

THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.

CAMPDEN & ATLANTIC RAILROAD.

WEST JERSEY RAILROAD.

GENERAL INSTRUCTIONS

FOR THE

GOVERNMENT

OF

FREIGHT AGENTS.

Taking effect January 1st, 1896.

Superseding the issue of January 1st, 1886.

And all conflicting Circulars, Notices and Instructions.

R. W. DOWNING.

Comptroller.

S. H. PREVOST.

General Manager.

WM. H. JOYCE.

General Freight Agent.

M. RIEHENACK.

Assistant Comptroller.

J. B. HUTCHINSON.

General Supt. Transportation.

CHAS. A. CHIPLEY.

Assistant General Freight Agent.

JEFFERSON JUSTICE.

Auditor Freight Receipts.

ROBERT W. SMITH.

Treasurer.

J. B. THAYER, Jr.

Assistant General Freight Agent.

OSCAR A. KNIPE.

Auditor Coal Freight Receipts.

P. FRANK HUNTER.

Assistant Treasurer.

J. G. SEARLES.

Coal Freight Agent.

GEORGE E. PEABODY.

Assistant Treasurer.

F. D. HOWELL.

Freight Claim Agent.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

REVISED INSTRUCTIONS TO AGENTS.

~~Hereafter~~ report by telegraph to agent at originating station, freight that checks over or short as follows:

Perishable freight that belongs at your station.

All freight over that does not belong at your station, whether perishable or not.

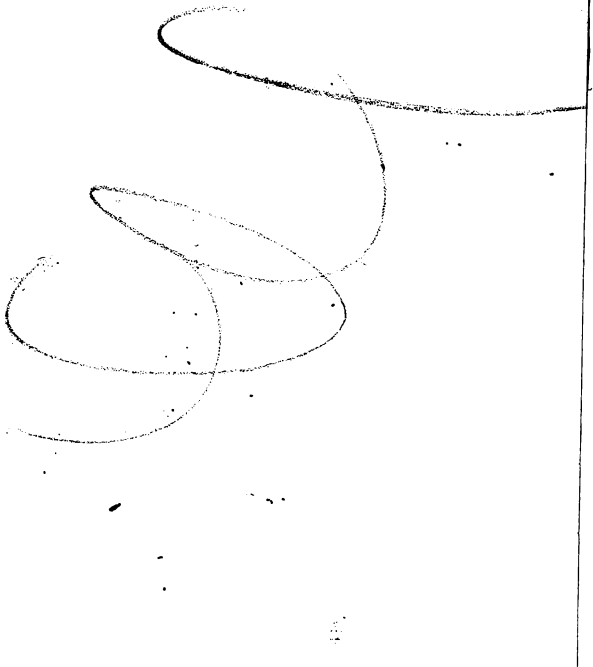
Report by mail on the blank form provided for that purpose, all freight over and all freight short (not perishable) that belongs at your station.

W. B. Daymon

Superintendent.

Office of the Superintendent,

Camden, N. J., December 30, 1898.



THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.

CAMDEN & ATLANTIC RAILROAD.

WEST JERSEY RAILROAD.

GENERAL INSTRUCTIONS

FOR THE

GOVERNMENT

OF

FREIGHT AGENTS.

Taking effect January 1st, 1896.

**Superseding the issue of January 1st, 1886,
And all conflicting Circulars, Notices and Instructions.**

R. W. DOWNING,
Comptroller.

M. RIEBENACK,
Assistant Comptroller.

JEFFERSON JUSTICE,
Auditor Freight Receipts.

OSCAR A. KNIPE,
Auditor Coal Freight Receipts.

S. M. PREVOST,
General Manager.

J. B. HUTCHINSON,
General Supt. Transportation.

ROBERT W. SMITH,
Treasurer.

P. FRANK HUNTER,
Assistant Treasurer.

GEORGE E. PEABODY,
Assistant Treasurer.

WM. H. JOYCE,
General Freight Agent.

CHAS. A. CHIPLEY,
Assistant General Freight Agent.

J. B. THAYER, Jr.,
Assistant General Freight Agent.

J. G. SEARLES,
Coal Freight Agent.

F. D. HOWELL,
Freight Claim Agent.

INSTRUCTIONS TO FREIGHT AGENTS.

GENERAL.

Books, Blanks and Stationery.

1. Requisitions for books, blanks, stationery, etc., required in conducting the freight business, must be made as follows:—

WHEN USED UNDER INSTRUCTIONS OF	REQUISITION TO BE MADE ON	BLANK.
Transportation Department.....	Superintendent or Gen'l Agt..	C. T. 481.
Freight Department, including Coal Freight Agent and Freight Claim Agent	Superintendent or Gen'l Agt..	C. T. 481.
Accounting Department.....	Comptroller.....	C. 145.

Representatives of foreign lines must not be requested to furnish such supplies.

Rate information.

2-*a.* The agent must be prepared to quote rates to all points on these lines. Rates to other points may be obtained as follows:—

On Merchandise, from the Division Freight Agent.

On Coal and Coke, from the Coal Freight Agent.

b. The Inter-State Commerce Law requires the carrier to post schedules of rates covering inter-state traffic in two public and conspicuous places in each freight station, and the agent will be held responsible for keeping such rates posted.

Use of Freight Distance Table.

3. When freight charges are based on mileage tariffs, the distances used must be obtained from the Freight Distance Table, issued by the Freight Department, and not from distance tables issued by the Transportation, Accounting or other department.

Two copies of this table must be posted for use of the public.

Freight for competitive points.

4. When freight is offered for shipment to a point located on both the Pennsylvania Railroad System and a competing line, the agent must forward the property by the Pennsylvania Railroad lines direct, unless otherwise instructed by the shipper. When forwarded for delivery by a competing line, a description of the freight, the name of the consignee, the destination and the route, should be promptly reported as follows:—

If Merchandise, to the Division Freight Agent.

If Coal or Coke, to the Coal Freight Agent.

Freight destined to points beyond the termini of these lines should, however, be forwarded by the authorized Fast Freight Line by which the shipper consigns it. (See Rule 37-*d.*)

Articles not carried.

5. Bank bills, drafts, notes, bonds, deeds, contracts or other writings, gold or silver coin, manufactured articles of gold or silver, jewels and watches, must not be received for transportation as freight.

For articles of extraordinary value not specifically rated in the classification, see conditions of the uniform bill of lading.

GENERAL.

No Freight Agent—Risk of Owner.

6. The agent must explain to the shipper that all property forwarded for delivery on a siding or platform, or at a station at which there is no freight agent, will be at the risk of the owner after delivery at such point, and the agent must write in ink or stamp across the face of the shipping receipt or bill of lading the words "No freight agent—property at owner's risk at destination." (See Rules 7 and 23.)

Freight not receipted for.

7. No responsibility will be assumed for property not delivered to or receipted for by an authorized agent, nor for freight placed at a way station or platform (at which there is no freight agent) until it is received by the conductor of the train. (See Rule 6.)

Time not guaranteed.

8-a. The agent must not agree to transport freight by a particular train, nor in a special kind of car, nor within a specified time, nor in time for a particular market, and must not sign a receipt containing such a guaranty.

b. When forwarding complaints of delay in the movement of freight, the agent must give the number of the way-bill and the initials and number of the car.

Freight in "care of," or "notify."

9-a. When freight is consigned to one party (the word "order" being omitted) in "care of" another party, the latter must be considered the consignee. (See Rule 103-d.)

b. When freight is consigned to one party (the word "order" being omitted) "notify" another party, the former must be considered the consignee. The latter must be notified, but the property must be delivered only to the former (the consignee), or on his written order. (See Rule 103-d.)

Ownership of Freight in transit.

10. Freight should be considered the property of the consignee after it has been received for shipment. (See Rules 92 and 93.)

Change of Consignee or Destination.

11-a. No change of the consignee or destination of freight shall be made by the agent at the request of the shipper or of the consignee. When a request for such change is made (covering shipments other than coal or coke), the agent must, if possible, take up the shipping receipt or bill of lading and report all the circumstances to the Division Freight Agent for instructions, stating whether or not the shipping receipt or bill of lading is in his possession.

When the request covers coal or coke, a report must be made to the Superintendent for instructions.

- b. Authorized changes should be reported as follows:—
If merchandise, to the Auditor and the forwarding agent.
If coal or coke, to the Superintendent on C. T. 216.

Proper filling-up of Freight Bills.

12-a. The agent must fill up with ink the blank spaces on freight bills, so as to show the names of the forwarding and receiving stations, the number of the way-bill, the initials and number of the car, and other information which the form is intended to convey.

b. The issuing of duplicate freight bills should be discouraged; when, however, it becomes necessary to issue a duplicate, the word "Copy" must be written in ink or stamped across its face.

Names to be written in full.

13-a. The agent must not substitute telegraph calls or station numbers for the names of stations, nor numbers for the names of months, nor must initials or stamps be used in receipting freight bills or as substitutes for signatures to telegrams or other official papers.

b. The names of agents and stations must be written in full.

c. Ink must be used in making notations on tracers and other business papers, but an indelible pencil may be used in receipting freight bills. All papers must be dated. Notations must not be made upon the reverse of any sheet, nor should the corners be turned over for such purpose.

GENERAL.

Charges for loading and unloading.

14. The classification and tariffs provide that certain articles shall be loaded by the shipper and unloaded by the consignee. When such service is performed by the company, the amount charged therefor, as determined by the Superintendent or the General Agent, must be accounted for in the same manner as other collections on freight account. (See Rules 80 and 108.)

Freight Bills for through shipments.

15-a. When a shipment is received at a through rate from a point beyond the junction at which it was re-billed, the extension on the freight bill must be made at the through rate. The divisions of the through rate must not be shown on the freight bill. Original charges, if any, not covered by the through rate, must be added as a separate item on the freight bill. The name of the point from which the through rate applies must be shown in brackets after the name of the billing point.—Example :

No. 3513.	G. 35 a.—A. F. R.	Philadelphia, December 31st, 1895.
Mr. John Doe	To THE PENNSYLVANIA RAILROAD COMPANY, Dr.	
For Freight from Jersey City (Boston). Way-bill No. 35327. Date, December 30th, 1895.		
P. R. R. Car No. 2879.		
20 rolls leather belting,	Charges beyond Boston,	
Received payment for the Company,		
189	Agent.	
Draw check to order of The Pennsylvania Railroad Company.		

WEIGHT.	RATE.	AMOUNT.	
2600	30	7	80
		2	65
		10	45

b. When the charges are prepaid through to a point beyond that to which the property is billed, the full amount prepaid must be extended on the freight bill at the through rate, and the point to which such through rate applies must be noted.—Example :

No. 3514.	G. 35 a.—A. F. R.	Philadelphia, December 31st, 1895.
Mr. Richard Roe	To THE PENNSYLVANIA RAILROAD COMPANY, Dr.	
For Freight to Providence, R. I. Way-bill No. 34460. Date, December 31st, 1895.		
P. R. R. Car No. 11042.		
100 bars steel,		
Received Payment for the Company,		
189	Agent.	
Draw check to order of The Pennsylvania Railroad Company.		

WEIGHT.	RATE.	AMOUNT.	
29100	15	43	65

GENERAL.

Standard Ton.

16. Two thousand (2000) pounds will be considered a ton, unless otherwise specified.

Statement of Uncollected Freight Bills.

17. The statement of uncollected freight bills (G. 3—A. F. R.) accompanying the monthly report to the Auditor, must show the dates of any reports which may have been made to the Freight Claim Agent under Rules 114, 116 and 117.

Station Records not to be accessible to the Public.

18-*a.* The agent must not permit any one to have access to the account books, records or correspondence of the station, except representatives of the company who are authorized to examine them.

b. He may give proper information to shippers and consignees with regard to their own business, but applications for special information must be referred to the Auditor.

c. Copies of way-bills, other than those authorized for connecting lines, must not be furnished except by direction of the Auditor.

d. "Statements of Billing" should be furnished officers of the company on application.

Filing and preservation of Records.

19-*a.* Card and regular way-bills, bills of lading, rate orders, circulars, correspondence and all other papers and books pertaining to the freight business, must be carefully filed. The agent must not allow card or regular way-bills to go out of his possession, except by instructions from the Auditor.

b. These records must be retained at the station for six calendar years. At the expiration of each year all the records more than six years old must be boxed, or otherwise properly packed, and forwarded to the Auditor, with a statement showing the number of each box or package and the contents of the same. This does not apply to circulars or other papers containing instructions still in force.

RECEIVING.

Articles to be specified.

20. A shipment consisting of several articles must not be receipted for as a "lot," but every article must be specified on the shipping receipt or bill of lading and way-bill, unless the property is loaded by the shipper and shipped as a car-load, and it is impossible for the agent to check the number of articles, when the words—

"LOADED BY SHIPPER
THE..... RAILROAD COMPANY
NOT ACCOUNTABLE FOR WEIGHT, QUANTITY
OR CONDITION OF PROPERTY,"

must be written or stamped on the shipping receipt or bill of lading. (See Rule 66.)

Improper packing.

21—*a.* Freight must not be received unless so packed or secured as to bear transportation to destination without loss or damage.

b. If property not in good order be offered by a shipper or by a connecting line, the agent must require it to be put in proper condition for transportation; if this cannot be done the way-bill, and the receipt given to the shipper or to the connecting line, must show all exceptions taken to the condition of the property. If property is wet it must be so receipted for.

c. All packages will be subject to charges for necessary repacking or cooerage.

Packages to be plainly marked.

22. Property must not be received for transportation unless plainly marked with the information necessary to carry it to destination; when there are two or more places of the same name in one State, the name of the county must be given.

No Freight Agent—Prepayment required.

23—*a.* All charges on property, whether received from an individual shipper or a connecting line, destined to a point at which there is no freight agent, must be prepaid.

b. If a shipper refuses to prepay such charges, the agent must offer to forward the property to the station nearest to destination at which there is a freight agent (see Rule 6). If the shipper then declines to allow the property to be so forwarded, the agent must refuse to receive the shipment.

c. If the agent of a connecting line refuses to prepay or guarantee all charges on a shipment destined to a point at which there is no freight agent, or to permit the property to be forwarded to the station nearest to destination at which there is a freight agent, the agent must refuse to receive the shipment.

Dangerous Articles for Water Lines.

24. Varnish, turpentine, petroleum and its products, liquid acids, friction matches, gun-powder and other articles of like dangerous character, will not be received for transportation by water lines, such transportation being prohibited by law.

(See Rule 125, also list of prohibited articles in circulars and special tariffs.)

RECEIVING.

Combustible Articles.

25-a. To avoid the risk of loss by fire, all articles of a combustible character, such as turpentine, alcohol and petroleum and its products, must be handled with great caution. Lights must not be allowed near such packages. (See Rules 41, 60 and 125.)

b. Crude or refined petroleum or its products must not be received for shipment to or through New York, Brooklyn or Jersey City. (See Rule 59, also General Notice 153 issued by the General Superintendent of Transportation.)

Burnt Cotton.

26. When cotton, compressed in bales, has been on fire, there is always danger of its heating and taking fire again, and it must not be accepted unless authorized by the Superintendent or the General Agent, and if received it must be receipted for as "burnt cotton." In order that the delivering agent may take the necessary precaution to prevent damage to other property, the words "burnt cotton" must be written by the forwarding agent on the card and regular way-bills. When the fire occurs in transit, the yard-master or conductor having the car in charge must write the words "burnt cotton" on the way-bill accompanying the freight.

Charges to be prepaid.

27-a. The agent must require the prepayment of all charges, when in his judgment the property offered for shipment would not, at a forced sale, realize such charges at destination.

b. The charges on perishable property should be prepaid, but the guaranty in writing of a connecting line, or of a responsible shipper, may be accepted in lieu of prepayment. G. 4—A. F. R. should be executed by the shipper if his guaranty is accepted.

c. All charges on household goods should be prepaid to destination, or a guaranty secured as above. (See Rule 43-b.)

Articles of extraordinary bulk, weight or length.

28. Articles of extraordinary bulk, weight or length, not provided for by the classification, will be carried by special contract only, and under special instructions. When applying to the Division Freight Agent for rates on such shipments, the agent should accurately describe the property, specifying particularly the location of the point of delivery at destination.

Stations without Delivery Sidings.

29. Car-load freight and packages of extraordinary weight or bulk, which cannot be quickly and safely unloaded by trainmen, must not be received for shipment to a point at which there is no delivery siding. (See C. T. 1000.)

If the shipper so desires, such property may be forwarded to the station nearest destination at which there is a delivery siding.

Offensive Articles.

30-a. Glue stock, offal, bones with flesh adhering, waste from slaughtered animals, and other articles likely to impregnate or damage cars, or which are prejudicial to public health, will only be received for shipment by special agreement.

b. Guano, bone dust, green hides, petroleum and its products, and other similar articles must not be placed in cars or at stations with other freight liable to damage by contact with them. (See Rule 59.)

RECEIVING.

Freight in bulk.

31. Grain, potatoes, lime, sand, clay, ore, scrap iron and similar freight will be carried in bulk in car-loads at actual weight, subject to the prescribed minima; if shipped in bulk in less than car-loads for the convenience of the shipper, the minimum car-load weight must be charged for. (See Rules 14, 99 and General Notice 100, Minimum and Maximum Car-load Weights.)

Carriage Furnishings.

32. Cushions, rugs, curtains and other loose articles, belonging to carriages, must be packed and shipped separately.

The way-bill for these articles must show the number of the way-bill for the carriage to which they belong.

Advanced Charges.

33-*a.* An agent receiving property on which advances are demanded should assure himself that the amount covers only transportation charges over, or drayage from, other lines, and that the property will be worth all the charges at destination. In case of doubt the agent must require prepayment, obtain a responsible guaranty, or decline to receive the shipment.

b. Advanced charges must be entered in ink on the shipping receipt or bill of lading. (See Rule 43.)

c. On property which has been accepted by the consignee, and which is subsequently offered for reshipment, the agent must not return the whole or any portion of the amount collected on the original shipment. (See Rules 93 and 94.)

