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U.S. WAR DEPARTMENT TECHNICAL MANUAL

U.S. Dept. of Army

## TRANSPORTATION IN THE ZONE OF THE INTERIOR



WAR DEPARTMENT • 25 AUGUST 1944



**WAR DEPARTMENT TECHNICAL MANUAL**  
**TM 55-205**

*This manual supersedes TM 10-370, 8 April 1941.*

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IN THE ZONE  
OF THE INTERIOR**



**WAR DEPARTMENT • 25 AUGUST 1944**

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## FOREWORD

Having the right amount of supplies in the right spot at the right time is the prime objective of the science of logistics operating in time of war. The realization of that objective cannot be the product of any single mind or force. It is the result of superlative coordination of many minds and forces. The job of supplying our Army is shared by all the components of Army Service Forces. Ordnance, Quartermaster, Medical Corps, Chemical Warfare, and the rest procure the goods, and in the right amounts. But the responsibilities of taking those supplies and getting them to the right spot at the right time rests with the Transportation Corps.

The task of transporting Army personnel and supplies is stupendous in size and complexity. It is, basically, a matter of annihilating distance. The Continental United States is long and wide, and even in times of peace, the hauling of goods around it is a challenge to the ingenuity of transportation specialists. In time of war, the Continent is little more than a stepping stone to the seas and oceans over which men and material pass to meet the enemy.

The Continent and the domestic shores of the seas and oceans that bound it are the workshops of the transportation officer operating in the zone of the interior. It is he who must take the products of the war factories, wherever they may be, and speed them on their way. To do so he must know the mechanics of his trade—the routes, tariffs, forms, rules and regulations.

But he must know more than these things, for often in wartime he is faced with circumstances beyond routine control. Here resourcefulness becomes his chief ally, and for him it must be a resourcefulness arising out of a full knowledge of the practical operating techniques of his business and a wide experience in their application.

The Army's use of commercial transportation in the Continental United States is too large a subject to be absorbed and applied even in a lifetime of experience. It is too practical to be learned effectively from a book. Genuine understanding requires an acquaintance with theory as well as personal experience.

This manual has been prepared both to precede and to parallel experience. It presents the principles that govern commercial transportation, and it shows their relationship to military transportation. In the light of these principles some concrete methods and procedures are presented. From the mass of available information the most useful basic facts have been selected for emphasis.

The manual should serve as an authority for and as a useful guide to the transportation officer experienced in Army transportation methods. For those whose premilitary training and experience has been in commercial traffic management and administration it should provide a convenient transition bridging the differences between civilian and Army transportation.

These differences concern the basic authorities governing operations, and the details of methods and procedures. They are explained in the pages that follow. The material has been organized to give both the broad picture and the important details. The first chapter provides an over-all view. The next two chapters deal with the principles of transportation control. Subsequent chapters develop the details of freight and passenger movements in the light of those principles.

## SECTION I

# MILITARY TRANSPORTATION IN CONTINENTAL UNITED STATES

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**I. TRANSPORTATION DURING WARTIME.** The railroad system of continental United States is without equal in any area of like size in the world. Together with the highways and waterways, it provides a huge and efficient transportation network. Vast as the system is, however, it must operate at full capacity in time of war. Emergency restrictions necessary for conservation of rubber and petroleum products impose on the commercial carriers a transportation burden usually taken care of by private vehicles, in addition to the increase due to other causes. Some idea of the enormity of the transportation problem may be obtained when it is realized that the transportation of a triangular infantry division of approximately 15,000 men, with their equipment, requires 65 trains with a total of 1,350 cars. To move the men and the vehicles and other impedimenta of an armored division requires 75 trains of from 28 to 45 cars each, depending upon the length of the freight cars used for the division's equipment.

**a. Military transportation requirements.** Following the outbreak of World War II, military transportation requirements were greater than ever before in history. Shipments for oversea supply moved daily to ports of embarkation, as did freight shipments for lend-lease and for the supply of civilians in conquered territories. Heavy tonnages had to be moved constantly to supply widely separated military installations within continental United States. Troops were transported both from point to point in the interior and to ports of embarkation. The problem of transportation, therefore, was more complex than it had ever been before. Yet in many ways our facilities for transport at the outbreak of World War II were more limited than they were during the first World War.

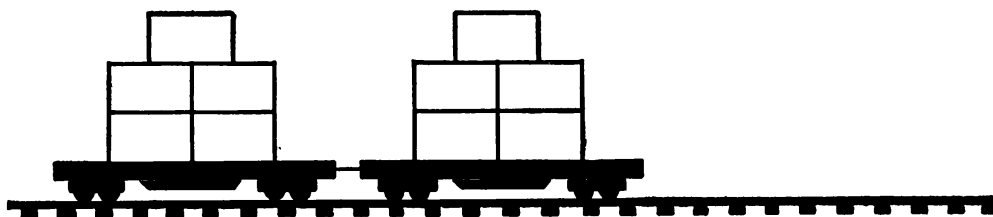
**b. The transportation equipment available.** (1) During the first World War, the quantity of American railroad equipment available was nearing its peak. In 1918 the railroads had more cars, more men, and more miles of track than they had in 1942, due in part to the effects of depression in the years between the wars, and in part to competition from highway carriers.

(2) Very little new railroad equipment could be manufactured in a period when the Nation's productive capacity was taxed to the limit by the essentials of war production. In order to meet the emergency, the railroads were forced to make the equipment on hand suffice. This they set out to do by

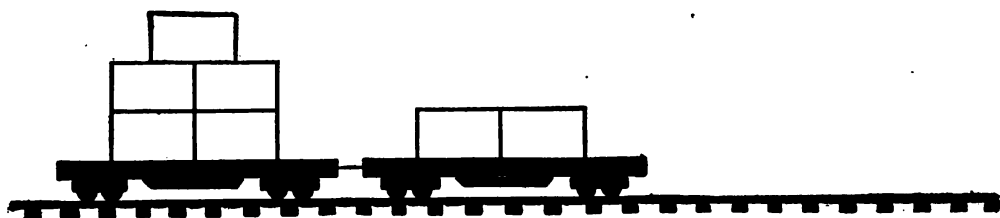
establishing new standards of operation. Every car in serviceable condition was used to the utmost by taking measures to prevent the use of cars for storage, by reducing loading and unloading time, and by increasing the payload ratio. Rigid inspection and repair kept the available cars in constant use. Old equipment was reconditioned and put into service. In every way, transportation was speeded up and made more efficient. The vitality and flexibility of the railroads in adapting themselves to the war's demands contributed greatly to the successful mobilization of the nation's resources. Also, the limitations in quantity of available equipment were balanced by the increased capacity of modern railway cars and the increased power of modern locomotives.

## TOTAL REVENUE TONS TRANSPORTED BY CLASS 1 RAILROADS

**1918** — 2,307,226,195



**1939** — 1,636,000,000



**1943** — 3,026,000,000

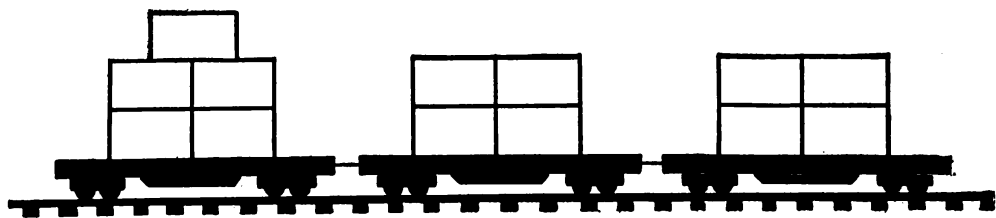


Figure 1. Tonnes of freight moved by American Railroads in 1939 (actual) and in 1943 (partial and estimated).

(3) The Transportation Corps, Government agencies, and the various carriers work together to stretch the capacity of our transportation system to the utmost. As long as abnormally heavy loads must be transported with present equipment plus what little can be added, cooperation and planning on the present large scale will continue to be necessary, and difficult transportation problems will continue to arise.

2. SHARING TRANSPORTATION FACILITIES. The problem of military transportation in the zone of the interior is largely one of using most efficiently these heavily burdened transportation facilities. The railroads, highways, and

**NO. OF FREIGHT CARRYING CARS OWNED BY  
CLASS 1 RAILROADS**

**1918** — 2,325,673

**AVERAGE CAPACITY PER CAR 41.6 TONS**



**1939** — 1,650,031

**AVERAGE CAPACITY PER CAR 49.7 TONS**



**1942** — 1,745,495

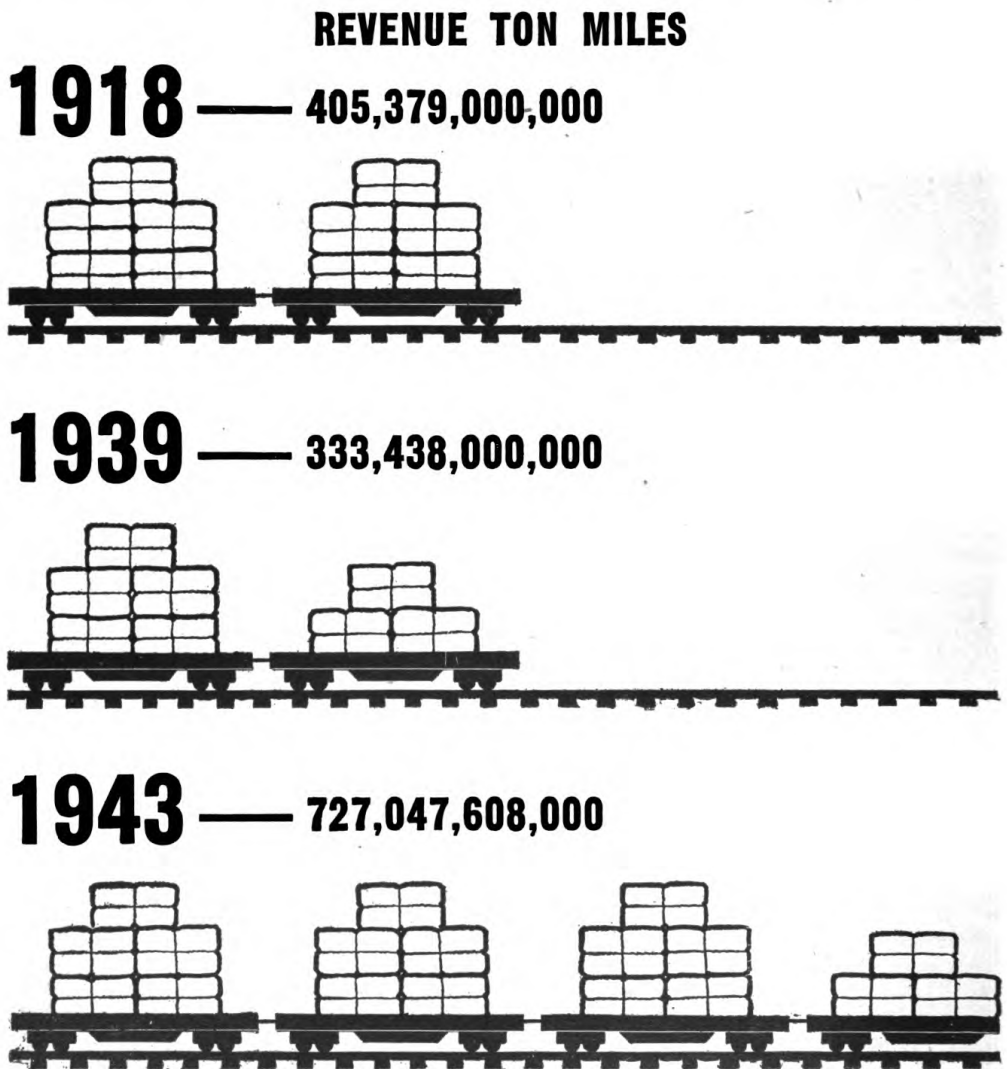
**AVERAGE CAPACITY PER CAR 50.5 TONS**



*Figure 2. Railroad rolling stock in service and available in 1918 and 1941.*

waterways carry the essentials of our national economy; the coal and oil, the food and clothing, the raw material and the finished products which sustain the civilian population and military personnel alike, and supply the needs of production for both consumer and military purposes. The Nation's commerce, swollen as it is by the enormous needs of the times, must have the means of movement freely at its disposal or the national economy as a whole will suffer. Transportation facilities, therefore, must be shared. Military requirements must be met in full without throwing our industrial schedules out of gear. This is a problem that calls for control and planning on a large scale.

**3. REGULATION AND CONTROL OF TRANSPORTATION.** In addition to military regulation and control which guide Army transportation, there are many other factors which affect the movements of troops and military supplies. In the public interest, the Federal and State Governments and the carriers them-



*Figure 3.*

selves long ago set up permanent controls. In addition to these, certain agencies have been created recently to plan for the most efficient use of commercial transportation during the emergency. The rates, rules, policies, and principles under which commercial transportation operates are set up and interpreted by the controlling agencies, and their influence is felt in every phase of passenger and freight movement. Officers of the Transportation Corps work with these controlling agencies as well as directly with the carriers.

**4. FACTORS IN TRANSPORTATION EFFICIENCY.** a. The Transportation Corps works constantly with and through the commercial carriers, having continuous contact with their representatives. In these contacts, genuine cooperation is necessary for success. This cooperation is freely given by the carriers, who are aided by and, in turn, aid the representatives of the Army.

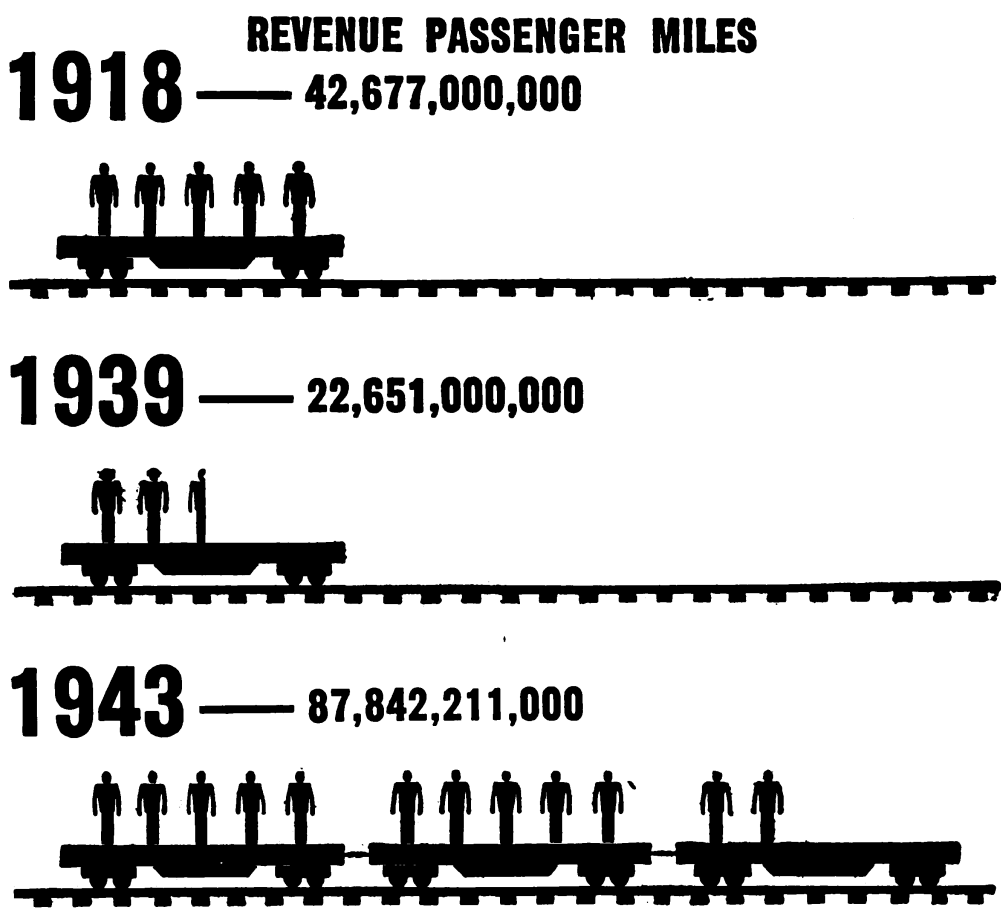


Figure 4.

b. Within the Transportation Corps itself, organization, highly developed and carefully thought out, provides the smoothly functioning machinery by which the objectives are accomplished. By means of organization, maximum use of equipment is obtained; ports are kept unblocked by feeding supplies

into them in carefully controlled, timed shipments; routings are planned to avoid congestion on the routes of the various carriers; troop movements are carried out smoothly with the proper equipment. In this organization, the Office of the Chief of Transportation and the field transportation officers have well-defined interlocking functions.

c. The transportation officer in the field handles the innumerable details so essential to the proper functioning of the entire organization. In handling these details, the importance of keeping accurate records cannot be overstated. In addition, his day-to-day duties require thoroughness, foresight, and frequently a great deal of ingenuity. The accomplishments of the Transportation Corps depend upon the exercise of these qualities by its personnel. In the last analysis, it is up to the field transportation officer to get the material and troops to their destination and to get them there on time. This objective is summed up by one transportation officer in a statement, printed on his letter-head, which reads, "Keep the supply lines open—not a minute to lose."



## SECTION II

### CONTROLS OF COMMERCIAL TRANSPORTATION

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**5. NATURE OF AMERICAN TRANSPORTATION.** a. Though American commercial carriers are for the most part owned by private capital, they are controlled much more closely by the Government than most other commercial enterprises. This control is the inevitable outcome of the importance of transportation to the Nation, and goes back to Constitutional sources. The framers of the Constitution, aware of the weaknesses of petty political trade barriers as exemplified in Europe, made interstate commerce the exclusive concern of the Federal Government rather than the State governments. The wisdom of this policy has been reflected in innumerable ways and has contributed greatly to our unique national strengths. In order to carry out the policy, broad controls of commerce, and naturally of the agencies carrying the articles of trade, have been set up within the Federal Government. The courts have upheld this Federal authority consistently, denying to the States the power to regulate interstate commerce except for reasonable police and taxation purposes.

b. Realizing the necessity of a strong, flourishing transportation system, the Government has aided the carriers by generous grants of land, by rates for carrying mail that lent encouragement to them, and in general by an attitude favorable to their growth. That attitude is exemplified further by the Government's action in eliminating state lines as barriers, by rate regulation, and by strict supervision of business methods. This control has served to keep the transportation system working for the public interest and to keep it healthy.

**6. PERMANENT FEDERAL CONTROLS OF TRANSPORTATION.** The Interstate Commerce Commission has been directly responsible for Federal control of transportation. Land-grant laws and agreements made in connection therewith, also may be classed as controls of transportation. These agreements are the freight land grant equalization agreements and the related Joint Military Passenger Equalization Agreement and Joint Military Passenger Agreement.

a. **Interstate Commerce Commission.** In administering Federal control, the Interstate Commerce Commission issues orders direct to the carriers over which it has jurisdiction. The classifications and tariffs of these carriers must be filed with the Commission. Other activities of the railroad, highway, and waterway carriers are carried on under its close supervision.

**b. Land-grant laws.** Certain railroads in the central, southern, and western portions of the United States were aided in their construction by grants of land by the Federal Government. In consequence of such grants, these railroads are required by law to transport certain types of Government passenger and freight movements at reduced rates. In order to participate freely in the transportation of such movements most of the railroads in the United States have entered into agreements with the War Department whereunder the Government receives the benefits as would be derived through use of the land-grant roads. These agreements are discussed in following paragraphs.

## **7. EMERGENCY FEDERAL CONTROL OF TRANSPORTATION. a.**

**General.** The Interstate Commerce Commission has certain emergency powers under the Interstate Commerce Act which have been exercised during the present war conditions by means of Service Orders relating to car supply and use of equipment.

