Have shipped by freight.
Halo ......Have shipped on scrap rail on sales order No....... .
Hallow.....If you can furnish, ship.......advising.
SECTION No. 18—Continued

REQUISITION—COMPANY COAL, COMPANY MATERIAL—Continued

Halter......Is quantity correct, item......requisition......?
Banca.......Locomotive No.......held awaiting following material.
Hamlet ......Make thorough canvass, advising.
Hamper ......Make clean up of......advising.
Handle.....Material transfer order forwarded (date).......-
Handy ......Material was shipped.......-
Hang.......No Company coal received in past 24 hours.
Buggy.......No record of.......-
Hanger......Ordered on material transfer orders or requisition No.......-
dated.......-

Band.......Passenger car No.......held awaiting following material.
Hank.......Purchase and ship direct to.......-
Hanker.....Refer to material transfer order or requisition No.......-
dated.......-

Haply.......Requisitions.......have been forwarded for your approval.
Happen.....Refer to material transfer order or requisition No.......-
dated.......and advise how forwarded and when.

Harass .....Regarding requisition number.
Hardly ......Report date shows.......car(s) Company coal in yard at.......-

for.......Rush to destination.

Hardy.......Report of Company coal on hand and forwarded from.......-
yard not received today.......Rush.
Harks.......Report of Company coal on hand and unloaded at coaling.......-

stations on your Division not received today. Rush.

Harm.......Ship at once by express urgently needed.
Harp.......Ship by passenger train.

Harper.......Ship by passenger train baggage service.

Harsh......Shipment wanted direct to.......by.......-

Hasp.......Use material transfer order or requisition No.......-

Haste ......Was shipped express.
Hasty......We are badly in need of.......-

Hatch......We can furnish.

Back.......Will be furnished as requested.
Hatred......Will be shipped express.

Haunt.......Will be shipped today (or date).

Haven.......Will cover by requisition.

Havoc.......Wire number cars ice received to date from.......-

Hawk ......Wire number ties on hand treating plant week ending.......-

Hazard.....Work awaiting this material. Have furnished at once.
SECTION No. 18—Continued
REQUISITION—COMPANY COAL, COMPANY MATERIAL—Continued

Haze.........Your wire.........urging delivery.........Advise correct requisition number.

Hazel........
Hazy.........
Heals.........
Health ..... 
Heap.........
Heard.......
SECTION No. 19
FOR USE OF PURCHASING AND GENERAL STORES
DEPARTMENTS

Ordering Material

Acton.......Ship at once by Railway Express Agency to Storekeeper....... Wire date you will ship. Confirming order number....... follows.

Adair.......Ship at once by freight to Storekeeper....... Wire date you will ship. Confirming order number....... follows.

Akron.......Ship at once by parcel post to Storekeeper....... Wire date you will ship. Confirming order number....... follows.

Aladdin ....Ship at once to Storekeeper....... by Railway Express Agency, balance by freight, wire date you will ship. Confirming order....... follows.

Hurrying Material

Alba ........We have no shipping date on order....... given you by wire ....... Please rush reply by wire at once.

Allen........We are badly in need of....... on order....... ship by Railway Express Agency, advising shipping date by wire.

Almaden We are badly in need of....... on order....... ship by freight, advising shipping date by wire.

Alpha.......We are badly in need of....... on order....... Ship by Railway Express Agency, advising shipping date by special delivery letter.

Alverton .We are badly in need of....... on order....... Ship by freight, advising shipping date by special delivery letter.

Ames.......We have not received reply to hurry on order....... Wire shipping date.

Anita .......We have not received reply to hurry on order....... Advise shipping date by special delivery letter.

Antrim......Did you ship order....... on....... as promised? Wire reply.

Aqua........Advise car number on order....... 

Arcade......Please have inspected and ship at once....... on order. Wire shipping date.

Reply of Shipper

Arden.......We shipped your order....... by express on....... 

Arnold.....We will ship your order by express on....... 

Arthur .....We shipped your order....... by freight on....... 

Auburn ...We will ship your order....... by freight on....... 

Aura........We shipped your order....... by parcel post on.......
Ava............. We will ship your order........ by parcel post on....... 
Avon............. Order........ not received, send copy.

Note: (1) The above in no way waives any part of our specifications. Any modification will be distinctly mentioned in our messages.
(2) In reply it will not be necessary to refer to dates of our telegrams. Our order number will be sufficient.
SECTION No. 20

GENERAL

Alma ........ Accept empty in good order.
Heath ...... Acknowledge receipt by mail.
Heaved .. Acknowledge receipt by wire.
Hebrew .... Advise action taken.
Caged ...... Advise all parties interested.
Hecle ...... Advise; also this office.
Hector .... Advise at once what to do.
Hedge ...... Advise cause of.
Beach ...... Advise condition.
Beaded ...... Advise correct destination.
Heft ...... Advise further in regard to.
Abbey ...... Advise gross, tare and net weights.
Bliss ...... Advise if car number is correct.
Helen ...... Advise if fully understood.
Helix ...... Advise if instructions have been carried out.
Helmet ...... Advise (Mr...... his file). Direct your record copy to us.
Hempen ...... Advise quick your record of handling, explaining all delays in excess of schedule.
Hempy ...... Advise time received.
Hence ...... Advise what action you have taken regarding.
Beast ...... Advise value of.
Handy ...... Advise when done.
Henny ...... Advise when we may expect.
Herald ...... Advise who secured contract.
Hermit ...... All papers were sent.
Calked ...... All parties have been advised.
Hero ...... Am handling matter and will reply as soon as can obtain information.
Herod ...... Am handling special.
Hesper ...... Answer as quickly as possible by mail.
Essay ...... Answer immediately by Western Union.
Hewed ...... Answer immediately by wire.
Hickey ...... Answer immediately by wire as soon as requested information is available.
Hidden ...... Answer immediately by wire referring to file number.

In replying do not refer to this message nor repeat any information shown herein. This file number will enable me to match your reply with my message.

Field ...... Answer not required.
Ambo ...... Apply to Superintendent for disposition.
SECTION No. 20—Continued
GENERAL—Continued

Hide .......... Approve for payment.
Hike.......... Are you all right in regard to (this)?
Hills......... Arrange accordingly and acknowledge receipt.
Hilly......... Arrange as per conversation.
Hilt.......... Arrange at once and advise.
Bedewy....... Arrived and delivered.
Hilum......... Ascertain quickly and advise.
Hinder....... Balance due today (date loan) (Emergency-Building, .......).
Hindu........ Be governed accordingly.
Hinny....... Call this office by telephone promptly.
Hipped....... Can you arrange to .......?
Hippo....... Can you be in Philadelphia (or ......) on ......?
Bolus........ Can you have this changed?
Hiss.......... Can you now locate?
Calyx........ Cannot accept car(s) for ...... delivery.
Hitch......... Cannot arrange to.
Hither....... Cannot do as requested.
Camlet........ Cannot handle by delivery specified.
Accent....... Change to read: .......
Hoard........ Close your file.
Hoax.......... Commencing at once until further notice.
Hobble....... Confirmation by letter.
Gusto......... Consign in my care.
Bounty....... Consigned shipper's order. Notify ......
Belike....... Consignee(s) writing shipper today (date).
Hobby....... Delay in reply was unavoidable.
Aport....... Deliver to ......
Hocks........ Detailed report follows.
Hocus......... Did you receive my letter of ......?
 Hodden....... Did you receive my wire of ......?
Hodman.... Disregard the same.
Hokum....... Do you expect to be in ...... on ......?
Holder....... Do not understand message. Advise what is wanted.
Hollo....... Enclose under personal cover.
Holly......... entirely out of funds and should have advance of ...... to carry to end of month.
Holm....... Expect to be in ...... on ......
Holts........ First available date.
Holy.......... Exchange wires in regard to ......
Homage....... For your information.
SECTION No. 20—Continued