Minimum and Maximum Car-load Weights.

34-*a.* The minimum and maximum weights, as shown in General Notice 100, "Minimum and Maximum Car-load Weights," apply to all car-load freight originating at and destined to points on these lines, except company's material and freight billed at class rates governed by the classification or rate orders which specify other car-load weights.

b. The maximum weight of the lading of a car destined to a point on a connecting line must conform to the requirements of that line. Information as to these requirements will be furnished by the Superintendent on application.

c. Freight received from a connecting line at a through rate will be accepted at the weight billed by such line unless the actual weight or the weight fixed by the classification or the rate order is greater.

RECEIVING.

Freight to be weighed.

35-a. All freight received for shipment should be weighed, or the weight furnished by the shipper verified.

b. When freight cannot be weighed, the billing agent should be governed by the table of estimated weights (see Rule 127), or by the certificate furnished by the shipper on G. 14—A. F. R.

c. When a shipment consists of a number of packages of the same size and character, several of the packages should be weighed, and the average weight multiplied by the whole number of packages, and the weight so ascertained must be entered on the card way-bill under the heading "Correct weight."

d. The "Estimated weight" of a car-load shipment must be entered on the card way-bill in the space provided, and such car will be weighed on the first track scale *en route* to destination, and the scale weight entered on the card way-bill under the heading "Correct weight." The receiving agent must compare the "correct" or scale weight, as shown on the card way-bill, with the weight on the regular way-bill before delivering the property, and if the scale weight is in excess of the regular way-bill weight the latter must be increased to the scale weight and collection made accordingly at the through rate from point of shipment and notice of the change sent to the Auditor and to the forwarding agent. The agent must not, however, change to the scale weight noted on the card way-bill, if it is less than the weight shown on the regular way-bill, unless authorized to do so by the Auditor, to whom he must promptly report complaints from consignees of overcharge from this cause.

e. When a car contains freight of different classes, or for more than one consignee, and is forwarded on a card way-bill, the words "Do not weigh" should be entered on the card under the heading "Correct weight."

f. When a shipment in less than a car-load quantity is billed at an estimated weight, the delivering agent should weigh the property and correct the billing accordingly, advising the Auditor and the forwarding agent.

g. Car-load freight, such as grain, lumber, bark, hoops, hoop-poles, shooks, staves, coal, coke, ore, lime, sand, gravel, brick and stone, which cannot be weighed on a track scale, must be reported by the shipper on G. 14—A. F. R., the number of bushels, feet, cords, etc., loaded on each car being stated.

h. The agent must bill the above-described property at the estimated weights given in Rule 127, subject to the prescribed minima (see General Notice 100, Minimum and Maximum Car-load Weights), and the articles must be accurately described on the way-bill. (See Rule 66.)

i. Lumber, rough or dressed, logs, timber, staves, heading or shooks, for export, will only be received subject to weights to be determined at the seaboard, and the agent must report the correct weight to the Auditor and to the forwarding agent. When receiving such property the agent should notify the shipper that no responsibility will be assumed for shortage in weight caused by drying in transit.

j. When freight is loaded by the shipper, and the weight, quantity or condition cannot be ascertained, a notation must be made on the shipping receipt or bill of lading, reading as follows:—

"LOADED BY SHIPPER
THE.....RAILROAD COMPANY
NOT ACCOUNTABLE FOR WEIGHT, QUANTITY
OR CONDITION OF PROPERTY."

k. When freight is loaded at a point not named in the Freight Distance Table, the way-bill should read from the first point named therein in the direction opposite that in which the shipment is to be moved, and should show the point at which the freight was loaded.

RECEIVING.

Merchandise in bond.

36—*a.* Cars containing APPRAISED merchandise in bond must be carded on each side with a RED CARD, reading as follows:—

C. T. 615.

U. S. CUSTOMS.

BONDED MERCHANDISE.

From

(*Departure.*) Date, 189.....

To

(*Arrival.*) Date, 189.....

NOTICE.—Locks to be removed from this car by
CUSTOMS OFFICERS ONLY. Penalty for violating this
rule is IMPRISONMENT.

b. Cars containing UNAPPRAISED merchandise in bond must be carded on each side with a YELLOW CARD, reading as follows:—

C. T. 616.

U. S. CUSTOMS.

UNAPPRAISED MERCHANDISE IN BOND.

From

Forwarded 189.....

To

Arrived 189.....

NOTICE.—Locks are to be removed from this car
by CUSTOMS OFFICERS ONLY.

Any unauthorized person who wilfully breaks,
cuts or removes these locks is liable to a fine of
\$1000, or imprisonment not exceeding five years,
or both.

c. An envelope, G. 62—A. F. R., must be used for enclosing the special manifests for bonded freight, and a car containing bonded freight must not be moved without such manifests, except by permission of the Superintendent. The card way-bill on which the car is moved must be securely fastened to the envelope.

d. Bonded freight should not be loaded in a car the doors of which cannot be locked at the lever, as the seal at the lever does not afford the necessary protection. If, in an emergency, it should become necessary to load bonded freight in a car equipped with doors which cannot be locked at the lever, the car must, as an extra precaution, be locked at the hasp and sealed at the lever.

e. Perishable freight must not be loaded in a car which is to be fastened with U. S. Customs locks or seals.

f. Dutiable merchandise, which is corded or strapped, and sealed with U. S. Customs seals, may be loaded in cars with non-dutiable property. Such cars must not be fastened with U. S. Customs locks or seals. A notation must be made on the card and regular way-bills for a car containing such dutiable merchandise, as follows: "U. S. Customs locks or seals not required."

g. For particular instructions as to the use of U. S. Customs locks and seals, see General Notice 88 issued by the General Superintendent of Transportation.

SHIPPING RECEIPTS AND BILLS OF LADING.

Shipping Receipts and Invoices.

37—*a.* The shipping receipt and invoice must be filled up in ink or with an indelible pencil, and give a correct list of the articles, the address of the consignee, the marks on and the destination of each consignment. The shipping receipt must be signed by the agent or his duly authorized representative (see Rule 38) and the invoice by the shipper, and both must cover the same information. The number of packages must be written in full, and also inserted in figures, thus:—

Ten (10) cases shoes.

One hundred (100) barrels flour.

b. The invoice, being the authority on which the property was forwarded, must be carefully filed by the agent.

c. When property is destined to a point beyond these lines, it must be receipted only to the point of junction with the connecting line. When the agent is furnished with a through rate, it must be entered on the bill of lading and on the way-bill.

d. When the destination may be reached by more than one route, the shipper should specify on the shipping receipt and invoice the route to be used, and the railroad on whose tracks delivery is desired. (See Rule 4.)

e. The route selected must be entered on the card and other way-bills. Should the route not be designated on the shipping receipt and invoice, the agent must forward the freight by the route for which he has through rates, or, in the absence of through rates, by the line by which the property can be most promptly forwarded to destination.

Agents to sign Shipping Receipts and Bills of Lading.

38. All the information called for by the blank spaces on shipping receipts or bills of lading, for freight to be forwarded, should be given. These forms must be signed (not stamped) by the agent, or in his name by a duly authorized representative; in the latter case the signature of such representative must also be affixed. Ink or an indelible pencil must be used. (See Rule 37.)

Imperfect Shipping Receipts and Bills of Lading.

39. No change must be made in a shipping receipt or bill of lading when once issued. Should a shipping receipt or bill of lading be returned for correction before the property has been forwarded, a new one must be made, and the imperfect one and its invoice destroyed. (See Rule 37.)

Conditions of the Uniform Bill of Lading.

40. If the shipper declines to accept the conditions of the Uniform Bill of Lading, the property must be charged the higher rate required by the classification. (See rules and special instructions—Official Classification.)

Contents of Packages to be described.

41. The agent should assure himself that the contents of packages are correctly described in shipping receipts, and if he has reason to suspect that an attempt is being made to deceive him as to their character, or to evade proper classification, the shipper should be required to open the packages for inspection, or furnish evidence that the property is correctly described. Should the agent be unable to secure the necessary information, he must refuse to accept the property for shipment and ask the Division Freight Agent for instructions.

SHIPPING RECEIPTS AND BILLS OF LADING.

United States Government Property and Bills of Lading.

42—*a.* United States Government property will not be received for shipment unless the original and duplicate Government bills of lading, prepared by the proper officer, are presented with it or the charges are prepaid. If the charges are prepaid, the shipment may be treated the same as if other than Government property.

b. The agent must examine the bills of lading; and see that the weights are inserted and other necessary information properly given. Under ordinary circumstances the word "Tariff" should be written in the "Rate" column; if, however, the rate figures are filled in, the agent should assure himself that the officer so filling up the bill of lading has authority for the rate given.

c. The original bill of lading must be promptly forwarded by train service to the agent at the point to which the way-bill is made, and the receipt of this bill of lading must be promptly acknowledged to the forwarding agent. The duplicate bill of lading should be returned to the officer making the shipment. The receipt of the agent of a connecting line must be taken for Government bills of lading transferred to him.

d. The words "The original bill of lading enclosed to agent at....." must be entered on the way-bill.

e. The receipt of the officer to whom Government property is delivered at destination must be taken on the back of the bill of lading in the space provided for that purpose.

f. The charges on Government property, when payable to The Pennsylvania Railroad Company, should be expensed to General Office for collection. The bill of lading, receipted as above, and the freight bill for the amount of charges on the shipment, must be attached to the road way-bill.

Information on Shipping Receipts and Bills of Lading.

43—*a.* A shipping receipt or bill of lading must not be issued for property which is not actually in the possession of the company.

b. The shipping receipt or bill of lading must be dated the day the property is received, and must show the "advanced charges," if any. When the freight charges are prepaid by the shipper, the agent must write in ink across the face of the shipping receipt or bill of lading the words

"Prepaid \$.....
.....Agent,"

fill in the amount and sign his name; this signature to be in addition to his signature to the shipping receipt or bill of lading proper. (See Rule 38.) For car-load freight the initials and number of the car should be shown. Should perishable freight be offered too late to be forwarded the same day, the agent must note on the shipping receipt or bill of lading "Received too late to forward this day."

c. When it becomes necessary to issue a duplicate shipping receipt, the word "Copy" must be written in ink or stamped on its face. A duplicate bill of lading must be issued only on "G. 29—Duplicate, A. F. R." provided for that purpose. (See page 14.)

d. Should a shipper to whom a shipping receipt has been issued desire a bill of lading, the agent must require the surrender of the shipping receipt, and make the bill of lading in exact accordance therewith. He must then write or stamp upon the shipping receipt the words "Bill of lading issued.....(Date).....," and file the same with its invoice. (See page 15.)

e. A shipping receipt or bill of lading must not be issued for property received from a connecting line except under instructions from the Division Freight Agent.

G. 29—Duplicate.
A. F. R.

THE PENNSYLVANIA RAILROAD COMPANY.

Station, 189

This is not the original copy, and is intended solely as a reference copy.

Received from.....

THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chading, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooerage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for diversion or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from..... to..... is to be, in cents per 100 lbs. :—

IF TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.

and advanced charges at..... \$..... 100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.


Cur No. Agent,
Per.....

G. 22-a-A. F. R.

 IN ORDER TO AVOID DETENTION OF DRAYMEN SHIPPERS ARE REQUESTED TO FILL
 IN THIS SHIPPING RECEIPT AND INVOICE ATTACHED.

The Pennsylvania Railroad Company.

RECEIVED, at PHILADELPHIA Station, on January 1st, 1896.
 from JOHN DOE,
 the following described property, in apparent good order (contents and condition of contents of packages unknown), to be transported to and delivered at the regular freight station of the Company at Canandaigua,
 subject to all the **CONDITIONS** following and
UPON THE BACK OF THIS RECEIPT, and to be delivered in like good order, subject to the said conditions, upon payment of freight and advanced charges, and upon payment also of all charges accruing under the said conditions.

MARKS.	DESCRIPTION OF PROPERTY.
 Rochester, N. Y.	Six (6) boxes writing paper.
Consignee, <u>James Snow.</u>	
Place, <u>Rochester.</u>	1560 lbs.
County, <u>Monroe.</u>	
State, <u>New York.</u>	
Route, <u>Via Canandaigua.</u>	

NOT NEGOTIABLE.

This Shipping Receipt is NOT NEGOTIABLE; it is intended for straight consignments only, and if given for merchandise marked for points beyond this carrier's lines, it is understood and agreed that this receipt is only to this carrier's terminus in the direction of destination, and that the rates are subject to difference in classification adopted by other carriers. It is distinctly understood and agreed, that unless this Shipping Receipt be surrendered to the Agent at destination, properly endorsed, on or before the arrival there of the hereinbefore described property, the carrier is authorized and empowered to deliver the said property to the consignee or his authorized agent, and after such delivery the said carrier shall not be responsible for said goods to any party to whom this receipt may have been transferred or assigned.

IF AN "ORDER" CONSIGNMENT IS DESIRED, A REGULAR BILL OF LADING MUST BE OBTAINED UPON THIS RECEIPT, which under such circumstances is a temporary one, and is to be surrendered in exchange for the Company's bill of lading, under the terms of which the shipment is made and the goods accepted by the carrier.

Charges Advanced, \$.....

L. N. WALTON, Agent,

Car No.

Per

CARS.

Old Cards, Seals and Marks to be removed.

44-a. Old cards, except defect cards and the route cards indicating the return movement to the home road, and old seals must be removed, and old chalk marks, except shop marks, must be obliterated from both sides of the car when unloaded.

b. Indistinct initials, numbers, light weight, capacity and assignment marks, should be reported to the Superintendent.

c. Advertising on cars, except on Individual and Assigned cars, is prohibited, and such advertisements should be removed wherever found.

d. When a car is sent out empty, the doors must be closed.

Requisitions for Cars.

45. The agent must not agree to furnish cars at any specified time, nor of any given kind or capacity. The shipper should specify, and the agent must keep a record of, the kind and capacity of cars ordered, and make requisition for them as instructed by the Superintendent, stating the character and destination of the lading, and the kind and capacity of cars required. The route should be given when the property is destined to a point beyond these lines. If the shipment is to be forwarded by a Fast Freight Line, the name of the line must be given. (See C. T. 84.)

Economy in the use of Cars.

46-a. The agent must economize in the use of cars, and must see that they are loaded to their full capacity. (See General Notice 100, Minimum and Maximum Car-load Weights, and C. T. 352, issued by the General Superintendent of Transportation.)

b. Empty cars at stations should not be loaded with small lots of freight which can be handled by "local freight" trainmen. (See Rule 61.)

Leaky Car-roofs.

47-a. A car with a leaky roof must not be loaded with property liable to damage by water.

b. When evidence of a leaky roof is found, the words "Leaky roof" must be written with chalk on each side of the car, and if the car belongs to a road working in the "Pool for Repairs to Freight Cars" (see C. T. 1000) the edge of the roof on each side above the door must also be marked with white paint or white chalk.

c. Foreign cars with leaky roofs should be loaded in the direction of "Home" with freight not liable to damage by water.

Refrigerator Cars to be cleaned.

48-a. Refrigerator cars must be cleaned before being iced, the pipes cleared so as to permit the free escape of waste water, and the ice washed before it is placed in the boxes.

b. When such cars are used for property liable to damage by moisture, the ice and the straw or sawdust must be removed and the cars thoroughly cleaned and dried.

CARS.

Use of Stoves for heating Cars.

49. Stoves for use in preventing the freezing of perishable freight must not be placed in cars without the permission of the Superintendent, and when so used the agent must know that they are securely fastened to the floor, and that the roof and sides of the car are protected from fire. (For instructions in regard to attendants see Official Classification.)

Cars subject to Shipper's approval.

50-a. Cars furnished for bulk grain or other freight to be loaded by the shipper are subject to his inspection, and may be rejected if not in proper condition.

b. If cars are accepted the contents will be at the risk of the owner as to loss or damage resulting from defects which he should have discovered.

Route carding of Foreign Cars.

51. A foreign car, received from a connecting line, must be route carded on both sides, to show the junction point at which it was received and to which it should be returned. These cards must be removed when the car is returned to the junction point at which they were attached. (See General Notice 152, issued by the General Superintendent of Transportation.)

Car Doors not to be cleated.

52. The doors of cars belonging to roads working in the "Pool for Repairs to Freight Cars" (see C. T. 1000) must not be cleated. Before being loaded, both doors of such cars should be equipped with the standard hasp. (See General Notice 148, issued by the General Superintendent of Transportation.)

Delays to Cars.

53. Delays to cars, with the reasons therefor, must be reported daily, on C. T. 32, to the Superintendent and to other persons named by him.

LOADING.

Condition of Cars and distribution of Lading.

54-a. The agent must see that cars are clean and in good condition before loading, that each car is loaded to its full capacity, but that no car is loaded beyond its safe-carrying capacity, and that the lading is properly distributed over the trucks.

b. When the maximum weight can be loaded in the ends of the car, none of the lading should be placed on the drop-bottom.

c. All cases of improper or excessive loading by shippers must be promptly reported to the Superintendent. (See General Notice 100, Minimum and Maximum Car-load Weights.)

Proper loading of Cars.