(1) During wartime, much more far-reaching control of transportation was necessary than in time of peace. An emergency controlling agency, the Office of Defense Transportation, was therefore established by Executive Order.

(2) The War Department is vitally concerned in the matter of control of transportation in time of war since its requirements are a substantial proportion of the requirements of the country as a whole. Such controls have been applied by the Chief of Transportation through various media designed to achieve maximum utilization of the nation's transportation facilities. Exercise of these controls by the War Department is vitally essential.

**b. Office of Defense Transportation.** (1) The Office of Defense Transportation in the Office of Emergency Management was created by the President on 18 December 1941 by Executive Order No. 8989, for the purpose of insuring the greatest possible efficiency in the use of domestic transportation facilities. Supplementary Executive Orders No. 9156, 2 May 1942, No. 9214, 5 August 1942, and No. 9294, 4 January 1943, extend the powers, functions, and duties conferred by Executive Order No. 8989.

(2) The Office of Defense Transportation studies and develops plans for the coordination and most effective use of existing domestic transportation facilities. It has issued a number of general and specific orders to eliminate waste in operation and use of equipment, and to conserve rubber and petroleum products.

(a) ODT general orders cover such matters as the following:

Railroad minimum weight limits on merchandise traffic.

Maximum loading of freight cars requirement.

Loading and operating requirements for common, contract, and private carriers of property by motor vehicle.

Regulations covering operation of bus lines.

Limitations on speed of motor vehicles.

Operating requirements for taxicabs and taxi service.

Restrictions on traffic on the Great Lakes.

Transportation of coal between certain Atlantic ports.

Restrictions covering the use of tank cars.

Requirement that permits be secured before export freight may be accepted for transportation to ports.

(b) ODT special orders cover such matters as—

Coordinated operation of motor vehicle passenger carriers.

Operation of carriers on inland waterways.

Suspension of service or reduction of mileage by local passenger carriers.

(c) Exemptions are contained in some of the general orders which provide that the orders will not apply to certain military traffic or to vehicles operated by or under the direction of the Armed Forces. Notwithstanding these exemptions, the War Department cooperates by following the spirit of such orders whenever practicable. All concrete questions with regard to ODT orders should be submitted to the Office of the Chief of Transportation.

**c. War Department Traffic Weight Agreement.** One of the emergency wartime controls formulated by the Chief of Transportation is the "War Department Traffic Weight Agreement." This agreement, made with the carrier members of the various Freight Weighing and Inspection Bureaus throughout the United States, is of great advantage to the War Department. The new England Freight Association and the Short Line Railroad Association have concurred in this agreement, and a similar one has been made with the Railway Express Agency. (See AR 55-150.) In effect, this agreement results in acceptance by the carriers for billing purposes of the War Department's statement of shipping weight, and makes for greater efficiency and speed in handling freight shipments. The physical weighing of all War Department freight, moving on Government bills of lading or on commercial bills of lading to be converted to Government bills of lading at destination, would be necessary without this agreement, thus lessening materially the speed and efficiency in transportation which are essential to the prosecution of the war.

**8. STATE TRANSPORTATION CONTROLS.** Although the States' power to regulate transportation is limited to intrastate traffic, they do have certain statutory authority as to the regulation of interstate transportation. This authority is exercised in the interest of public safety and welfare. They also have reasonable taxation powers over carriers. The transportation officer will frequently encounter these varying State controls in the conduct of his duties.

**9. ASSOCIATIONS OF COMMERCIAL CARRIERS.** The commercial carriers have long recognized the need for mutual cooperation in order to promote efficient and economical operation. To a great extent, the carriers are interdependent. This they have emphasized by their formation of Carrier's Associations and Committees.

**a. Association of American Railroads.** Almost every phase of railroading is affected by the AAR. The principal activities of this Association are conducted through five departments: Law; Operations and Maintenance; Traffic; Finance, Accounting, Taxation, and Valuation; and Planning and Research. The Military Transportation Section (MTS), Car Service Division is of major interest to the transportation officer.

(1) *Military Transportation Section.* The "MTS" is a voluntary organization created by the railroads of the country to assist them in providing transportation facilities as required by the United States Army. As an organization of the AAR it represents the railroads and assists the Transportation Corps in the movement of troops and supplies, giving counsel in any matter pertaining to rail transportation. It is believed that military transportation requirements can best be met by means of centralized control and direction and decentralized operations. The MTS plays an important part in putting this concept into effect. The Chief of Transportation, Traffic Manager for the War Department, with the assistance of the MTS, constitutes the centralized control and direction. The decentralized operation is effected by transportation officers in the field working in conjunction with field representatives of the MTS.

(2) The headquarters of MTS is located in the Office of the Chief of Transportation, and its field representatives are stationed at various critical points throughout the zone of the interior. In time of war, there is a representative of the MTS accredited to transportation officers at all strategic points, or as determined by the Chief of Transportation. The ultimate object of these representatives is to relieve the transportation officer from the burden of having to contact numerous local agents of the carriers. MTS representatives will serve as liaison between the transportation officers and all railroads in the vicinity of their stations, and in connection with all matters involving both freight and passenger transportation. They will assist the officers to whom they are assigned, not only in matters pertaining to transportation of troops and supplies, but in any other matters pertaining to transportation in which their assistance may be required.

(3) The field representatives work in close cooperation with the initial railroads in making arrangements for equipment, and coordinate with the chairmen of the territorial passenger association territories in which they are located.

**b. Freight committees.** (1) Railroads in the United States are required by law to establish freight rates and to publish them, making them available for public inspection. The railroads have established a number of freight committees located in various geographical zones of the United States.

(2) These committees are maintained by the carriers in order to provide a medium of establishing and maintaining just, reasonable, and otherwise lawful rates for the transportation of freight. They determine upon rates, or the Interstate Commerce Commission substitutes its judgment for that of a com-

mittee in instances where such rates become involved in formal proceedings before that body.

(3) The freight rates are generally published in so-called agency tariffs and participation is effected by means of powers of attorney or concurrences of the carriers. The tariffs contain rates from, to, within or between the various freight territories.

(4) The various freight territories and freight committees are as follows:

New England Territory (New England Freight Association).

Trunk Line Territory (Trunk Line Association).

Central Freight Association Territory (Central Freight Association).

Southeastern Territory (Southern Freight Association).

Western Trunk Line Territory (Western Trunk Line Committee).

Southwestern Freight Bureau Territory (Southwestern Freight Bureau).

Transcontinental Freight Bureau Territory (Transcontinental Freight Bureau).

**c. Passenger committees.** (1) The railroads have established passenger committees similar to freight committees in various sections of the United States. The passenger committees handle problems of passenger traffic on a regional basis. Their work and the work of the freight committees comes in contact only in the case of military impedimenta to accompany troop movements.

(2) A comparison of the following list of passenger committees with the list of freight committees (*b(4)* above) will show the similarity in territorial organization. The boundaries within which each passenger committee has jurisdiction are indicated in the current Joint Military Passenger Agreement.

New England Passenger Association.

Trunk Line Association.

Central Passenger Association.

Southern Passenger Association.

Western Passenger Association.

Southwestern Passenger Association.

Transcontinental Passenger Association.

Western Military Bureau for military movements.

**d. American Trucking Associations, Inc.** This organization, with headquarters in Washington, D. C., is the national representative of the trucking industry. Its members are state trucking associations rather than individual carriers, so it actually is an association of associations. It maintains a National Traffic Committee and a Traffic Service Department.

(1) The National Traffic Committee provides guidance in the establishment of national trucking policy in regard to tariffs and traffic matters. Its responsibility includes guidance of policy and maintenance of the National Motor Freight Classification. The National Motor Freight Classification is used by many, but not all, motor carriers.

(2) The Traffic Service Department assists Government agencies, cooperating with them as circumstances require. It handles matters involving motor

carrier rates, tariffs, freight classification ratings, routes, service arrangements, expedition of freight movements, and special operating authorities.

**e. Bus associations.** Various associations representing the highway passenger carriers have been formed, such as The American Transit Association, New York, N. Y.; National Bus Traffic Association, Inc., Chicago, Ill.; National Association of Motorbus Operators, Washington, D. C.; and the National Trailways Bus System, Chicago, Ill. These associations are authorized to act and to publish rates, rules, and regulations on behalf of the motor bus carriers who are members. They are an invaluable aid in the coordination of motorbus travel for both military and nonmilitary traffic of the War Department.

**f. Domestic water carriers' associations.** (1) Several of these associations have been formed since the passage by Congress of the Transportation Act of 1940. That Act gave the Interstate Commerce Commission jurisdiction over most interstate operations of common carriers by water, and also over a considerable number of operations of contract carriers by water. Some of these associations are: Inland Water Carriers Freight Association, New Orleans, La.; Mississippi River System Carriers Association, Washington, D. C.; and the National Water Carriers Association, Inc., Washington, D. C.

(2) Of the associations listed above, only the Inland Water Carriers Freight Association is a tariff-issuing agency under its name for the account of its common carrier members. The tariffs issued by this agency contain all-water or port-to-port rates and also water-truck rates. The association negotiates for its members with rail carriers for the establishment of joint through water-rail rates. It also compiles tariffs for its contract carrier members who, under the Transportation Act of 1940, must issue tariffs under their own names and file them with the Interstate Commerce Commission.

## SECTION III

### CONTROL OF ARMY TRANSPORTATION

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**10. THE CHIEF OF TRANSPORTATION.** a. The Chief of Transportation is Traffic Manager for the War Department, and is charged with directing, supervising, and coordinating all transportation by common carrier (except air carrier) for the War Department. (See AR 55-5.) In carrying out these duties, the Office of the Chief of Transportation has many vitally important functions. Among these functions are the following:

(1) *Staff functions.* (a) Prepares plans to meet War Department transportation requirements.

(b) Participates in controlling a block release system which regulates movements of shipments to ports for export.

(c) Prepares and disseminates information regarding the status of troop and freight movements.

(d) Maintains liaison with the carriers.

(2) *Operating functions.* (a) Issues releases under a block system to regulate the movement to ports of shipments for export.

(b) Routes movements of War Department freight of one or more carloads, truckloads of 10,000 pounds or more, and all inland movements of troops in groups of 40 or more.

(c) Negotiates agreements with carriers for military traffic.

(d) Computes freight rates for procurement officers in the field.

(3) *Field functions.* (a) Operates ports of embarkation, and transportation zones and districts.

(b) Performs specific operating duties in connection with utility railroads assigned to the Military Railway Service.

b. It is necessary that communications, other than routine, on the following subjects be referred to the Chief of Transportation (AR 55-105):

(1) Negotiations with carriers relative to—

(a) Classification of commodities, including raw materials as well as finished products.

(b) Terminal and switching charges.

(c) Rates and fares.

(d) Matter in tariffs.

(2) Adjustments in connection with the matters listed above.

(3) Policies pertaining to—

(a) Freight shipments.

(b) Passenger shipments.

(c) Express shipments.

c. Other communications which will be submitted promptly to the Chief of Transportation are all those received from carriers by officers, either in the field or in Washington, D. C. concerning the following subjects: (AR 55-105).

(1) Special rate quotations.

(2) Rate equalization.

(3) Embargoes.

(4) Terminal facilities.

(5) Switching or delivery arrangements.

(6) Unusual traffic conditions.

d. The Chief of Transportation is fully cognizant of the extent to which Interstate Commerce Commission orders affect War Department traffic. Any questions relating to these regulatory matters should be referred to him.

**11. THE TRANSPORTATION OFFICER.** a. **General duties.** The transportation officer in the field is a vital link in the transportation system of the Army. He is the man who sees to it that plans are carried out and that the necessary material gets there on time. In addition to accurate record-keeping, knowledge, dependability and cooperation, the exercise of his duties frequently requires ingenuity and the will to get the shipment through.

(1) An example of an actual emergency shipment is sketched below to show how ingenuity and planning work together to accomplish an outstanding feat of transportation.

Fifty boxed airplanes awaited shipment on Long Island. These airplanes were scheduled for delivery to a nearby port of embarkation for water shipment eastward, but orders arrived transferring the shipment to the west coast to meet an early sailing date. This necessitated a rush transcontinental freight shipment on a schedule that seemed barely within the realm of possibility.

The transportation officers on the scene, having ascertained the widest transcontinental railroad clearance of the various routes, measured the boxed airplanes and found the boxes about 3 inches too wide. Inquiry disclosed that if the airplanes were unboxed the removal of a pin would permit the saving of just about the necessary 3 inches. To meet the necessary clearance limits, the wooden sides of the boxes could not be used because of their thickness. Thin sheets of metal were substituted for the wooden sides when the airplanes were reboxed.

A special routing for widest clearances was being planned while the shipment was being readied for movement. Flat cars capable of passenger train speeds had to be obtained. At the last minute orders arrived to include a car of small arms in the train. Arrangements were made to pick up this car en route. When the shipment was loaded and ready to move, only 6 days remained



to get it across the continent to meet the sailing date. The usual transcontinental freight shipment at the time required 19 days.

In spite of the many difficulties, that train made the transcontinental run, not in 6 days, but in 5 days and 2 hours. The airplanes got there and got there in time.

(2) Such an extreme case is unusual. But this example indicates a high degree of cooperation, planning, ingenuity, and will to win that are necessary, though perhaps usually in lesser degree, if the transportation officer is to meet successfully the problems he will face.

(3) Ability to handle the unusual, to make the right decision on the spur of the moment, are prerequisites for the work of the transportation officer. For in dealing with the carriers, as in dealing with people, things do not always go according to a preconceived plan.

**b. Specific duties.** Transportation officers of posts, camps, and stations are members of the staff of the commanding officer, and perform their duties under the supervision of their immediate commander. In general, they are charged with the arrangements necessary for the movement of troops and supplies transported by commercial carriers. (See AR 55-5.) The following list of duties of a transportation officer is partial only, and is suggestive of the general nature of his duties.

(1) *Acquiring information.* (a) Familiarizing himself with traffic conditions out of his post, camp, or station.

(b) Familiarizing himself with publications showing land-grant equalization agreements applicable to freight and passengers, and with the map showing land-grant railroads.

(c) Familiarizing himself with the routing circular for posts, camps, and stations, WD COMMERCIAL TRAFFIC BULLETIN No. 2, which contains information on terminal facilities at the various establishments, and instructions for the guidance of officers in issuing transportation requests and bills of lading.

(d) Familiarizing himself with the demurrage and storage rules and charges issued in tariff form, applicable at his station. Tariff should be on file for inspection at the carrier's station.

(2) *Cooperating with others.* (a) Acting as technical adviser to the commanding officer.

(b) Cooperating in transportation matters with commanding officers of units to be moved from his station.

(c) Maintaining close and friendly liaison with the MTS (Military Transportation Section) representative accredited to his office.

(d) Maintaining friendly relationships with local carriers.

(e) Maintaining close cooperation with supply officers who will receive or ship supplies.

(3) *Planning to meet transportation requirements.* (a) To see that proper loading and unloading facilities are available at his station.

(b) To maintain files of all information pertinent to his present and anticipated duties.

(c) To have complete data available at all time indicating rail equipment necessary to transport the entire command, as a whole as well as by separate units, and complete his files by listing the supplies and equipage to accompany the troops under varying conditions (AR 55-130).

(4) *Maintaining contact with the Chief of Transportation.* (a) Submitting promptly to the Chief of Transportation a report accompanied by a draft of a proposed page for insertion in War Department Commercial Traffic Bulletin No. 2, if the installation where he is assigned is newly established, or if changes in conditions have occurred at an existing station which change routing considerations.

(b) Preventing rail congestion and making an electrical communication report to the Chief of Transportation of any threatened or actual transportation congestion at his station.

(c) Reporting immediately to the Chief of Transportation any violation of embargo placed against shipments for his station (AR 55-170).

(d) Securing from the Chief of Transportation routing instructions for War Department tank cars, whether loaded or empty (AR 55-105).

(e) Securing proper routing instructions and routing from the Chief of Transportation.

(f) Submitting necessary reports to the Chief of Transportation.

(g) Reporting to the Chief of Transportation when available transportation is inadequate.

(b) Reporting all unusual situations to the Chief of Transportation.

(5) *Observing laws and rules pertaining to shipping.* (a) Observing proper loading of cars.

(b) Observing I.C.C. tariff and classification provisions.

(c) Seeing that all packages are properly packed and marked (AR 55-155).

(d) Observing traffic weight agreements.

(e) Observing and arranging for average agreement (AR 55-175).

(f) Observing special requirements when livestock and dangerous articles are shipped.

(6) *Expediting shipments.* (a) Preventing demurrage and storage (AR 55-175).

(b) Informing the proper authorities, through channels, of instances coming to his attention where cross-hauling could be avoided.

(7) *Keeping and using records.* (a) Maintaining a car record book.

(b) Keeping a record of all property shipped.  
tion for payment (AR 55-165).

(c) Keeping a record of all property received.

(d) Using the car record book to check all demurrage bills prior to certification for payment. (AR 55-165).

(8) *Making arrangements for special types of transportation.* (a) Arranging for transportation of remains (AR 55-155).

(b) Arranging for shipment of animals (AR 55-165).

(9) *Arranging for transportation of personnel.* (a) Routing passengers in groups of less than 40 (AR 55-130).

(b) Inspecting and marking railroad equipment when used for outbound movement of troops, their impedimenta, and supplies (AR 55-145).

(c) Issuing transportation requests upon order from competent authority (AR 55-110).

(d) Instructing traveler at time of issuance of transportation requests as to accomplishment of same (AR 55-110 and 55-120).

(10) *Handling bills of lading.* (a) Preparing bills of lading (AR 55-150).

(b) Accomplishing bills of lading (AR 55-150).

(c) Converting commercial bills of lading when transportation is properly chargeable to the Government (AR 55-150).

(11) *General administration.* (a) Organizing his office at an installation which is in the process of development.

(b) Reviewing at frequent intervals the work of personnel assigned to his office with particular attention to the issuing and recording of bills of lading and transportation requests.

(c) Instructing personnel and making sure that they have sufficient technical knowledge of transportation to perform their duties competently.

**c. Principles of transportation efficiency.** In time of war, special care is needed to avoid any impairment, however minor, of the means of transportation. The following rules and principles should be observed scrupulously by the transportation officer, and he should impress upon others with whom he deals, this supreme necessity:

(1) Never use freight or other cars for storage purposes. Such use not only tends to create congestion of terminals, but seriously diminishes the available car supply. *Conservation of railroad freight equipment is imperative.* Extraordinary care should be exercised to avoid delays in loading or unloading, and arrangements should be made locally to insure prompt notification of arrival of all freight and to release unloaded equipment immediately.

(2) The nature of the shipment and the attendant conditions at both point of origin and destination should be considered in order to determine the most advantageous mode of transportation (AR 55-105).

(3) Utilize railroad cars to their cubic or other capacity as far as practicable.

(4) Try to make one freight car do the work of two. This goal can be reached by prompt loading and release, prompt unloading and release (preferably within one working day after the time of placement of loading or unloading), together with maximum use of the car's capacity.

(5) Remove dunnage and other debris from cars at the time of unloading to permit immediate reuse. A delay in cleaning a car has the same effect as a delay in loading or unloading it. Speed in returning the car is of little value

if the car is dirty and must go to the railroad cleaning yard before being put back into service.

(6) Consider the representatives of the MTS or other representatives of the AAR as friends, not antagonists.

(7) Determine the time shipments will be ready for pick-up before requesting a motor carrier to call for the shipments.

(8) As far as practicable, motor trucks should be loaded to the full cubic or weight capacity, consistent with the laws of the States through which the vehicle must pass.

(9) Prompt loading and unloading of motor carrier's equipment will increase the available supply.

**d. Making plans of operations.** The key to efficient, expeditious operations is careful planning on the basis of sound information. Care should be taken to anticipate future developments and to be prepared for them.