Homely ....Forward to this office.
Dean..........Freight is held for prepay.
Colter..........From here today.
Homer......From this station.
Hominy....From your station.
Honest.....Furnish necessary information to complete.
Honey.......Full particulars by.
Honor.......General Notice No. received and posted at......M (date).
Hoods......General Order No........Zone..............Division received and posted at (here give location of Bulletin Board)......at......M (date).
Hooky.......Get in touch with.
Hoof........Give this attention as soon as possible.
Hop........Go as soon as possible and look after.
Barony.......Handle carefully.
Comate......Has (have) not arrived.
Hopes.......Have again taken matter up with.......Will advise as soon as reply is received.
Hopple.....Have been advised that.
Horde......Have Doctor or Assistant take charge of or assist.......District (date).
Hornet.....Have instructions been complied with?
Hale.........Have shipped by freight.
Horsy......Have taken up with.......Will advise as soon as receive reply.
Hosts........Hearing will be held before.......on.......at.......Hostel......I am in receipt of letter from........Host......I am in receipt of telegram from........House......I am offered.......Pennsylvania Company Gold Certificates at.......which is.......percent basis. Shall I purchase for General Fund?
Hove.......If convenient, arrange to accompany.
Hovel.......If information requested is not available when this message is received, acknowledge receipt immediately by wire and furnish desired information by wire as soon as it is available.
Howl.......If not practicable, advise what arrangements can be made.
Howlet.....If voucher in favor of.......is going through, will you please hurry as they are in need of money.
Huckle.....If this is not satisfactory, advise at once.
Flirt .............. invalid en route train No........ today (or date) destination,.......meet with wheel chair and assist to........

Huddle.....In regard to........
Huffs..........Instructions have been fully complied with.
Huffy..........Instructions have been sent to........
Hulk.............inquiring for voucher in.......favor for about........and will be obliged for early remittance.
Huller......Interstate Commerce Commission.
Hum..........Interstate Commerce Commission—Finance Docket No........
Human ....Investigate and answer by mail.
Humble......Investigate and answer by wire.
Humbie ....Investigate at once and report fully.
Humid........Investigation not complete, will hurry all possible.
Humor.......Is in error, please correct to read........
Hunch.......Is reference correct?
Hunger.....Keep me fully advised.
Hunky ......Keep strictly confidential.
Hunter......Letter to you in regular mail today.
Hurdle .....Letter to you in AIR-MAIL today (or date).
Hurl...........Look out for (car number........letter, package, etc.). Give special attention, rush all possible and advise.
Hurry......Make prompt and thorough investigation of........and report.
Hush.........Mailing you today.
Hussy .......May we close file?
Hustle .....Meet me at........arrival of train.......; Hyena......Meet representative from this office at........arrival of train.......;
Hymn.......Meeting has been postponed.
Ideal.......Move on head end of train.
Idiom......Must have reply not later than........
Fame..........No account of........
Idol.........No freight handled at........
Buggy.......No record of........
Attain.......No such car as........
Ignite.......Note and advise.
Illic........Note and arrange as far as you are concerned.
Fancy.......Original car number.
Image........Papers in question returned to you with my reply of........
Carat........Perishable freight, prompt action necessary.
Imbibe......Public Service Utilities Commission of........
Hand........Purchase and ship direct to........
SECTION No. 20—Continued
GENERAL—Continued

Imp................Received report for......not received, wire local freight charges received, total freight charges received, local freight charges forwarded, total freight charges forwarded.
Impact..........Referred for attention and reply direct.
Impart..........Referring to our letter of.......(relative).
Impede..........Referring to our mailgram of.......(relative).
Impish..........Referring to our message of today (or date).
Impose..........Referring to our telephone conversation (relative).
Income..........Referring to your file.
Incur..........Referring to your letter of.......(relative).
Indent..........Referring to your mailgram of.......(relative).
Indite..........Referring to your message of today (or date).
Induce..........Regular report will follow.
Infant..........Repeat our original message. We cannot locate any papers regarding.
Influx..........Repeat your message of........
Inhale..........Reply by air mail.
Inky..........Reply direct.
Inlet..........Reply to our letter of.......in regard to........
Inmost..........Reply to our message of.......in regard to........
Inner..........Report fully at once.
Insane..........Report to this office.
Inside..........Return all papers in regard to........
Added..........Route shipment via........
Fangle..........Rush forward, advising.
Insult..........Same to you in error.
Invoke..........Send by first R. R. S. mail.
Irk..........Send by first U. S. mail.
Bible..........Send me at once for use of our Attorney Claim No........
Irrony..........Send copy of underlying forms.
Harm..........Ship at once by express urgently needed.
Harp..........Ship by passenger train.
Harper..........Ship by passenger train baggage service.
Admire..........Shipment has been routed via........
Islem..........Shipments forwarded from your station.......compared with the corresponding period of last year shows a decrease of.......dollars. Wire explanation at once, naming principal commodities making difference.
Isobar..........Shipments forwarded from your station.......compared with Continued
SECTION No. 20—Continued

GENERAL—Continued

the corresponding period of last year show an increase of ..........dollars. Wire explanation at once, naming principal commodities making difference.

Isue...........Shipments received at your station..........compared with the corresponding period of last year show a decrease of ..........dollars. Wire explanation at once, naming principal commodities making difference.

Itch...........Shipments received at your station..........compared with the corresponding period of last year show an increase of ..........dollars. Wire explanation at once, naming principal commodities making difference.

Harsh...........Shipments received at your station ..........compared with the corresponding period of last year show a decrease of ..........dollars. Wire explanation at once, naming principal commodities making difference.

Ivory...........Shipments received at your station ..........compared with the corresponding period of last year show an increase of ..........dollars. Wire explanation at once, naming principal commodities making difference.

Jabber..........Show special attention.

Jabber..........Short your report........

Jack..........Show special attention.

Billow..........Still on hand.

Jade..........Take no further action until you hear from me.

Jag..........Take up with connecting line for ..........

Jam..........These instructions are addressed to other interested persons.

Advise your people and make necessary arrangements.

Jane..........This is important.

Jargon..........This telegram was filed in the Telegraph Office at originating point at (Time filed in Telegraph Office).

Jasper..........This will be your authority to.

Jaunt..........Traffic matter—refer to Division Freight Agent.

Java..........To us in error.

Jawice..........Unless otherwise instructed.

Jay..........Until further notice.

Haste..........Was shipped express.

Jeer..........We are advised.

Jelly..........We are all right in regard to (this).

Jenny..........We are being pressed for reply. Wire immediately.

Jerk..........We are closing our file.

Jester..........We are investigating.