55-a. Grain doors should be turned back from doorways before cars are loaded with package freight.

b. When loading cars the agent must so place the lading that it may be conveniently unloaded at destination.

c. Freight for each local point should be kept together, and should be loaded in the order of stations, that for the farthest point being loaded first.

d. Freight for way stations should not be loaded with through freight.

e. Articles liable to injury by falling should not be held in place by other freight, but should be securely braced; when, however, they are so held, the agent or conductor removing the supporting freight must see that the property remaining in the car is in position for safe carriage to destination. A car containing articles liable to injury by rough handling must be carded on both sides and both ends with C. T. 329, reading "FRAGILE—HANDLE CAREFULLY."

f. Large and heavy packages should not be placed across doorways.

g. The agent must report to the Superintendent any failure to comply with this rule. (See Loading Instructions, C. T. 352, issued by the General Superintendent of Transportation.)

Freight not to be loaded on top of Cars.

56. Freight must not be loaded on the top of box or stock cars, and cars so loaded must not be accepted from connecting lines.

Package Freight and Grain in Sacks.

57. Package freight must not be loaded with grain in bulk, nor in a car consigned to an elevator. Grain in sacks may be loaded with grain in bulk, except when the car is consigned to an elevator.

Acid and other Liquids in Packages.

58-a. Acid, brine or other liquids, in packages, must not be loaded on top of, nor near, other freight liable to be damaged by leakage.

b. Acid in carboys should be loaded in the doorway of the car, and the floor around the carboys should be stripped and the space within the strips covered with sawdust, so that in case of breakage of a carboy the acid will be absorbed or pass out of the car door without damaging other property.

LOADING.

Special Cars for Petroleum and its Products.

59-*a.* Petroleum and its products, tar, tar refuse, or old oil barrels, in car-loads, or in quantities sufficient to warrant the use of a separate car, must be loaded only in coal and oil box, stock or gondola cars. (See Rule 30-*b.*)

b. These articles, when in small quantities and loaded in a car with other freight, should be placed in the doorway and protected by strips and sawdust, as specified for acid in Rule 58-*b.* (See Rule 25.)

Inflammable Articles.

60. Hay, straw, cotton, flax, tow, excelsior and similar freight must be loaded in tight box cars, and the doors and end openings securely closed, and stripped if necessary, so as to protect the lading from fire.

Heavy Articles in Separate Cars.

61. A single article exceeding, say, 800 pounds in weight, cannot ordinarily be handled by trainmen, and should be loaded in a car to "run out" at the destination of such freight or to a transfer station. (See Rule 46.)

Bulky Articles.

62-*a.* Articles which, on account of their size, it is necessary to load on open cars, must be properly secured to prevent shifting. Rolls and other heavy articles must be securely braced.

b. Lumber and bulky articles must be loaded so as to avoid contact with tunnels, bridges or passing trains. (See Dimension Book—M. W. 44, and General Notices 123, 169 and 176, issued by the General Superintendent of Transportation.)

BILLING.

Numbering of Way-bills.

63-a. Beginning with number one on the first day of January of each year, way-bills should be numbered consecutively throughout the year.

b. Local and joint way-bills should each have a separate series of numbers.

Billing Points and the Routing of Freight.

64-a. The points on these lines to and from which freight may be billed are shown in the Freight Distance Table.

b. When routing freight between points on these lines, the agent must, unless otherwise instructed by a proper officer of the Company, be governed by C. T. 353.

c. When freight is destined to points beyond these lines, the route will be named by the Freight Department.

Information on Way-bills.

65-a. The way-bill must agree with the shipping receipt or bill of lading. (See Rule 38.)

b. The initials (as given in C. T. 1000) and the number of the car, the names of consignor and consignee, the destination and description of the property, including the marks on packages, together with the route as given in C. T. 353, or by the Freight Department, and all other necessary information, must be plainly written.

c. While the regular way-bill may cover a number of cars for one destination, the weight of the lading of each car must be given; all the cars for each consignee being grouped so as to show the aggregate weight and the total charges for each consignee.

d. The use of contractions, such as “c/o” for “care of,” “o/o” for “order of,” etc., is forbidden.

e. The agent must enter on the card and regular way-bills the name of the attendant authorized to accompany freight. If the instructions authorize the free carriage of the attendant, an entry must be made on the way-bill “Man in charge free.” When a charge is made, prepayment must be required, and the amount entered on the way-bill in the prepaid column as a separate item. The name of the attendant for whom a charge is made must also be entered on the card and regular way-bills.

f. When perishable freight or live stock is loaded with other freight, the word “Perishable” or “Live Stock” must be written conspicuously on the back of the way-bill.

g. If for any reason the agent bills a shipment without giving sufficient information to secure proper delivery, he must telegraph the additional information to the agent to whom the way-bill was sent and to the Auditor.

Property to be described on Way-bills.

66-a. Property must be accurately described on the way-bill; thus, a way-bill for grain must show whether it is wheat, corn, oats, rye, etc., and lumber and cord-wood must be described as white or yellow pine, hemlock, poplar, oak, hickory, etc. (See Rule 20.)

b. The use of the terms “Merchandise” and “Sundries” is forbidden. When packages contain more than one article the name of the article in the highest class must be used on the way-bill.

BILLING.

Card and Regular Way-bills.

67-*a.* Car-load freight must be forwarded on card way-bills, a separate card being required for each car, except in cases where articles, on account of length, require two or more cars, when the initials and number of each car should be shown on the one card. The regular way-bill, which may cover a number of cars for one destination, must be forwarded to the receiving agent in the special envelope provided for that purpose, by the first passenger train, unless otherwise specially instructed. (See Rule 68.)

b. When shipments are in less than car-load quantities the road way-bills should accompany the car, except that a car containing such freight, carded in accordance with the instructions given in C. T. 352 and C. T. 354, must be moved on a card way-bill and the regular way-bills forwarded by passenger train, as required by paragraph “*a*” above, to the point to which the car is carded.

c. The date on which the property is forwarded must be given on the card and regular way-bills.

d. When freight is offered for shipment to a point beyond these lines to which the agent has no rate, it must be billed at the rate in effect to the junction point, subject to correction to the through rate when received, application for which must be promptly made to the Division Freight Agent.

Card Way-bills.

68-*a.* The agent must furnish the conductor with a card way-bill for each car-load of freight to be moved and for each car carded as per C. T. 352 and C. T. 354. (See Rules 35 and 67.)

b. When authorized by the Auditor a special form of card, provided for the purpose and reading:—

“To.....SCALES.

MEMORANDUM TO AGENT FOR BILLING,”

may be used by shippers to forward car-load freight to the first scale when the destination of the property is beyond the scale point.

Information on Card Way-bills.

69-*a.* The initials on card way-bills must agree with the abbreviations shown in C. T. 1000, unless the name of the road or line be given, and the number must agree with the number on the car.

b. When a car contains perishable freight the word “Perishable” must be plainly written or stamped on the face of the card way-bill.

c. If an error in the card way-bill be discovered before it is used, a new card must be made.

d. An agent receiving a card way-bill which has been altered otherwise than as prescribed in C. T. 1000 must forward it to the Auditor.

e. A car must not be carded beyond the point to which the regular way-bill is made, except by authority of the Auditor.

Card Way-bills for Prepaid Freight.

70. The word “PREPAID” must be written or stamped on card way-bills for shipments on which the freight charges have been collected from the shipper, except in special cases where the agent is instructed to show the amount prepaid in the space provided for that purpose.

BILLING.

Authority for Rates.

71. The authority for the rates used must be entered on the way-bill.

Free Movement.

72. -Freight must not be billed free without the authority of the Freight Department. The authority for the free movement and the number of the rate order must be entered on the way-bill. (For freight astray, see Rules 77 and 78. For company's material, see circular, Rates on Company's Material.)

Prepayment to Points on Foreign Lines.

73-a. When property is destined to a point beyond these lines to which through rates have not been issued, and the shipper desires or is required to prepay to final destination, the agent must apply for a through rate, with divisions, as follows:—

On merchandise, to the Division Freight Agent.

On coal or coke, to the Coal Freight Agent.

The full amount chargeable at the through rate must be collected from the shipper. (See Rule 15.)

b. In the absence of authority to bill through, a prepaid way-bill must be made to the junction point, with the notation:—

“AGENT AT.....PREPAY TO
DESTINATION \$.....AND EXPENSE THIS
STATION FOR THE AMOUNT,”

entering the amount due from the junction point to destination. The through rate and the divisions must also be entered on the way-bill.

c. In case freight is tendered to a connecting line with charges “to collect,” and the agent at the junction point is advised that there is no agent at destination, the property must be held at the junction point and the junction agent must telegraph the facts to the forwarding agent, who will at once collect the through charges from the shipper and advise the junction agent by wire. The way-bill must then be corrected, as indicated in paragraph “b” above.

Rebilling Freight from Connecting Lines.

74-a. When rebilling freight received from a connecting line, the name of the original point of shipment must be shown on the way-bill from the junction point, and the number and date of the way-bill on which it was received entered under the heading of “Consignor.”

b. When car-load freight received from a connecting line has been transferred, the initials and number of the original car must be given on the card and regular way-bills on which the property is forwarded from the junction point.

Correction of Charges from Connecting Lines.

75-a. The agent at a junction point should accept, subject to collection at destination, corrections increasing charges on freight received from a connecting line. In case the agent at destination is unable to collect the additional amount, the agent at the junction point will re-charge the connecting line and restore the original figures in his accounts.

b. Charges of a connecting line should not be reduced without authority from the agent of the line from which the freight was received, or from the Auditor.

BILLING.

Receipt of Way-bills at Destination.

76. The regular way-bill for car-load freight should reach destination with or in advance of the car. (See Rule 67.)

In case the regular billing is not received within twenty-four hours after the arrival of the car, the Auditor must be advised by telegraph. (See Rule 109.)

Astray Freight—Error of Carrier.

77-*a.* An agent receiving property, except coal or coke, which is short of, or has been carried past its destination through error of the carrier, must promptly forward or return it to its proper destination. Should the astray property be coal or coke, a report of the facts must be made by telegraph to the Superintendent, who will advise as to disposition.

b. A way-bill, numbered in the current series, and giving all necessary explanations, must be made for such property forwarded or returned, the words "Free astray—Rule 77" being written across the rate column.

Astray Freight—Error of Shipper or Connecting Line.

78-*a.* An agent receiving property, except coal or coke, which is short of or has been carried past its destination, and which he has reason to believe is astray through error of the shipper or connecting line, must promptly forward or return it to its proper destination. Should the astray property be coal or coke, a report of the facts must be made by telegraph to the Superintendent, who will advise as to disposition.

b. When forwarding or returning property as above, whether in car-loads or less, a regular way-bill must be made at the current rates, adding the accrued charges.

Correction of Errors.

79-*a.* Before making delivery the agent must promptly examine all way-bills as to the correctness of classification, weights, rates (when possible) and calculations, and correct all errors; notice of correction to be sent to the Auditor and forwarding agent.

b. Whenever an agent discovers, or is advised of, an error, he must promptly correct all his accounts and reports that are affected thereby.

c. If a correction in the freight charges on a way-bill is made after the collection of such charges, the agent must, before adjusting the difference, obtain the freight bill and correct it; or in case of inability to do so, the facts must be promptly reported to the Auditor.

Way-bills for Storage and Loading and Unloading Charges.

80. Collections for storage and for loading or unloading freight must be accounted for on way-bills numbered in the current series, and reading from and to the station at which collection is made. The amount collected must be entered in the columns headed "Amount of Freight" and "Prepaid," and the way-bill must show the name of the shipper or consignee from whom the collection is made, together with reference to the original way-bill on which the property was forwarded or received. (See Rules 14 and 97.)

BILLING.*Way-bills for "Order" Freight.*

81. When making a way-bill for freight shipped to order, the word "Order" must precede the name of the party to whose order the property is consigned: for example, see way-bill No. 25387, Wilmington to Allegheny City, on page 25 (opposite).

The agent must not write or stamp on a way-bill the words "Deliver only on the surrender of the original bill of lading properly endorsed."

No. 25387. **PENNSYLVANIA RAILROAD** { **AND ROADS IN ITS JOINT SYSTEM.** **G. 10-a—Jt. A. F. R.**

JOINT WAY-BILL OF MERCHANDISE forwarded from Wilmington to Allegheny City, W/a { **Perryville and Bolivar Junc.**

December 30th, 1895.

When billing to a point reached via two or more routes, the agent must specify the route in the space provided above.

CAR		CONSIGNOR.	MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT.	No. of Tons or Rate Order.	CLASS.	RATE.	AMOUNT OF FREIGHT.	EXPENSES.	PREPAID.	TO BE COLLECTED.
INITIALS.	NUMBER.											
P. R. R.	30056	Henry Poe,	Order Samuel Koe,	200 pieces Iron Pipe.	15600	R. O. 95.	6	13	20			
			Notify John Foe,	150 " Plate Iron.	11700	"	6	13	15			35 49
			235 Downing Street, Allegheny City, Pa.									
				<i>Totals of Weights and Money</i>	<i>27800</i>				<i>35</i>			<i>49</i>

The agent at destination must verify figures. He is held responsible for the correctness of the amounts collected. An agent discovering an error must at once advise any other agent interested; also the Auditor of Freight Receipts.

When freight is shipped at a through rate or from a point beyond this road the through rate must be stated on the bill of lading. The route beyond the point to which the property is billed as above must be shown when the destination may be reached by more than one line.

A written copy, or the FIRST PRESS COPY of this war-bill, must be sent to the Auditor of Freight Receipts, Pennsylvania Railroad, and copies to representatives of other roads as directed.

J. F. CASPERSON, Agent.

BILLING.*Company's Material.*

82-a. Material for use of these companies will be forwarded at the rates named by the Freight Department (see circular, Rates on Company's Material), and must be consigned to

“.....RAILROAD COMPANY,

Care of”

CONDUCTING TRANSPORTATION.

General Agents,
Superintendents,

Train Masters,
Division Operators.

MAINTENANCE OF EQUIPMENT.

General Superintendent of Motive Power,
Superintendents of Motive Power,
Master Mechanics,

General Foremen of Car Shops,
Foremen of Car Inspectors.

CONSTRUCTION.

Chief Engineer,

Assistant Engineers.

MAINTENANCE OF WAY AND STRUCTURES.

Engineer Maintenance of Way,
Principal Assistant Engineers,
Superintendents,
Assistant Engineers,

Signal Engineers,
Supervisors,
Master Carpenters.

b. Shipments of company's material must only be made by or consigned to “care of” one of the company's representatives, as above.

c. “Company's Material” rates will apply only when property is forwarded with charges “to collect.” If prepayment is made, current rates must be charged.

TRANSFERRING.

Overloaded Cars.

83—*a.* A car known to be loaded beyond the proper dimensions or maximum weight, or on which the lading is improperly distributed, must not be moved from the loading point until the lading is adjusted.

b. If a car in transit is found to be loaded beyond its prescribed maximum (see General Notice 100, Minimum and Maximum Car-load Weights), or beyond the dimensions that will safely pass over these lines (see Dimension Book, M. W. 44) or to destination, the lading, if on a small car, should be transferred, at the owner's expense, to a car of greater capacity. The original card way-bill must be altered as prescribed in C. T. 1000 and accompany the car to destination.

c. If the lading exceeds the safe capacity of the largest available car, so much of it as may be necessary to reduce it to the maximum weight or proper dimensions should be transferred, at the owner's expense, to another car.

d. In case of transfer of part of the lading, as in paragraph "c" above, the car to which the lading is transferred must be moved to destination on a card way-bill, reading from the point of transfer to destination and bearing the notation "Part of lading transferred from Car No." A note must also be made on the back of the original card way-bill, giving the initials and number of the car to which the transfer is made and the weight of the lading transferred, for which an additional charge must be made, as follows:—

In case of overloading, on the weight in excess of the maximum capacity of the original car.

In case of loading beyond the proper dimensions, on the weight of the lading necessary to be transferred. (See 83—c.)

The agent at point of transfer must make a way-bill reading from his station to the point to which the original car was billed, charging for the weight as above, and at the rate from the original point of shipment. The charge for transfer must also be shown on the way-bill and be entered in the columns headed "Amount of Freight" and "To be Collected," and the amount must be remitted by the delivering agent in the same manner as other collections on freight account. The way-bill from the original point of shipment must be charged at or corrected to the actual weight of the original car. If the freight is destined to a point at which there is no agent, or if for company's use and the charges are to be paid by the shipper, the way-bill from the transfer point must be made prepaid and the freight charges on the transferred lading, with the cost of transfer, must be expensed back to the station at which the original way-bill was made, for collection from the shipper.

e. All transfers as above must be reported to the Superintendent on C. T. 321.

Transfer of Lading.

84. When a car loaded with high class or perishable freight (except fresh meat or fresh fish in a refrigerator car) is disabled, the lading must be transferred at once, unless the car can be repaired in less time than would be required to make the transfer. When the lading is fresh meat or fresh fish in a refrigerator car a transfer must be avoided when possible, and an immediate report of all the facts made to the Superintendent; the car must be kept well iced until repairs have been completed or instructions received from the Superintendent. When a car contains bulk freight, other than high class or perishable, the probable time required for repairs should be reported to the Superintendent for instructions as to the transfer of the lading. (See Rule 85.)

Transferred lading—Record on Way-bills.

85. When property is transferred from one car to another full information must be entered on the card or road way-bill, including the initials and number of the car to which the transfer is made, the date and point of transfer, the condition of the property, and any difference in quantity. (See Rule 84.)

Record of Freight transferred.

86. A record of freight transferred must be kept at all designated transfer points in book G. 47—A. F. R.

DELIVERING.

Responsibility for delivery.

87. The agent is responsible for all freight arriving at his station, and must take such precautions as may be necessary to secure delivery to the consignee or his authorized representative, from whom a receipt must be taken on the form provided for that purpose. (See Rule 89.)

Prompt removal of Freight.

88-*a.* In order to secure the prompt removal of freight, the agent must immediately notify the consignee of its arrival. The carrier, however, assumes no liability for damage or delay caused by the failure of the consignee to receive such notice.

b. When replying to inquiries as to the delivery of freight, the date of the arrival of the property as well as the date of delivery must be given.