(1) *Troop movements.* The transportation officer should anticipate orders to move a unit and have a plan already prepared. This plan shows the rail equipment necessary to transport any or all of the units at his station or the command to which he has been assigned (AR 55-130). He makes certain that this information is also available in connection with possible movements by motor transport. He also makes the following survey:

(a) Names of railroads serving the station; the nearest cities with which they connect; the number of tracks of each line; detraining and entraining places; freight yards; facilities; schedules.

(b) Names or route numbers of main highways; distances to other cities from his station; applicable traffic laws; large parking places available; entrucking and detrucking facilities.

(2) *Shipment of impedimenta.* Animals, vehicles, guns, and other impedimenta may accompany troop movements. Some of these require special loading facilities, while others may require transportation equipment of a type difficult to procure. Matters of this sort should be anticipated and provisions for meeting them should be made in advance.

(3) *Shipments of supplies.* Close cooperation must be maintained with the supply division or the supply officer of the arm or service concerned in order to arrange for prompt, orderly, and efficient handling of shipments of supplies. Plans will vary, depending upon whether shipments expected are incoming, outgoing, or both.

**e. Sources of information.** The transportation officer must continually explore every possible source of information. Information necessary to the conduct of Army transportation may be found in a wide variety of sources.

(1) *Army Regulations.* Army Regulations will ordinarily contain sufficient basic information to enable a transportation officer to accomplish what is expected of him in general. An inexperienced officer may find difficulty in discovering just what Army Regulations cover a particular point. To assist

him, AR 1-5 and 1-10 are available. Appendix III lists the Army Regulations to which reference will most frequently be required.

(2) *Office of the Chief of Transportation.* The transportation officer should not hesitate to ask the Office of the Chief of Transportation for information pertaining to transportation affairs. However, purely abstract and hypothetical questions should be avoided.

(3) *Nonmilitary sources.* Certain transportation officers will have had civilian or military transportation experience and will bring with them informed judgment as to where to look in nonmilitary sources for necessary information. Appendix III contains a partial list of nonmilitary references which will serve as a reminder to those with experience, and as an information list to those whose previous transportation experience has been limited.

(4) *Personal contacts.* The representative of the MTS accredited to the office of the transportation officer will prove a valuable source of information. Though the transportation officer is not obliged to reveal all transportation matters to this representative, he will do well to have a thorough understanding with him concerning his duties. It is imperative that the MTS representative have a thorough understanding of a situation so that he and the transportation officer will not work at cross-purposes. The representative's duty is to act as an adviser in any transportation matter which the transportation officer desires to discuss with him.

**f. Contacts with railroads.** The transportation officer will be in constant contact with the railroads, either directly or through the local MTS representative. The following aspects of these contacts are singled out for comment.

(1) *Routings.* The chairmen of the several territorial passenger associations of the railroads are authorized to submit suggested routings periodically directly to transportation officers at military posts for the movement of individuals and groups of less than 40. The transportation officer, however, is not obliged to use these routes. He is the sole judge of their desirability. (See War Department Commercial Traffic Bulletin No. 18.)

(2) *Functions of MTS representative.* While routine matters may be handled and routine business transacted between the personnel of the railroads serving the station and the personnel of the transportation office, better results will be obtained if the transportation officer is guided by the advice of the MTS representative in the more important matters. Among the functions of the MTS representative are the following:

(a) He has full authority to act for and in the name of the railroads in all matters pertaining to military transportation.

(b) He will work in close cooperation with the initial lines in making arrangements for required equipment.

(c) Acting jointly with the transportation officer, he will inspect equipment tendered by the carriers and arrange to replace any unserviceable or damaged equipment.

(d) He will make his records available to the transportation officer upon request.

(e) He will render whatever assistance the transportation officer desires.

**12. COORDINATION OF TRANSPORTATION FUNCTIONS.** The system of control of Army transportation outlined in this section provides for the dovetailing of all factors into one integrated organization under the central direction of the Chief of Transportation. It is necessary, therefore, to the coordinated functioning of the plan that each transportation officer carry out his duties as outlined by the Office of the Chief of Transportation.

## SECTION IV

# RAILROAD FREIGHT RATES, ACCESSORIAL CHARGES AND SERVICES, AND EQUIPMENT

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**13. RAILROAD FREIGHT RATES.** a. **General.** (1) The freight rate structure of the United States is necessarily complicated, based as it is on geographical considerations, on classification of commodities, on concurrences among carriers, on volume of traffic by geographical section, on cost of operation, and on many other technical considerations that must be taken into account before a fair and equitable rate for any one type of shipment can be determined. This freight rate structure has grown rather than having been developed on a pre-conceived plan. Into it has gone the thought and experience of many thousands of individuals and carriers.

(2) The Interstate Commerce Commission plays an important role in supervising the rate structure and requiring the maintenance of interstate rates that are fair and which avoid discrimination in favor of or against individual shippers or classes of shippers.

(3) The most important single factor in understanding this freight rate structure is to realize that it is not a static thing. It is alive, growing, and changing in countless ways every year. Consequently, accurate knowledge of any freight rate requires up-to-the-minute information.

(4) A freight rate structure is a composite of rate adjustments or rate schedules (mileage scales, group rates, zone rates, point-to-point rates, etc.) on many commodities. At present there are some nine thousand different items covering articles listed in the Consolidated Freight Classification. The freight rates are designed to distribute the burden of transportation cost to the various commodities in direct proportion to their ability to bear their share of the cost. For example, one consideration in determining the rate to be applied on a carload of gravel is the fact that the actual worth of the cargo is very low. On the other hand, the worth of a carload of finished dry goods may be very high and this shipment should take a higher rate. There are many other factors, too, which must be taken into account. For example, the shipment of dry goods referred to above may occupy the full cubic capacity of a car without loading the car to its weight capacity. Freight charges, however, are primarily based on weight, not volume. It is fair, then, to take into account the amount of space taken up by a commodity in proportion to its weight. A great many other factors, including mileage, special services necessary, likelihood of damage

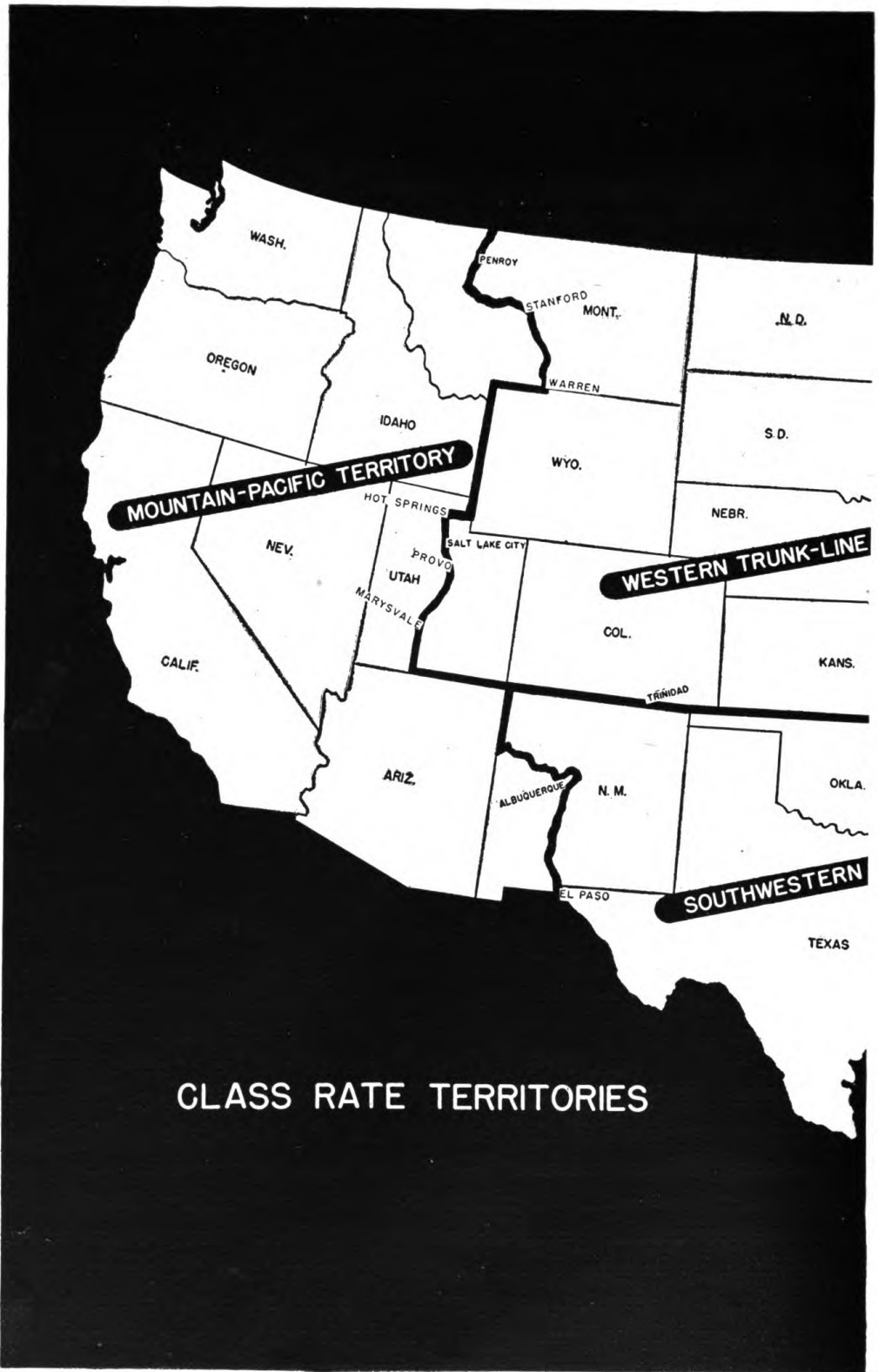
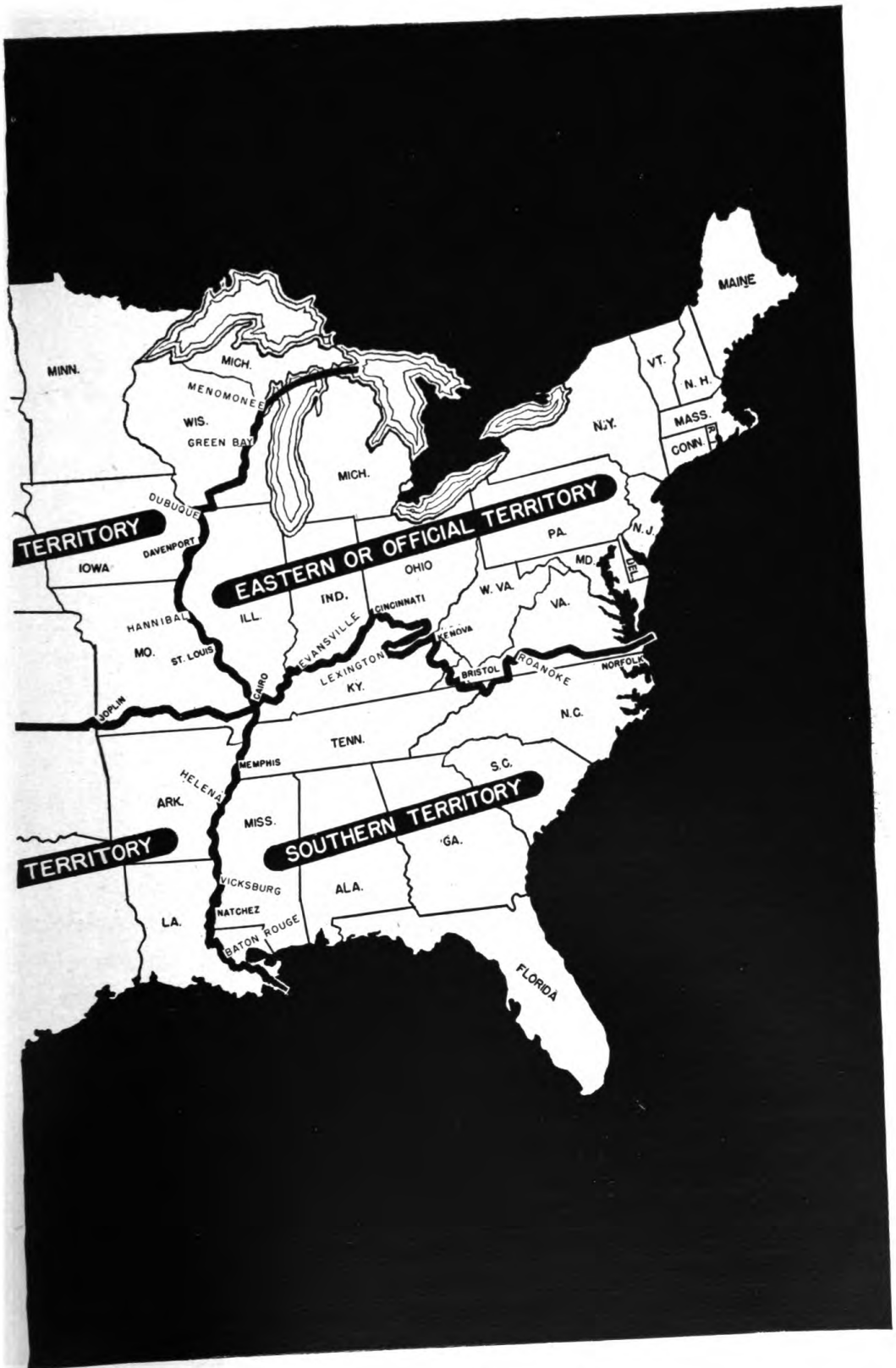


Figure 5. Freight territories.





to the shipment, etc. are used to determine the share of the cost of transportation which any article, material, or class of materials may be called upon to bear.

**b. Major freight territories of the United States.** (1) The United States is divided into five major regions or territories, and the freight rates are fixed for each territory by the appropriate freight committee (see par. 9b) or by individual carriers or small associations operating within that territory. In general, freight rates are not computed strictly on mileage, as mileage is only one factor involved in fixing the rates. The rates, in general, are fixed according to classes of commodities or individual commodities and are published in separate publications for each of the five major regions or territories. Any article such as raw wool, may be assessed a different rate in each of the five major regions or it may be charged the same rate in two or more of the regions. These five major territories are:

(a) *Southern.* That territory east of the Mississippi River and south of the Ohio River from Cairo, Illinois, to Kenova, West Virginia, and thence the line of the Norfolk and Western Railway to Norfolk, Virginia.

(b) *Official.* That territory north of the Southern territory and east of the Mississippi River from Cairo, Illinois, to Dubuque, Iowa, and thence on and east of an imaginary line extending from Dubuque to St. Ignace, Michigan, through Dodgeville, Madison, Watertown, Oshkosh, and Green Bay, Wisconsin, and Menominee, Escanaba, and Manistique, Michigan.

(c) *Western Trunk Line.* That territory embracing Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Wyoming, Missouri (north of the line of the CRI&P from St. Louis to Kansas City), Colorado (to and including the line of the C & S, Trinidad to State Line), Salt Lake City and Ogden, Utah and points grouped therewith, Montana (on the east of an irregular airline extending from the Canadian border to the Wyoming border through Sweetwater to Cut Bank, to Pendroy, to Augusta, to Hardy, to Riceville, to Stanford, to Harlowtown, to Columbus, to Red Lodge and to Warren), and those portions of Wisconsin and Michigan not included in official territory.

(d) *Southwestern.* Arkansas, Oklahoma, Texas, Louisiana (west of the Mississippi River), Missouri (South of the CRI&P, St. Louis to Kansas City).

(e) *Mountain pacific.* That territory west of the Southwestern and Western Trunk line territories.

(2) The territorial descriptions above are only approximate. In some cases, the territories in which these rate structures apply are subdivided into zones and subterritories. There is also some minor overlapping of rate territories which could not be described here without obscuring the general outline of the different intraterritorial rate structures as a whole.

(3) The present rate territories were not fashioned according to any predetermined plan. They are simply an outgrowth of tradition. The old territorial boundary lines remain virtually as they were when they developed

originally, and the underlying differences in rate schemes within the various territories which grew up during the last century still exist to some extent. (See fig. 5.)

**c. Tariffs.** Tariffs are publications which set forth freight rates, rules, and regulations. They are filed with the Interstate Commerce Commission if they apply to interstate commerce, and with state regulatory bodies if they apply to intrastate commerce. The word "tariff" may be used to indicate any one of a wide variety of publications, such as classifications, exceptions to classifications, rate tariffs, tariffs of terminal services and special services, routing guides, etc. Tariffs are published either by the carriers themselves or by agents appointed by the carriers for that purpose. The agency tariff plan is usually adopted in publishing rates via several routes between points in the same territory, also between different territories. This method of publishing rates is not only an economical one for the individual railroad, but greatly simplifies the process of ascertaining the rates via different routes, since the rates of each concurring railroad are provided within the single publication.

(1) *Local and joint rates.* Rail freight rates and also water and motor carriers' rates, are either local or joint. A local rate or charge applies to services performed by a single carrier at or between points on its line. A joint rate or charge applies to services performed jointly by two or more carriers, and the rate or charge is published in a tariff which is concurred in by all of the carriers who participate in performing the service. Local and joint rates are divided into two kinds: class rates and commodity rates.

(2) *Classification of freight.* A rate is provided for any article of commerce which may be carried by freight. Every commodity is assigned a classification group known as a "class", 1, 2, 3, etc. or A, B, C, etc., or 65, 55, 27½, etc. The group or class of any article of commerce may be determined by consulting the publication entitled "Consolidated Freight Classification". The class 1 or column 100 rates are the basis of all class rate scales. All other class or column rates are specifically related to the class 1 rates. For example, class 2 is 85 percent of class 1, class A is 45 percent of class 1, column 65 is 65 percent of class 1, etc. This classification contains the three major interstate classifications—Official, Southern, and Western—plus one other, the Illinois Classification which is nearly identical with the Official Classification. These classifications are published in one volume which is used by the railroads, by some motor carriers, and by domestic steamship lines. Exceptions to the classification are changes in the class, rule, or description provided in the Consolidated Freight Classification, which are required to meet specific economic or transportation conditions affecting only a portion of the territory covered by the governing classification. These exceptions to the classification are usually published by the tariff publishing agents in the different rate territories.

(3) *Class rate tariffs.* Class rates are generally published in Class tariffs, though in many instances they are also published in class and commodity

tariffs. Class rate tariffs show on their title page the governing classification, and if classifications other than that mentioned on the title page are used within the tariff, that fact is mentioned. Class rates are provided for all articles of freight, but in actual practice they are made to apply to those articles (by far the greater in number) that have not been given the benefit of lower or different levels of specific commodity rates by special treatment.

(4) *Commodity rate tariffs.* (a) Commodity rates are the rates that are applicable solely to particular commodities or groups of commodities for which, for one reason or another, the standard class rates are not suitable.

(b) Usually the reason for the establishment of commodity rates is that the regular class rates are too high to move the commodities or groups of commodities freely. Generally, however, commodity rates are limited to the lower grades of freight moving in substantial quantities, or to higher grades of freight when the class rate structure needs adjustment in order to effect different relationships between various articles of freight.

(c) Both the class and commodity rates are usually joint-haul rates; that is, the joint concurrence of two or more groups of railroads is necessary to make them operative.

(d) Commodity rates are published in three types of tariff; class and commodity, miscellaneous commodity, or specific commodity.

(5) *Class and commodity rate tariffs.* As the name implies, these tariffs contain both class and commodity rates. They name class rates from one point to another for the different classes to which articles are assigned in the classification or exception sheets. They also provide rates for articles specifically named in such tariffs. This type of publication is employed in the interest of simplicity and economy.

(6) *Miscellaneous commodity rate tariffs.* These tariffs provide rates on various specific commodities moving in volume between points in the territory defined on the title page.

(7) *Specific commodity rate tariffs.* These tariffs provide rates on one commodity or closely related groups of commodities, such as grain and grain products, between points in the territory defined on the title page.