Hatch..........We can furnish.

Jetty..........We have advised.

Jibe..........We have not received your report..........period ending ..........Rush by wire.

Jiffy..........We have no record of ..........Prepare and forward duplicate.

Jilted..........We have not received your report..........period ending ..........Forward by first R. R. S. mail.
SECTION No. 20—Continued

GENERAL—Continued

Jingle We shall arrange (or be governed) accordingly.
Jingo What is situation regarding?
Jockey What is your authority for?
Joined Will advise further.
Catty Will advise you promptly of any change.
Joke Will be at today (or date).
Jolly Will be governed accordingly.
Hatred Will be shipped express.
Haunt Will be shipped today (or date).
Jostle Will go forward on train today (date).
Jovial Will write you fully regarding this matter.
Jowl Wire authority to change.
Juggle Withdrawal notice not received; advise amount requested.
Julep Wire time of departure.
Juno Wire immediate acknowledgment of (your) receipt of Division General Order No Zone mailed to (you) on.
Kale Work first trick at today (or date); advise if understood.
Keenly Work second track at today (or date); advise if understood.
Kennel Work third trick at today (or date); advise if understood.
Kerk would like to receive voucher by.
Kick Your letter does not give me the information I require.
Kindly Your letter not received.
Kink Your letter of received, as to and will arrange accordingly.
Knite Your letter was not received until.
Kitty Your message not clear repeat word.
Klick Your message (or mailgram) of received as to and will arrange accordingly.
Knack Your message of received too late.
Knave Your message received but not answered earlier on account of being unable to secure information.
Knee Your telegram was not received until.
Knell
Knit
Knob
Knock
Knoll
Kovan
The code words in this section must be used in telegrams sent over commercial wires, but need not be used in telegrams sent over Company wires.

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<td>—</td>
<td>Peggy</td>
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<td>Pomp</td>
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</table>
### Symbol List

**Symbol** | **Name**
---|---
Assco | Alaska Steamship Co.
ALUML | Aluminum Line (Alcoa Steamship Co., Inc.)
AFL | America-France Line.
AAFL | American & African Line.
AAAL | American & Australian Line.
ABLCO | American Barge Line Co.
ACL | American Caribbean Line.
ADL | American Diamond Lines (Black Diamond Steamship Corp.)
AEL | American Export Lines.
AHRL | American Hampton Roads Line.
AHSSC | American-Hawaiian Steamship Co.
AAILF | American & Indian Line (Funch, Edye & Co., Agents).
AAML | American & Manchurian Line.
AML | American Merchant Lines.
APGL | American-Persian Gulf Line.
APL | American Pioneer Line.
APREL | American President Lines.
ARUPL | American Republic Line.
ASCCL | American Scantic Line.
ASFL | American South African Line, Inc.
AWAL | American West African Line.
ANCLL | Anchor Line Limited.
ARRL | Arrow Line.
BACSC | Baltimore & Carolina Steamship Co.
BIL | Baltimore Insular Line.
BML | Baltimore Mail Line.
BOSC | Baltimore Oceanic Steamship Co.
BSPC | Baltimore Steam Packet Co.
BANKL | Bank Line.
BARBL | Barber Line
BLL | Baron Line, Ltd.
BELGL | Belgian Line.
BWISC | Bermuda & West Indies Steamship Co.
BERNL | Bernstein Line (Arnold Bernstein Shipping Co., Inc.)
**LIST OF STEAMSHIP LINES, INCLUDING TRANS-ATLANTIC, TRANS-PACIFIC, INTERCOASTAL AND COASTWISE LINES—Continued**

**SYMBOL MUST BE USED IN MESSAGES SENT OVER COMMERCIAL AND RAILROAD WIRES—Continued**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Line Name</th>
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<tbody>
<tr>
<td>BIBHL</td>
<td>Bibby Henderson Lines (Bowring &amp; Co., Agents).</td>
</tr>
<tr>
<td>ADL</td>
<td>Black Diamond Lines, Inc.</td>
</tr>
<tr>
<td>BFL</td>
<td>Blue Funnel Line.</td>
</tr>
<tr>
<td>BASC</td>
<td>Booth American Shipping Corp.</td>
</tr>
<tr>
<td>BOOTL</td>
<td>Booth Line.</td>
</tr>
<tr>
<td>BWAS</td>
<td>Boyd, Weir &amp; Sewell, Inc.</td>
</tr>
<tr>
<td>BCL</td>
<td>Bristol City Line.</td>
</tr>
<tr>
<td>BRODL</td>
<td>Brodin Line.</td>
</tr>
<tr>
<td>BULIL</td>
<td>Bull Insular Line.</td>
</tr>
<tr>
<td>BULSL</td>
<td>Bull Steamship Line, Inc.</td>
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<tr>
<td>ALBAC</td>
<td>A. L. Burbank &amp; Co., Ltd.</td>
</tr>
<tr>
<td>CALEL</td>
<td>California-Eastern Line.</td>
</tr>
<tr>
<td>CALML</td>
<td>Calmar Line.</td>
</tr>
<tr>
<td>CPGLS</td>
<td>Canadian Pacific Great Lakes Steamship Line.</td>
</tr>
<tr>
<td>CVTC</td>
<td>Central Vermont Transportation Co.</td>
</tr>
<tr>
<td>CSSC</td>
<td>Chesapeake Steamship Co.</td>
</tr>
<tr>
<td>CNAL</td>
<td>Chilean North American Line.</td>
</tr>
<tr>
<td>CML</td>
<td>Clyde-Mallory Lines.</td>
</tr>
<tr>
<td>COLL</td>
<td>Colonial Line.</td>
</tr>
<tr>
<td>COMDL</td>
<td>Commonwealth &amp; Dominion Line.</td>
</tr>
<tr>
<td>CMBSA</td>
<td>Compagnie Maritime Belge S. A. (Belgian Line).</td>
</tr>
<tr>
<td>CTESP</td>
<td>Compania Transatlantic Espanola (Spanish Line).</td>
</tr>
<tr>
<td>COSM</td>
<td>Cosmopolitan Line.</td>
</tr>
<tr>
<td>COSSC</td>
<td>Cosmopolitan Shipping Co.</td>
</tr>
<tr>
<td>COSUL</td>
<td>Cosulich Line.</td>
</tr>
<tr>
<td>CWSLD</td>
<td>Cunard White Star Limited.</td>
</tr>
<tr>
<td>DAWNL</td>
<td>Dawnic Line.</td>
</tr>
<tr>
<td>DLRPL</td>
<td>De La Rama Philippine Line.</td>
</tr>
<tr>
<td>DELTL</td>
<td>Delta Line.</td>
</tr>
<tr>
<td>DACNC</td>
<td>Detroit &amp; Cleveland Navigation Co.</td>
</tr>
<tr>
<td>DLDNL</td>
<td>Donaldson Line.</td>
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<tr>
<td>ESSLI</td>
<td>Eastern Steamship Lines, Inc.</td>
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<tr>
<td>EIREL</td>
<td>Eire Line, Inc.</td>
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<tr>
<td>EDCLD</td>
<td>Elder Dempster Co., Ltd.</td>
</tr>
<tr>
<td>ELLWL</td>
<td>Ellerman's Wilson Line.</td>
</tr>
<tr>
<td>ERICL</td>
<td>Ericsson Line, Inc.</td>
</tr>
<tr>
<td>FABRL</td>
<td>Fabre Line.</td>
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</tbody>
</table>
# List of Steamship Lines, Including Trans-Atlantic, Trans-Pacific, Intercoastal and Coastwise Lines—Continued