Proper delivery of Freight.

89-*a.* Freight (other than an "Order" shipment) must be delivered only to the consignee, to his authorized representative, or on the consignee's written order, which must be placed on file. The original shipping receipt or bill of lading, properly endorsed, may be accepted as a written order.

b. A postal card or other notice to a consignee of the arrival of freight will not, when presented by an unknown party, be considered proper identification. (See Rule 87. For "Order" shipments see Rule 103.)

Surrender of Shipping Receipts or Bills of Lading.

90. The agent may require the surrender of the shipping receipt or bill of lading, properly endorsed, in case the consignee of a straight consignment (see page 33) desires the property delivered to a person other than himself or his known representative. A postal card or other written or printed order may be honored if the signature is written and known to be genuine.

Way-bills to be checked.

91-*a.* When the number of articles or packages is specified on the way-bill, the agent must verify the correctness of the billing by checking the items and the marks when unloading the car.

b. When the rate given in the bill of lading is less than that shown on the way-bill, the agent must advise the Division Freight Agent, and failing to receive instructions, collect at the rate given on the way-bill and explain to the consignee that if there is any overcharge it will be duly paid. (See Rule 119.)

Freight to be held at Shipper's request.

92. If the agent be requested by the shipper not to deliver property to a consignee, he must hold it and promptly report the facts to the Freight Claim Agent for instructions. (See Rules 10 and 94.)

DELIVERING.

Disposal of Refused Freight.

93-*a.* A consignee who refuses to receive freight (a written refusal should be obtained when practicable) has no right to direct the disposal of it. He may reship the property, without removing it from the station, by surrendering the shipping receipt or bill of lading, paying all charges and signing a receipt in the usual way; it may then be forwarded as a new shipment, but the agent must not return the whole or any portion of the amount collected on the original shipment. (See Rules 10, 33, 92, 94, 113 and 114.)

b. The agent at a junction point must promptly report by telegraph to the Freight Claim Agent the refusal by a connecting line to receive any property tendered to it, giving the number of the way-bill, the initials and number of the car, kind of lading, point of shipment, destination and the names of the shipper and the consignee, together with any other information that may be of use in disposing of the property.

Reshipment of Freight.

94. Property which for any reason cannot be delivered to the party to whom it is consigned, may be returned to the shipper or reshipped to a new destination on the written order of the shipper, all charges to follow, provided the agent is satisfied that the property will be worth the accumulated charges at the new destination; otherwise the agent must require the payment of the accrued charges before forwarding the property. (See Rules 10, 33, 92, 93, 113 and 114.)

Stations not to be used as Storehouses.

95. The station should not be used as a storehouse. The agent must use all proper means to induce consignees to promptly remove their freight. The carrier will not be responsible for loss or damage resulting from their failure to do so.

Storage of Freight.

96. Freight not removed within twenty-four hours after arrival may be put in store at the owner's risk and expense; if, for convenience of the consignee, it is held on the carrier's premises beyond that time, it will be at the owner's risk, and will be subject to a charge for storage. (For demurrage on car-load shipments see Rule 98.)

Storage Charges.

97-*a.* The customary charges for storage may be made at places where such rates are established by law or usage; at other points the rates will be determined by the value of the property and the circumstances under which it is placed on storage. The agent must report all the facts to the Superintendent or General Agent, and make such charge as he may direct.

b. Collections for storage must be accounted for in the same manner as other collections on freight account. (See Rules 80 and 108.) (For demurrage on car-load shipments see Rule 98.)

DELIVERING.

Demurrage.

98—*a.* Demurrage will be charged for delay to cars, in accordance with instructions issued by the General Superintendent of Transportation, or through the Manager of the Car Service Association.

b. Reports of demurrage due, whether collected or not, must, on release of the cars, be sent to the General Superintendent of Transportation on C. T. 59, and also to the Manager of the Car Service Association on the form provided for that purpose, and a demurrage way-bill must be made at once and forwarded to the Auditor.

c. Demurrage charges accruing at the point of shipment should be collected before the property is receipted for; if, however, collection cannot be made, the amount should be entered on the regular way-bill as "Demurrage," in the column headed "Expenses."

d. In case demurrage is "expensed" to another station for collection, the fact should be stated on the demurrage way-bill, together with the number, date and destination of the expense way-bill.

e. Demurrage may be increased by a correction sheet issued by the agent, but application for the reduction or cancellation of such charges must be made to the Manager of the Car Service Association, or, where no such association exists, to the Superintendent; but the agent must not reduce or cancel demurrage charges, except by authority of the Auditor.

f. When charges are increased, as above, the agent must report the changes to the General Superintendent of Transportation on C. T. 59, and to the Manager of the Car Service Association on the prescribed form.

g. Demurrage charges must be entered on freight bills as separate items.

h. Demurrage collections must be remitted the same as other collections on freight account. (See Rule 108.)

Freight for New York delivery.

99. For instructions relative to freight for New York delivery, see A. G. F. A. Notice 292.

Bulk Grain for the New York Market.

100. Bulk grain for the New York Market will be delivered under the rules of the New York Produce Exchange for the grading and delivery of grain in New York Harbor. (See A. G. F. A. Notice 292.)

Lighterage Deliveries in New York Harbor.

101. When freight is to be lightered to a point in New York Harbor, the rate at which lighterage delivery has been authorized must be entered on the shipping receipt or bill of lading and on the way-bill.

The following information is furnished in order that agents may understand the distinction between lighterage and float service:—

Lighters are vessels used for the carriage of freight, which has been unloaded from the cars, to points accessible by water.

Floats are barges fitted with tracks to receive cars for transportation to the Pennsylvania Railroad piers and other points designated in A. G. F. A. Notice 292.

DELIVERING.*Legal seizure of Freight.*

102. Should a sheriff, or other officer having authority, seize, under a writ of attachment or replevin, any freight in possession of the company, the agent must secure a copy of the writ, collect all charges, obtain from the officer making the seizure a receipt for the property, and insist on its prompt removal from the premises. The copy of the writ, together with a full report of the facts in the case, must be immediately forwarded to the Freight Claim Agent.

If the property is seized at the point of shipment, the agent must promptly notify the shipper of the seizure, and if the property has been billed he must telegraph the agent at destination, who must advise the consignee. If the property seized is at its destination, the agent must notify the consignee of the seizure and telegraph the fact to the forwarding agent, who must promptly advise the shipper.

DELIVERING.

Freight to "Order."

103-a. When freight is consigned to "Order" it is, as a rule, for the purpose of securing the payment at destination of a draft for the value of the property. The draft is usually attached to the bill of lading and sent through a bank for collection from the party at destination, who is to be notified of the arrival of the freight. The payment of the draft secures to the payor the possession of the bill of lading, which must be endorsed by the party to whose order the property is consigned. If further transfer of the property is made before delivery, proper endorsement showing such transfer should be made on the bill of lading. (For examples of "Order" bills of lading properly drawn, endorsed and transferred, see pages 39, 41, 43 and 45.)

b. A shipment billed to "Order," "Order, notify____," or "Order, care of____," must not be delivered except on surrender of the original bill of lading properly endorsed as explained above and as shown on pages 40, 42, 44 and 46.

(The agent is particularly cautioned against accepting a paid draft or a written or printed order as evidence of ownership of an "Order" consignment. The surrender of the bill of lading must invariably be required.)

c. When property is so consigned, the name of the party to be notified, with full address, must be given on the card and regular way-bills, so that notice of arrival may be sent such party by the agent at destination, and prompt delivery secured.

d. A shipment billed to one party "Care of" or "Notify" another, or consigned by a shipper to himself, the word "Order" being omitted, will not be considered an "Order" shipment. (See Rule 9.)

e. Proper forms of consignment and methods of delivery are:—

1. John Doe. (See page 33.) Delivery should be made to John Doe or upon his written order (which may be by endorsement on the bill of lading).

2. Richard Roe, care of John Doe. (See page 35.) Delivery should be made to John Doe (who represents Richard Roe) or upon John Doe's written order (which may be by endorsement on the bill of lading). (See Rule 9-a.)

3. Richard Roe, notify John Doe. (See page 37.) Delivery should be made to Richard Roe or upon his written order (which may be by endorsement on the bill of lading), but John Doe must be notified. (See Rule 9-b.)

4. Order, Richard Roe, care of John Doe. (See page 39.) Delivery should be made to John Doe on surrender of the original bill of lading bearing the endorsement of Richard Roe (see page 40), unless the bill of lading is endorsed to the order of some other party (see page 42), in which case the delivery must be made to that party, upon his endorsement and surrender of the bill of lading.

5. Order, Richard Roe, notify John Doe. (See page 41.) Delivery should be made to John Doe, on surrender of the original bill of lading bearing the endorsement of Richard Roe (see page 46), unless the bill of lading is endorsed to the order of some other party, in which case the delivery must be made to that party, upon his endorsement and surrender of the bill of lading. (See page 42.)

Should the bill of lading be presented by any one other than the party "to be notified," and be without endorsement other than that of the party to whose order the shipment is consigned, the agent must require the endorsement of the party entitled to receive the property. (See page 44.)

f. An "Order" shipment must not be billed to a point at which there is no freight agent.

g. A straight consignment (see No. 1, paragraph "e," above) must not be changed to an "Order" shipment (see Nos. 4 and 5, paragraph "e," above) except by permission of an officer of the Freight Department.

h. Live stock or perishable freight consigned to "Order" is liable to delay on account of the non-arrival of the bill of lading. The agent should therefore discourage such consignments.

i. The inspection of property billed to "Order" may be permitted under the following conditions:—

On presentation of the original bill of lading.

On a written order from the party to whose "order" the property is consigned authorizing such inspection, which order must be filed by the agent.

When the way-bill contains such authority.

By authorized inspectors of commercial exchanges.

j. After the property has been delivered, the words

"Accomplished (date.....189.....)"

must be written or stamped in large letters across the face of the bill of lading, which must be kept on file. Accomplished bills of lading must not be loaned or copies issued, except by authority of the Freight Department or the Auditor. When such authority is given, the form of receipt to be taken will be prescribed.

k. The usual charge for demurrage must be made on cars containing shipments of "Order" freight which are held pending the surrender of the bills of lading. (See Rule 98.)

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Henry Poe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooerage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

NOT NEGOTIABLE

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from *Pittsburgh* to *Philadelphia* is to be, in cents per 100 lbs. :—

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.
		—				13	—	—

And advanced charges at \$ 100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
John Doe, 503 Walnut Street, Philadelphia, Pa.	Three hundred and ten (310) bars steel,	25960 pounds.

Car No. E. E. ZEIGLER, Agent,

Per.....

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Henry Poe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained; and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignment. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary co-operation and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from *Pittsburgh* to *Philadelphia* is to be, in cents per 100 lbs. :—

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.
—	—	—	—	—	—	13	—	—

And advanced charges at \$ 100

MARES, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Care of John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

Car No. E. E. ZEIGLER, Agent,

Per.....

(This is not an "Order" bill of lading for the reason that the word "Order" is omitted.
See condition 9 above.)

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Henry Poe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooorage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from Pittsburgh to Philadelphia is to be, in cents per 100 lbs. —

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.
—	—	—	—	—	—	13	—	—

And advanced charges at \$ 100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Notify John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

Car No. E. E. ZEIGLER, Agent,
Per

(This is not an "Order" bill of lading for the reason that the word "Order" is omitted.
See condition 9 above.)

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Richard Roe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable dispatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from Pittsburgh to Philadelphia is to be, in cents per 100 lbs.:-

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
—	—	—	—	—	—	13	CLASS.	RATE.
—	—	—	—	—	—	—	—	—

And advanced charges at.....\$.....
100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
"Order" of Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Care of John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

..... Car No. E. E. ZEIGLER, Agent,

Per.....

Richard Roe

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Richard Roe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary coopersage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

NOT NEGOTIABLE

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from Pittsburgh to Philadelphia is to be, in cents per 100 lbs. :—

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.
—	—	—	—	—	—	13	—	—

And advanced charges at.....\$.....

100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
"Order" of Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Notify John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

.....Car No. E. E. ZEIGLER, Agent,

Per.....

Richard Roe

Deliver to Herrick & Co.
John Doe.

Deliver to A. J. Howard & Co.
Herrick & Co.

A. J. Howard & Co.

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Richard Roe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooerage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

NOT NEGOTIABLE

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from Pittsburgh to Philadelphia is to be, in cents per 100 lbs. :—

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
							CLASS.	RATE.
—	—	—	—	—	—	13	—	—

And advanced charges at \$ 100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
"Order" of Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Notify John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

..... Car No. E. E. ZEIGLER, Agent,

Per.....

Richard Roe
A. J. Howard & Co.

THE PENNSYLVANIA RAILROAD COMPANY.

Pittsburgh, Duquesne, January 1st, 1896.

Received from Richard Roe,

By THE PENNSYLVANIA RAILROAD COMPANY, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire; or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost, wet, or decay; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

4. All property shall be subject to necessary cooerage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost of compressing the same, for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any vessel or car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined

to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry, or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from Pittsburgh to Philadelphia is to be, in cents per 100 lbs. :—

IF.....TIMES FIRST CLASS.	IF FIRST CLASS.	IF SECOND CLASS.	IF THIRD CLASS.	IF FOURTH CLASS.	IF FIFTH CLASS.	IF SIXTH CLASS.	IF SPECIAL.	
—	—	—	—	—	—	13	CLASS.	RATE.
—	—	—	—	—	—	13	—	—

And advanced charges at \$ 100

MARKS, CONSIGNEE AND DESTINATION.	DESCRIPTION OF ARTICLES.	WEIGHT. Subject to Correction.
"Order" of Richard Roe,	Three hundred and ten (310) bars steel,	25960 pounds.
Notify John Doe,		
503 Walnut Street,		
Philadelphia,		
Pa.		

Car No. E. E. ZEIGLER, Agent,

Per.....

Richard Roe

COLLECTIONS AND REMITTANCES.

Collection of Freight Charges.

104. All charges must be collected before delivery of the whole or any portion of a shipment, and the charges on freight billed prepaid must be collected before the property is forwarded, unless the agent has been authorized by the Treasurer, in writing, to place the name of the consignee or shipper on the accommodation list; from such persons or firms, collections must be made at the designated periods. In case of inability to collect, the agent must promptly report the facts to the Treasurer and to the Auditor.

Freight Charges—What should be received in settlement of.

105—*a.* The agent must exercise his best judgment in the interest of the Company in accepting checks in settlement of amounts due the Company, there being numerous cases where it would be proper to take them; but, as the agent is held responsible for the payment of all checks received by him, he must be satisfied as to the good credit of the drawer.

b. Checks or drafts must be drawn—

“TO ORDER.....RAILROAD COMPANY,
.....”

or when presented by persons to whose order they have been drawn, they must be endorsed by such persons—

“PAY TO ORDER.....RAILROAD COMPANY,
.....”

c. Checks or drafts for deposit by the agent must be endorsed by him on the left hand end—

“FOR DEPOSIT ONLY TO THE CREDIT OF THE
.....RAILROAD COMPANY,
.....AGENT,
.....STATION.”

Stamps reading as above will be furnished by the Treasurer on application.

d. When a check or draft is returned “Protested” or otherwise dishonored, the agent must immediately advise the Treasurer, giving full information, including the name of the drawer and the amount. A remittance covering the amount of the check or draft and the cost of protest, if any, must be sent at once to the bank to make good the account. The agent must not extend accommodation to persons or firms whose paper has been dishonored, nor accept their checks or drafts in future settlements, unless authorized by the Treasurer.

e. Checks, drafts and warrants of the United States Government should be drawn to “Order,.....Railroad Company,” and must be remitted direct to the Treasurer accompanied by a remittance report.

f. Railroad or other vouchers drawn “For use of the Treasurer” must be remitted direct to the Treasurer, accompanied by a remittance report.

g. Agents are authorized to cash vouchers, pay-roll checks, Relief Fund orders, Saving Fund orders, or other orders or drafts of these companies drawn on the Treasurer, but must not cash similar papers of other companies, of individuals or firms, or drafts or warrants of the United States Government.

h. Mutilated bank notes, or foreign or mutilated coin, must not be received in the settlement of freight accounts.

COLLECTIONS AND REMITTANCES.

Record of Collections.

106—*a.* All collections made on freight account must be entered in the cash book the day they are received.

b. Entries representing charges on freight received from other stations must show the number and amount of each freight bill, and the name of the consignee.

c. Entries of amounts collected on account of freight forwarded "prepaid" must show the number of the way-bill and the name of the shipper.

d. The total collections should be entered each day in Daily Exhibit (G. 34—A. F. R.).

Settlements with Connecting Lines.

107—*a.* Settlements with connecting lines, for amounts due on account of shipments interchanged, must be made at the designated periods, and a statement forwarded to the Auditor on G. 83—A. F. R., signed by both agents, showing the balance due, as agreed upon.

b. In case of failure to collect the amount due from a connecting line, the agent must promptly report the facts to the Auditor.

c. For freight delivered to a connecting line, a receipt should be taken on G. 32—A. F. R., a corresponding receipt being given for freight received. (See Rules 21 and 122.)

d. If the agent has not sufficient funds for the payment of the balance due in settlement, he must make requisition on the Auditor for the necessary amount, naming the representative of the line to whose order the check or draft should be made payable.

Remittances.

108—*a.* The agent must remit, as instructed by the Treasurer, all collections made on freight account, and is forbidden to deposit such funds to his own credit, or to use them in any private transaction.

b. Not more than twenty-five dollars may be kept over night, when it is possible to remit the surplus, nor may that amount be retained unless the business of the station requires it for change.

c. If possible, daily remittances should be made in sums of even dollars.

d. A closing remittance for each month must be made on the first day of the following month, unless the first should fall on Sunday, in which case it must be made on the second. This remittance must be for the exact amount of cash on hand at the close of business on the last day of the month.

e. When collections made on freight account are forwarded by express, the agent must deliver the remittance to the agent of the express company, and take his receipt on G. 42—A. F. R. In case the agent of the railroad company is also agent of the express company, the remittance must be delivered to the express messenger on the train, and his receipt taken, as above.