(8) *Application of rates.* A commodity rate takes precedence over a class rate or a rate provided by an exception to the classification, whether it is higher or lower than such rate. An exception rate takes precedence over a class rate; but not over a commodity rate. It follows, therefore, that the logical procedure in determining the applicable rate or charge on a shipment is first to check for a commodity rate, and if there is none, then check for an exception, and finally for the class rate.

(a) When a tariff carries both a general and a specific description of an article, the rate given for the article described specifically takes precedence over the rate provided under a general description.

(b) The general rule of tariff interpretation is that the nature of the article shipped, and not the use to which it may be put, determines the rates appli-

cable to it. The Interstate Commerce Commission has consistently found that rate tariffs are to be construed strictly, and when reasonable doubt exists as to the meaning of a tariff provision, its construction must be resolved in favor of the shipper. A tariff plus the statute has the force and effect of the statute.

(c) In many cases rates established from and to specified points also apply to unnamed points lying between them. Such application of specific rates to or from intermediate unnamed points is provided for by the so-called "intermediate" rule. An intermediate rule in a tariff establishes specific rates just as positively, plainly, and legally to or from unnamed intermediate points as if such points were specifically named.

**d. Intraterritorial and interterritorial rates.** (1) Intraterritorial and interterritorial class rates, based upon distance or mileage scales have been established between points in the Southern, Official, Western Trunk Line, and Southwestern territories, but not in Mountain Pacific Territory. These adjustments were established pursuant to findings of the Interstate Commerce Commission in various proceedings involving those territories.

(2) Generally, rates on most commodities moving in considerable volume are assigned column numbers as provided in exceptions to the classification. These column numbers indicate the percentage that such rates bear to the first class or column 100 rates. In the case of heavy volume basic commodities such as brick, cement, coal and coke, grain and grain products, iron and steel, lime, live stock, petroleum, and sand and gravel, rates have been prescribed by the ICC on mileage scales to fit the specific needs of the traffic and are not related to the general class rate structure.

(3) The intraterritorial rate levels established in the various territories vary widely, the Official being the lowest and the Western Trunk Line and Southwestern the highest. Because of these different rate levels, combination rates in some instances produce lower charges than those resulting from application of the joint through rates between the same points. In order to avoid contravention of Section 4 of the Interstate Commerce Act, practically all tariffs provide that where the aggregate of intermediates produces a lower charge than that resulting under the through rate, such lower charge will apply. Therefore, while the establishment of through joint rates has greatly simplified the problem of determining the applicable rate in a great many instances, however, it is still necessary to check combination rates to determine the lowest through charge.

(4) In Mountain Pacific territory, there is no uniform level of rates that applies throughout the entire region. The Interstate Commerce Commission prescribed class rate scales in the so-called "Arizona" and "Utah" cases of limited application. In view of its wide application in Mountain Pacific territory, it may be safely assumed that the Utah scale measures the general level of class rates in that territory. The making of rates on miscellaneous commodities in direct percentage relation to class rates is not nearly as prevalent in Mountain Pacific territory as it is in the other rate-making territories.

(5) Joint through class and commodity rates are maintained between Mountain Pacific territory on the one hand, and the other territories on the other hand. Although some of these are point-to-point rates, most of them are group rates. For the most part, these groups are rather large. This is necessary and proper because of the relatively long hauls involved. These rates are under the jurisdiction of the Trans-Continental Freight Bureau.

**e. Differential rates.** (1) A differential rate is one which applies over a route which is more circuitous than the "standard" direct routes, or a route over which the service is markedly inferior to the direct routes. The differential rates applying over such routes are made by deducting specific amounts, called "differentials," from the rates applying via the direct routes with their faster service.

(2) The following are examples of rates which are subject to adjustment by the application of "differentials":

(a) Class and commodity all-rail rates from New England to points in Central Freight Association and Western Trunk Line territories.

(b) Class and commodity rates between Western Trunk Line territory, on the one hand, and Central Freight Association, Trunk Line Association, and New England territories on the other, via lake-rail, rail-lake-rail, and rail-lake-barge routes.

(c) Class and commodity rates between Central Freight Association, Western Trunk Line Committee, and Southwestern Freight Bureau territories, on the one hand, and Trunk Line Association and New England territories on the other, via ocean-rail and rail-ocean-rail routes. Also between Southern territory on the one hand, and all of Official Classification territory on the other, via the same types of route.

(d) Class and commodity rates between points in Central Freight Association, Western Trunk Line Committee, Southwestern Freight Bureau, and Southern Territories, via barge-rail and rail-barge-rail routes, operating on the Mississippi, Missouri, Ohio, Illinois, and Tennessee Rivers.

(3) The rates applicable via the various types of differential routes set forth in (2) above are made by deducting specific differentials in cents per 100 pounds or cents per ton of 2,000 pounds, from the standard all-rail rates generally applicable between points in the territories involved. These differential rate adjustments have been prescribed or approved by the Interstate Commerce Commission.

(4) The traffic that moves over these differential routes, while quite substantial in volume, is such that time in transit is of far less importance than economy in freight charges.

**f. Demurrage charges.** (1) Demurrage fundamentally is a charge for undue detention of cars by shippers, and its primary purpose is to prevent the tying up of rolling stock by unnecessary delays in loading or unloading. Its secondary purpose is to secure compensation for the use of the car and the

track it occupies. Demurrage accrues after the expiration of a specified period, and the longer the car is held the greater the charge.

(2) All transportation officers should familiarize themselves with the carrier's demurrage rules and charges which are issued in tariff form. It is their duty to expedite loading and unloading to avoid, so far as possible, demurrage charges, setting as a goal a maximum of 24 hours for detention of a car.

**g. Average agreement.** (1) The carriers make a concession from the straight demurrage charges upon the execution of an "Average Agreement." All transportation officers receiving and/or forwarding carload freight by rail will make application to the carriers at their respective stations and enter into Average Agreements to cover inbound and outbound shipments. (See W. D. Commercial Traffic Bulletin No. 17.)

(2) The Average Agreement published in the Association of American Railroads tariff (Car Demurrage Rules and Charges) provides for a system of crediting and debiting in order to arrive at a monthly total for the assessment of demurrage charges for cars held in excess of the authorized free time. A car loaded or unloaded and released within the first 24 hours after placement for loading or unloading, computed from the first 7:00 AM after such placement is entitled to a "credit." No credits can be earned on cars ordered and not used as the Average Agreement is not applicable. Forty-eight hours free time is allowed for loading or unloading. The succeeding 4 days (96 hours) of additional time the car is held cause one "debit" to accrue for each day. Any debits accruing within this 96-hour period may be offset by credits earned through the prompt release of other cars during the same month. The holding of a car beyond 4 days after expiration of the free time results in a much higher daily charge being made for each such additional day, and such charges cannot be offset by credits earned on other cars.

(3) Not more than one credit can be earned on any one car. Credits earned on cars held for loading shall not be used to offset debits accruing on cars held for unloading, nor can credits earned on cars held for unloading be used to offset debits on cars held for loading. Not more than eight credits can be applied to offset debits accrued on any one car. At the end of each calendar month the debits and credits are balanced and debits in excess of credits are charged for at a rate prescribed in the Car Demurrage Rules. (See AR 55-175.)

(4) It should be borne in mind that changes are constantly being made and before verification of agreement statement (abstract), the current tariff covering demurrage rules should be consulted.

(5) Transportation officers will render such demurrage reports as may be required by the Chief of Transportation.

**h. Land-grant rate.** (1) *General.* (a) "Land-grant" is the familiar term applied to deductions from rail carrier's rates pursuant to Statutes of the United States under which certain railroads were aided in construction by grants of public lands. (See par. 6b.) In accordance with Section 321, Part II, Title III, Transportation Act of 1940, land-grant deductions now apply only on

military or naval property of the United States moving for military or naval use, and to transportation of members of the military or naval forces of the United States, when such members are traveling on official duty. Land-grant deductions are not applicable to movements of private mounts, household goods, and other personal effects, and nonmilitary passenger traffic as indicated in AR 55-110.

(b) When net land-grant rates are required by contracting officers in order to evaluate properly bids on commodities to be shipped from several different points, request for the rates should be forwarded to the Office of the Chief of Transportation. (See AR 55-105.)

(c) The required information with which to determine land-grant deduction is on file in the Office of the Chief of Transportation. Experienced rate auditors use the Consolidated Freight Classification, carrier and agency tariffs, and distance tables, maps, land-grant percentages, and division sheets (agreements between the carriers for the distribution of transportation revenue), to determine the correct net land-grant rates.

(d) The following example of a freight shipment subject to land-grant deductions, from Seattle, Washington, to Edgewood, Maryland, will illustrate the application of land grant provisions:

	<i>Percentage of revenue</i>	<i>Percentage of land-grant deductions</i>
Northern Pacific to Superior, Wis.	60.538	49.107
Northern Pacific to Ashland, Wis.	4.187	50.0
Soo line to Manitowoc, Wis.	7.775	31.741
Pere Marquette to Toledo, Ohio.	9.9	25.211
Pennsylvania R.R. to Edgewood, Md.	17.6	
	<hr style="width: 50%; margin: 0 auto;"/> 100.0	<hr style="width: 50%; margin: 0 auto;"/>

(e) The percentage of land-grant deductions is 50 percent of the ratio of land-grant mileage to the total mileage; that is, the Northern Pacific total mileage from Seattle, Washington, to Superior, Wisconsin is 1,937.50 miles, 1902.90 miles of which are land-grant. The net percentage deduction is 49.107 percent. The same road's mileage between Superior and Ashland, Wisconsin is all land-grant, and the net percentage deduction, therefore, is 50 percent.

(2) *Freight Land-grant Equalization Agreement.* Carriers subject to this agreement (See W. D. Commercial Traffic Bulletin No. 3) consent to accept (with some exceptions) for the transportation of property moved for account of the Government of the United States and for which the Government of the United States is lawfully entitled to reduced rates over land-grant roads, the lowest net rates lawfully available as derived through deductions account of land-grant distances from a lawful rate filed with the Interstate Commerce Commission or the various State commissions, applying from point of origin to destination at time of movement.

(3) *Alphabetical list of land-grant railroads.* The railroads of the United States which were aided in their construction by land grants and extent of such grants are listed alphabetically below:



<i>Name of Road</i>	<i>From—</i>	<i>To—</i>	<i>Miles</i>
Alabama Great Southern	Georgia-Alabama State Line	Alabama-Mississippi State Line	244.94
Atchison, Topeka & Santa Fe	Atchison, Kans.	Kansas-Colorado State Line	470.58
Do	Lawrence, Kans.	3.29 miles south of Humboldt, Kans.	90.04
Do	Isleta, N. Mex.	Mojave, Calif.	805.50
Central of Georgia	Girard, Ala.	Troy, Ala.	84.00
Chicago & Northwestern	Cedar Rapids, Ia.	Union Pacific Transfer	271.60
Do	Clinton, Iowa	Lyons, Iowa	2.60
Do	Winona, Minn.	0.62 miles west of Watertown, S. Dak.	323.22
Do	Fond du Lac, Wis.	Negaunee, Mich.	241.20
Chicago, Burlington, & Quincy	Burlington, Ia.	East Plattsmouth, Ia.	279.98
Do	Hannibal, Mo.	St. Joseph, Mo.	206.40
Chicago, Milwaukee, St. Paul & Pacific	Lyle, Minn.	Minneapolis, Minn.	115.00
Do	Mendota, Minn.	St. Paul, Minn.	5.60
Do	*St. Paul, Minn.	*Superior E.E., Wis.	155.20
Chicago, Milwaukee, St. Paul & Pacific	Hastings, Minn.	Ortonville, Minn.	202.10
Do	La Crescent, Minn.	Houston, Minn.	18.00
Do	Houston, Minn.	Minnesota-South Dakota State Line	279.37
Do	Calmar, Iowa	Sheldon, Iowa	211.00
Do	Dubuque, Iowa	Tete des morts Creek, Iowa	10.78
Do	Ontonagon, Mich.	McKeever, Mich.	20.00
Chicago, Rock Island, & Pacific	Davenport, Iowa	Union Pacific Transfer, Iowa	317.75
Do	Hopefield, Ark.	Little Rock Jct. Conn. M.P.R.R.	131.00
Chicago, St. Paul, Minneapolis, & Omaha	Hudson, Wis.	2.7 miles south of Wyeville, Wis.	156.90
Do	Do	Superior E.E., Wis.	149.50
Do	Trego, Wis.	Bayfield, Wis.	94.40
Do	St. Paul, Minn.	Stillwater Jct., Minn.	15.70
Do	Stillwater Jct., Minn.	Stillwater, Minn.	3.50
Do	St. Paul, Minn.	6.25 miles north of Le Mars, Iowa	237.97
Duluth, South Shore, & Atlantic	Marquette, Mich.	L'Anse, Mich.	63.00
Grand Trunk Western	Port Huron Tunnel, Mich.	End of grant near Flint, Mich.	60.00
Great Northern	St. Paul, Minn.	Breckenridge, Minn.	216.84
Do	East Minneapolis Junction, Minn.	Sauk Rapids, Minn.	66.59
Do	East St. Cloud, Minn.	St. Vincent, Minn.	316.28
Gulf and Ship Island	Gulfport, Miss.	2.1 miles north of Bond, Miss.	40.00
Gulf, Mobile, & Ohio	Mobile, Ala.	Tennessee-Mississippi State Line	333.28
Illinois Central	Centralia, Ill.	Chicago, Ill.	252.37
Do	Cairo, Ill.	East Dubuque, Ill.	455.36
Do	Dubuque, Iowa	Sioux City, Ia.	326.58
Louisville & Nashville	Decatur, Ala.	Montgomery, Ala.	183.00
Do	Montgomery, Ala.	Flomaton, Ala.	119.00
Do	Flomaton, Ala.	Pensacola, Fla.	44.00
Do	Pensacola, Fla.	River Junction, Fla.	161.00

\* Jointly operated with Northern Pacific except as to intermediate points between St. Paul and Carlton.

<i>Name of Road</i>	<i>From—</i>	<i>To—</i>	<i>Miles</i>
Michigan Central (New York Central—Lessee)	Lansing, Mich. Ave., Michigan	Mackinaw City, Mich.	259.74
Minneapolis, St. Paul & Sault Ste Marie	Portage, Wis.	Ashland, Wis.	257.00
Missouri-Kansas-Texas	Junction City (U.P. Conn.), Kans.	3.65 miles south of Humboldt, Kans.	125.77
Missouri Pacific	St. Louis, Mo.	Pacific, Mo.	37.00
Do	Birds Point, Mo.	Texarkana, Ark.	394.50
Do	Little Rock Jct. Conn. (Argenta), Ark.	Fort Smith, Ark.	165.16
Nahville, Chattanooga & St. Louis	Guntersville, Ala.	End of grant 0.7 miles north of Carlisle, Ala.	20.00
New York Central	Jonesville, Mich.	Lansing, Mich.	60.00
Northern Pacific	Duluth, Minn.	St. Paul, Minn.	154.42
Do	White Bear, Minn.	Stillwater, Minn.	12.00
Do	Brainerd, Minn.	Watab, Minn.	54.84
Do	Ashland, Wis.	Portland, Ore.	2124.10
Do	Tacoma, Wash.	Tacoma Wharf, Wash.	1.10
Do	Pasco, Wash.	Wallula, Wash.	16.00
Pennsylvania	Indiana-Michigan Line	Petoskey, Mich.	278.00
Pere Marquette	Flint, Mich.	Ludington, Mich.	170.66
St. Louis-San Francisco	Pacific, Mo.	Seneca, Mo.	291.30
Seaboard Air Line	Jacksonville, Fla.	River Junction	209.00
Do	Fernandina, Fla.	Tampa Yard, (Freight) Fla.	241.00
Do	Waldo, Fla.	Cedar Keys, Fla.	71.00
Southern Pacific	San Jose, Calif.	Tres Pinos, Calif.	50.26
Do	Mojave, Calif.	End of grant near Alcalde, Calif.	202.22
Do	Do	Colorado River	346.96
Do	Roseville, Calif.	East Portland, Ore.	663.16
Southern	Selma, Ala.	Jacksonville, Ala.	145.00
Yazoo & Mississippi	Meridian (Passenger Station), Miss.	Jackson (Passenger Station), Miss.	96.00
Do	Mississippi River (Delta Incline), La.	Shreveport, La.	170.00
Do	Shreveport, La.	Louisiana-Texas Line	20.00

*Note.* The table above sets forth mileages of original grants under which certain rights were acquired by the Government. Such rights have not been removed by subsequent changes nor by abandonment of portions of original grants except as may be specifically authorized by acts of Congress.

**14. CLASSIFICATION OF GOVERNMENT FREIGHT.** a. The proper freight classification descriptions and ratings applicable to the various items being shipped by the Government are of utmost importance. These matters affect materially the cost of transportation to the Government.

b. The Consolidated Freight Classification and the supplements thereto give packing specifications, ratings, carload minimum weights and rules and regulations which provide specifically for numerous items of Government freight. As the transportation officer is acting as a traffic manager for the

War Department, it is his duty to observe strictly the provisions of the Consolidated Freight Classification in order to facilitate the settlement of transportation charges.

c. The items of freight which are not specifically listed in the classification, and which are doubtful cases as to classification and rating, should be referred to the Office of the Chief of Transportation for handling.

d. Since the transportation officer is responsible for the preparation and issuance of bills of lading, he should observe strictly the carrier's freight classification descriptions and avoid nicknames and trade names. (See AR 55-150.) It is the duty of every transportation officer to see to it that the cost of transportation services rendered is kept at a minimum. By adhering strictly to the proper descriptions much delay and confusion and many unnecessary complications and disputes in connection with the assessment of the proper freight charges will be eliminated.

**15. RAILROAD FREIGHT SERVICES.** a. There are many special services incident to and included in the term "Transportation". These services are over and above the actual hauling of goods from one point to another and cover all services in connection with the receipt, delivery, elevation, and transfer in transit, ventilation, refrigeration of icing, storage, and handling of property transported.

b. Some of these services are covered by charges which are additional to the charges for line-haul movement, some services are covered by absorptions or allowances which the railroads pay out of the revenue received for line-haul transportation, and some services are performed free of charge because of statutory or competitive requirements.

c. All special services are covered by specific publication in tariffs. The Interstate Commerce Act requires such publication in order that all users of rail transportation shall be accorded equal service and may be fully and equally informed as to the services available to them and the charges therefor.

d. It is necessary to consult the tariffs in order to find out what services are offered, whether these services are performed free of charge, or, if a charge is made, whether the charge is absorbed by the carrier, is refunded to the shipper as an allowance, or is in addition to the line-haul charges.

e. The following are the more important special services with which the transportation officer should be familiar:

(1) *Switching*. Switching is the movement of cars between points located within the specifically defined limits of a yard, station, or terminal district. Switching services are of several types:

(a) *Terminal switching*. Terminal switching is the car movement necessary to place cars for loading or unloading. In most cases the charges are included in the line-haul rate, but the tariffs should be consulted for definite information to that effect.

(b) *Intraplant or intraterminal switching.* Such car movements are those made entirely within the boundaries of one particular plant or industry or between two points within the defined limits of a yard, station, or terminal district, both of which are located on the tracks of the carrier performing the service. Specific charges per car are published in the tariffs covering such movements.

(c) *Interterminal switching.* Such movements are those made between two points located on two different carriers within the defined limits of a station or terminal district. Interterminal movements may involve the use of an intermediate carrier or carriers in addition to the origin and destination carriers. The per car charges are published specifically or are made up by adding together the per car charges of each line participating in the movement, and the tariffs of the lines involved must be consulted.