Symbol must be used in messages sent over commercial and railroad wires—Continued

<table>
<thead>
<tr>
<th>Code</th>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>FBL</td>
<td>Federal Barge Lines.</td>
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<tr>
<td>FERNL</td>
<td>Fern Line.</td>
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<tr>
<td>FJELL</td>
<td>Fjell Line.</td>
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<tr>
<td>FRIBL</td>
<td>Franco-Iberian Line.</td>
</tr>
<tr>
<td>FREN</td>
<td>French Line.</td>
</tr>
<tr>
<td>FEDCO</td>
<td>Funch, Edye &amp; Co.</td>
</tr>
<tr>
<td>FURBL</td>
<td>Furness Bermuda Line.</td>
</tr>
<tr>
<td>FAAL</td>
<td>Furness and Associated Lines.</td>
</tr>
<tr>
<td>FWCLD</td>
<td>Furness, Withy &amp; Co., Ltd.</td>
</tr>
<tr>
<td>FRL</td>
<td>Furness Prince Line.</td>
</tr>
<tr>
<td>FRC</td>
<td>Furness Red Cross Line.</td>
</tr>
<tr>
<td>GADZ</td>
<td>Garcia &amp; Diaz.</td>
</tr>
<tr>
<td>GARDL</td>
<td>Gardiaz Lines.</td>
</tr>
<tr>
<td>GDAML</td>
<td>Gdynia-America Line.</td>
</tr>
<tr>
<td>GASSC</td>
<td>General Atlantic Steamship Corp.</td>
</tr>
<tr>
<td>GSNCG</td>
<td>General Steam Navigation Co., Ltd., of Greece (Greek Line)</td>
</tr>
<tr>
<td>GSSC</td>
<td>General Steamship Corp.</td>
</tr>
<tr>
<td>GRACL</td>
<td>Grace Line.</td>
</tr>
<tr>
<td>GLTC</td>
<td>Great Lakes Transit Corp.</td>
</tr>
<tr>
<td>GREEL</td>
<td>Greek Line.</td>
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<tr>
<td>GYPCL</td>
<td>Gypsum Packet Co., Ltd.</td>
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<tr>
<td>HALNG</td>
<td>Hamburg American Line—North German Lloyd.</td>
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<tr>
<td>HANSL</td>
<td>Hansa Line.</td>
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<tr>
<td>HEADL</td>
<td>Head Line.</td>
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<tr>
<td>HLLD</td>
<td>Hellenic Lines, Ltd.</td>
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<tr>
<td>HAL</td>
<td>Holland America Line.</td>
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<tr>
<td>HOUSL</td>
<td>Houston Line.</td>
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<tr>
<td>HRDL</td>
<td>Hudson River Day Line.</td>
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<tr>
<td>IFC</td>
<td>International Freighting Corp.</td>
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<tr>
<td>IMMCO</td>
<td>International Mercantile Marine Co.</td>
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<tr>
<td>ISMDC</td>
<td>Isbrandtsen-Moller Co.</td>
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<td>ISM</td>
<td>Isthmian-Matson Line.</td>
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<tr>
<td>ISSSL</td>
<td>Isthmian Steamship Lines.</td>
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<td>ITAL</td>
<td>Italian Line.</td>
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<td>IVAL</td>
<td>Ivaran Lines.</td>
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<tr>
<td>JNYL</td>
<td>Java-New York Line.</td>
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<tr>
<td>JPL</td>
<td>Java Pacific Line.</td>
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</table>
LIST OF STEAMSHIP LINES, INCLUDING TRANS-ATLANTIC, TRANS-PACIFIC, INTERCOASTAL AND COASTWISE LINES—Continued

SYMBOL MUST BE USED IN MESSAGES SENT OVER COMMERCIAL AND RAILROAD WIRES—Continued

IKKKL......“K” Line (Kawasaki Kisen Kaisha, Ltd.)
KSSC......Kerr Steamship Co.
KOKUL......Kokusai Line (Kokusia Kisen Kaisha).
LAHL......Lamport & Holt Line.
LSAIC......Lanasa Steamship & Importing Co., Inc.
LSUDA......Linea Sud Americana.
LLYDB......Lloyd Brasileiro.
LSSC......Lickerich Lines.
LYBSC......Lykes Bros. Steamship Co., Inc.
LYCWL......Lykes-Coastwise Line, Inc.
MAERL......Maersk Line.
MANLL......Manchester Liners, Ltd.
MATNC......Matson Navigation Co.
MCSSC......McCormick Steamship Co.
MCMC......McLain Line (McLain Marine Corp.)
MAMTC......Merchants & Miners Line.
MATC......Minnesota-Atlantic Transit Co.
MVBLC......Mississippi Valley Barge Line Co.
MSKL......Mitsubishi Shoji Kaisha, Ltd.
MITSI......Mitsui Line.
MORGL......Mooremack Gulf Line.
MMCL......Moore-McCormack Lines.
MORNL......Morgan Line.
MUNL......Munargo Line.
NSNC......National Steam Navigation Co.
NLTSQA......Navigazione Libera Triestina S. A.
NERVL......Nervion Line.
NESSC......New England Steamship Co.
NEWTL......Newtex Line.
NYACM......New York & Cuba Mail Steamship Co.
NBACDL......Norfolk, Baltimore & Carolina Line, Inc.
NWL...........Norfolk & Washington Line.
NAGSAC......North Atlantic & Gulf Steamship Co., Inc.
NCARL......North Carolina Line.
NLACO......Norton, Lilly & Co.
NORL......Norton Line.
<table>
<thead>
<tr>
<th>Symbol</th>
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<tbody>
<tr>
<td>NAL</td>
<td>Norwegian America Line.</td>
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<tr>
<td>NYKL</td>
<td>N. Y. K. Line (Nippon Yusen Kaisya)</td>
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<tr>
<td>ODSSC</td>
<td>Ocean Dominion Steamship Corp.</td>
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<tr>
<td>OSSC</td>
<td>Oceanic Steamship Co.</td>
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<td>OSCOS</td>
<td>Ocean Steamship Co. of Savannah.</td>
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<tr>
<td>BSCP</td>
<td>Old Bay Line.</td>
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<tr>
<td>ORIOL</td>
<td>Oriole Lines.</td>
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<tr>
<td>OSKL</td>
<td>O. S. K. Line (Osaka Syosen Kaisya)</td>
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<td>PCDL</td>
<td>Pacific Coast Direct Line, Inc.</td>
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<td>PREPL</td>
<td>Pacific Republics Line.</td>
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<td>PANL</td>
<td>Panama Line.</td>
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<tr>
<td>PMSSC</td>
<td>Panama Mail Steamship Co.</td>
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<tr>
<td>PPACL</td>
<td>Panama Pacific Line.</td>
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<tr>
<td>PASSC</td>
<td>Pan-Atlantic Corp.</td>
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<tr>
<td>POSSC</td>
<td>Peninsular &amp; Occidental Steamship Co.</td>
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<tr>
<td>PM</td>
<td>Philadelphia Mail Line.</td>
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<td>PNSSC</td>
<td>Philadelphia &amp; Norfolk Steamship Co.</td>
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<td>PORTL</td>
<td>Fort Line.</td>
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<td>PRINL</td>
<td>Prince Line.</td>
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<td>PRSIL</td>
<td>Prince-Silver Lines.</td>
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<td>QUAKL</td>
<td>Quaker Line.</td>
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<td>Red Cross Line.</td>
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<td>REDSL</td>
<td>Red Star Line.</td>
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<td>Richmond-New York Line.</td>
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<td>ROBL</td>
<td>Robin Line.</td>
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<td>RSSC</td>
<td>Roosevelt Steamship Co.</td>
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<td>RNSSC</td>
<td>Royal Netherlands Steamship Co.</td>
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<td>SCAML</td>
<td>Scandinavian American Line.</td>
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<td>SEATL</td>
<td>Seatrain Lines, Inc.</td>
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<td>SHSSC</td>
<td>Shepard Steamship Co.</td>
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<td>SILVL</td>
<td>Silver Line.</td>
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<tr>
<td>SJPL</td>
<td>Silver-Java Pacific Line.</td>
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<tr>
<td>SPL</td>
<td>Silver-Prince Lines.</td>
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<tr>
<td>SASSC</td>
<td>South Atlantic Steamship Co.</td>
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<tr>
<td>SPSSL</td>
<td>Southern Pacific Steamship Lines.</td>
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<tr>
<td>SSSCO</td>
<td>Southern Steamship Co.</td>
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<tr>
<td>SPANL</td>
<td>Spanish Line.</td>
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## List of Steamship Lines, Including Trans-Atlantic, Trans-Pacific, Intercoastal and Coastwise Lines—Continued