LOSS, DAMAGE AND OVERCHARGE.

Freight at Destination without a Way-bill.

109. If freight is received at its proper destination without a way-bill, the forwarding agent, if known, must be advised by telegraph. If a way-bill is not received within twenty-four hours, a report must be made by telegraph to the Auditor. (See Rule 76.)

Freight checking "Short" or "Over."

110-*a.* When freight checks "short," the agent must promptly report on F. C. A. 1, or if "over," on F. C. A. 4, to the forwarding agent, who must at once return the form with the required information, when, if the missing, or "over," property is not accounted for, the report must be forwarded to the Freight Claim Agent.

b. The agent must promptly report to the Freight Claim Agent on F. C. A. 5 the receipt of freight previously reported short.

Damaged Freight.

111-*a.* The agent must examine and weigh packages which show signs of having been damaged or tampered with, keep a record showing the result of the investigation, and report to the Freight Claim Agent on F. C. A. 2.

b. When it is necessary to examine the contents of a package, the examination must, when practicable, be made in the presence of the consignee and the contents checked against the original bill of purchase.

Failure to find Consignee.

112-*a.* If the consignee cannot be found, the agent must promptly notify the forwarding agent, and, failing to obtain proper information, report the facts to the Superintendent or General Agent, if the freight is in car-loads, or to the Freight Claim Agent on F. C. A. 3, if in less than car-loads. (See Rule 113.)

b. If the agent finds the consignee before receiving instructions, he must at once advise the officer to whom the report was sent so that inquiry may cease.

Freight Refused or not called for.

113-*a.* If perishable freight is refused or not called for within a reasonable time, the agent must telegraph the facts to the Freight Claim Agent, including the number of the way-bill, the point of shipment and the name of the shipper, and failing to receive prompt instructions he must, to prevent loss by decay, dispose of the property to the best advantage for account of whom it may concern.

b. The agent should then deduct the freight charges and make a prepaid way-bill, numbered in the current series and reading from his station to General Office, to cover the net proceeds of the sale, forwarding to the Freight Claim Agent, at the same time, a statement of the billing on G. 150—A. F. R. The net proceeds of the sale must be remitted to the Treasurer, the same as other collections on freight account. The receipted freight bill (which must show that the freight charges have been taken from the proceeds of the sale), together with a full report of the case, must be sent to the Freight Claim Agent. (See Rules 93, 112 and 114-*a.*)

c. If freight, not perishable, is refused by the consignee for any reason other than on account of damage, the agent must report to the forwarding agent on F. C. A. 3. The forwarding agent must advise the shipper of the refusal and ask for disposal orders, returning

LOSS, DAMAGE AND OVERCHARGE.

F. C. A. 3 to the delivering agent, with such information as he has obtained. If the agent is still unable to deliver the freight, he must forward the report to the Freight Claim Agent for instructions.

d. If freight, not perishable, is "over," without marks, and sufficient information cannot be obtained to warrant its being sent to its destination under Rule 77, the agent must forward it "free astray" under Rule 77 to Broad and Washington Avenue, Philadelphia, consigned to the Freight Claim Agent, making report to him on F. C. A. 3. (See Freight Claim Agent's Notice to Agents, dated July 1st, 1895.)

Oil in barrels, explosives, fertilizers and bulk or car-load freight are excepted and must be reported on F. C. A. 4 to the Freight Claim Agent for instructions.

Freight refused on account of Loss, Damage or Overcharge.

114-a. If a consignee refuses to receive freight on account of apparent loss or damage, the agent must explain to him that, in order to avoid the expense of storage and possible further loss or damage, for which the carrier cannot be held liable, it is to his interest to receive the freight and pay the charges, and that such action will not invalidate his claim, which will be adjudged on its merits. If still refused by the consignee, the agent must take charge of the property, provide for its safe keeping, procure an estimate of its value, if damaged, and report the facts to the Freight Claim Agent on F. C. A. 2. (See Rules 115 and 117.)

b. If the freight is refused on account of alleged overcharge, report must be made to the Division Freight Agent. (See Rule 119.)

Claims on account of Freight delivered in apparent good condition.

115. A claim for damage to, or shortage of, property which has been delivered in apparently good condition, must be supported by the certificates of the shipper and consignee, respectively, as to the quantity, quality and condition of the property when offered for shipment and when first examined.

Claims for Loss by Leakage.

116-a. A claim for loss by leakage must be accompanied by certificates of gaugers at point of shipment and destination, and by the original or a certified copy of the bill of purchase.

b. The agent must forward these papers to the Freight Claim Agent with a plain statement of the facts in connection with the loss.

c. Packages showing signs of leakage must be carefully weighed and a record made of the weight.

Claims for Loss or Damage.

117. When a claim for loss or damage is presented, the agent must require the claimant to furnish the original bill of purchase, bill of lading and paid freight bill, and attach a statement of the billing on G. 150—A. F. R., and forward promptly to the Freight Claim Agent, referring to his previous report on F. C. A. 1 or 2.

Claims by Shippers.

118. A claim presented by the shipper must, in addition to the papers required by Rules 117 and 119, be accompanied by a statement in writing signed by the consignee, releasing his claim in favor of such shipper. (See Rules 10, 92 and 93.)

LOSS, DAMAGE AND OVERCHARGE.

Claims on account of Overcharge.

119. When a claim for overcharge, other than of the character indicated in Rule 79, is presented, the agent must require the claimant to furnish the original bill of lading and the paid freight bill, attach a statement of the billing on G. 150—A. F. R., and forward promptly to the Division Freight Agent. When the claim is for overcharge on account of excessive weight, it must be supported by a certificate of the weight as claimed, in addition to the above. (See Rules 79-*c*, 91-*b* and 114-*b*.)

Tracers for Missing Freight.

120-*a*. On the receipt of a tracer from the Freight Claim Agent for missing freight, the agent must make diligent search for the same, and promptly return the tracer to the Freight Claim Agent, giving all information likely to be of use to him.

b. A request from a shipper to show delivery of freight should be accompanied by a complaint from the consignee or by evidence of delay in transit.

Record of Seals.

121-*a*. The agent must keep a record of all seals on cars arriving at his station, whether the cars are to be unloaded by him or by the consignee. This record must show the kind of seal, together with all numbers and letters on face and back.

b. Whenever it becomes necessary to break a seal on a car in transit, a record must be kept showing the kind of seal, together with all letters, numbers and marks, on face and back, and the car immediately re-sealed and a record kept of the re-sealing. (For bonded freight, see Rule 36.)

Checking of Freight from Foreign Roads.

122-*a*. The agent at a junction point receiving freight from a foreign road must make record of and report to the agent of such road all discrepancies developed by his checking.

b. He must also keep a record of the seals and fastenings on cars coming from or going to a connecting road. This record must show all letters, numbers and marks on the face and back of such seals.

Claim Papers to be retained.

123. The agent must not show or send to a claimant, or other unauthorized person, the papers covering the investigation of a claim. Such papers are the property of the railroad company, and none must be detached except upon orders from the proper officer of the Freight Department.

LIVE STOCK.

124-a. Live stock will only be carried subject to the conditions of the Uniform Live Stock Contract, G. 40—A. F. R. (See page 53.)

b. No agreement will be made to transport live stock by any particular train or kind of car, within any specified time, nor in time for any particular market, and the agent must not sign a receipt containing such guaranty.

c. Hay, straw, or other inflammable material must not be used in cars for bedding.

d. Before live stock is loaded the agent should examine the car and see that the floor, cross-bars and doors are in proper order; he should count the stock as it is being loaded. The doors should be securely fastened before the car leaves the station.

e. The agent must not allow hogs or sheep to be loaded in the same car with cattle, horses or mules, unless properly separated so as to prevent injury.

f. Live stock must be loaded and unloaded by the owner at his own risk and expense, but the agent should render all the assistance he can, consistent with his other duties.

g. The owner, or an attendant, should accompany live stock which will be ten hours or more in transit. (See "Live Stock," Official Classification, and A. G. F. A. Notice 101.)

h. The names of the attendants authorized by the classification to accompany live stock should be entered on the card and other way-bills; should the shipper decline to furnish an attendant, the agent must note on the shipping receipt and on card and other way-bills, "Shipper refused to furnish attendant."

i. The owner or attendant who accompanies live stock must sign a release as shown on page 54. By accepting free transportation he assumes all risk of injury to his person while in charge of said stock during its carriage and delivery.

j. Stock must not be received for shipment on Saturday unless it can reach final destination the same day, or unless it is in charge of the owner or an attendant, and he understands that it will be liable to detention during Sunday.

k. The responsibility of the carrier for the care of live stock will not commence until it is loaded in the car, and will cease on the arrival of the car at destination or on delivery to a connecting line.

l. No responsibility will be assumed for loss or damage occasioned by the refusal, failure or inability of a connecting line to receive and forward the stock after it has been tendered to such line.

m. Small fancy stock, requiring special care, must be boxed and shipped as per classification, or be forwarded by express.

n. Vicious or spirited animals which cannot safely be loaded with other stock will not be received for transportation unless securely partitioned off, or a special arrangement is made for extra space.

o. For the rules and valuations governing the shipment of race-horses, stallions and other high-priced animals, see classification.

p. The valuations for live stock given in the classification must be inserted in the contract, G. 40—A. F. R. (See page 53.)

LIVE STOCK.

G. 40—A. F. R.

No.

UNIFORM LIVE STOCK CONTRACT.

Station, 189

This Agreement, Made this day
of 189 by and between the

Company, hereinafter called the carrier, and
hereinafter called the shipper.

WITNESSETH: That the said shipper has delivered to the said carrier live stock of
the kind and number, and consigned and destined by said shipper as follows:—

CONSIGNEE, DESTINATION, &c.	NUMBER AND DESCRIPTION OF STOCK. (Shipper's Load and Count.)	WEIGHT, SUBJECT TO CORRECTION.
.....

Advanced Charges, \$.....

Car Nos. and Initials,

for transportation from to destination, if on said carrier's line of railroad,
otherwise to the place where said live stock is to be received by the connecting carriers for transportation to
or toward destination, and that the same has been received by said carrier for itself and on behalf of connect-
ing carriers, for transportation, subject to the official tariffs, classifications and rules of the said company, and
upon the following terms and conditions, which are admitted and accepted by the said
shipper as just and reasonable, viz.:

The said shipper or the consignee is to pay freight thereon to the said carrier at the rate of
per which is the lower published tariff rate, based upon the express condition that
the carrier assumes liability in the said live stock to the extent only of the following agreed valuation,
upon which valuation is based the rate charged for the transportation of the said
animals, and beyond which valuation neither the said carrier, nor any connecting carrier, shall be liable in
any event, whether the loss or damage occur through the negligence of the said carrier or connecting carriers,
or their employees or otherwise.

If Horses or Mules—not exceeding \$100 00 each,
If Cattle or Cows—not exceeding 75 00 each,
If Fat Hogs or Fat Calves—not exceeding 15 00 each,
If Sheep, Lambs, Stock Hogs, Stock Calves, or other small animals—not exceeding 5 00 each,
and in no event shall the carrier's liability exceed \$1200 upon any car-load.

That said shipper is to pay all back charges, and freight paid by said carrier or connecting carrier upon
or for the transportation of said live stock.

That the said shipper is at his own sole risk and expense to load and take care of, and to feed and water
said stock whilst being transported, whether delayed in transit or otherwise, and to unload the same, and
neither said carrier nor any connecting carrier is to be under any liability or duty with reference thereto, except
in the actual transportation of the same.

That the said shipper is to inspect the body of the car or cars in which said stock is to be transported,
and satisfy himself that they are sufficient and safe, and in proper order and condition, and said carrier or
any connecting carrier shall not be liable, on account of any loss or injury to said stock, happening by
reason of any alleged insufficiency in, or defective condition of, the body of said car or cars.

That said shipper shall see that all doors and openings in said car or cars are at all times so closed and
fastened as to prevent the escape therefrom of any of the said stock, and said carrier or any connecting carrier
shall not be liable on account of the escape of any of the said stock from said car or cars.

The said carrier or any connecting carrier shall not be liable for or on account of any injury sustained
by said live stock, occasioned by any or either of the following causes, to wit: overloading, crowding one upon
another, kicking or goring, suffocating, fright, burning of hay or straw or other material used for feeding or
bedding, or by fire from any cause whatever, or by heat, cold or by changes in weather, or for delay caused by
stress of weather, by obstruction of track, by riots, strikes, or stoppage of labor, or for causes beyond their
control.

That in the event of any unusual delay or detention of said live stock, caused by the negligence of the
said carrier, or its employees, or its connecting carriers, or their employees, or otherwise, the said shipper
agrees to accept as full compensation for all loss or damage sustained thereby the amount actually expended
by said shipper, in the purchase of food and water for the said stock, while so detained. That no claim for
damages which may accrue to the said shipper under this contract shall be allowed or paid by the said carrier,
or sued for in any court by the said shipper, unless a claim for such loss or damage shall be made in writing,
verified by the affidavit of the said shipper or his agent and delivered to the agent
of the said carrier at his office in within five days from the time said stock is
removed from said car or cars, and that if any loss or damage occurs upon the line of a connecting carrier,
then such carrier shall not be liable unless a claim shall be made in like manner, and delivered in like time,
to some proper officer or agent of the carrier on whose line the loss or injury occurs.

That whenever the person or persons accompanying said stock under this contract, to take care of the same,
shall leave the caboose and pass over or along the cars or track of said carrier, or of connecting carriers, they
shall do so at their own sole risk of personal injury, from whatever cause, and neither the said carrier nor its
connecting carriers shall be required to stop or start their trains or caboose cars at or from the depots or plat-
forms, or to furnish lights for the accommodation or safety of the persons accompanying said stock, to take
care of the same under this contract.

And it is further agreed by said shipper, that in consideration of the premises, and of the carriage of a
person or persons in charge of said stock upon a freight train of said carrier or its connecting carriers, with-
out charge other than the sum paid or to be paid for the transportation of the live stock, in charge of which
he is, that the said shipper shall and will indemnify and save harmless said carrier and every connecting
carrier from all claims, liabilities and demands of every kind, nature and description, by reason of personal
injury sustained by said person or persons so in charge of said stock, whether the same be caused by the negli-
gence of said carrier or any connecting carrier, or any of its or their employees, or otherwise.

And hereby acknowledge that had the
option of shipping the above-described live stock at a higher rate of freight according to the official tariffs,
classifications and rules of the said carrier and connecting carriers, and thereby receiving the security of the
liability of the said carrier and connecting railroad and transportation companies, as common carriers of the
said live stock, upon their respective roads and lines, but ha voluntarily decided to ship same under this
contract at the reduced rate of freight above first mentioned.

The Company,

By Station Agent.

WITNESS my hand, Shipper,

By Shipper's Agent.

} Witness.

[THE RELEASE FOR MAN IN CHARGE IS PRINTED ON THE REVERSE OF THIS SHEET.]

G. 40—A. F. R.

COUPON TO

Uniform Live Stock Contract

No.

Station,

..... 189

..... delivered to the

..... COMPANY

(subject to all the conditions of the
Uniform Live Stock Contract, ex-
ecuted as of even date herewith and
now in the possession of the said Com-
pany, of which this Coupon is part)
Live Stock of the kind and number,
and consigned and destined, as
follows:—

Consignee,

Destination,

Number and description of Stock,
(Shipper's load and count.)

Weight, subject to correction.....

Advanced Charges, \$.....

Car Nos. and Initials,

WITNESS hand and
seal the day and year above written.



Shipper.

Attest:

..... Company's Agent.

.....

.....

.....

.....

} *Signature of
Man in Charge.*

..... } *Witness.*
..... }

LIVE STOCK.

q. When stock received from more than one shipper, or intended for more than one consignee, is loaded in the same car, or when stock is loaded in a way car, a distinguishing mark should appear on each animal. A tag securely fastened to the halter will be sufficient for horses and mules. Cattle or small stock should be marked with one or more initial letters. Calves should be tagged, or clipped, or shaved, so as to show distinctive marks. Corresponding initials or marks must be placed on the way-bill opposite the name of the consignee.

r. Card and other way-bills must show the number of head and kind of stock, thus :—

20 Fat (or Stock) Cattle.

200 Sheep.

s. When live stock is loaded with other freight, the words “Live Stock” must be written conspicuously on the back of the way-bill.

t. The card or regular way-bill accompanying a shipment of live stock must show the date and hour the stock was loaded.

u. All charges on live stock in car loads must be entered on the card way-bills, which must also show whether the amounts are “prepaid” or “to be collected.” (See Rule 43-*b.*)

v. Should the agent render any service for which a charge should be made, or furnish feed to stock in transit, he must make an expense way-bill for the amount to the point to which the car is carded, and also enter such charges on the card way-bill, and telegraph the agent responsible for the collection.

w. The forwarding of live stock to “Order,” to “Order, Notify.....,” or subject to any condition which will require it to be held at destination for the surrender of the bill of lading, should be discouraged, and shippers requested to consign direct to the party to whom delivery is to be made, so that delay may be avoided.

x. Stop-over privileges must not be given except by instructions from the Freight Department.

y. Live stock for the New York market must be billed as follows :—

Horses, mules, cattle and sheep to “Harsimus.”

Hogs to “The Meadows.”

EXPLOSIVES.

125. For instructions in regard to the loading and handling of explosives see General Notice 174, issued by the General Superintendent of Transportation.