(d) *Ferry (trap) cars.* A trap or ferry car is one containing more than one less-carload freight shipment from one consignor to several consignees or from several consignors to one consignee. The freight is moved in this car in one direction or the other between the local freight or transfer station of the railroad and the private siding of a plant or industry for the purpose of handling, delivering, consolidating, or reforwarding. The tariffs authorizing the use of trap or ferry cars usually provide that if the weight loaded in the car exceeds or is not less than a designated minimum, the switching charge will be absorbed out of the line-haul charge. But if the weight is below the minimum, the published switching charge will be in addition to the line-haul charge. In certain congested terminal districts the carriers have provided in tariffs that, at their convenience, trap car service will be performed by motor truck, subject, however, to the balance of the rules governing trap car movements.

(2) *Drayage.* Many communities are served by two or more railroads and do not have a sufficient volume of traffic to justify maintaining a switch engine on duty at all times. The freight stations may be located considerable distances apart, but whether or not there are actual track connections for interchange of carload traffic, less-than-carload traffic can be interchanged by truck or dray. The charges for this drayage are usually absorbed by the carrier out of the line-haul charges and are specifically published in tariffs.

(3) *Floatage and lighterage.* These are terms for movement of freight at ports by barge, to or from vessels, warehouses, or other facilities. Floatage involves the actual movement of the car and lading on a car float equipped with track. Lighterage involves the movement by barge or lighter of the lading only. Floatage and lighterage are analogous to terminal switching and the charges for these services are generally absorbed by the line-haul carriers. However, the applicable tariffs should be consulted specifically.

(4) *Storage.* (a) Storage is a service "in connection" with transportation, and is an actual part of transportation service only to the extent of normal and necessary holding of property during the movement and for the period

normally required to make delivery. The holding of freight by the carrier after it has been transported until it is called for is performed under the terms of Section 4 of the conditions of the uniform bill of lading. When property is held until called for, the carrier's liability is that of a warehouseman only. Charges for storage are provided in tariffs of the carriers.

(b) All transportation officers should familiarize themselves with storage rates and charges, issued in tariff form, which are applicable at their stations. It is the responsibility of the commanding officer of the post, camp, station, or other military establishment to control and coordinate the various functions of his command so that all extra transportation charges, including charges for storage, will be kept to a minimum. It is particularly essential that freight cars never be used for storage.

(c) Transportation officer will render such reports on storage as may be required by the Chief of Transportation.

(5) *Pick-up and delivery.* Frequently the carriers furnish trucks which call at the shipper's or consignee's place of business to receive or deliver freight, instead of requiring the shipper to perform such service with his own equipment or at his own expense. If the service is performed by the carrier, the cost is included in the line-haul charge. If the service is performed by trucks owned or hired by the shipper or consignee, the carrier makes an allowance of 5 cents per 100 pounds to the shipper or consignee. Army vehicles may frequently be used to effect savings in pick-up and delivery.

(6) *Transit arrangements.* The railroads permit the stopping of freight at a point intermediate between origin and destination for the purpose of storing, manufacturing, or processing the inbound commodity and reshipping either the inbound commodity or the product to its destination. The rate applied is the through rate from origin to destination, and the inbound and outbound movements are not treated as separate and distinct shipments. Due to the fact that two distinct and complete transportation services are performed, that is, the inbound and outbound movements, carriers are entitled to charge additional to the through rate to cover the cost of these services. Transit arrangements are treated in more detail in paragraph 23.

**16. RAILROAD FREIGHT EQUIPMENT.** As a result of many years' experience, the railroads have developed equipment suited to all normal shipping needs. In nearly every case of special shipping requirements, existing equipment can be used and a method improvised to meet the needs.

**a. American railroad cars.** The "Official Railway Equipment Register" contains the dimensions, capacities, and classes of rolling stock operated by railroads of the United States. The variety of this equipment is great. For example, the following types of rolling stock are among those available: box cars of various dimensions; automobile and furniture cars; ventilated and insulated box cars; stock and poultry cars, singled and double-decked; refrigerator cars; flat, well-hole, and depressed center cars; gondola, hopper, covered hop-

## A FEW TYPES OF RAILROAD ROLLING STOCK



Figure 6. Standard box car.

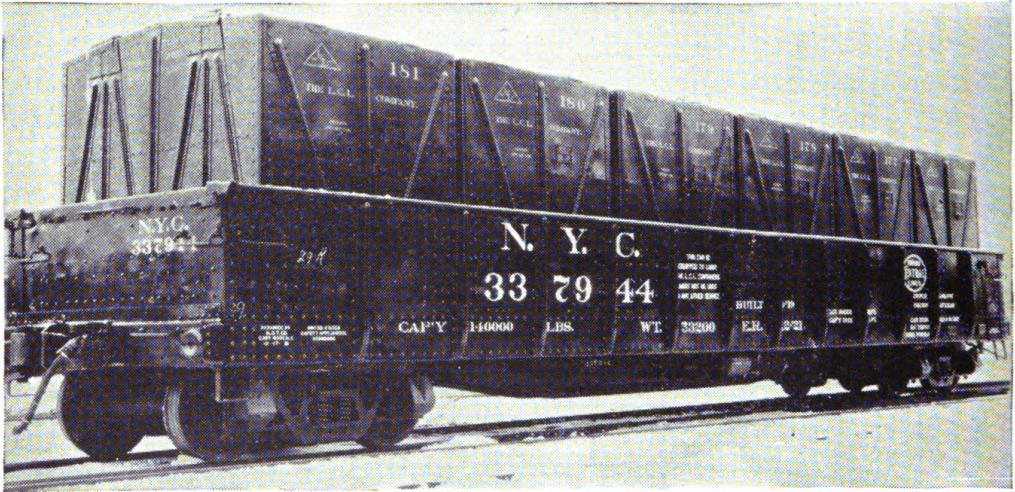


Figure 7. Container car for L.C.L. shipments.

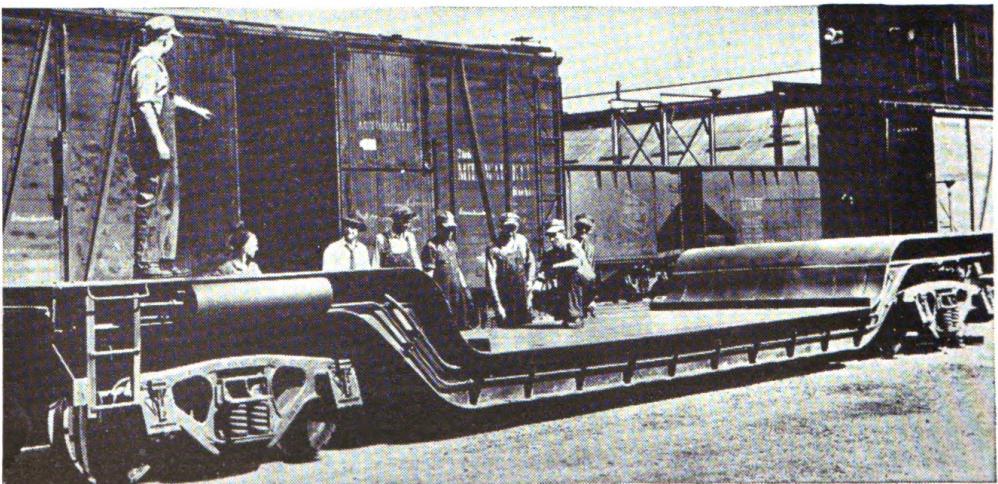


Figure 8. Depressed center flat car.

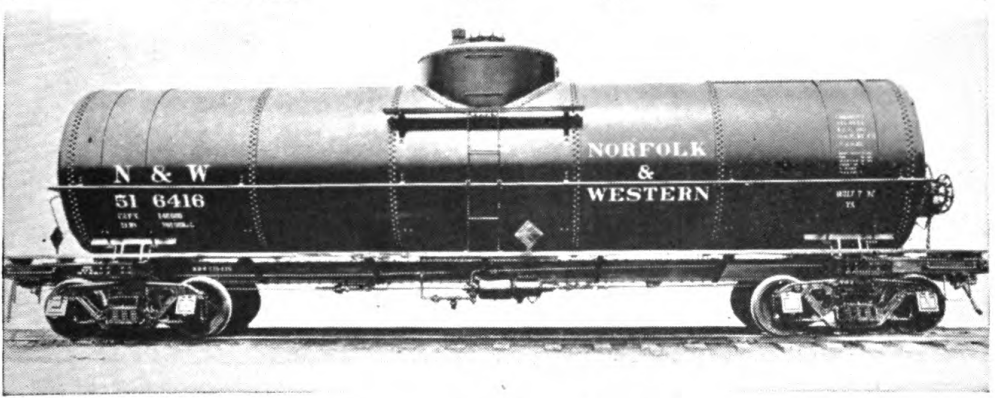


Figure 9. Tank car class TA.

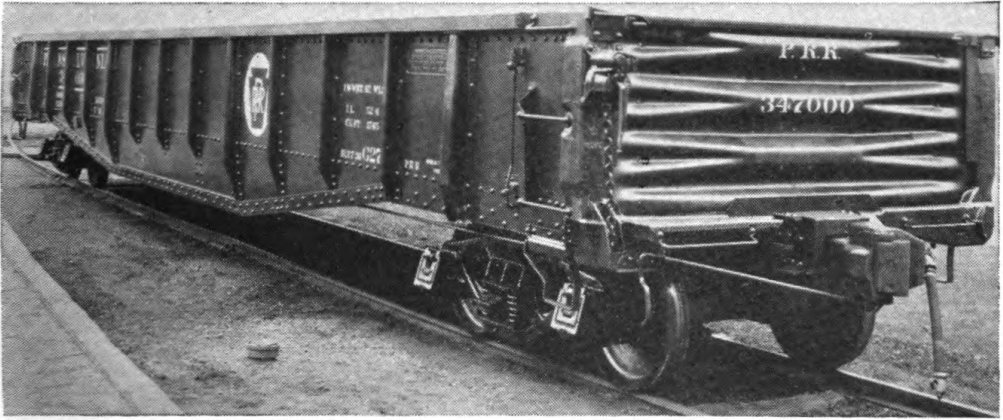


Figure 10. All-steel 70-ton gondola car.

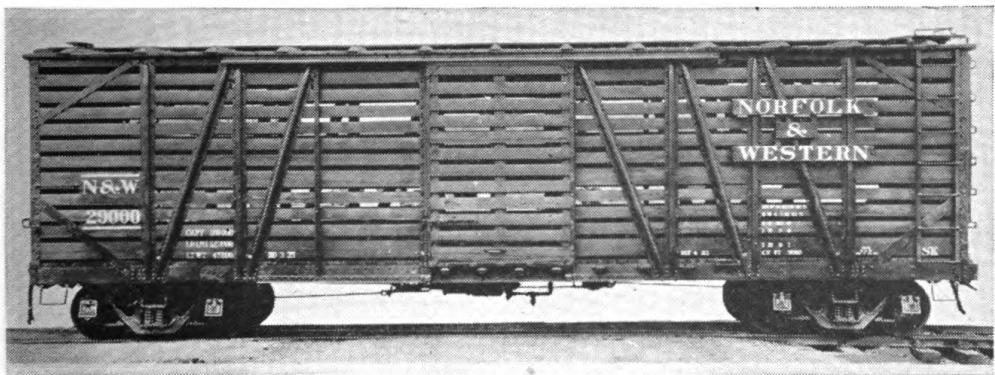


Figure 11. Stock car, class SK.

per, ballast, and ore cars; tank and container cars; service and dump cars; industrial and mine cars; flat or gun truck cars for heavy ordnance; etc. Perhaps the most important of all is the standard, steel-sheathed, wood-lined box car having inside dimensions as follows: length, 40 feet 6 inches; width, 8 feet 9 inches; height, 9 feet 4 inches. The car has a volume capacity of 3,311 cubic feet, light weight of 43,350 pounds when equipped with a pair of 5½-inch by 10-inch journal trucks weighting 15,600 pounds, and a load limit capacity of 125,650 pounds. The car is designed to provide adequate strength and dependability for general interchange service under present day operating conditions and is the largest box car which may be moved freely in general interchange service without operating restrictions of consequence. This type of box car is possibly the one best suited for use in the movement of military supplies and impedimenta in the United States unless the items to be transported are of such a nature that the major portion of the full cubic capacity of the car cannot be utilized. Other types of box car are in use and are rapidly being developed to the stage of suitability for high-speed transportation. The Official Railway Equipment Register will provide full details of all types of freight equipment.

**b. Other railroad facilities.** In addition to rolling stock, the railroads have developed facilities capable of providing necessary services other than actual point-to-point hauling. Among these are complete terminal facilities, switching yards, loading and unloading platforms, and sidings. The railroads maintain facilities for icing refrigerator cars and for resting, feeding, and watering livestock in transit. At certain ports they provide lighters and car floats for movement of shipments across water, and in connection with such services, maintain covered and open docks and piers. They own weighing equipment, equipment for loading and unloading, and provide a variety of services sufficient to handle nearly any type of shipment.



## SECTION V

### BILLS OF LADING

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**17. AUTHORITY FOR SHIPMENT OF SUPPLIES.** The authority having actual control over property to be shipped is primarily responsible for the transfer of the property from one point to another. Making arrangements for the actual physical movement of the supplies by commercial means (except by air) is a responsibility of the Chief of Transportation. Therefore, before the transportation officer ships supplies turned over to him for shipment, the authority primarily responsible for the transfer will furnish him with certain information necessary in preparing the bill of lading and otherwise handling the shipment.

**a. Allotment symbol or appropriation.** The shipping officer turning over supplies for shipment will furnish the transportation office with the allotment symbol, or name of the appropriation as the case may be, against which the cost of transportation is chargeable.

**b. Shipping document.** The transportation officer will be furnished sufficient data for use in preparing the bill of lading. Such data may be provided by the War Department Shipping Document, or order copy thereof, shipping ticket, or other means acceptable to the transportation officer. One copy of such data will be filed with the "property shipped" copy of the bill of lading. (See AR 55-155.)

**18. THE GOVERNMENT BILL OF LADING.** **a. General.** (1) A bill of lading is a document or instrument accounting for goods shipped. This document, signed by the agent or owner of the transportation line, constitutes a receipt for the goods, and provides further the information on which the carrier bases the charges for the transportation service rendered. The word "lading" means "loading;" hence the expression "bill of lading."

(2) When Government property is shipped by commercial carrier, the Government and the carrier jointly execute a transportation agreement known as a U. S. Government Bill of Lading. The Government Bill of Lading differs from commercial bills of lading, and is made up as a set of standard forms.

(3) A Government "freight waybill" is part of the Government standard Bill of Lading form. After receiving the "freight waybill," the carrier inserts essential information in the appropriate spaces. Generally, the document accompanies the shipment to destination and since the "freight waybill" is prepared at the same writing with the bill of lading, there is available with

the shipment, complete and correct information essential for its transportation and delivery.

**b. Use of Government Bill of Lading.** (1) Except as provided in AR 55-105, the transportation of property of the Government (or other property, charges for which are to be paid by the Government direct to carriers) by rail, highway, water, and air carriers, freight forwarders, or express companies will be obtained by means of Government bills of lading. Bills of lading assigned to the Transportation Corps bear the serial number prefix symbol WQ, until that symbol is completely superseded, then WT and WV.

(2) A transportation officer will always keep on hand a supply of the blank forms of the Government Bill of Lading but if the supply becomes exhausted he may, in an emergency only, forward a shipment on the regular commercial bill of lading. (See f below.)

(3) Drayage and strictly local hauling by commercial means will be by means of agreements, purchase orders or equivalent documents. Government bills of lading may be used to procure such drayage and hauling of public property when the charges therefor are based on special rates named in rate tenders from the carriers or on published rates filed with the ICC or state regulatory commissions, provided the applicable rates and authority therefor are shown on the bill of lading so used. However, carriers' pick-up and delivery services will be utilized whenever practicable.

**c. Standard Government forms.** The standard set of U. S. Government bill-of-lading forms consists of the following:

<i>Description</i>	<i>Standard Form No.</i>	<i>Color</i>
Original .....	1103	White
Shipping Order .....	1104	Salmon
Freight Waybill—Original .....	1105	White
Freight Waybill—Carrier's Copy .....	1106	White
Memorandum (3 copies) .....	1103a	Yellow

The seven copies listed above are usually sufficient to handle a shipment. When assembled carbon-interleaved forms are used, two additional memorandum copies will be added to each set of bill-of-lading forms when assembled by the printer. When these two extra interleaved utility copies are provided, there will be enough memorandum copies for nearly any shipment. In rare instances where further memorandum copies are essential, use may be made of carbon faced single memorandum copies furnished by the War Department. (See AR 55-150 and 55-155).

(1) *Preparation of Government bills of lading.* Except as provided in AR 55-150, one copy each of the original bill of lading, shipping order, freight way bill original, freight way bill—carrier's copy, and three legible copies of the memorandum will be prepared. These seven copies will be made simultaneously by the use of carbon paper or by other efficient method. Continuation sheets when required will be similarly prepared. One of the

three memorandum copies will be stamped "property received copy" and another "property shipped copy", unless those words have been printed on carbon copies in the set.

(a) *For Use of Destination Carrier Only.* Careful attention should be given to all instructions and details in arrangement, especially to the section headed "For Use of Destination Carrier Only," which must not be covered by writing or marks since it is for the sole use of the accounting officer of the destination carrier, who will insert there the proper class, rate, and charges.

(b) *Administrative Directions.* Special attention is called to the paragraph in the "Administrative Directions" on the reverse side of the original bill of lading. Transportation of military (or naval) property of the United States moving for military (or naval) use is subject to land-grant rates where applicable; transportation of other property is not. Land-grant rates are not available on property belonging during transit to vendors, contractors, cost-plus contractors, or others, regardless of the kind or form of bill of lading used. The words "Military" or "Nonmilitary" will be placed on the original bill of lading and on all copies in a conspicuous manner immediately preceding the first item in the column headed "Description of Articles." If one bill of lading covers some "Military" items and some "Nonmilitary" items, appropriate groupings may be used if desired, each conspicuously headed, but the typographical arrangement will be clear and unmistakable. (See AR 55-150.)

(c) *Contract or purchase order number.* On any bill of lading used for a shipment covered by a contract, purchase order or equivalent instrument, the number and date of such document and the f.o.b. point of the shipment will be entered in the block captioned "Certificate of Issuing Officer." (See AR 55-150.)

(d) *Dunnage allowance.*

1. Rule 30 of the Consolidated Freight Classification authorizes certain allowances for dunnage (materials used in bracing and blocking the lading) when closed cars are loaded to certain percentages above the minimum carload weight, and when open cars are loaded to minimum carload weight.
2. This allowance is authorized *only* when the shipper specifies the weight of the dunnage on the bill of lading. Therefore, the weight of the property and of the dunnage used should be shown separately on bills of lading; for example, 56,300 pounds, dunnage 350 pounds, total 56,650 pounds.
3. When the weight of the property is *unquestionably* less than the minimum carload weight, the weight of the dunnage need not be shown separately.
4. The consignee must receipt for the total weight (without adjustment for dunnage allowance) in accomplishing the bill of lad-

ing and should never be left in doubt as to the proper weight to be shown. (AR 55-150.)

(e) *Statement of pick-up service.*

1. The statement "Pick-up service at origin . . . . . by the Government" will be completed by insertion of the word "was" or the words "was not" and will be initialed by an authorized person having accurate knowledge of the facts. Completion of the statement may be omitted.
2. When a car is loaded by shipper with a shipment which is unquestionably a carload quantity.
3. When shipment is to move from an Army shipping establishment (not a vendor's plant) by highway carrier, provided the issuing officer definitely knows that no provision for pick-up allowance is carried in tariffs, and has authorized the omission.
4. When a shipment is loaded in carrier's trap car or ferry car, provided the bill of lading so indicates. (See AR 55-150.)

(f) *Traffic Control Numbers.* The block captioned "Traffic Control Nos." will be used for any traffic control numbers assigned to the shipment, such as those numbers prefixed "TS," "QMR," "ETO," "FAS," "MAIN," of "MI," which are variously used on occasion.