Symbol must be used in messages sent over commercial and railroad wires—Continued

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Line Name</th>
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<tbody>
<tr>
<td>SPRAL</td>
<td>Sprague Line</td>
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<tr>
<td>SFASC</td>
<td>Standard Fruit &amp; Steamship Co.</td>
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<tr>
<td>STMAC</td>
<td>States Marine Corporation.</td>
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<tr>
<td>SJRLC</td>
<td>St. Johns River Line Co.</td>
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<tr>
<td>STOSC</td>
<td>Stockard Steamship Corp.</td>
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<tr>
<td>SWEAL</td>
<td>Swedish-American Line.</td>
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<td>SWAML</td>
<td>Swedish American Mexico Line.</td>
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<tr>
<td>TTATC</td>
<td>Texas Transport &amp; Terminal Co.</td>
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<tr>
<td>THORL</td>
<td>Thorden Lines.</td>
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<tr>
<td>TRINL</td>
<td>Trinidad Line.</td>
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<tr>
<td>UNCL</td>
<td>Union Clan Line.</td>
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<td>USCNZ</td>
<td>Union Steamship Co. of New Zealand, Ltd.</td>
</tr>
<tr>
<td>UFCO</td>
<td>United Fruit Co.</td>
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<tr>
<td>USIL</td>
<td>United States-India Line.</td>
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<td>USALL</td>
<td>United States &amp; Levant Line.</td>
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<tr>
<td>USL</td>
<td>United States Lines.</td>
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<tr>
<td>USNC</td>
<td>United States Navigation Co.</td>
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<td>WARDL</td>
<td>Ward Line.</td>
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<tr>
<td>WATSC</td>
<td>Waterman Steamship Corp.</td>
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<td>WCL</td>
<td>West Coast Line.</td>
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<td>WEYL</td>
<td>Weyerhaeuser Line.</td>
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<td>WILHL</td>
<td>Wilhelmse Line.</td>
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<tr>
<td>WLI</td>
<td>Wilson Line, Inc.</td>
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<tr>
<td>YAMAL</td>
<td>Yamashita Line.</td>
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<tr>
<td>YANKL</td>
<td>Yankee Line.</td>
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# LIST OF PRIVATE CAR LINES

"REPORTING MARKS" MUST BE USED IN MESSAGES SENT OVER COMMERCIAL AND RAILROAD WIRES

<table>
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<th>Reporting Marks</th>
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<td>Abbots Dairies, Inc.</td>
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<tr>
<td>(ART)</td>
<td></td>
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<tr>
<td>(ARTX)</td>
<td>American Refrigerator Transit Co.</td>
</tr>
<tr>
<td>ARLX</td>
<td>Armour Refrigerator Line</td>
</tr>
<tr>
<td>AYRX</td>
<td>Arms-Yager Ry. Car Co.</td>
</tr>
<tr>
<td>BMX</td>
<td>Barrett Division, The, Allied Chemical &amp; Dye Corp.</td>
</tr>
<tr>
<td>BWCX</td>
<td>Berwind-White Coal Mining Co.</td>
</tr>
<tr>
<td>BLX</td>
<td>Bisbee Linseed Co.</td>
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<tr>
<td>BBSX</td>
<td>Bradford Gasoline Co.</td>
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<tr>
<td>BREX</td>
<td>Burlington Refrigerator Express Co.</td>
</tr>
<tr>
<td>CDLX</td>
<td>California Dispatch Line</td>
</tr>
<tr>
<td>CISX</td>
<td>Carnegie-Illinois Steel Corp.</td>
</tr>
<tr>
<td>CRDX</td>
<td>Central West Refrigerator Despatch</td>
</tr>
<tr>
<td>(HHCX)</td>
<td></td>
</tr>
<tr>
<td>(LENX)</td>
<td>Champlin Refining Co.</td>
</tr>
<tr>
<td>EORX</td>
<td>Cities Service Oil Co. of Del.</td>
</tr>
<tr>
<td>CSOX</td>
<td>Cities Service Oil Co. of Pennsylvania</td>
</tr>
<tr>
<td>CLTX</td>
<td>Coltexo Corporation</td>
</tr>
<tr>
<td>CCX</td>
<td>Columbian Carbon Co.</td>
</tr>
<tr>
<td>SCNX</td>
<td>Columbian Gasoline Corporation</td>
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<tr>
<td>CSVX</td>
<td>Commercial Solvents Corporation</td>
</tr>
<tr>
<td>CONX</td>
<td>Continental Oil Co.</td>
</tr>
<tr>
<td>CRCX</td>
<td>Continental Refining Co., Oil City, Pa.</td>
</tr>
<tr>
<td>CPCX</td>
<td>Cosden Petroleum Corporation</td>
</tr>
<tr>
<td>CCPX</td>
<td>Crown Central Petroleum Corporation</td>
</tr>
<tr>
<td>CCLX</td>
<td>Crystal Car Line</td>
</tr>
<tr>
<td>CRLX</td>
<td>Cudahy Car Lines</td>
</tr>
<tr>
<td>CRGX</td>
<td>Cushing Refining &amp; Gasoline Co.</td>
</tr>
<tr>
<td>DSDX</td>
<td>Dairy Shippers Despatch</td>
</tr>
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<td>(DRX)</td>
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</tr>
<tr>
<td>(OZKX)</td>
<td>Deep Rock Oil Corporation</td>
</tr>
<tr>
<td>DAYX</td>
<td>Diamond Alkali Co.</td>
</tr>
<tr>
<td>DOWX</td>
<td>Dow Chemical Co., The</td>
</tr>
<tr>
<td>DUPX</td>
<td>du Pont de Nemours &amp; Co., Inc., E.I.</td>
</tr>
<tr>
<td>ELSX</td>
<td>Eastern Live Stock Express Co., Inc.</td>
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<tr>
<td>EDRX</td>
<td>El Dorado Refining Co., The</td>
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<td>ESOX</td>
<td>Empire State Oil Co.</td>
</tr>
<tr>
<td>EBAX</td>
<td>Ethyl Corporation</td>
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</table>