DISTILLED AND FERMENTED LIQUORS.

126. For instructions in regard to the handling of distilled and fermented liquors see General Notice 175, issued by the General Superintendent of Transportation.

127. TABLE OF ESTIMATED WEIGHTS.

	POUNDS.
Acid, per carboy.....	230
Alcohol, per barrel.....	420
Ale, Beer or Porter, per hogshead.....	700
“ “ “ per barrel.....	365
“ “ “ per half-barrel.....	190
“ “ “ per quarter-barrel.....	95
“ “ “ per one-sixth barrel.....	75
“ “ “ per one-eighth barrel.....	55
Apples, dried, in apple barrels, per barrel.....	200
“ “ in sugar barrels, per barrel.....	300
“ green, in apple barrels, per barrel.....	150
“ “ in sugar barrels, per barrel.....	225
“ “ per bushel.....	50
Ashes, pot or pearl, per barrel.....	450
Bacon, per hogshead.....	1000
“ per barrel.....	330
Barley, per bushel.....	48
Bark, per cord.....	2200
Brick, common, each.....	5
“ pressed, each.....	7
“ fire, standard size, each.....	7
Beans, dried, per bushel.....	60
Beef, salted, per barrel.....	340
Bone Black, hydro-carbonated, in oil in barrels, minimum weight per barrel.....	400
Brandy, per barrel.....	420
Brooms, per dozen.....	30
Buckwheat, per bushel.....	50
Cakes, per barrel.....	100
Calf, Sheep, Lamb, Pig or Hog, each.....	400
“ “ “ “ “ each additional to 5000 pounds.....	200
Carrots, per barrel.....	150
Car Trucks, S. U., minimum weight, each.....	5000
Cement, domestic, except Portland, per barrel.....	300
“ “ Portland, per barrel.....	400
“ imported, per barrel.....	400
Charcoal, per bushel.....	22
Cider, per barrel.....	420
Clams, in truck barrels, per barrel.....	300
“ in sugar barrels, per barrel.....	450
“ in sacks, per bushel.....	100

TABLE OF ESTIMATED WEIGHTS.

	POUNDS.
Clothes Pins, per box.....	25
Clover Seed, per bushel.....	64
Coal, Anthracite, per bushel.....	80
“ Bituminous, per bushel.....	80
Coal Oil, per barrel.....	400
Coffee, essence, per box.....	35 to 60
Coke, per bushel.....	40
Corn, per bushel.....	56
Corn in the ear, per bushel.....	70
Corn Meal, per barrel.....	200
Cow and Calf together.....	4400
Chickens and Ducks, per coop or crate.....	<div> <div>3' x 2'.....</div> <div>3' x 4'.....</div> <div>3' x 6'.....</div> </div> 100 170 250
Chocolate, per box.....	10 to 30
Crackers, per barrel.....	100
Drums, paper, each.....	100
Eggs, per barrel.....	150
Empty Hogsheads, ale, beer or porter, per hogshead, if new, actual weight ; if old.....	200
Empty Barrels, ale, beer or porter, per barrel, if new, actual weight ; if old.....	100
“ “ “ “ per half-barrel, if new, actual weight ; if old.....	55
“ “ “ “ per quarter-barrel, if new, actual weight ; if old.....	30
“ “ “ “ per one-sixth barrel, if new, actual weight ; if old.....	30
“ “ “ “ per one-eighth barrel.....	20
“ “ flour, sugar, apple or cracker, per barrel, new or old.....	40
“ “ apple and flour, per half barrel, new or old.....	25
“ “ paper, per barrel.....	40
“ “ “ per half-barrel.....	25
“ “ beef, liquor, oil, pork, vinegar, cider, molasses, syrup and other tight barrels, per barrel, if old, actual weight ; if new.....	100
Empty Barrels, beef, liquor, oil, pork, vinegar, cider, molasses, syrup and other tight barrels, per half-barrel, if old, actual weight ; if new.....	60
Empty Barrels, truck, per barrel.....	20
Empty Kegs, paper, per keg.....	15
“ “ nail or washer, per keg, if old, actual weight ; if new.....	10
“ “ powder, wooden, per keg.....	5
“ “ “ iron “	3
Engines, traction, each.....	10,000
Farina, in bulk, in barrels, per barrel.....	200
Fish, salted, per barrel.....	300
“ “ per half-barrel.....	150
“ “ per quarter-barrel.....	75
“ “ per one-eighth barrel or per kit.....	40

TABLE OF ESTIMATED WEIGHTS.

	POUNDS.
Flaxseed, per bushel.....	56
Flour, per barrel.....	200
Glucose, per barrel.....	640
Grain, brewers', per bushel.....	50
Grape Sugar, solid, per barrel.....	500
" " granulated or flake, per barrel.....	230
Grass Seeds, per bushel.....	50
Grits, in barrels, per barrel.....	200
Highwines, per barrel.....	420
Horse, Mule, Pony, Colt, or Domestic Horned Animal, each.....	4000
" " " " " " " each additional to car load.....	3000
Ice, per bushel.....	80
Lard, per tierce.....	410
" per barrel.....	350
Lard Oil, per barrel.....	440
Lemons, per barrel, actual weight; per standard box, not exceeding 27 x 14 x 13 inches in dimensions.....	85
Lemons, per standard half-box.....	45
Lime, building, per bushel.....	80
Lime, air-slacked, per bushel.....	60
" per barrel.....	250
Linseed Oil, per barrel.....	440
Lumber :—	
Pine, Hemlock, Spruce or Poplar, green, per 1000 feet, B. M.....	4000
" " " " partially dry, per 1000 feet, B. M.....	3000
" " " " dry, per 1000 feet, B. M.....	2000
Cherry, Ash, Yellow Pine, Maple, green, per 1000 feet, B. M.....	4500
" " " " " dry, per 1000 feet, B. M.....	3500
Oak, Walnut, Hickory, green, per 1000 feet, B. M.....	6000
" " " dry, per 1000 feet, B. M.....	5000
Lath, plastering, per one thousand.....	500
" shingling, per one thousand lineal feet.....	700
Pickets, per thousand.....	2500
Staves, green, per thousand.....	6600
" partly seasoned, per thousand.....	5000
" dry, per thousand.....	4500
" dressed, per thousand.....	3330
Malt, barley, per bushel.....	35
" dry or spent (Brewers' Grain), per bushel.....	50
" rye, per bushel.....	40

TABLE OF ESTIMATED WEIGHTS.

	POUNDS.
Mare and Colt together.....	4500
Meat, salted, per barrel.....	340
Molasses, per barrel.....	640
Nails, per keg.....	106
Oatmeal, per barrel.....	220
Oats, per bushel.....	32
Oil, linseed, per barrel.....	440
“ lard, per barrel.....	440
“ red, per barrel.....	400
“ tallow, per barrel.....	400
“ tallow, per tierce.....	425
Onions, per bushel.....	56
Oranges, per barrel, actual weight; per standard box, not exceeding 27 x 14 x 13 inches in dimensions.....	80
Oranges, per standard half-box.....	40
Oysters, in truck barrels, per barrel.....	250
“ in sugar barrels, per barrel.....	375
“ in sacks, per bushel.....	100
Petroleum and its Products, in tank cars, per gallon for the full capacity of the tank.....	6 $\frac{4}{10}$
“ “ “ in barrels, per barrel.....	400
“ “ “ in barrels, per half-barrel.....	235
“ “ “ in square cans, completely cased, each case containing 10 gallons.....	80
Pickles, in barrels (30 gallons).....	285
“ in half-barrels (15 gallons).....	150
Pork, per barrel.....	340
Potatoes, white, in truck barrels, per barrel.....	180
“ “ in sugar barrels, per barrel.....	225
“ “ per bushel.....	60
“ sweet, in truck barrels, per barrel.....	160
“ “ in sugar barrels, per barrel.....	200
“ “ per bushel.....	55
Rollers, road, steam, minimum weight, each.....	10,000
Rosin, per barrel.....	300
Rye, per bushel.....	56
Salt, per barrel.....	300
“ Ashton, per sack.....	225
“ coarse, per bushel.....	70
“ ground, per sack.....	200
Sand, per barrel.....	450

TABLE OF ESTIMATED WEIGHTS.

	POUNDS.
Shot, per bag.....	25
Starch, per barrel.....	250
Stearine, per barrel.....	350
“ per tierce.....	550
Stone, undressed, per cubic foot.....	160
Stallions or Jacks, each.....	5000
Straw Stackers, S. U., each.....	4000
Turkeys and Geese, per coop or crate.....	{ 3' x 2'..... 100
	{ 3' x 4'..... 200
	{ 3' x 6'..... 300
Turnips, in truck barrels, per barrel.....	150
“ in sugar barrels, per barrel.....	225
“ per bushel.....	55
Turpentine, per barrel.....	420
Varnish, per barrel.....	420
Vinegar, per barrel.....	420
Wheat, per bushel.....	60
Whiskey and Highwines, per barrel.....	420
Wood, hickory, per cord.....	4800
“ oak, and other hard woods, per cord.....	3500
“ pine, and other soft woods, per cord.....	3000

128. TABLE showing rate in cents per 100 lbs., with equivalent rate in cents per bushel.

Cents per 100 lbs.	Wheat at 60 lbs. per Bushel.		Corn at 56 lbs. per Bushel.		Barley at 48 lbs. per Bushel.		Oats at 34 lbs. per Bushel.		Oats at 32 lbs. per Bushel.	
Cents.	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.
1		60		56		48		34		32
2	1	20	1	12		96		68		64
3	1	80	1	68	1	44	1	02		96
4	2	40	2	24	1	92	1	36	1	28
5	3	00	2	80	2	40	1	70	1	60
6	3	60	3	36	2	88	2	04	1	92
7	4	20	3	92	3	36	2	38	2	24
8	4	80	4	48	3	84	2	72	2	56
9	5	40	5	04	4	32	3	06	2	88
10	6	00	5	60	4	80	3	40	3	20
11	6	60	6	16	5	28	3	74	3	52
12	7	20	6	72	5	76	4	08	3	84
13	7	80	7	28	6	24	4	42	4	16
14	8	40	7	84	6	72	4	76	4	48
15	9	00	8	40	7	20	5	10	4	80
16	9	60	8	96	7	68	5	44	5	12
17	10	20	9	52	8	16	5	78	5	44
18	10	80	10	08	8	64	6	12	5	76
19	11	40	10	64	9	12	6	46	6	08
20	12	00	11	20	9	60	6	80	6	40
21	12	60	11	76	10	08	7	14	6	72
22	13	20	12	32	10	56	7	48	7	04
23	13	80	12	88	11	04	7	82	7	36
24	14	40	13	44	11	52	8	16	7	68
25	15	00	14	00	12	00	8	50	8	00
26	15	60	14	56	12	48	8	84	8	32
27	16	20	15	12	12	96	9	18	8	64
28	16	80	15	68	13	44	9	52	8	96
29	17	40	16	24	13	92	9	86	9	28
30	18	00	16	80	14	40	10	20	9	60
31	18	60	17	36	14	88	10	54	9	92
32	19	20	17	92	15	36	10	88	10	24
33	19	80	18	48	15	84	11	22	10	56
34	20	40	19	04	16	32	11	56	10	88
35	21	00	19	60	16	80	11	90	11	20
36	21	60	20	16	17	28	12	24	11	52
37	22	20	20	72	17	76	12	58	11	84
38	22	80	21	28	18	24	12	92	12	16
39	23	40	21	84	18	72	13	26	12	48
40	24	00	22	40	19	20	13	60	12	80
41	24	60	22	96	19	68	13	94	13	12
42	25	20	23	52	20	16	14	28	13	44
43	25	80	24	08	20	64	14	62	13	76
44	26	40	24	64	21	12	14	96	14	08
45	27	00	25	20	21	60	15	30	14	40
46	27	60	25	76	22	08	15	64	14	72
47	28	20	26	32	22	56	15	98	15	04
48	28	80	26	88	23	04	16	32	15	36
49	29	40	27	44	23	52	16	66	15	68
50	30	00	28	00	24	00	17	00	16	00

129. TABLE showing rate in cents per bushel, with equivalent rates in cents per 100 lbs.

GRAIN. Cents per bushel.	WHEAT. Per 100 lbs. (60 lbs. to the bushel.)		CORN. Per 100 lbs. (56 lbs. to the bushel.)		BARLEY. Per 100 lbs. (48 lbs. to the bushel.)		OATS. Per 100 lbs. (34 lbs. to the bushel.)		OATS. Per 100 lbs. (32 lbs. to the bushel.)	
	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.	Cents.	Hundredths.
1	1	67	1	79	2	08	2	94	3	13
1½	2	50	2	68	3	13	4	41	4	69
2	3	33	3	57	4	17	5	88	6	25
2½	4	17	4	46	5	21	7	35	7	81
3	5	00	5	36	6	25	8	82	9	38
3½	5	83	6	25	7	29	10	29	10	94
4	6	67	7	14	8	33	11	76	12	50
4½	7	50	8	04	9	38	13	24	14	06
5	8	33	8	93	10	42	14	71	15	63
5½	9	17	9	82	11	46	16	18	17	19
6	10	00	10	71	12	50	17	65	18	75
6½	10	83	11	61	13	54	19	12	20	31
7	11	67	12	50	14	58	20	59	21	88
7½	12	50	13	39	15	63	22	06	23	44
8	13	33	14	29	16	67	23	53	25	00
8½	14	17	15	18	17	71	25	00	26	56
9	15	00	16	07	18	75	26	47	28	13
9½	15	83	16	96	19	79	27	94	29	69
10	16	67	17	86	20	83	29	41	31	25
10½	17	50	18	75	21	88	30	88	32	81
11	18	33	19	64	22	92	32	35	34	38
11½	19	17	20	54	23	96	33	82	35	94
12	20	00	21	43	25	00	35	29	37	50
12½	20	83	22	32	26	04	36	76	39	06
13	21	67	23	21	27	08	38	24	40	63
13½	22	50	24	11	28	13	39	71	42	19
14	23	33	25	00	29	17	41	18	43	75
14½	24	17	25	89	30	21	42	65	45	31
15	25	00	26	79	31	25	44	12	46	88
15½	25	83	27	68	32	29	45	59	48	44
16	26	67	28	57	33	33	47	06	50	00
16½	27	50	29	46	34	38	48	53	51	56
17	28	33	30	36	35	42	50	00	53	13
17½	29	17	31	25	36	46	51	47	54	69
18	30	00	32	14	37	50	52	94	56	25
18½	30	83	33	04	38	54	54	41	57	81
19	31	67	33	93	39	58	55	88	59	38
19½	32	50	34	82	40	63	57	35	60	94
20	33	33	35	71	41	67	58	82	62	50
20½	34	17	36	61	42	71	60	29	64	06
21	35	00	37	50	43	75	61	76	65	63
21½	35	83	38	39	44	79	63	24	67	19
22	36	67	39	29	45	83	64	71	68	75
22½	37	50	40	18	46	88	66	18	70	31
23	38	33	41	07	47	92	67	65	71	88
23½	39	17	41	96	48	96	69	12	73	44
24	40	00	42	86	50	00	70	59	75	00
24½	40	83	43	75	51	04	72	06	76	56
25	41	67	44	64	52	08	73	53	78	13
25½	42	50	45	54	53	13	75	00	79	69
26	43	33	46	43	54	17	76	47	81	25
26½	44	17	47	32	55	21	77	94	82	81
27	45	00	48	21	56	25	79	41	84	38
27½	45	83	49	11	57	29	80	88	85	94
28	46	67	50	00	58	33	82	35	87	50
28½	47	50	50	89	59	38	83	82	89	06
29	48	33	51	79	60	42	85	29	90	63
29½	49	17	52	68	61	46	86	76	92	19
30	50	00	53	57	62	50	88	24	93	75

INDEX.

The general subjects referred to in this Book of Instructions will be found grouped under the following headings:

	PAGE.
General.....	3
Receiving.....	7
Shipping Receipts and Bills of Lading.....	12
Cars.....	16
Loading.....	18
Billing.....	20
Transferring.....	27
Delivering.....	28
Collections and Remittances.....	47
Loss, Damage and Overcharge.....	49
Live Stock.....	52
Explosives.....	56
Distilled and Fermented Liquors.....	56
Table of Estimated Weights.....	57

A.

	RULE NO.
Accommodation in settlements, authority for.....	104
Accounts, errors in, to be corrected.....	79- <i>b</i>
Acids in packages, how to be loaded.....	58
Acids, liquid, not taken for water lines.....	24
Advances, how and where to be entered.....	33- <i>b</i>
“ not to be made on freight reshipped.....	33- <i>c</i> , 93- <i>a</i>
“ what they should cover.....	33- <i>a</i>
Advertising on cars prohibited.....	44- <i>c</i>
Agents' names to be written in full.....	13- <i>b</i>
Alcohol, how to be handled.....	25- <i>a</i>
Ale or beer, sour.....	126
Altered card way-bills.....	69- <i>d</i>
Ammunition, fixed.....	125
Appraised merchandise in bond.....	36- <i>a</i>
Articles, combustible, how to be handled.....	25- <i>a</i>
“ for export, where to be weighed.....	35- <i>i</i>
“ fragile, how to be handled.....	55- <i>e</i>
“ in carloads which cannot be weighed.....	35- <i>g</i>
“ inflammable, kind of cars for.....	60
“ more than one in a package.....	66- <i>b</i>
“ not carried.....	5

Articles of extraordinary size, bulk, weight or length.....	28, 29, 55-f, 61, 62
“ small, loose, belonging to carriages.....	32
“ to be described.....	20, 41, 66
Astray freight.....	72, 77, 78
“ “ error of carrier.....	77
“ “ error of shipper or connecting line.....	78
Atlas powder.....	125
Attachment, writ of.....	102
Attendants accompanying freight.....	49, 65-e, 124-g, h, i
Authority for free movement of freight.....	72
“ “ rates to be shown on way-bills.....	71

B.