(g) *Effects of War Department Traffic Weight Agreement.*

1. The execution of the War Department Traffic Weight Agreement affects the preparation of bills of lading in several ways. (See 7c.)
2. Government bills of lading, or commercial bills of lading to be converted, which are annotated "Actual Weight", place the carrier on notice that the shipments so described need not be weighed by the carriers. (AR 55-150.)
3. No rubber stamp impression will be made on the bills of lading to show that a weight agreement is in effect.
4. The shipping documents furnished the transportation officer will contain the information necessary to comply with the provision of the Weight Agreement. (See AR 55-150.)
5. On organizational equipment moving with troops the organization commander or supply officer will furnish to the transportation officer the information essential for preparation of the bill of lading. (See AR 55-155.)
6. The notation "Tariff Weight" does not refer to *minimum carload weight* and the latter will not be used on bills of lading; neither will the *minimum carload or other arbitrary weights* be inserted as the weight of the shipment in the certificate of delivery. (See AR 55-150.)
7. All bills of lading covering carload or less-than-carload War Depart-

ment shipments via carriers who are parties to the Agreement will be properly annotated to preclude delay.

(2) *Certificate of issuing officer.* Certificate of issuing officer will be signed on every set of bills of lading issued. The issuing officer need sign only once on each set of carbon-interleaved forms, on the original. A legible carbon-interleaved signature on the shipping order is acceptable to carriers. The signature of another authorized person signing for the transportation officer need merely be followed by the phrase "for T.O." (See AR 55-150.)

**d. Disposition of bills of lading.** When property is turned over to the initial carrier for shipment, it will be accompanied by at least the following documents from the standard set of Government bill-of-lading forms;

Original bill of lading	(Form 1103)
Shipping order	(Form 1104)
Freight waybill—original	(Form 1105)
Freight waybill—carrier's copy	(Form 1106)

Memorandum copy on which has been printed "For the Chief of Transportation" or, when no copy has been so printed, a legible copy other than the "property shipped" or the "property received" copy (Form 1103a).

(1) *Property shipped copy* (Form 1103a).

(a) *Pending copy.* If necessary, a memorandum copy may be retained by the shipper as a pending copy until the initial carrier returns to the shipper the receipted original bill of lading and the remaining memorandum copies.

(b) *Copies retained by carrier.* The carrier will retain the shipping order, the freight waybill-original, and the freight waybill-carrier's copy.

(c) *Copies mailed by shipper.* The original bill of lading when receipted by carrier's agent will be mailed by the issuing officer (or his agent for the purpose) without delay to the consignee, except that—

1. Bills of lading covering troop movements or shipments of remains by express will be forwarded as prescribed in AR 55-145 and 55-155, respectively.
2. Bills of lading covering Lend-Lease shipments will be forwarded as prescribed in directives of the War Department, Army Service Forces, or Army Air Forces.
3. Bills of lading covering shipments which apparently would arrive at destination prior to arrival of bill of lading (if mailed to consignee) may be forwarded as prescribed in AR 55-150.
4. Bills of lading covering shipments moving under military guard (AR 55-155 and AR 380-5) may be transmitted to destination in the hands of person in charge of guards.

(d) *Copy filed by shipper.* "The property shipped copy" when receipted by the carrier's agent will be retained by the issuing office as a record.

- (2) *Property received copy.* (Form 1103a). The "property received copy" will be sent to the transportation officer (or consignee) to whom the shipment is billed (See AR 55-150). On Lend-Lease shipments it will be forwarded as specially directed. Separate envelopes will not be used for original and "property received" copies, unless use of but one envelope would *necessarily* cause delay to one of those copies, in which case the other will be sent without delay. The principle of avoiding unnecessary separate mailings and envelopes will be observed.
- (3) *Memorandum copies.* (a) Memorandum copies (that is, other than "property shipped" and "property received" copies) of bills of lading will be forwarded as prescribed in AR 55-150.
- (b) In the case of bills of lading covering shipments of household goods or other personal effects, except personal effects of enlisted men in cases in which the cost of transportation is chargeable to them (see AR 55-120), the unstamped memorandum copies will be mailed on the day of issuance direct to the Finance Officer, U. S. Army, Transportation Division, Washington (25), D. C. Each such memorandum copy will be accompanied by respective W.D., T.C. Form No. 219 and certified copy of travel order.
- (c) It is of the utmost importance that memorandum copies of bills of lading be forwarded promptly and they will not be held for the purpose of consolidating, transmitting with other memoranda, or forwarding with periodical or special reports.
- (d) No letter of transmittal is required in forwarding memorandum copies of bills of lading to the Chief of Transportation, the Finance Officer or regulating stations. (See AR 55-150.)

**e. Accomplishment of Government bills of lading.** The accomplishment of a bill of lading is the execution thereon of an acknowledgment that the service called for has been performed by the carrier, and a bill of lading so accomplished becomes the evidence upon which payment for the service will be made. Transportation officers will expedite accomplishment and surrender of Government bills of lading, as delay in accomplishment results in an accumulation of large amounts of unpaid transportation bills. If bills of lading are lost or are not received in reasonable time (15 days after receipt of shipment), necessary action will be taken toward issuance and accomplishment of a Certificate in lieu of lost Government bill of lading (Standard Form No. 1108). (See AR 55-150.)

(1) *Verification.* In order to ascertain whether or not the carrier has fulfilled all its legal and other obligations, every shipment will be carefully checked with the bill of lading by the receiving officer, in coordination with the consignee (AR 55-150) upon delivery at destination. The receiving officer is

the person to whom the shipment is invoiced or for whose use it is intended and is therefore not necessarily the consignee.

(2) *By whom accomplished.* In general, a bill of lading will be accomplished by the consignee.

(3) *How accomplished.* Accomplishment is effected by executing the certificate of delivery on the original bill of lading. See Paragraph 33 below for procedure when shipments are lost or damaged. The "Consignee's certificate of delivery" on the face of the original bill of lading will be executed as prescribed in AR 55-150.

(4) *Disposition.* Upon accomplishment of the original bill of lading, the consignee will surrender it to the agent of the last line-haul carrier without delay.

**f. Use of commercial bill of lading.** (1) A commercial bill of lading will always be used to bill empty tank cars. (See AR 55-150.)

(2) A "collect" commercial bill of lading may be used for a shipment from a contractor when a Government bill of lading cannot reach the shipper by the time the shipment must go forward. When so used (also in emergency cases) a commercial bill of lading will have placed upon it a notation showing that the bill of lading is for conversion to a Government bill of lading. The use of a commercial bill of lading does not exempt the shipment from the requirements of Army Regulations and instructions thereunder applicable to Government traffic.

**g. Conversion of commercial bills of lading and shipping documents.** When a shipment is received on a commercial freight bill of lading or commercial express receipt and the transportation charges are properly payable to the carrier from War Department funds, the consignee will convert such a commercial document into a Government Bill of Lading without delay. When the original commercial document is not available, a fully completed carbon, photostatic, or certified true copy may be converted, provided a local procedure exists which is designed to preclude issuance of two Government bills of lading for the same shipment. Copies of express forwarding receipts, but not express delivery receipts prepared at destination, may be converted. Procedure for the conversion of documents will be found in AR 55-150.

**h. Specimens of bills of lading.** The following pages contain specimens of bills of lading and "Certificate in lieu of lost Government bill of lading," as prepared by the transportation officer. The specimens are labeled as exhibits A to J, inclusive.

U. S. GOVERNMENT BILL OF LADING  
 ORIGINAL

no WV- CCC,000

CAR INITIALS AND NO \_\_\_\_\_ DO NOT WRITE IN THIS SPACE

NAME OF INITIAL TRANSPORTATION COMPANY MISSOURI PACIFIC RR. CO. TRAFFIC CONTROL NOS. \_\_\_\_\_

STOP THIS CAR AT \_\_\_\_\_ FOR \_\_\_\_\_

15 SIZE CAR IN FT. & INCHES ORDERED	FURNISHED	MARKED CAPACITY OF CAR ORDERED	FURNISHED	DATE CAR FURNISHED	DATE B/L ISSUED
					8 FEB 44

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF THE PUBLIC PROPERTY HEREIN DESCRIBED IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE

**IMPORTANT**  
 The Shipper **MUST** send this original of the Bill of Lading to the Consignee **IMMEDIATELY**  
**SEE REVERSE HEREOF**  
 EXCEPTION: Original B-L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

FROM (SHIPPING POINT) KANSAS CITY, KAN.

FROM (FULL NAME OF SHIPPER) TRANS. OFF., KANSAS CITY MEDICAL DEPOT

MARKS  
FOR: C.O.

CONSIGNEE  
TRANS. OFF., BINGHAMPTON MEDICAL DEPOT,

DESTINATION BINGHAMPTON, N.Y.

VIA (Route, Ocean, etc.) (When your substantial interest of the Government is subserved thereis)

CHARGES TO BE BILLED TO (Specify whether to be shipped and nature of service and location) (Specify Office U. S. Army, Washington, D. C.)

APPROPRIATION CHARGEABLE 9-505 P 481-03 A212/40502

ISSUING OFFICE KANSAS CITY MEDICAL DEPOT

**MO PAC AND NECESSARY CONNECTING LINES - PACKAGE CAR IF AVAILABLE**

PRICE UP SERVICE AT ORIGIN WAS NOT BY THE GOVERNMENT OR ITS AGENT (Insert "WAS" or "WAS NOT") INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE HWG

NAME AND TITLE OF ISSUING OFFICER H. O. JAMES, CAPT., T.C. Transportation Officer

NO.	KIND	DESCRIPTION OF ARTICLES (USE CARRIERS CLASSIFICATION OR TAIRFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS	RATE			CHARGES
					CLASS.	GROSS	NET	
					FOR USE OF DESTINATION CARRIER ONLY			
					OTHERS MUST NOT WRITE IN THESE COLUMNS			
		MILITARY		ACTUAL				
7	BX	CONTAINERS, SHEET STEEL, SU, CAPACITY N/X 1 GILL N/NESTED	1-7	525				
1	BX	CONTAINERS, SHEET STEEL, SU, CAPACITY N/X 1 GAL. N/NESTED	8	102				
				627				

**SPECIMEN**

CERTIFICATE OF ISSUING OFFICER  
SGO REQU. T 13573 DATED \_\_\_\_\_  
 P. O. B. POINT NAMED IN CONTRACT  
 SIGNATURE OF ISSUING OFFICER H. O. James

NAME OF TRANSPORTATION COMPANY \_\_\_\_\_  
 DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_  
 SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

CONSIGNEE'S CERTIFICATE OF DELIVERY - CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_

(GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS

(DATE) \_\_\_\_\_

(SIGNATURE OF CONSIGNEE) \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit A.



U. S. GOVERNMENT BILL OF LADING  
 ORIGINAL

NO WV- 000000

CAR INITIALS AND NO. **IC 11659** **DO NOT WRITE IN THIS SPACE**  
 NAME OF INITIAL TRANSPORTATION COMPANY **NEW YORK CENTRAL SYSTEM** TRAFFIC CONTROL NOS. **ODT QMR-WA-19-0201 W EXPIRES 11 MAY 1944.**

STOP THIS CAR AT	FOR	IMPORTANT	ISSUE CAR IN 41 & INS ORDERED	ISSUE CAR IN 41 & INS FURNISHED	TRAILER CAPACITY OF CAR ORDERED	TRAILER CAPACITY OF CAR FURNISHED	DATE CAR FURNISHED	DATE B/L ISSUED
		The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY	40-6	40-6			4 MAY	4 MAY '44

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF. THE PUBLIC PROPERTY HEREINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN) TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.

SEE REVERSE HEREOF  
 EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

FROM (SHIPPING POINT) **SO. SCHENECTADY, N. Y.**  
 FROM (FULL NAME OF SHIPPER) **TRANS. OFF. SCHENECTADY ASF DEPOT**

MARKS  
**FOR:**  
**3400-G-QMI-OPL-A68SC508**  
**LOT 12**  
**FOR EXPORT**

CONSIGNEE  
**PORT TRANS. OFFICER**  
**BOSTON PORT OF EMBARKATION**  
**ARMY BASE**

CHARGES TO BE BILLED TO (Department or Establishment and Bureau of Service and Location)  
**Finance Officer, U. S. Army, Washington, D. C.**

DESTINATION  
**SOUTH BOSTON, MASS.**

APPROPRIATION CHARGEABLE  
**9-500 P 481-03 A 212/40502**

VIA (Route Journey Only) (When Some Substantial Interest of the Government is Served Thereby)

ISSUING OFFICE  
**SCHENECTADY ASF DEPOT**

NYC- NYNH&H  
 PICK-UP SERVICE AT ORIGIN (When "WAS" or "WAS NOT") BY THE GOVERNMENT OR ITS AGENT  
 INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE

NAME AND TITLE OF ISSUING OFFICER  
**J. F. BLUE, MAJOR, T.C.** Transportation Officer

PACKAGES NO.	KIND	DESCRIPTION OF ARTICLES (USE CARRIERS' CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS*	RATE			CHARGES
					CLASS	GROSS	NET	
1875	CS	MILITARY SOLDIERS RATIONS, TYPE C  SEALS: SC 16251-2 INBOUND REFERENCE:- BL WT 8662422 10 APR 1944 PRR 59436 SOLDIERS RATIONS, TYPE C PEORIA, ILL. W/B 1279 25 APR 1944 - NYC RATE 62 WEIGHT 75000 TRANSIT AUTHORIZED BY AAR SEC 22 QUOT 16D  WDSO 23405	DUNNAGE	ACTUAL 75000 50 75050  2063 CU. FT.				
					FOR USE OF DESTINATION CARRIER ONLY			
					OTHERS MUST NOT WRITE IN THESE COLUMNS			

**SPECIMEN**

CERTIFICATE OF ISSUING OFFICER  
 CONTRACT NO. OR PURCHASE ORDER NO. **30182-27215-44** DATED \_\_\_\_\_  
 OR OTHER AUTHORITY FOR SHIPMENT \_\_\_\_\_  
 F. O. B. POINT NAMED IN CONTRACT \_\_\_\_\_  
 SIGNATURE OF ISSUING OFFICER **J.F. Blue**  
 NAME OF TRANSPORTATION COMPANY \_\_\_\_\_  
 DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_  
 SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

CONSIGNEE'S CERTIFICATE OF DELIVERY - CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT  
 (NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_  
 (GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS  
 (DATE) \_\_\_\_\_ (SIGNATURE OF CONSIGNEE) \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit B.

U. S. GOVERNMENT BILL OF LADING  
ORIGINAL

no WV- 0000000

CAR INITIALS AND NO DO NOT WRITE IN THIS SPACE

NAME OF INITIAL TRANSPORTATION COMPANY **RAILWAY EXPRESS AGENCY, INC.** TRAFFIC CONTROL NOS. **ETO 00000**

STOP THIS CAR AT FOR **IMPORTANT**  
The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY  
SEE REVERSE HEREOF  
EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

1 SIZE CAR IN FT. & INS.	2 UNLADEN CAPACITY OF CAR	3 DATE CAR ORDERED	4 DATE CAR FURNISHED	5 DATE B/L ISSUED
ORDERED	FURNISHED	ORDERED	FURNISHED	2 FEB 44

FROM (SHIPPING POINT) **ST. LOUIS, MO.**  
FROM (FULL NAME OF SHIPPER) **TRANS. OFF., ST. LOUIS MEDICAL DEPOT**

MARKS  
**FOR: MEDICAL SUPPLY OFFICER**

CONSIGNEE  
**TRANS. OFF., CAMP MCCAIN**

DESTINATION **ELLIOTT, MISS.**

VIA (ROUTE, MODE, ONLY WHEN SOME SUBSTANTIAL INTEREST OF THE GOVERNMENT IS SUBSERVED HEREIN)

CHARGES TO BE BILLED TO (DEPARTMENT OR ESTABLISHMENT AND BUREAU OR OFFICE AND LOCATION)  
Finance Officer U S Army Washington, D C

APPROPRIATION CHARGEABLE **9-505 P481-03 A212/40502**

ISSUING OFFICE **ST. LOUIS MEDICAL DEPOT**

NAME AND TITLE OF ISSUING OFFICER **J. W. GREEN, CAPT., T.C.** Transportation Officer

PICK-UP SERVICE AT ORIGIN **WAS NOT** BY THE GOVERNMENT OF ITS AGENT  
(Insert "WAS" or "WAS NOT")  
INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE **AAW**

FURNISH THIS INFORMATION IN CASE OF CARLOAD SHIPMENTS ONLY  
\*SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED

PACKAGES NO. KIND	DESCRIPTION OF ARTICLES (USE CARRIERS' CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS*	R A T E		C H A R G E S	
				GROSS	NET	DOLLARS	CTS
20 BX.	DRUGS  MILITARY  RELEASED VALUE AT THE LOWEST RATE		ACTUAL 5250	OTHERS MUST NOT WRITE IN THESE COLUMNS			

SPECIMEN

CERTIFICATE OF ISSUING OFFICER **REQU. 39188** DATED \_\_\_\_\_ NAME OF TRANSPORTATION COMPANY \_\_\_\_\_

OR OTHER AUTHORITY FOR SHIPMENT \_\_\_\_\_ DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_

F. O. B. POINT NAMED IN CONTRACT \_\_\_\_\_ SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

SIGNATURE OF ISSUING OFFICER **J. W. Green** CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_ POUNDS \_\_\_\_\_

(GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS \_\_\_\_\_

(DATE) \_\_\_\_\_ (SIGNATURE OF CONSIGNEE) \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

I CERTIFY THAT I HAVE THIS DAY RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPARENT GOOD ORDER AND CONDITION EXCEPT AS NOTED ON THE REVERSE HEREOF AND THAT DELIVERY SERVICE AT DESTINATION \_\_\_\_\_ BY THE GOVERNMENT OF ITS AGENT

Exhibit C.

U. S. GOVERNMENT BILL OF LADING  
 ORIGINAL

NO WV- 0070000

CAR INITIALS AND NO  
**ACL 47002** DO NOT WRITE IN THIS SPACE

NAME OF INITIAL TRANSPORTATION COMPANY **ATLANTIC COAST LINE RR.** TRAFFIC CONTROL NOS. **MI 3351**

STOP THIS CAR AT FOR **IMPORTANT**  
 The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY  
 SEE REVERSE HEREOF EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE, SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF, THE PUBLIC PROPERTY HEREINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWING) TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE

CONSIGNEE  
**PORT TRANS. OFF.,  
 HAMPTON ROADS PORT OF EMBARKATION,  
 ARMY BASE PIERS 1 & 2**

DESTINATION **NORFOLK, VA.**

VIA (ROUTE, CARRIER, UNIT, MODE, DATE, SUBSTITUTION, ADDRESS OF THE GOVERNMENT'S INSURED THEREON)

**ACL VGN**

PICK UP SERVICE AT ORIGIN (Insert "WAS" or "WAS NOT") BY THE GOVERNMENT OR ITS AGENT INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE

NAME AND TITLE OF ISSUING OFFICER  
**A. R. BLACK, MAJ., QMC.**

APPROPRIATION CHARGEABLE  
**1-5250 P 431-03 A212/40425**

ISSUING OFFICE  
**MACDILL FIELD, FLA.**

FROM (SHIPPING POINT) **MACDILL FIELD, FLA.**

FROM (FULL NAME OF SHIPPER) **TRANS. OFF., MACDILL FIELD**

MARKS  
**FOR SHIPMENT NO. 1234-W**  
**FOR EXPORT**

CHARGES TO BE BILLED TO (DEPARTMENT OR ESTABLISHMENT AND BUDGET OR SERVICE AND LOCATION)  
 Finance Officer, U. S. Army, Washington, D. C.