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LIST OF PRIVATE CAR LINES—Continued

“REPORTING MARKS” MUST BE USED IN MESSAGES SENT OVER COMMERCIAL AND RAILROAD WIRES—Continued

<table>
<thead>
<tr>
<th>Reporting Marks</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTCX</td>
<td>Fleischmann Transportation Co., The</td>
</tr>
<tr>
<td>FRDX</td>
<td>Ford Motor Co.</td>
</tr>
<tr>
<td>FOWX</td>
<td>Freedom Oil Co.</td>
</tr>
<tr>
<td>(FDEX)</td>
<td></td>
</tr>
<tr>
<td>(FGEX)</td>
<td>Fruit Growers Express Co.</td>
</tr>
<tr>
<td>GPEX</td>
<td>General American Pfaudler Corp.</td>
</tr>
<tr>
<td>GARX</td>
<td>General American Refrigerator Express Co.</td>
</tr>
<tr>
<td>GATX</td>
<td>General American Tank Line</td>
</tr>
<tr>
<td>GCX</td>
<td>General Chemical Co.</td>
</tr>
<tr>
<td>LMRX</td>
<td>Globe Oil &amp; Refining Co. (Illinois)</td>
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<tr>
<td>OVOX</td>
<td>Grace &amp; Co., W. R.</td>
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<tr>
<td>GRYX</td>
<td>Grace Co., John H.</td>
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<tr>
<td>(GTW)</td>
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<tr>
<td>(NDRX)</td>
<td>Grand Trunk Western R. R. Co.</td>
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<tr>
<td>(NYDX)</td>
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<td>Grubbs Tank Line</td>
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<td>Kellogg &amp; Sons, Inc., Spencer</td>
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<td>Kendall Refining Co.</td>
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<td>(KOPX)</td>
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<tr>
<td>(KPCX)</td>
<td>Koppers Co.</td>
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<td>MKPX</td>
<td>Kornblum Refrigerator Car Company, Meyer</td>
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<td>Lion Oil Refining Co.</td>
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<td>(MCAX)</td>
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<tr>
<td>(MSCX)</td>
<td>Mather Stock Car Co.</td>
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<td>RMX</td>
<td>Mathis Tank Line, Rowena</td>
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<td>Mead Corporation, The</td>
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<tr>
<td>MDT</td>
<td>Merchants Despatch Transportation Corp.</td>
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<tr>
<td>MPLX</td>
<td>Mexican Petroleum Corporation</td>
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"Reporting Marks" must be used in messages sent over commercial and railroad wires—Continued

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<td>Monsanto Chemical Co.</td>
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<td>Morrell Refrigerator Line</td>
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<td>National Car Co.</td>
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<td>National Refining Co., The</td>
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<td>PTX</td>
<td>New River &amp; Pocahontas Consolidated Coal Co.</td>
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<td>(NATX)</td>
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<td>Northern Refrigerator Car Co.</td>
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<td>(MCLX)</td>
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<td>Oil Tank Line Co.</td>
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<td>Otto Milk Company</td>
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<td>Pacific Fruit Express Co.</td>
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<td>P. &amp; P. Car Line, Inc., The</td>
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<td>Pennsylvania-Conley Tank Line</td>
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<tr>
<td>(PTX)</td>
<td>Pennsylvania Salt Manufacturing Co.</td>
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<tr>
<td>(TCX)</td>
<td>Petroleum Power &amp; Heat Co.</td>
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<td>(PSMX)</td>
<td>Philadelphia Quartz Co.</td>
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<td>PETX</td>
<td>Pittsburgh Plate Glass Co., Columbia Chemical Co.</td>
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<td>(SWLX)</td>
<td>Phillips Petroleum Co.</td>
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<td>(PPGX)</td>
<td>Pullman Railroad Co.</td>
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<td>(CACX)</td>
<td>Railways Express Agency, Inc.</td>
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<td>(PLM)</td>
<td>Rainey-Wood Coke Co.</td>
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<td>(REX)</td>
<td>Refiners Car Co.</td>
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<td>(RCKX)</td>
<td>Republic Steel Corporation</td>
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<td>(RSCX)</td>
<td>Robeson Process Co.</td>
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<td>Rowena Mathis Tank Line</td>
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<td>Scott Tank Line, Inc.</td>
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<td>(SLRX)</td>
<td>Seaboard Refining Co., Ltd., The</td>
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**LIST OF PRIVATE CAR LINES—Continued**

"REPORTING MARKS" MUST BE USED IN MESSAGES SENT OVER COMMERCIAL AND RAILROAD WIRES—Continued

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<th>Reporting Marks</th>
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<td>Shell Chemical Company</td>
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<td>(SCCX)</td>
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<td>(RPX)</td>
<td>Shell Oil Company, Inc.</td>
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<td>(SEPX)</td>
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<td>Shippers Car Line Corporation</td>
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<td>SDRX</td>
<td>Sinclair Refining Co.</td>
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<td>WOCX</td>
<td>Socony-Vacuum Oil Co., Inc., Chicago Divn.</td>
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<td>LUBX</td>
<td>&quot; &quot; &quot; &quot; &quot; Lubrite Divn.</td>
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<td>WEOX</td>
<td>&quot; &quot; &quot; &quot; &quot; White Eagle Divn.</td>
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<td>&quot; &quot; &quot; &quot; &quot; White Star-Ohio Divn.</td>
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<td>Staley Manufacturing Co., A. E.,</td>
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<td>Standard Transit Co.</td>
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<td>Sun Oil Co.</td>
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<td>SOLX</td>
<td>Superior Oil Works</td>
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<td>SWJX</td>
<td>Supplee-Wills-Jones Milk Co.</td>
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<td>SRLX</td>
<td>Swift Refrigerator Line</td>
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<td>(HMHX)</td>
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<td>(NAMX)</td>
<td>Tank Car Corporation of America</td>
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<td>(TXCX)</td>
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<td>(ATEX)</td>
<td>Teas Extract Company</td>
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<td>(AOX)</td>
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<td>(TIDX)</td>
<td>Tide Water Associated Oil Company</td>
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<td>(TWOX)</td>
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<td>UOCX</td>
<td>Union Oil Co. of California</td>
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<td>Union Tank Car Co.</td>
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<td>United Refining Co.</td>
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<td>(USOX)</td>
<td>United States of America</td>
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<td>VENX</td>
<td>Vendome Tank Car Co.</td>
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<tr>
<td>VGOX</td>
<td>Virginian Gasoline &amp; Oil Co.</td>
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</table>
LIST OF PRIVATE CAR LINES—Continued