Balances due connecting lines.....	107-d
Barrels, oil, old, kind of cars to be used for.....	59
Beer or ale, sour.....	126
Benzine, how to be handled.....	25-a
Bill of lading, duplicate, sample of.....	page 14
“ “ incorrect rate on.....	91-b
“ “ sample of, for straight consignment.....	page 33
“ “ “ “ “ “ “ care of”.....	“ 35
“ “ “ “ “ “ “ notify”.....	“ 37
“ “ samples of, for “order” shipments.....	pages 39, 41, 43, 45
“ “ uniform, conditions of not accepted by shipper.....	40
“ “ when shipping receipt should be surrendered for.....	43-d
Billing points, list of.....	64
“ statements of, to whom to be furnished.....	18-d
Bills, freight, how to be filled up.....	12, 15
Bills of lading and shipping receipts.....	20, 37, 38, 43
“ “ “ “ blank spaces to be filled.....	38
“ “ “ “ duplicates.....	43-c
“ “ “ “ freight to be described on.....	20, 38, 41
“ “ “ “ how to be signed.....	38
“ “ “ “ how to prepare.....	37-a, 38
“ “ “ “ imperfect ones to be destroyed.....	39
“ “ “ “ initials and numbers of cars to be shown on.....	43-b
“ “ “ “ no change to be made in.....	39
“ “ “ “ not to be issued for freight from connecting lines.....	43-e
“ “ “ “ prepaid charges to be shown on.....	43-b
“ “ “ “ returned for correction.....	39
“ “ “ “ to be taken up on reshipment.....	93
“ “ “ “ when new ones should be made.....	39
“ “ “ “ when not to be issued.....	43-a
“ “ “ “ when to be dated.....	43-b

Bills of lading for "order" shipments, to be canceled and filed.....	103-j
" " samples of, for "order" shipments.....	pages 39, 41, 43, 45
" " United States Government.....	42
Blanks, how to be obtained.....	1
Bonded freight.....	36
" " cars to be used for.....	36-d
" " card way-bills for.....	36-c
Bone dust.....	30-b
Bones with flesh adhering.....	30-a
Books, blank, how to be obtained.....	1
Brine in packages, how to be loaded.....	58-a
Bulk freight.....	31
Bulk grain for New York market.....	100
Burnt cotton.....	26

C.

Capacity marks on cars, indistinct, to be reported.....	44-b
Caps, percussion.....	125
Card and regular way-bills to same point.....	69-e
Cards for powder cars.....	125
" old, must be removed.....	44-a
" shipper's memorandum, for scale agents.....	68-b
Card way-bills.....	67, 68, 69, 70
" " altered.....	69-d
" " errors on.....	69-c
" " for perishable freight, notation on.....	69-b
" " initials and numbers on.....	69-a
" " separate one for each car.....	67-a, 68
" " weight to be shown on.....	35-d
" " when not to show weight.....	35-e
" " when they should show prepaid charges.....	70
Car demurrage.....	98
"Care of," freight in.....	9-a
Car, kind of, not guaranteed.....	8-a
Car-load freight, agent to increase to scale weight.....	35-d
" " agent not to reduce to scale weight.....	35-d
" " for stations without sidings.....	29
" " estimated weights for.....	35-d
" " which cannot be weighed.....	35-g
" " weights, minimum and maximum.....	34
Carriage cushions, rugs, curtains, etc., loose, how carried.....	32
Cars, advertising on, prohibited.....	44-c
" condition of.....	54-a
" containing nitrate of soda, how to be carded.....	125

Cars containing powder, how to be carded.....	125
“ delays to, to be reported.....	53
“ disabled, lading to be transferred.....	84
“ distribution of lading.....	54-a
“ doors of, not to be cleated.....	52
“ economy in use of.....	46
“ empty, doors of to be closed.....	44-d
“ for elevators.....	57
“ how to be loaded.....	55
“ improperly loaded.....	83
“ indistinct marks on, to be reported.....	44-b
“ initials and numbers to be shown	43-b
“ kind of, for inflammable articles	60
“ “ petroleum and its products.....	59
“ “ tar and tar refuse.....	59
“ of foreign roads to be route-carded.....	51
“ of given capacity, no agreement to furnish.....	45
“ ordered, capacity of, to be recorded.....	45
“ “ requisition for.....	45
“ overloaded	83
“ refrigerator, to be cleaned.....	48
“ requisition for.....	45
“ stoves in.....	49
“ subject to shipper's approval.....	50
“ to be furnished, no time to be specified.....	45
“ to be loaded to full capacity.....	54-a
“ to be inspected by shipper.....	50
“ with leaky roofs.....	47
Cash, amount to be retained over-night by agent.....	108-b
“ collections, how to be entered in cash book.....	106
“ “ how to be remitted.....	108
“ for settlement with connecting lines, how to obtain.....	107-d
Chalk marks, old, to be obliterated	44-a
Charges, advanced, how and where to be entered.....	33-b
“ “ what they should cover.....	33-a
“ collected, not to be returned on reshipment of freight.....	33-c
“ for cooperage or repacking.....	21-c
“ for loading and unloading	14
“ “ “ “ “ way-bills for.....	80
“ for storage.....	97
“ “ “ how to be accounted for.....	97-b
“ “ “ to be reported.....	97-a
“ “ “ way-bills for.....	80
“ freight, failure to collect.....	104
“ “ to be collected before delivery.....	104
“ of connecting lines at junction points, errors in.....	75

Charges prepaid, to be shown on shipping receipts and bills of lading.....	43- <i>b</i>
“ prepaid, when to be entered on card way-bills.....	70
“ refusal of shipper to prepay.....	23- <i>b</i>
“ through, prepaid, bills for.....	15- <i>b</i>
Checking of freight from foreign roads.....	122- <i>a</i>
“ of way-bills when unloading cars.....	91- <i>a</i>
Checks or drafts, how to be drawn.....	105- <i>b</i>
“ “ how to be endorsed.....	105- <i>c</i>
“ “ when to be accepted.....	105- <i>a</i>
Claim papers to be retained.....	123
Claims for loss, damage or shortage, how to prepare.....	115, 117, 118
Claims for overcharge, how to prepare.....	118, 119
Clay in bulk.....	31
Closing remittance, when to be made.....	108- <i>d</i>
Collections, cash, how to be entered in cash book.....	106
“ failure to make from connecting line.....	107- <i>b</i>
“ how to be remitted.....	108
“ not to be deposited to agent's credit.....	108- <i>a</i>
Company's material.....	72, 82
“ “ by whom shipped, to whom to be consigned.....	82- <i>b</i>
“ “ not governed by General Notice 100.....	34
Combustible articles, how to be handled.....	25
Commercial powder.....	125
Competitive freight, how to be forwarded.....	4
“ “ when to be reported to freight department.....	4
Complaints of delay in the movement of freight.....	8- <i>b</i>
Condition of cars.....	54- <i>a</i>
Connecting lines, balances due to.....	107- <i>d</i>
“ “ discrepancies in checking from.....	122- <i>a</i>
“ “ freight for, how to be forwarded.....	4
“ “ freight from, in bad condition.....	21- <i>b</i>
“ “ freight from, weights to be used.....	34- <i>c</i>
“ “ freight to, weights to be used.....	34- <i>b</i>
“ “ rebilling of freight from.....	74
“ “ refusal to prepay or guarantee.....	23- <i>c</i>
“ “ settlements with.....	107
“ “ shipping receipts or bills of lading not to be issued for freight from.....	43- <i>e</i>
Consignee, change of, how to be made.....	11
“ failure to find.....	112
“ identification of.....	89- <i>b</i>
“ notice to, of arrival of freight.....	88- <i>a</i> , 89- <i>b</i>
Consignee or shipper, freight to be handled by.....	14
Consignee's order for delivery of freight.....	90
Contractions, use of, forbidden.....	65- <i>d</i>
Cooperage, charges for.....	21- <i>c</i>
Copies of freight bills, furnishing of.....	12- <i>b</i>

Copies of way-bills not to be furnished.....	18- <i>c</i>
Correction of errors in way-bills, reports and accounts.....	79
Cotton, kind of cars for.....	60
“ which has been on fire.....	26
County, name of, when to be given.....	22
Customs locks and seals, use of	36- <i>g</i>
“ “ “ “ when not required.....	36- <i>f</i>

D.

Damaged packages, how to treat.....	111
Dangerous articles for water lines.....	24
Delay in receipt of way-bills to be reported.....	76
“ “ the movement of freight, complaints of.....	8- <i>b</i>
Delays to cars to be reported.....	53
Delivery of freight, consignee's order for.....	90
“ “ items to be checked when unloading car.....	91- <i>a</i>
“ “ receipt to be taken for.....	87
Deliveries after collection of charges.....	104
Delivering road, name of, to be shown.....	37- <i>d</i>
Delivery on siding or platform.....	6, 7
“ sidings, stations without.....	29
Demurrage.....	98
“ charges to be reported.....	98
“ “ way-bills for.....	98
“ collections, how to be remitted.....	98
Description of lighters and floats.....	101
Destination, change of, how to be made.....	11
Detention of cars to be charged for.....	98
Disabled cars, lading to be transferred.....	84
Disposal of refused freight.....	93
Distances to be used in making rates.....	3
Distilled liquors.....	126
Distribution of lading in cars.....	54- <i>a</i>
Dittmar powder.....	125
Doors of cars not to be cleated.....	52
“ empty cars to be closed.....	44- <i>d</i>
Drayage from other lines.....	33- <i>a</i>
Duplicate bill of lading, sample of.....	page 14
“ freight bills, issue of.....	12- <i>b</i>
“ names, county to be given.....	22
“ shipping receipts and bills of lading	43- <i>c</i>
Dutiable merchandise, how to be loaded.....	36- <i>f</i>
Diversion of freight.....	11
Dynamite.....	125

E.

RULE NO.

Economy in use of cars.....	46
Elevators, cars for.....	57
Empty cars, doors of, to be closed.....	44- <i>d</i>
Empty liquor casks and packages.....	126
Errors in accounts, reports and way-bills.....	79
“ “ charges of connecting lines at junction points.....	75
“ on card way-bills.....	69- <i>c</i>
Estimated weights, table of.....	35- <i>b</i> , 127
Etna powder.....	125
Examination of damaged packages.....	111
Excelsior, kind of cars for.....	60
Excessive loading of cars to be reported.....	54- <i>c</i>
Exploders.....	125
Explosives.....	125
“ car cards for.....	125
“ high, car cards for.....	125
Export, freight, where to be weighed.....	35- <i>i</i>

F.

Failure to collect freight charges.....	104
“ “ “ from connecting lines.....	107- <i>b</i>
Failure to find consignee.....	112
Fast Freight Lines, freight forwarded by.....	4
Fermented liquors.....	126
Filing of station records.....	19- <i>a</i>
Fire-works.....	125
Fixed ammunition.....	125
Flash powder.....	125
Flax, kind of cars for.....	60
Floats and lighters, description of.....	101
Forcite powder.....	125
Foreign cars to be route carded.....	51
“ lines, freight for, how to be forwarded.....	4
“ “ rebilling of freight from.....	74
“ roads, checking of freight from.....	122- <i>a</i>
Fragile articles, how to be handled.....	55- <i>e</i>
Free movement of freight, authority for.....	72
Freight as a “lot”.....	20
“ astray.....	72, 77, 78
“ “ error of carrier.....	77
“ “ “ shipper or connecting line.....	78
“ authority for free movement of.....	72
“ bills, correction of errors in.....	79- <i>c</i>
“ “ duplicate, issue of.....	12- <i>b</i>

	RULE NO.
Freight bills, how to be filled up.....	12, 15
“ “ uncollected, statement of.....	17
“ charges, failure to collect.....	104
“ “ for loading and unloading.....	14
“ combustible, how to be handled.....	25-a
“ Distance Table, points not shown in.....	35-k
“ “ “ use of.....	3
“ diversion of.....	11
“ for company's use.....	72, 82
“ “ “ by whom shipped, to whom to be consigned.....	82-b
“ “ competitive points, how to be forwarded.....	4
“ “ connecting lines, prepayment of charges on.....	73
“ “ connecting lines, receipting for.....	37-c, 107-c
“ “ export, where to be weighed.....	35-i
“ “ foreign lines, no through rates for.....	67-d
“ “ New York delivery.....	99
“ “ points on connecting lines, how to be forwarded.....	4
“ “ stations without agents to be prepaid.....	23-a
“ “ which consignee cannot be found.....	112
“ from connecting lines for “prepay” stations.....	23-c
“ “ “ rebilling of.....	74
“ “ “ refusal of.....	23-c
“ “ “ shipping receipts or bills of lading not to be issued for.....	43-e
“ “ “ weights to be used.....	34-c
“ “ foreign roads, checking of.....	122-a
“ held at request of shipper.....	92
“ how to be loaded.....	55
“ improperly loaded, transfer of.....	83-b, c, d, e
“ in bad condition from shipper or connecting lines.....	21-b
“ “ bond.....	36
“ “ cars to be used for.....	36-d
“ “ bulk.....	31
“ “ “care of” or “notify”.....	9
“ “ car loads, estimated weights for.....	35-d
“ “ “ for stations without sidings.....	29
“ “ “ which cannot be weighed.....	35-g
“ “ less than car-loads, estimated weights.....	35-f
“ “ transit, ownership of.....	10
“ loaded by shipper.....	20, 35-j
“ lost or damaged, how to prepare claims for.....	115, 117, 118
“ marking of.....	22
“ missing, tracers for.....	120
“ must be worth all charges.....	27-a
“ not in possession of the company.....	43-a
“ not perishable, refused or “over”.....	113-c, d
“ not receipted for.....	7

Freight not to be loaded on top of box or stock cars.....	56
“ of extraordinary size, bulk, weight or length.....	28, 29, 55-f, 61, 62
“ offensive.....	30
“ package, not to be loaded to an elevator.....	57
“ “ not to be loaded with grain in bulk.....	57
“ perishable, received too late to be forwarded same day.....	43-b
“ “ refused or not called for.....	113-a, b
“ points not in Freight Distance Table.....	35-k
“ prompt delivery of.....	95
“ proper delivery of.....	87, 89-a
“ refused by consignee.....	93
“ “ on account of apparent loss or damage.....	114-a
“ “ on account of alleged overcharge.....	114-b
“ “ reshipment of.....	93
“ reshipment of.....	33-c, 94
“ reshipped, charges to be paid.....	93
“ routing of.....	64-b, c
“ seizure of.....	102
“ “short” or “over” to be reported.....	110
“ storage of.....	96
“ that cannot be weighed.....	35-b
“ to be accurately described.....	20, 41, 66
“ “ handled by shipper or consignee.....	14
“ “ properly packed and secured.....	21-a
“ “ weighed.....	35-a
“ to connecting lines, weights to be used.....	34-b
“ to “order”.....	103
“ “ way-bills for.....	81
“ , transferred, information on way-bills for.....	85
“ “ record of.....	86
“ “ to be reported.....	83-e
“ United States Government.....	42
“ unloading of, items to be checked.....	91-a
“ wet, how to be receipted for.....	21-b
“ which cannot be delivered to consignee.....	94
“ without way-bill.....	109
Friction Matches.....	125
Fulminators.....	125
Fuse, safety.....	125

G.

	RULE NO.
Giant powder.....	125
Glue stock.....	30- <i>a</i>
Government bills of lading.....	42
“ checks, drafts or warrants.....	105- <i>e</i>
“ locks and seals, use of.....	36- <i>g</i>
Grain for New York market.....	100
“ in bulk.....	31
“ “ “ packages not to be loaded in cars with.....	57
“ in sacks with grain in bulk.....	57
“ rates, table of.....	128, 129
Green hides.....	30- <i>b</i>
Guano.....	30- <i>b</i>
Guaranty as to time not to be given.....	8- <i>a</i>
“ connecting lines.....	27- <i>b</i>
“ in lieu of prepayment.....	27- <i>b</i>
“ of shipper.....	27- <i>b</i>
“ when required.....	27- <i>b, c</i> , 33- <i>a</i>
Gunpowder.....	125
“ not taken for water lines.....	24

H.

Hay, kind of cars for.....	60
Hecla powder	125
Hercules powder.....	125
Hides, green.....	30- <i>b</i>
High explosives.....	125
“ “ car cards for.....	125
Household goods, charges on.....	27- <i>c</i>

I.

Identification of consignee.....	89- <i>b</i>
Improper loading of cars.....	83
“ “ “ to be reported.....	54- <i>c</i>
“ “ freight, transfer of.....	83- <i>b, c, d, e</i>
“ packing.....	21- <i>a</i>
Incorrect rate on bill of lading.....	91- <i>b</i>

	RULE NO.
Inflammable articles, kind of cars for.....	60
Information from records, furnishing of.....	18
Initials and numbers of cars to be shown on card way-bills	69- <i>a</i>
“ “ “ “ “ bills of lading and shipping receipts.....	43- <i>b</i>
“ “ “ indistinct, to be reported.....	44- <i>b</i>
“ “ when not to be used.....	13- <i>a</i>
Inspection of cars by shipper.....	50
“ “order” shipments.....	103- <i>i</i>
Inter-state rates to be posted.....	2- <i>b</i>
Invoices, to be carefully filed.....	37- <i>b</i>
“ how to prepare.....	37- <i>a</i>
Iron, scrap, in bulk.....	31

J.

Junction points, errors in charges of connecting lines at.....	75
--	----

K.

L.