FURNISH THIS INFORMATION IN CASE OF CARGO SHIPMENTS ONLY  
 \*SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED

PACKAGES NO. KIND	DESCRIPTION OF ARTICLES (USE CARRIERS CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE, OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS*	CLASS		RATE		CHARGES	
				GROSS	NET	DOLLARS	CTS		

**MILITARY**  
**MILITARY IMPEDIMENTA**  
**SEALS: ACL 6 410857/58**

ACTUAL **29,785**  
**1406 CU. FT.**

SPECIMEN

CERTIFICATE OF ISSUING OFFICER  
 CONTRACT NO. OR PURCHASE ORDER NO. OR OTHER AUTHORITY FOR SHIPMENT DATED \_\_\_\_\_  
 F. O. B. POINT NAMED IN CONTRACT SIGNATURE OF ISSUING OFFICER **William Capstone A. To. for T.O.**

NAME OF TRANSPORTATION COMPANY \_\_\_\_\_  
 DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_  
 SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

CONSIGNEE'S CERTIFICATE OF DELIVERY - CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_  
 (GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS  
 (DATE) \_\_\_\_\_ (SIGNATURE OF CONSIGNEE) \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit D.

U. S. GOVERNMENT BILL OF LADING  
ORIGINAL

NO WV- 0000000

CAR INITIALS AND NO

DO NOT WRITE IN THIS SPACE

NAME OF INITIAL TRANSPORTATION

TRAFFIC CONTROL NOS.

COMPANY **ACME FAST FREIGHT, INC.**  
STOP THIS CAR AT FOR

IMPORTANT

The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY  
SEE REVERSE HEREOF  
EXCEPTION: Original Bill of Lading on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

SIZE CAR IN FT. & INCHES	MARKED CAPACITY OF CAR	DATE CAR
ORDERED	ORDERED	FURNISHED
FURNISHED	FURNISHED	FURNISHED

DATE BILL ISSUED  
**12 FEB 44**

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE, SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF OF THE PUBLIC PROPERTY HERINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONDITIONS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES. THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE

FROM (SHIPPING POINT) **PROVIDENCE, R.I.**

FROM (FULL NAME OF SHIPPER) **TRANS. OFF., 816TH AAF SPEC. DEPOT**

MARKS

**FOR: SDCO, 27TH SD  
MARKED FOR: 609TH S.E.G.T. SQDN.**

CONSIGNEE

**TRANS. OFF.,  
EGLIN FIELD,**

CHARGES TO BE BILLED TO (NAME OF ESTABLISHMENT AND OFFICE OR OFFICER)  
Factory Officer, U. S. Army, Washington, D. C.

DESTINATION

**PENSACOLA, FLA.**

APPROPRIATION CHARGEABLE

**9-504 P 481-03 A212/40502**

VIA (ROUTE, JOURNEY ONLY WHEN SOME SUBSTANTIAL INTEREST OF THE GOVERNMENT IS SUBSERVED THEREBY)

**ACME FAST FREIGHT, INC.**

ISSUING OFFICE

**816TH AAF SPEC. DEPOT, FIELDS PT., PROV., R.I.**

NAME AND TITLE OF ISSUING OFFICER

**A. J. ROBSON, MAJOR, AC**

Transportation Officer

PACK UP SERVICE AT ORIGIN **WAS NOT** BY THE GOVERNMENT OR ITS AGENT (Insert "WAS" or "WAS NOT") INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE **CEA**

FURNISH THIS INFORMATION IN CASE OF CARGO SHIPMENTS ONLY (SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED)

PACKAGES NO	KIND	DESCRIPTION OF ARTICLES (USE CARRIERS CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS*	CLASS		RATE		CHARGES	
					GROSS	NET	DOLLARS	CTS		
1	EX	MILITARY INTERNAL COMBUSTION ENGINE	59614	353						
OTHERS MUST NOT WRITE IN THESE COLUMNS										

SPECIMEN

**ST 44-37684**

CONTRACT NO OR PURCHASE ORDER NO OR OTHER AUTHORITY FOR SHIPMENT

DATED

NAME OF TRANSPORTATION COMPANY

DATE OF RECEIPT OF SHIPMENT

F. O. B. POINT NAMED IN CONTRACT SIGNATURE OF ISSUING OFFICER

*A. J. Robson*

SIGNATURE OF AGENT

PER

CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY)

POUNDS

(GROSS WEIGHT IN BOTH WORDS AND FIGURES)

CERTIFY THAT THESE GOODS RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPARENT GOOD ORDER AND CONDITION EXCEPT AS NOTED ON THE REVERSE HEREOF AND THAT DELIVERY SERVICE AT DESTINATION BY THE GOVERNMENT OR ITS AGENT (Insert "Way" or "Warrant")

(SIGNATURE OF CONSIGNEE)

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit E.

U. S. GOVERNMENT BILL OF LADING  
ORIGINAL

no. **WV** 000000

CAR INITIALS AND NO. **TRAILER T-57** **DO NOT WRITE IN THIS SPACE**

NAME OF INITIAL TRANSPORTATION **NEW YORK & NEW BRUNSWICK AUTO EXPRESS CO.** [TRAFFIC CONTROL NOS.]

STOP THIS CAR AT \_\_\_\_\_ FOR \_\_\_\_\_

1 SIZE CAR IN FT & INCH ORDERED \_\_\_\_\_ FURNISHED \_\_\_\_\_ 2 MARKED CAPACITY OF CAR ORDERED \_\_\_\_\_ FURNISHED \_\_\_\_\_ 3 DATE CAR ORDERED \_\_\_\_\_ FURNISHED \_\_\_\_\_ DATE B/L ISSUED **26 JAN 44**

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE. SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF, THE PUBLIC PROPERTY HEREINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNBROKEN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.

**IMPORTANT**  
The Shipper **MUST** send this original of the Bill of Lading to the Consignee **IMMEDIATELY**  
**SEE REVERSE HEREOF**  
**EXCEPTION:** Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

FROM (SHIPPING POINT) **NIXON, N. J.**  
FROM (FULL NAME OF SHIPPER) \_\_\_\_\_  
TRANS. OFF., **RARITAN ARSENAL**  
MARKS \_\_\_\_\_  
FOR: **C.O.**

CHARGES TO BE BILLED TO (Department or Establishment and Bureau or Office and Locations) Finance Officer, U. S. Army, Washington, D. C.

APPROPRIATION CHARGEABLE **9-501 P 461-03 A212/40502**

ISSUING OFFICE **RARITAN ARSENAL, METUCHEN, N. J.**

NAME AND TITLE OF ISSUING OFFICER **R. S. MASON, MAJ., T. C.** Transportation Officer

FOR USE OF SERVICE AT ORIGIN (INITIALS) WAS NOT BY THE GOVERNMENT OR ITS AGENT (INITIALS) WAS OR WAS NOT BY THE GOVERNMENT OR ITS AGENT **OR**

PACKAGES NO	KIND	DESCRIPTION OF ARTICLES (USE CARRIERS CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE, OTHERWISE A CLEAR NON-TECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS	CLASS. RATE		CHARGES	
					FOR USE OF DESTINATION CARRIER ONLY	OTHERS MUST NOT WRITE IN THESE COLUMNS	GROSS DOLLARS	NET CTS
10000		MILITARY CARTRIDGE SHELLS EMPTY FOR CANNON NOT PRIMED 75 MM I/0323  SEALS: NYNB 34436-37		26,670				

**SPECIMEN**

CERTIFICATE OF ISSUING OFFICER \_\_\_\_\_ NAME OF TRANSPORTATION COMPANY \_\_\_\_\_

CONTRACT NO. OR PURCHASE ORDER NO. OR OTHER AUTHORITY FOR SHIPMENT \_\_\_\_\_ DATED \_\_\_\_\_ DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_

IF O. R. POINT NAMED IN CONTRACT SIGNATURE OF ISSUING OFFICER **R. S. Mason** SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_ CERTIFY THAT I HAVE THIS DAY RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPARENT GOOD ORDER AND CONDITION EXCEPT AS NOTED ON THE REVERSE HEREOF AND THAT DELIVERY SERVICE AT DESTINATION \_\_\_\_\_

(GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS \_\_\_\_\_ BY THE GOVERNMENT OR ITS AGENT (Insert "Wet" or "Wet Not")

(DATE) \_\_\_\_\_ SIGNATURE OF CONSIGNEE \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit F.

**U. S. GOVERNMENT BILL OF LADING**  
**ORIGINAL**

no **WV- 000000**

CAR INITIALS AND NO **LEN 94217** **DO NOT WRITE IN THIS SPACE**

NAME OF INITIAL TRANSPORTATION COMPANY **ILLINOIS CENTRAL RR.** TRAFFIC CONTROL NOS. **TS 235121**

STOP THIS CAR AT \_\_\_\_\_ FOR \_\_\_\_\_

1 SIZE CAR IN FT & INS ORDERED	2 MARKED CAPACITY OF CAR ORDERED	3 DATE CAR FURNISHED	4 DATE B/L ISSUED
40-6 BX	40-6 BX	7 FEB	8 FEB 44

**IMPORTANT**  
 The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY  
 SEE REVERSE HEREOF  
 EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

FROM (SHIPPING POINT) **KEVIL, KY.**  
 FROM (FULL NAME OF SHIPPER) **TRANS. OFF., KENTUCKY ORDNANCE WORKS,**  
 MARKS  
**FOR: C.O.  
 LOT KEN. 1101**

CONSIGNEE  
**TRANS. OFF.,  
 HOLSTON ORDNANCE WORKS**

DESTINATION **HOLSTON, HAWKINS CO., TENN.**

VIA (FROM POINT TO WHICH YOUR SUBSTANTIAL INTEREST OF THE GOVERNMENT IS DEPENDENT HEREON)  
**IC NCSTL TC SQD**

CHARGES TO BE BILLED TO (OFFICER OR REPRESENTATIVE AND ADDRESS OF OFFICE AND LOCATION)  
 Finance Officer, U. S. Army, Washington, D. C.

APPROPRIATION CHARGEABLE  
**5-60028 P120 A212/41005**

ISSUING OFFICE  
**KENTUCKY ORDNANCE WORKS, PADUCAH, KY.**

NAME AND TITLE OF ISSUING OFFICER  
**J.W. BROWN, 1ST LT., O.D.** Transportation Officer

PLACE UP SERVICE AT ORIGIN \_\_\_\_\_ BY THE GOVERNMENT OR ITS AGENT  
 (Insert "WAS" or "WAS NOT")  
 INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE \_\_\_\_\_

FURNISH THIS INFORMATION IN CASE OF CARLOAD SHIPMENTS ONLY  
 \*SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED

PACKAGES	NO	KIND	DESCRIPTION OF ARTICLES (USE CARRIERS CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS	CLASS			OTHERS MUST NOT WRITE IN THESE COLUMNS
						GROSS	NET	CHARGES	
2000		FBI	MILITARY HIGH EXPLOSIVES (TRINITROTOLUOL) SEALS: IC 705222-23	1-2000 DUNNAGE	ACTUAL 110,500 320 110,820				

**EXPLOSIVES PLACARDS APPLIED**

This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation according to the regulations prescribed by the Interstate Commerce Commission

SPECIMEN

CERTIFICATE OF ISSUING OFFICER CONTRACT NO OR PURCHASE ORDER NO _____ DATED _____ OF OTHER AUTHORITY FOR SHIPMENT _____ I, O. B. POINT NAMED IN CONTRACT _____ SIGNATURE OF ISSUING OFFICER <i>JWB</i>	NAME OF TRANSPORTATION COMPANY _____ DATE OF RECEIPT OF SHIPMENT _____ SIGNATURE OF AGENT _____ PER _____ CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT
--	---

NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY \_\_\_\_\_

(GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS

(DATE) \_\_\_\_\_

(SIGNATURE OF CONSIGNEE)

**CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED**

*Exhibit G.*

U. S. GOVERNMENT BILL OF LADING  
 ORIGINAL

no WV-000000

CAR INITIALS AND NO.  
 SOU 10081

DO NOT WRITE IN THIS SPACE

NAME OF INITIAL TRANSPORTATION  
 COMPANY CHICAGO & NORTH WESTERN RY. CO.

TRAFFIC CONTROL NOS.

ODT QMR-WI-0504-05-W EXPIRES 22 JAN 44

STOP THIS CAR AT

FOR

IMPORTANT

The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY

SEE REVERSE HEREOF

EXCEPTION: Original Bill of Lending-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF

1521 CAR IN FT & IN'S ORDERED	1521 CAR IN FT & IN'S FURNISHED	1521 CAR IN FT & IN'S ORDERED	1521 CAR IN FT & IN'S FURNISHED	DATE CAR FURNISHED	DATE B/L ISSUED
40-6 BX	40-6 BX			19 JAN	19 JAN 44

FROM (SHIPPING POINT) CHICAGO, ILL.

FROM (FULL NAME OF SHIPPER)

MIDLAND WHESE., INC.

MARKS

FOR: BOBO-C-QMII-A96CG4  
 PRI-A-10

FOR EXPORT

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN) TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.

CONSIGNEE

PORT TRANS. OFF.,  
 SAN FRANCISCO PORT OF EMBARKATION,  
 OAKLAND ARMY BASE

DESTINATION

OAKLAND, CALIF.

VIA ROUTE (OTHER THAN THROUGH SOME SUBSIDIARY SERVICE OF THE GOVERNMENT IS SUBMITTED HEREOF)

CMW UP SP

CHARGES TO BE BILLED TO (SHIPPER OR DESTINATION AND BUREAU OF ORIGIN AND DELIVERY)  
 Finance Officer U. S. Army, Washington, D. C.

APPROPRIATION CHARGEABLE

9-500 P 481-03 A212/40502

ISSUING OFFICE

CHICAGO QUARTERMASTER DEPOT

NAME AND TITLE OF ISSUING OFFICER

A. B. SMITH, MAJOR, T. C.

Transportation Officer

PICK-UP SERVICE AT ORIGIN (Insert "WAS" or "WAS NOT") BY THE GOVERNMENT OR ITS AGENT (INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE)

FURNISH THIS INFORMATION IN CASE OF CARLOAD SHIPMENTS ONLY (SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED)

NO.	KIND	DESCRIPTION OF ARTICLES (USE CARRIER'S CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS ACTUAL	R A T E		C H A R G E S	
					GROSS	NET	DOLLARS	CTS
100	BX	MILITARY PAPER, PRINTING, OTHER THAN NEWSPRINT OR CARBONIZED PRINT NOT PRINTED OR IMPRINTED DUNNAGE SEALS: MWMC 3536-7 WDSB 229227	2701-2800	43,400 200 43,600				

SPECIMEN

1510 CU. FT.

CONTRACT NO. OR PURCHASE ORDER NO. OR OTHER AUTHORITY

REQUN. 04197

DATED

F. O. B. POINT NAMED IN CONTRACT

CHICAGO, ILL.

SIGNATURE OF ISSUING OFFICER

*J. Black Capt QMC for T.C.*

NAME OF TRANSPORTATION COMPANY

DATE OF RECEIPT OF SHIPMENT

SIGNATURE OF AGENT

PEP

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY)

POUNDS

(GROSS WEIGHT IN BOTH WORDS AND FIGURES)

I CERTIFY THAT I HAVE THIS DAY RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPARENT GOOD ORDER AND CONDITION EXCEPT AS NOTED ON THE REVERSE HEREOF AND THAT DELIVERY SERVICE AT DESTINATION

(Insert "Was" or "Was Not") BY THE GOVERNMENT OR ITS AGENT

(DATE)

(SIGNATURE OF CONSIGNEE)

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit H.

STANDARD FORM NO. 1103  
FORM APPROVED BY COMMERCE DEPARTMENT, U.S.A.  
1943

**U. S. GOVERNMENT BILL OF LADING**  
ORIGINAL

no. **WV** | 000000

---

CAR INITIALS AND NO. \_\_\_\_\_ **DO NOT WRITE IN THIS SPACE**

NAME OF INITIAL TRANSPORTATION COMPANY **FEORIA CARTAGE CO.** | TRAFFIC CONTROL NOS. \_\_\_\_\_

STOP THIS CAR AT \_\_\_\_\_ FOR \_\_\_\_\_

**IMPORTANT**  
The Shipper MUST send this original of the Bill of Lading to the Consignee IMMEDIATELY  
**SEE REVERSE HEREOF**  
EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF.

1 SIZE CAR IN FT. & INS. | 2 RATED CAPACITY OF CAR | 3 DATE CAR FURNISHED | 4 DATE B/L ISSUED

ORDERED	FURNISHED	ORDERED	FURNISHED	FURNISHED	25 JAN, 44
---------	-----------	---------	-----------	-----------	------------

RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE, SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF, THE PUBLIC PROPERTY HERINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.

FROM (SHIPPING POINT) **FREEPORT, ILL.**  
FROM (FULL NAME OF SHIPPER) **FURST MONESSE CO.**

MARKS  
FOR: **PORT TRANSP. OFF., SAN FRANCISCO PORT OF EMBARKATION, FORT MASON, SAN FRANCISCO, CALIF.**  
FOR: **BOBO-QM1-A42JC2**

CONSIGNEE  
**TRANS. OFF., ARMY-NAVY CONSOLIDATING STATION 2036 W. PERSHING PLACE**

CHARGES TO BE BILLED TO (Department or establishment and bureau or service and location) Finance Officer, U. S. Army, Washington, D. C.

APPROPRIATION CHARGEABLE  
**28-021 7-91 P 431-03 A212/40502**

ISSUING OFFICE  
**JERSEY CITY OH DEPOT, JERSEY CITY, N.J.**

NAME AND TITLE OF ISSUING OFFICER  
**J. A. JONES, LT. COL. T.C.** Transportation Officer

REG-UP SERVICE AT ORIGIN (Must be used by the Government or its agent) \_\_\_\_\_  
INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE **e JV**

FURNISH THIS INFORMATION IN CASE OF CARGO SHIPMENTS ONLY.  
\*SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIERS BY CASES WHERE REQUIRED.

PACKAGES NO.	KIND	DESCRIPTION OF ARTICLES (USE CARRIER CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE, OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS*	CLASS	RATE		CHARGES
						GROSS	NET	
36	BX	MILITARY FLAVORING EXTRACT DRY	1-36	1292				

OTHER MUST NOT WRITE IN THESE COLUMNS

SPECIMEN

REQ. 04-197-A42-4

CERTIFICATE OF ISSUING OFFICER  
CONTRACT NO. OR PURCHASE ORDER NO. **2086-3** DATED \_\_\_\_\_  
OR OTHER AUTHORITY FOR SHIPMENT \_\_\_\_\_  
F. O. B. POINT NAMED IN CONTRACT **FREEPORT, ILL.**  
SIGNATURE OF ISSUING OFFICER **W.A. Brown, Capt. T.C. & T.O.**

NAME OF TRANSPORTATION COMPANY \_\_\_\_\_  
DATE OF RECEIPT OF SHIPMENT \_\_\_\_\_  
SIGNATURE OF AGENT \_\_\_\_\_ PER \_\_\_\_\_

CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT

I CERTIFY THAT I HAVE THIS DAY RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPARENT GOOD ORDER AND CONDITION, EXCEPT AS NOTED ON THE REVERSE HEREOF, AND THAT DELIVERY SERVICE AT DESTINATION \_\_\_\_\_ BY THE GOVERNMENT OR ITS AGENT. (Insert "Was" or "Was Not")

(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY) \_\_\_\_\_  
(GROSS WEIGHT IN BOTH WORDS AND FIGURES) \_\_\_\_\_ POUNDS  
(DATE) \_\_\_\_\_ (SIGNATURE OF CONSIGNEE) \_\_\_\_\_

CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED

Exhibit I.

Note. Information not available at time of issuance may be inserted by vendor or other distant shipper.