“Reporting Marks” Must Be Used in Messages Sent Over Commercial and Railroad Wires—Continued

<table>
<thead>
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<th>Reporting Marks</th>
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<td>(USOX)</td>
<td>War Department, U.S.A.</td>
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<td>(USQX)</td>
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<td>WDX</td>
<td>Ward Tank Line</td>
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<td>Warren Petroleum Corporation</td>
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<td>Warren Tank Car Company</td>
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<td>Wilson Car Lines</td>
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<tr>
<td>YSTX</td>
<td>Youngstown Sheet &amp; Tube Co., The</td>
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# LIST OF RAILROAD AND TERMINAL COMPANIES

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Name</th>
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<tbody>
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<td>ABB</td>
<td>Akron &amp; Barberton Belt R. R.</td>
</tr>
<tr>
<td>ACY</td>
<td>Akron, Canton &amp; Youngstown R. R.</td>
</tr>
<tr>
<td>AVRY</td>
<td>Alabama &amp; Vicksburg Ry.</td>
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<tr>
<td>ATN</td>
<td>Alabama, Tennesse &amp; Northern R. R.</td>
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<tr>
<td>ALTON</td>
<td>Alton R. R.</td>
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<tr>
<td>ALS</td>
<td>Alton &amp; Southern R. R.</td>
</tr>
<tr>
<td>AA</td>
<td>Ann Arbor R. R.</td>
</tr>
<tr>
<td>ATSF</td>
<td>Atchison, Topeka &amp; Santa Fe Ry.</td>
</tr>
<tr>
<td>AWP</td>
<td>Atlanta &amp; West Point R. R.</td>
</tr>
<tr>
<td>ABC</td>
<td>Atlanta, Birmingham &amp; Coast R. R.</td>
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<tr>
<td>ACL</td>
<td>Atlantic Coast Line R. R.</td>
</tr>
<tr>
<td>BERR</td>
<td>Baltimore &amp; Eastern R. R.</td>
</tr>
<tr>
<td>BO</td>
<td>Baltimore &amp; Ohio R. R.</td>
</tr>
<tr>
<td>BOCT</td>
<td>Baltimore &amp; Ohio Chicago Terminal R. R.</td>
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<tr>
<td>BAR</td>
<td>Bangor &amp; Aroostok R. R.</td>
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<tr>
<td>BRC</td>
<td>Belt Railway Co. of Chicago</td>
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<tr>
<td>BLE</td>
<td>Bessemer &amp; Lake Erie R. R.</td>
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<tr>
<td>CCCSL</td>
<td>Big Four Route (C.C.C. &amp; St.L.Ry.)</td>
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<td>Boston &amp; Albany R. R.</td>
</tr>
<tr>
<td>BM</td>
<td>Boston &amp; Maine R. R.</td>
</tr>
<tr>
<td>BS</td>
<td>Buffalo &amp; Susquehanna R. R.</td>
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<tr>
<td>BRP</td>
<td>Buffalo, Rochester &amp; Pittsburgh Ry.</td>
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<tr>
<td>BTOC</td>
<td>Bush Terminal Co. or Bush Terminal R. R.</td>
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<td>Canadian National Rys.</td>
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<td>CP</td>
<td>Canadian Pacific Ry.</td>
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<td>CG</td>
<td>Central of George Ry.</td>
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<td>CNJ</td>
<td>Central Railroad of New Jersey</td>
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<td>Central Vermont Ry.</td>
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<td>Charleston &amp; Western Carolina Ry.</td>
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<tr>
<td>CO</td>
<td>Chesapeake &amp; Ohio Ry.</td>
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<tr>
<td>CEI</td>
<td>Chicago &amp; Eastern Illinois R. R.</td>
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<td>CIM</td>
<td>Chicago &amp; Illinois Midland Ry.</td>
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<tr>
<td>CNW</td>
<td>Chicago &amp; Northwestern Ry.</td>
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<td>CWI</td>
<td>Chicago &amp; Western Indiana R. R.</td>
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<td>CBQ</td>
<td>Chicago, Burlington &amp; Quincy R. R.</td>
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<tr>
<td>CGW</td>
<td>Chicago Great Western Ry.</td>
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<tr>
<td>CIL</td>
<td>Chicago, Indianapolis &amp; Louisville Ry.</td>
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<td>CJ</td>
<td>Chicago Junction Ry.</td>
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<td>MILW</td>
<td>Chicago, Milwaukee, St. Paul &amp; Pacific R. R.</td>
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<tr>
<td>CRI</td>
<td>Chicago River &amp; Indiana R. R.</td>
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## LIST OF RAILROAD AND TERMINAL COMPANIES—Continued

<table>
<thead>
<tr>
<th>Abbreviation</th>
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</tr>
</thead>
<tbody>
<tr>
<td>RI</td>
<td>Chicago, Rock Island &amp; Pacific Ry.</td>
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<td>CMO</td>
<td>Chicago, St. Paul, Minneapolis &amp; Omaha Ry.</td>
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<tr>
<td>CTSE</td>
<td>Chicago, Terre Haute &amp; Southeastern Ry.</td>
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<tr>
<td>CNOTP</td>
<td>Cincinnati, New Orleans &amp; Texas Pacific Ry.</td>
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<tr>
<td>CINOR</td>
<td>Cincinnati Northern R. R.</td>
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<tr>
<td>CCCSL</td>
<td>Cleveland, Cincinnati, Chicago &amp; St. Louis Ry.</td>
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<tr>
<td>CRR</td>
<td>Clinchfield R. R.</td>
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<tr>
<td>CS</td>
<td>Colorado &amp; Southern Ry.</td>
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<td>SSW</td>
<td>Cotton Belt Route (St. Louis-Southwestern Ry.)</td>
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<td>FEC</td>
<td>Cuban All-Rail Route (F.E.C. Car Ferry Route)</td>
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<td>Delaware &amp; Hudson R. R. Corp.</td>
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<td>Delaware, Lackawanna &amp; Western R. R.</td>
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<td>Denver &amp; Rio Grande Western R. R.</td>
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<td>Detroit &amp; Mackinac Ry.</td>
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<td>Detroit &amp; Toledo Shore Line R. R.</td>
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<td>Detroit, Toledo &amp; Ironton R. R.</td>
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<td>Duluth &amp; Iron Range R. R.</td>
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<td>Duluth, Missabe &amp; Northern Ry.</td>
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<td>DSA</td>
<td>Duluth, South Shore &amp; Atlantic Ry.</td>
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<td>DWP</td>
<td>Duluth, Winnipeg &amp; Pacific Ry.</td>
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<td>Elgin, Joliet &amp; Eastern Ry.</td>
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<td>Florida East Coast Ry.</td>
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<td>GF</td>
<td>Georgia &amp; Florida R. R.</td>
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<td>Georgia R. R.</td>
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<td>Grand River Railway Co.</td>
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<td>Grand Trunk Ry.</td>
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<td>Great Northern Ry.</td>
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<td>Green Bay &amp; Western R. R.</td>
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<td>Gulf &amp; Ship Island R. R.</td>
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<td>Gulf Coast Lines</td>
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<td>GCSF</td>
<td>Gulf, Colorado &amp; Santa Fe Ry.</td>
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<td>GMO</td>
<td>Gulf, Mobile &amp; Ohio R. R.</td>
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<tr>
<td>HPTD</td>
<td>High Point, Thomasville &amp; Denton R. R.</td>
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**LIST OF RAILROAD AND TERMINAL COMPANIES—Continued**