Lading in cars, distribution of.....	54- <i>a</i>
“ transfer of, on account of improper loading.....	83- <i>b, c, d, e</i>
Leakage, loss by.....	116
Leaky roofs of cars.....	47
Legal seizure of freight.....	102
Lighterage in New York Harbor.....	101

Lighters and floats, description of.....	101
Light weight marks on cars, indistinct, to be reported.....	44- <i>b</i>
Lime in bulk.....	31
Liquid acids not taken for water lines.....	24
Liquids in packages, how to be loaded.....	58
Liquors, distilled or fermented.....	126
Live stock.....	124
Loading and unloading of freight, charges for.....	14
“ “ “ “ way-bills for.....	80
“ improper or excessive, to be reported.....	54- <i>c</i>
“ of cars, improper.....	83
Locks and seals, United States customs.....	36
Loss by leakage.....	116
Loss, damage or shortage claims, how to prepare.....	115, 117, 118
“Lots” of freight in car-loads which cannot be weighed.....	20

M.

Manifests for bonded freight, how to be forwarded.....	36- <i>c</i>
Market not guaranteed.....	8- <i>a</i>
Marking of packages.....	22
Matches, friction.....	125
“ “ not taken for water lines.....	24
Material for company's use.....	72, 82
“ “ “ by whom shipped, to whom to be consigned.....	82- <i>b</i>
Memorandum card, shipper's, for scale agent.....	68- <i>b</i>
Merchandise, dutiable, how to be loaded.....	36- <i>f</i>
“ in bond, appraised.....	36- <i>a</i>
“ “ unappraised.....	36- <i>b</i>
Mileage tariff distances.....	3
Minimum and maximum car-load weights.....	34
Missing freight, tracers for.....	120
Money allowed to be retained over night by agent.....	108- <i>b</i>
Mutilated bank notes or coin not to be received.....	105- <i>h</i>

N.

Names of agents and stations to be written in full.....	13- <i>b</i>
Naphtha, how to be handled.....	25- <i>a</i>
New York delivery, freight for.....	99
New York Harbor, lightorage in.....	101

New York Market, grain for.....	100
Nitrate of Soda, cars containing, how to be carded.....	125
Nitro-Glycerine.....	125
Non-perishable freight refused or "over"	113- <i>c, d</i>
Notations on tracers, freight bills, etc.....	13- <i>c</i>
Notice to consignee of arrival of freight.....	88- <i>a, 89-b</i>
" " seizure " 	102
" shipper " " 	102
Numbering of way-bills.....	63
Numbers and initials of cars, indistinct, to be reported.....	44- <i>b</i>
" " " to be shown on card way-bills.....	69- <i>a</i>
" " " " bills of lading and shipping receipts.....	43- <i>b</i>
" " when not to be used.....	13- <i>a</i>

O.

Offal.....	30- <i>a</i>
Offensive articles.....	30
Oil barrels, old, kind of cars to be used for.....	59
Old cards must be removed.....	44- <i>a</i>
" chalk marks must be removed.....	44- <i>a</i>
" records, disposition of.....	19- <i>b</i>
" seals must be removed.....	44- <i>a</i>
"Order" freight.....	103
" " way-bills for.....	81
Order of consignee for delivery of freight.....	90
"Order" shipments, bills of lading to be canceled and filed.....	103- <i>j</i>
" " inspection of.....	103- <i>i</i>
" " not to be changed from straight consignments.....	103- <i>g</i>
" " sample bills of lading for.....	pages 39, 41, 43, 45
Orders on Treasurer, agent authorized to cash.....	105- <i>g</i>
Ore in bulk.....	31
Overcharge claims, how to prepare.....	118, 119
"Over" freight, perishable	113- <i>a, b</i>
" " not perishable.....	113- <i>d</i>
" or "short" freight to be reported.....	110
Overloaded cars.....	83
Owner's risk.....	6
Ownership of freight in transit.....	10

P.

Package freight not to be loaded to an elevator.....	57
" " " " with grain in bulk.....	57
Packages containing more than one article.....	66- <i>b</i>

Packages damaged, how to treat.....	111
“ description of contents of.....	41
“ marking of.....	22
“ of extraordinary size, bulk, weight or length.....	28, 29, 55-f, 61, 62
“ uniform size and character, how to be weighed.....	35-c
Packing, improper.....	21
Pay-roll checks, agents authorized to cash.....	105-g
Percussion caps.....	125
Perishable freight, card way-bills for, notation on.....	69-b
“ “ not to be loaded with bonded freight.....	36-e
“ “ received too late to be forwarded the same day.....	43-b
“ “ refused or not called for.....	113-a, b
“ “ stoves to prevent freezing of.....	49
“ “ to be prepaid or guaranteed.....	27-b
“ “ way-bills for, notation on.....	65-f
Petroleum and its products.....	24, 25, 30-b
“ “ “ kind of cars to be used for.....	59
“ “ “ points not received for.....	25-b
“ “ “ how to be handled.....	25-a
“ “ “ not taken for water lines.....	24
Photographic flash powder.....	125
Platform, delivery on.....	6, 7
Points not in Freight Distance Table.....	35-k
Postal card notice to consignee of arrival of freight.....	89-b
“ “ order of consignee for delivery of freight.....	90
Posting of inter-state rates.....	2-b
Potatoes in bulk.....	31
Powder.....	125
“ cars, cards for.....	125
“ “ how to be carded.....	125
“ not taken for water lines.....	24
Prepaid charges, when to be entered on card way-bills.....	70
“ “ to be shown on shipping receipts and bills of lading.....	43-b
“ through charges, bills for.....	15-b
“Prepay” stations, freight for, from connecting lines.....	23-c
Prepayment of charges on freight for connecting lines.....	73
“ when required.....	27, 33-a
Prompt delivery of freight.....	95
Property, combustible, how to be handled.....	25-a
“ diversion of.....	11
“ for connecting lines, prepayment of charges on.....	73
“ “ “ receipting for.....	37-c, 107-c
“ for export, where to be weighed.....	35-i
“ for foreign lines, no through rates for.....	67-d
“ “ which consignee cannot be found.....	112
“ held at request of shipper.....	92

Property, how to be loaded.....	55
“ improperly loaded, transfer of.....	83- <i>b, c, d, e</i>
“ in “care of” or “notify”	9
“ in car-loads which cannot be weighed.....	35- <i>g</i>
“ in less than car-loads, estimated weights.....	35- <i>f</i>
“ in transit, ownership of.....	10
“ must be worth all charges.....	27- <i>a</i>
“ not in possession of the company.....	43- <i>a</i>
“ “ perishable, refused or “over”.....	113- <i>c, d</i>
“ “ receipted for.....	7
“ “ to be loaded on top of box or stock cars.....	56
“ of extraordinary size, bulk, weight or length.....	28, 29, 55- <i>f, 61, 62</i>
“ perishable, received too late to be forwarded same day.....	43- <i>b</i>
“ “ refused or not called for.....	113- <i>a, b</i>
“ proper delivery of.....	87, 89- <i>a</i>
“ refused by consignee.....	93
“ “ reshipment of.....	93
“ reshipment of.....	33- <i>c, 94</i>
“ reshipped, charges to be paid.....	93
“ seizure of.....	102
“ storage of.....	96
“ to be accurately described.....	20, 41, 66
“ “ handled by shipper or consignee.....	14
“ “ weighed.....	35- <i>a</i>
“ “ worth all charges at destination.....	33- <i>a</i>
“ to “order”	103
“ transferred, information on way-bills for.....	85
“ “ to be reported.....	83- <i>e</i>
“ United States Government.....	42
“ which cannot be delivered to consignee.....	94
Protested checks or drafts.....	105- <i>d</i>

Q.

R.

Rack-a-rock powder.....	125
Rate, incorrect on bill of lading.....	91- <i>b</i>
Rates, agent to be prepared to quote.....	2- <i>a</i>
“ how to obtain.....	2- <i>a</i>

Rates, Inter-State, to be posted.....	2-b
" on company material, when to be applied.....	82-c
" way-bills to show authority for.....	71
Rebilling of freight from connecting lines.....	74
Receipting for freight for connecting lines.....	37-c, 107-c
Receipt to be taken for freight delivered.....	87
Records at stations, filing of.....	19-a
" " how long to be retained.....	19-b
" " not to be accessible to the public.....	18
Record of seals.....	121
Refrigerator cars to be cleaned.....	48
Refusal of connecting lines to prepay or guarantee.....	23-c
" of freight from connecting lines.....	23-c
" of shipper to prepay.....	23-b
Refused freight, disposal of.....	93
" or "over" freight, not perishable.....	113-c, d
Release for man in charge of live stock.....	page 54
Relief fund orders, agent authorized to cash.....	105-g
Remittance by express, receipt to be taken.....	108-e
" closing, when to be made.....	108-d
" of demurrage collections.....	98
" of storage charges.....	97-b
" of transfer charges.....	83-d
Remittances, daily, to be in sums of even dollars.....	108-c
" how to be made.....	108
Rend-rock powder.....	125
Repacking, charges for.....	21-c
Replevin, writ of.....	102
Reporting of demurrage charges.....	98
Reports, errors in, to be corrected.....	79-b
Requisitions for books, blanks, stationery, etc.....	1
Reshipment, bills of lading and shipping receipts to be taken up.....	93
" charges not to be returned..	33-c, 93
" " to be paid.....	93
" of freight.....	33-c, 94
" of refused freight.....	93
Revenue stamps.....	126
Risk of owner.....	6
Roofs of cars, leaky.....	47
Route-carding of foreign cars.....	51
Route, to be entered on card and other way-bills.....	37-e
" " specified.....	37-d
" when not designated.....	37-e
Routing of freight.....	64-b, c

S.

	RULE NO.
Safety fuse.....	125
" squibs.....	125
Sample bill of lading for straight consignment.....	page 33
" " " " " " "care of".....	" 35
" " " " " " "notify".....	" 37
" bills of lading for "order" shipments.....	pages 39, 41, 43, 45
" duplicate bill of lading.....	page 14
" shipping receipt for which bill of lading has been issued.....	" 15
" way-bill for an "order" shipment.....	" 25
Sand in bulk.....	31
Saving Fund orders, agent authorized to cash.....	105-g
Scrap iron in bulk.....	31
Seals and locks, United States customs.....	36
" old, must be removed.....	44-a
" on cars from or to connecting roads, record of.....	122-b
" record of.....	121
Seizure of freight.....	102
" " notice to shipper and consignee.....	102
Settlements with connecting lines.....	107
Shipments combustible, how to be handled.....	25-a
" diversion of.....	11
" for export, where to be weighed.....	35-i
" for foreign lines, no through rates for.....	67-d
" for connecting lines, prepayment of charges on.....	73
" for connecting lines, receipting for.....	37-c
" for which consignee cannot be found.....	112
" how to be loaded.....	55
" improperly loaded, transfer of.....	83-b, c, d, e
" in "care of" or "notify".....	9
" in car-loads, which cannot be weighed.....	35-g
" " estimated weights for.....	35-d
" in less than car-loads, estimated weights.....	35-f
" in transit, ownership of.....	10
" marking of.....	22
" not in possession of the company.....	43-a
" not perishable, refused or "over".....	113-c, d
" not to be loaded on top of box or stock cars.....	56
" of extraordinary size, bulk, weight or length.....	28, 29, 55-f, 61, 62
" perishable, received too late to be forwarded same day.....	43-b
" perishable, refused or not called for.....	113-a, b
" proper delivery of.....	87, 89-a
" routing of.....	64-b, c
" to be accurately described.....	20, 41, 66
" " handled by shipper or consignee.....	14
" " properly packed or secured.....	21-a

	RULE NO.
Shipments to be weighed.....	35-a
“ to “order”.....	103
“ transferred, information on way-bills for.....	85
“ “ record of.....	86
“ “ to be reported.....	83-e
“ when to be declined.....	33-a
“ which cannot be delivered to consignee.....	94
Shipper or consignee, freight to be handled by.....	14
“ property held at request of.....	92
Shipper's count.....	20, 35-j
“ memorandum card for scale agent.....	68-b
“ refusal to prepay.....	23-b
“ weights, to be verified.....	35-a
Shipping receipts and bills of lading.....	20, 37, 38, 43
“ “ “ “ blank spaces to be filled.....	38
“ “ “ “ duplicates.....	43-c
“ “ “ “ freight to be described on.....	20, 38, 41
“ “ “ “ how to be signed.....	38
“ “ “ “ how to prepare.....	37-a, 38
“ “ “ “ imperfect ones to be destroyed.....	39
“ “ “ “ initials and numbers of cars to be shown on.....	43-b
“ “ “ “ no change to be made in.....	39
“ “ “ “ not to be issued for freight from connecting lines.....	43-e
“ “ “ “ prepaid charges to be shown on.....	43-b
“ “ “ “ returned for correction.....	39
“ “ “ “ to be taken up on reshipment.....	93
“ “ “ “ when new ones should be made.....	39
“ “ “ “ when not to be issued.....	43-a
“ “ “ “ when to be dated.....	43-b
Shipping receipt, bill of lading issued for, sample of.....	page 15
“ “ when to be surrendered for bill of lading.....	43-d
“Short” or “over” freight to be reported	110
Sidings, delivery on.....	6, 7
“ stations without.....	29
Sour ale or beer.....	126
Squibs, safety.....	125
Stamps, revenue.....	126
Standard ton.....	16
Statement of uncollected freight bills.....	17
Statements of billing, to whom to be furnished.....	18-d
Stationery, how to be obtained.....	1
Station numbers, when not to be used.....	13-a
“ records, filing of.....	19-a
“ “ how long to be retained.....	19-b
“ “ not to be accessible to the public.....	18
Stations, names of, to be written in full.....	13-b

	RULE NO.
Stations not in Freight Distance Table.....	35- <i>k</i>
“ not to be used as storehouses.....	95
“ without delivery sidings.....	29
“ “ freight agents, delivery at.....	6, 7, 103- <i>f</i>
“ “ “ freight to be prepaid.....	23- <i>a</i>
Stock, live.....	124
Storage charges.....	97
“ “ to be reported.....	97- <i>a</i>
“ “ way-bills for.....	80
“ collections, how to be accounted for.....	97- <i>b</i>
“ of freight.....	96
Stoves in cars, use of.....	49
Straight consignments not to be changed to “Order”.....	103- <i>g</i>
Straw, kind of cars for.....	60
Supplies, how to be obtained.....	1

T.

Table of estimated weights.....	127
“ “ grain rates.....	128, 129
Tar and tar refuse, kind of cars to be used for.....	59
Telegraph calls, when not to be used.....	13- <i>a</i>
Through charges, prepaid, bills for.....	15- <i>b</i>
“ shipments, freight bills for.....	15
Time not guaranteed.....	8- <i>a</i>
Ton, standard.....	16
Tow, kind of cars for.....	60
Tracers for missing freight.....	120
Train not guaranteed.....	8- <i>a</i>
Transfer charges, how to be remitted.....	83- <i>d</i>
“ of lading, on account of improper loading.....	83- <i>b, c, d, e</i>
“ “ “ from disabled cars.....	84
Transferred freight, record of.....	86
“ “ to be reported.....	83- <i>e</i>
Turpentine, how to be handled.....	25- <i>a</i>
“ not taken for water lines.....	24

U.

	RULE NO.
Unappraised merchandise in bond.....	36- <i>b</i>
Uncollected freight bills, statement of.....	17
Uniform bill of lading, conditions of, not accepted by shipper.....	40
“ live stock contract.....	pages 53, 54
United States customs locks and seals, when not required.....	36- <i>f</i>
United States Government bills of lading.....	42
“ “ “ property	42
“ “ revenue stamps.....	126

V.

Varnish not taken for water lines.....	24
Vouchers, etc., agent authorized to cash.....	105- <i>g</i>
“ railroad or other, how to be drawn and remitted.....	105- <i>f</i>

W.

Waste from slaughtered animals.....	30- <i>a</i>
Water lines, articles not to be taken for.....	24
Way-bill for “ Order ” shipment, sample of.....	page 25
“ regular, may cover several cars to one destination.....	65- <i>c</i>
Way-bills, card and regular, to be retained by agent.....	19- <i>a</i>
“ “	67, 68, 69, 70
“ “ altered.....	69- <i>d</i>
“ “ and regular, to same point.....	69- <i>e</i>
“ “ errors in.....	69- <i>c</i>
“ “ initials and numbers on.....	69- <i>a</i>
“ “ separate one for each car.....	67- <i>a</i> , 68- <i>a</i>
“ “ when they should show prepaid charges.....	70
“ checking of, when unloading car.....	91- <i>a</i>
“ copies of, not to be furnished.....	18- <i>c</i>
“ date of.....	67- <i>c</i>
“ delay in receipt of, to be reported.....	76
“ errors in, to be corrected.....	79- <i>a</i>
“ for demurrage charges.....	98
“ “ loading and unloading charges.....	80
“ “ “ order ” freight.....	81
“ “ storage charges.....	80
“ “ transfer charges	83- <i>d</i>
“ freight to be accurately described on.....	20, 66
“ how to be forwarded.....	67- <i>a</i> , <i>b</i>

	RULE NO.
Way-bills, how to be numbered.....	63
“ insufficient information on.....	65- <i>g</i>
“ not received at destination.....	109
“ receipt of, at destination.....	76
“ to agree with shipping receipts or bills of lading.....	65- <i>a</i>
“ to show authority for rate used.....	71
“ to show full information.....	65- <i>b</i>
Weighing of packages of uniform size and character.....	35- <i>c</i>
Weights, estimated, table of.....	127
“ “ for car-load shipments	35- <i>d</i>
“ maximum and minimum car-load.....	34
“ to be used on freight to connecting lines.....	34- <i>b</i>
“ to be used on freight from connecting lines.....	34- <i>c</i>
“ verification of.....	35- <i>a</i>
Wet freight, how to be receipted for.....	21- <i>b</i>
Writ of attachment or replevin.....	102

X.

Y.

Z.