<table>
<thead>
<tr>
<th>Abbreviation</th>
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<tbody>
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<td>Hoboken Shore Road</td>
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<td>Illinois Central R. R.</td>
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<td>ITC...........</td>
<td>Illinois Terminal R. R.</td>
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<tr>
<td>IHB...........</td>
<td>Indiana Harbor Belt R. R.</td>
</tr>
<tr>
<td>IGN...........</td>
<td>International-Great Northern R. R.</td>
</tr>
<tr>
<td>KCMO..........</td>
<td>Kansas City, Mexico &amp; Orient Ry.</td>
</tr>
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## LIST OF RAILROAD AND TERMINAL COMPANIES—Continued

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### LIST OF RAILROAD AND TERMINAL COMPANIES—Continued

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### TIME WORDS

The code words in this section must be used on telegrams sent over commercial wires, but need not be used in telegram sent over Company Wires.

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<td>Yonder</td>
</tr>
<tr>
<td>Titter</td>
<td>8.35</td>
<td>Wabble</td>
<td>Yawn</td>
<td>11.45</td>
<td>Yule</td>
</tr>
<tr>
<td>Titus</td>
<td>8.40</td>
<td>Waddy</td>
<td>Yelp</td>
<td>11.50</td>
<td>Zebra</td>
</tr>
<tr>
<td>Toady</td>
<td>8.45</td>
<td>Wader</td>
<td>Yeoman</td>
<td>11.55</td>
<td>Zealot</td>
</tr>
<tr>
<td>Toddle</td>
<td>8.50</td>
<td>Wager</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LIST OF CONNECTING RAILROADS FOR WHICH MESSAGES MAY BE TRANSMITTED OVER RAILROAD WIRES

Akron, Canton & Youngstown Ry.
Alton R. R.
Alton & Southern R. R.
Ann Arbor R. R.
Arcade & Attica R. R.
Atchison, Topeka & Santa Fe Ry.
Atlantic Coast Line R. R.

Baltimore & Ohio R. R.
Baltimore & Ohio Chicago Terminal R. R.
Bellefonte Central R. R.
Belt Railway of Chicago
Bessemer & Lake Erie R. R.
Boyne City R. R.
Buffalo, Rochester & Pittsburgh Ry.
Buffalo & Susquehanna R. R.

Canadian National Rys.
Canadian Pacific Ry.
Central Railroad of New Jersey
Charleston & Western Carolina Ry.
Chesapeake & Ohio Ry.
Chicago, Attica & Southern R. R.
Chicago, Aurora & Elgin R. R.
Chicago, Burlington & Quincy R. R.
Chicago & Eastern Illinois R. R.
Chicago Great Western Ry.
Chicago & Illinois Western R. R.
Chicago, Indianapolis & Louisville Ry.
Chicago Junction Ry.
Chicago, Milwaukee, St. Paul & Pacific R. R.
Chicago, North Shore & Milwaukee R. R.
Chicago & North Western Ry.
Chicago River & Indiana R. R.
Chicago, Rock Island & Pacific Ry.
Chicago Short Line Ry.
Chicago, South Shore & South Bend R. R.
Chicago, St. Paul, Minneapolis & Omaha Ry.
Chicago, West Pullman & Southern R. R.
LIST OF CONNECTING RAILROADS FOR WHICH MESSAGES MAY BE TRANSMITTED OVER RAILROAD WIRES—Continued

Chicago & Western Indiana R. R.
Cleveland, Chicago, Cincinnati & St. Louis Ry.
Colorado & Southern Ry.
Coudersport & Port Allegheny R. R.
Cumberland & Pennsylvania R. R.
Cuyahoga Valley Ry.

Delaware & Hudson R. R.
Delaware, Lackawanna & Western R. R.
Detroit, Toledo & Ironton R. R.
Detroit & Toledo Shore Line R. R.
Duluth, South Shore & Atlantic Ry.

East Broad Top R. R.
East Erie Commercial R. R.
Elgin, Joliet & Eastern Ry.
Erie R. R.

Ft. Worth & Denver City Ry.

Grand Trunk Western Ry.
Gulf, Colorado & Santa Fe Ry.
Gulf & Ship Island R. R.

Huntingdon & Broad Top Mountain R. R.

Illinois Central R. R.
Illinois Northern Ry.
Illinois Terminal R. R.
Indiana Harbor Belt R. R.
Indiana Northern Ry.
Indianapolis Union Ry.

Kentucky & Indiana Terminal R. R.

Lake Erie, Franklin & Clarion R. R.
Lehigh & Hudson River Ry.
Lehigh & New England R. R.
Lehigh Valley R. R.
LIST OF CONNECTING RAILROADS FOR WHICH MESSAGES MAY BE TRANSMITTED OVER RAILROAD WIRES—Continued

Litchfield & Madison Ry.
Los Angeles & Salt Lake R. R.
Louisville & Nashville R. R.

Manufacturers Junction Ry.
Maryland & Pennsylvania R. R.
Michigan Central R. R.
Minneapolis, St. Paul & Sault Ste Marie Ry.
Missouri, Kansas & Texas R. R.
Missouri Pacific R. R.
Mobile & Ohio R. R.
Monongahela Ry.

Newburgh & South Shore Ry.
New Jersey, Indiana & Illinois R. R.
New York Central R. R.
New York, Chicago & St. Louis R. R.
New York & Long Branch R. R.
New York, New Haven & Hartford R. R.
Norfolk Southern Ry.
Norfolk & Western Ry.
North Western Pacific R. R.

Oregon, California & Eastern Ry.
Oregon Short Line R. R.

Pacific Electric Ry.
Panhandle & Santa Fe Ry.
Pennsylvania & Atlantic R. R.
Peoria & Pekin Union Ry.
Pere Marquette Ry.
Pittsburgh, Chartiers & Youghiogheny Ry.
Pittsburgh & Lake Erie R. R.
Pittsburgh, Shawmut & Northern R. R.

Quincy, Omaha & Kansas City R. R.

Reading Company
LIST OF CONNECTING RAILROADS FOR WHICH MESSAGES MAY BE TRANSMITTED OVER RAILROAD WIRES—Continued

Richmond, Fredericksburg & Potomac R. R.
River Terminal Ry.

San Diego & Arizona Eastern Ry.
Seaboard Air Line Ry.
Sheffield & Tionesta Ry.
Southern Pacific Lines
Southern Pacific R. R. Co. of Mexico
Southern Pacific Steamship Lines
Southern Ry. System
St. Louis-San Francisco Ry.
St. Louis Southwestern Ry.

Terminal R. R. Association of St. Louis
Texas & New Orleans R. R.
Toledo, Peoria & Western R. R.
Toledo Terminal R. R.

Union R. R.
Union Pacific R. R.

Virginian Ry.

Wabash R. R.
West Shore R. R.
Western Maryland Ry.
Wheeling & Lake Erie Ry.
Wichita Valley Ry.
Winston-Salem Southbound Ry.

Yazoo & Mississippi Valley R. R.