**CERTIFICATE IN LIEU OF LOST  
U. S. GOVERNMENT BILL OF LADING**  
ORIGINAL

NO. MT 000000

CAR INITIALS AND NO. <u>UP 187957</u>	CL. PREPARED BY OR LCL. LEASER	ISSUANCE BILL DATE <u>5 JUL 43</u>	ISSUANCE BILL NO. <u>B-8061</u>	ISSUANCE DATE <u>2 JUL 43</u>	ISSUANCE NO. <u>163256</u>
NAME OF INITIAL TRANSPORTATION COMPANY <u>LOUISVILLE AND NASHVILLE RR. CO.</u>		TRAFFIC CONTROL NO.			

STOP THE CAR AT _____ FOR _____	IMPORTANT SEND THIS CERTIFICATE TO THE OFFICE IMMEDIATELY AFTER ACCOMPLISHMENT	BOX CAR IN FEET ORDERED <u>40-6 BX</u> FURNISHED <u>40-6 BX</u>	MANAGER CAPACITY OF CAR ORDERED _____ FURNISHED _____	DATE CAR FURNISHED <u>1 JUL</u>	DATE BL ISSUED <u>2 JUL 43</u>
---------------------------------	--	--	--	------------------------------------	-----------------------------------

CERTIFICATE OF CONSIGNOR.—I HEREBY CERTIFY THAT THERE WAS DELIVERED TO THE TRANSPORTATION COMPANY NAMED ABOVE THE PUBLIC PROPERTY HEREIN DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE AND COVERED BY THE ORIGINAL BILL OF LADING BEARING THE SAME SYMBOL, AND SHOWN AS INDICATED HEREON IN THE UPPER RIGHT CORNER. PICK-UP SERVICE AT DESTINATION BY THE GOVERNMENT OR ITS AGENT.

FROM (SHIPPING POINT)  
LOUISVILLE, KY.,  
FROM (FULL NAME OF SHIPPER)  
TRANS. OFF., LOUISVILLE ORDNANCE DEPOT

ISSN ORIGINAL ONLY  
*J.A. Jones*  
(Signature of Consignor)  
DATE 18 JUL 1943

FOR: ORDNANCE SUPPL: OFFICER

CONSIGNEE  
TRANS. OFF.,  
BLUE GRASS ORDNANCE DEPOT

CHANGED TO BE BILLED TO (DEPARTMENT OR ESTABLISHMENT AND BUREAU OR SERVICE AND LOCATION)  
FINANCE OFFICER, U.S. ARMY, WASHINGTON, D.C.

DESTINATION  
FORT ESTILL, KY.

APPROPRIATION CHANGEABLE  
9-501 P 481-03 A 212/40502

BL (SHORT JOURNEY ONLY WHEN NON-SUBSTANTIAL INTEREST OF THE GOVERNMENT IS UNDERSERVED THEREBY)  
LAN

ISSUING OFFICE  
LOUISVILLE ORDNANCE DEPOT

NAME AND TITLE OF ISSUING OFFICER  
J. A. JONES, CAPT., C. D., TRANS. OFF.

PACKAGES NO.	KIND	DESCRIPTION OF ARTICLES (USE CARRIER'S CLASSIFICATION OR TAPEY DESCRIPTION IF POSSIBLE, OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS* ACTUAL	FOR USE OF DESTINATION CARRIER ONLY		
					CLASS	RATE	CHARGE
1344	STL. CRTS.	BOMB FIN ASSEMBLIES, STEEL (FOR 1000# SAP BOMB AM 159- LOT #47-23177-500M)  DUNNAGE  SEALS: USA LOD 434/435	1 to 1344	45696 <u>122</u> 45818			

**SPECIMEN**

CERTIFICATE OF ISSUING OFFICER  
CONTRACT NO. OR PURCHASE ORDER NO. \_\_\_\_\_ DATED \_\_\_\_\_  
(F. O. B. POINT NAMED IN CONTRACT)

CERTIFICATE OF CONSIGNOR.—I HEREBY CERTIFY TO THE RECEIPT OF THE ABOVE-DESCRIBED PROPERTY, EXCEPT AS NOTED ON THE REVERSE HEREOF, AND THAT THE ORIGINAL BILL OF LADING INDICATED HAS NOT BEEN RECEIVED, NOR CAN IT BE LOCATED. DELIVERY SERVICE AT DESTINATION \_\_\_\_\_ BY THE GOVERNMENT OR ITS AGENT.

ISSN ORIGINAL ONLY  
*J.A. Jones*  
(Signature of Issuing Officer)

ISSN ORIGINAL ONLY  
*S.P. Smith, Major, T.C.T.O.*  
(Signature of Consignor)  
DATE 20 July 43

CERTIFICATE AND WAIVER BY TRANSPORTATION COMPANY  
THIS IS TO CERTIFY THAT THE ABOVE-DESCRIBED BILL OF LADING HAS NEVER BEEN STATED IN ANY ACCOUNT RENDERED BY THIS COMPANY, AND IS NOT IN ITS POSSESSION, NOR CAN SAME BE LOCATED BY IT. UPON SUBSTITUTION OF THIS CERTIFICATE, IT IS AGREED THAT SHOULD THE SAID BILL OF LADING SUBSEQUENTLY COME INTO POSSESSION OF THIS COMPANY IT SHALL AT ONCE BE SURRENDERED TO THE PROPER ADMINISTRATIVE OFFICER OF THE UNITED STATES AND NO CLAIM MADE THEREON.

ISSN ORIGINAL ONLY  
DATE \_\_\_\_\_ (Transportation Company) FOR \_\_\_\_\_ (Name and Title) 10-5147-1

Exhibit J.

## SECTION VI

### FREIGHT SHIPMENTS BY RAIL

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**19. ADVANTAGES AND DISADVANTAGES OF FREIGHT TRANSPORTATION BY RAIL.** a. The principal means of Army transportation in the zone of the interior is the railroad. For fast, long-distance, heavy freight no other method of transportation can rival it. However, rail transportation is not always the best choice in all circumstances. The following partial list of advantages and disadvantages of shipping by rail will indicate in general terms the principles on which the choice of this means, rather than some other method of transportation, may be made.

(1) *Advantages.* (a) Railroads constitute the only integrated transportation system capable of handling mass transportation.

(b) The railroads can supply a variety of equipment to accommodate nearly every type of shipment from small articles to heavy tanks.

(c) They provide convenient facilities for loading and unloading expeditiously, such as sidings, loading and unloading platforms, ramps, and switching yards.

(d) Any one railroad is not limited in equipment to rolling stock owned by itself alone. It is permitted to use equipment belonging to other carriers, and this equipment may be obtained with a minimum of delay and red tape.

(e) A railroad, in practice, controls its roadbed, and if necessary can "clear the tracks." A movement through several states via railroad is within the control of railroad authorities who can provide an uninterrupted service and traffic flow.

(f) Rail transportation is not ordinarily affected by conditions of weather and terrain which might hamper or delay shipments dispatched by other means.

(g) Regular through rail shipment is fast and dependable.

(2) *Disadvantages.* (a) The rates charged by the railroads are generally higher than those charged by the water carriers.

(b) Rail transportation operates on schedules which do not always suit the operations and demands of the shipper. Motor trucks can load and depart as requested.

(c) Maximum loading of freight cars, required in time of war to stretch the available car supply, may cause an overstockage of supplies at certain points. Motor trucks, of the size required to transport amounts of a commodity needed and no more, can be used to advantage at times.

(d) Railroad capacity must be measured by its weakest link. While railroad transportation is flexible it is also sensitive to physical and operating disabilities, as operations are interdependent and failure of one operation is reflected throughout the entire railroad. For this reason special care must be taken to prevent overloading any one line, or clogging any railroad terminal.

(e) Due to terminal delays and other allied reasons, motor trucks can often make deliveries more quickly than railroads even over fairly long routes.

b. In making a choice of means of transportation all the above factors should be taken into account. The shipper should consider speed, cost, convenience, dependability of the carrier, facilities of the carrier for rendering special services, and other factors dependent upon the nature of the particular shipment.

**20. LESS-THAN-CARLOAD SHIPMENTS.** a. Shipment of less-than-carload freight poses a number of rather complex problems as to choice of method of shipment. In order to solve these problems to the best advantage of the War Department, the transportation officer must be thoroughly familiar with all the methods of shipment available and their relative cost, security, speed, and reliability. Each such shipment requires individual attention, and a decision as to method of shipment will be made in the light of military requirements, as well as cost and character of the services available.

b. In this section, the facilities of the rail carriers only will be discussed in detail, but it must be remembered that other methods of shipment are frequently more satisfactory than direct rail freight service. In some cases truckload or volume rates by truck will apply on less-than-carload shipments, because the minimum weights for truck are less than minimum carload weights. Certain motor freight service, and certain freight-forwarder service provide fast delivery and cost no more than ordinary freight service. Such means of transportation will be used in preference to premium-rate services, unless the latter are necessary to meet military requirements. These means of transportation other than ordinary railway freight are discussed in detail in section VII. Special instructions issued by the War Department pertaining to less-than-carload shipments or services will be followed to the extent applicable. (See par. 21 and AR 55-105.)

c. **Pick-up and delivery service by carriers.** (See par. 15e(5).) The transportation officer should familiarize himself thoroughly with AR 55-105, the provisions of the carrier's tariffs covering this service, and the situation confronting him. When the alternatives of free hauling by carriers or a money allowance are elective, the transportation officer should use the most feasible method; that is, either accept the free hauling, or utilize the Government transportation at his disposal and comply with the requirements of AR 55-150, or instruct the railroads to provide ferry car service if that service is an elective. In the event that a contract has been made with a trucking concern for local hauling, this should be taken into consideration in determining the method to be used.

**d. Ferry (trap) cars.** (See par. 15e(1)d.) Ferry (trap) car service cannot be rendered without specific tariff authority. Carriers who provide pick-up and delivery service reserve the right to substitute ferry car service when a consignor or consignee has sidetrack facilities. When a choice is offered between ferry car service and pick-up and delivery service, the provisions of AR 55-105 will govern.

**e. Package cars.** The railroads often operate scheduled package cars for less-than-carload freight. Less-than-carload freight is often moved more slowly than carload freight, because, as the shipment passes from one line-haul carrier to another enroute, a car containing two or more less-than-carload shipments is stopped at the transfer point for unloading and reloading the shipments it contains. The time consumed in this extra handling may be saved by operating a through package car over two or more lines. This package car service gives the shipper some of the benefits of carload shipment, saving time and freeing the lading from transfer. The charge for this service is the regular less-than-carload rate, and the service may be taken advantage of to expedite less-than-carload shipments and to minimize the danger of breakage or other damage to the shipment which might result from frequent handling. Package car service should be specifically requested on the bill of lading. (See AR 55-150.)

**f. Freight forwarders.** Freight forwarding organizations make use of railroads and other carriers in performing their services. These services correspond to some extent to the railroads' package car service, in that the freight forwarders accumulate less-than-carload shipments from various consignors and



*Figure 12. El Paso Army-Navy Freight Distributing Agency.*

combine them into carload lots. The combined less-than-carload lots are then shipped as carload shipments, with all the advantage of speed and through service which carload shipments offer. Freight forwarding services are discussed in detail in section VII.

**21. CONSOLIDATING STATIONS AND DISTRIBUTING AGENCIES.** War Department less carload traffic is sufficiently heavy to warrant setting up military establishments to expedite shipping and delivery of freight. "Consolidating Stations" are military establishments organized for the assembling and forwarding of Army less-than-carload freight in consolidated cars. A "distributing agency" is a military establishment organized for breaking bulk on consolidated cars and distributing individual shipments received in such cars to the ultimate consignees. The "consolidated car" itself is a carload of miscellaneous less-than-carload shipments forwarded from a consolidated station to a distributing agency.

**a. Objectives.** (1) Assembling and forwarding less-than-carload shipments from a consolidating station situated near the respective points of origin to a distributing agency near the respective destinations results in faster service than can be obtained via ordinary less-than-carload movement. Such shipments are more economical since the carload rate is obtained from the consolidating station to the distributing agency. More definite control is provided since the elements which make up the lading of a consolidated car can be traced readily and if necessary diverted to express or air-express. Guard protection is furnished at consolidating stations and distributing agencies, thus increasing security.

(2) In wartime, the conservation of all forms of transportation equipment is essential. The consolidation of less-than-carload shipments results in heavier loading of freight cars than would otherwise be possible. Routing shipments by motor truck to consolidating stations, and from distributing agencies, also conserves railway equipment, in addition to affording faster movement of freight.

(3) Frequently sufficient tonnage is received at a consolidating station so that a car can be made up for a destination (other than a distributing agency) by taking advantage of the "stop-off for partial unloading" privilege which is described in paragraph 22.

**b. Operating procedure.** (1) *At consolidating stations.* Individual less-than-carload shipments are delivered at the consolidating station by motor truck, LCL rail service, and commercial freight forwarder. Each shipment is loaded into a particular car depending upon its ultimate destination and upon the carload freight rates which are applicable. Shipments are not held at a consolidating station more than 24 hours, except in special cases where a further delay will permit routing so as to insure earlier delivery at the ultimate destination. Each evening, all consolidated cars on which loading has been completed are forwarded to their respective unloading stations.



Figure 13. Mixed freight being loaded into a consolidated car.

(2) *At distributing agencies.* Consolidated cars are received and unloaded. Each shipment in the car is then turned over to a carrier for local drayage delivery, or for further line-haul movement by truck or rail to the ultimate consignee.

(3) *Direct cars to one destination.* Whenever sufficient tonnage is received at a consolidating station for one destination, a direct car is loaded to such destination or a car is stopped-in-transit for partial unloading by an intermediate consignee, thereby avoiding the necessity of handling shipments through a distributing agency.

**c. Billing procedure.** (1) *At point of origin.* A Government Bill of Lading is issued showing the transportation officer of the consolidating station as consignee, and giving as destination the consolidating station at which this transportation officer is located. If the point of origin of a shipment lies within the same metropolitan area as the consolidating station, a dray ticket is issued in lieu of a Government Bill of Lading. Full instructions respecting the information to be shown on bills of lading or dray tickets, and distribution of them, will be found in AR 55-150 and in War Department Commercial Traffic Bulletin No. 14.

(2) *At consolidating stations.* Complete information is taken from bills of lading and dray tickets on which shipments have been forwarded to the consolidating station and transcribed on Government bill of lading covering the consolidated car in which the individual shipments are loaded. All marks, references and the inbound bill of lading or dray ticket number are shown on the consolidated car bill of lading. Copies of this bill of lading are sent "air-mail" to the unloading station.

(3) *At distributing agencies.* When consolidated cars arrive at distributing agencies, each separate less-than-carload shipment must be delivered to its ultimate destination. Shipments which must be sent to their ultimate destination by further "line-haul" movements are shipped under new Government bills of lading. Dray tickets are prepared for shipments to be delivered locally. Complete data on original billing issued at initial point of origin, and reference to the consolidated car in which the shipment moved from the consolidating station, is carried forward on the bills of lading or dray tickets prepared at the distributing agency to cover the final movement to the ultimate consignee. Bills of lading are disposed of by the distributing agency as provided in AR 55-150. Dray tickets are disposed of as required by local conditions.

**d. Accountability and discrepancies.** (1) *Accountability.* Neither consolidating stations nor distributing agencies assume accountability for shipments passing through those installations. Transfer of accountability for such shipments is from the consignor *directly* to the ultimate consignee, or in the case of export shipments, as provided in appropriate Army Regulations and War Department numbered circulars.

(2) *Overages, shortages, and damages.* Notations with respect to overages, shortages, and damages discovered at a consolidating station or distributing agency are made on the bill of lading or dray ticket on which shipment is received. Reference to such notations is shown *for information of* consignee only on subsequent billing issued on the shipment in question by the consolidating station and/or distributing agency. In addition, the station discovering the overage, shortage or damage, forwards a report thereon to the receiving accountable officer so that he may adjust his records and proceed under AR 35-6640. Detailed instructions dealing with irregularities on shipments for-

warded through a consolidating station are contained in War Department numbered circulars.

**22. STOPPING-IN-TRANSIT.** Carload shipments may generally be stopped-in-transit at points intermediate between origin and destination, either for completion of loading by an intermediate consignor or for partial unloading by an intermediate consignee. There is a specific charge per car for each stop. The arrangements under which stops-in-transit are permitted and the number of stops allowed on each carload shipment are specifically authorized in carriers' tariffs.

**a. Advantages.** Transportation officers may frequently save money for the Government and help conserve equipment by making use of the stop-in-transit privilege. The consolidation of two or more separate shipments in one car is often made possible by stopping the car en route to pick up or deliver part of the lading. The stop-in-transit privilege permits the carload rate to apply on the entire contents of the car from the first point of origin to the final destination. Without this privilege, less-than-carload rates would necessarily apply.

**b. Determining that stop-in-transit should be made.** Whenever two or more less-than-carload shipments are to be made, the transportation officer should check to see whether utilizing the stopping-in-transit privilege would be beneficial. If, in his opinion, it would be beneficial, full particulars of the contemplated consolidation should be furnished the Traffic Control Division, Office of the Chief of Transportation, Washington 25, D. C. in connection with the request for a route and/or release in compliance with AR 55-105. The point or points at which the car is to be stopped, and the weight and description of the commodities to be handled at point of origin; stop-off points, and final destination, respectively, should be stated. This information is necessary in order to determine whether the proposed transit arrangement can be accomplished under the governing tariffs, and whether the lowest through rate will be protected.

**c. Proper loading technique.** Upon receiving authorization for the consolidation, the transportation officer at the point of origin should issue instructions for the loading of the car in such a manner that freight can be unloaded at the stop-off point or points without disturbing that part of the freight which is to be unloaded at the final destination. Careful stowing and adequate blocking and bracing should be employed to guard against shifting of the load in a partially filled car. Freight to be removed at a stop-off point should be properly segregated from that to be carried to the final destination, and each portion of the lading should be plainly marked to facilitate handling by the consignees.

**d. Billing procedure covering cars stopped-in-transit for partial unloading.** When a car is to stop-in-transit for partial unloading, bills of lading will indicate the shipments to be unloaded at the stop-off point and final destination, respectively. Complete instructions to the carrier regarding the stop-in-transit



for partial unloading will be shown in addition to the authorized route. The original Government Bill of Lading and the "property received" copy of it will be forwarded to the final consignee in the usual manner. An extra memorandum copy of the Government Bill of Lading will be sent promptly to the intermediate consignee at the stop-off point, using air mail when practicable, in order to avoid delay in the handling of the car. Following the unloading of freight by the intermediate consignee at the stop-in-transit point, a certificate is mailed to the final consignee so that the original Government bill of lading covering the consolidated car can be accomplished (See AR 55-150.)

**e. Wire advice to intermediate consignee.** The transportation officer at the point of origin of a shipment to be stopped-in-transit will forward telegram or teletype advice to the transportation officer at the stop-in-transit point on the day the consolidated car is shipped. This advice will furnish the car initials and number, the complete routing, and other pertinent data.

**f. Instructions covering cars stopped for completion of loading.** When cars are to be stopped-in-transit for completion of loading, individual instructions relative to loading and to the preparation of bills of lading will be provided. These instructions, together with the authorized Route Order or Release, will be furnished by the Traffic Control Division, Office of the Chief of Transportation, Washington 25, D. C.

**23. STORAGE IN TRANSIT.** **a.** Shipments of public property may be stored in transit by authority of the Chief of the Supply Service or of the Chief of Transportation. (See AR 55-155.)

**b.** The rail carriers authorize, in tariffs or by special tender to the Government, the storage or processing-in-transit of carload shipments. Each shipment must be stored or processed at points between origin and destination in order to take advantage of this privilege, and they must be reshipped in carload lots after storage or processing.

**c.** Since the through carload rate from point of origin to ultimate destination applies on these shipments, a material saving results from taking advantage of this arrangement. Otherwise, a higher combination of rates in and out of the storage or processing point would apply.

**d.** Before transit arrangements can be applied on a shipment, through rates must apply via the transit point. The inbound shipment to the transit point is charged the applicable local rate to that point, and the outbound shipment is charged the through rate from origin to destination, less the rate paid into the transit point.

Example

Local rate 50 cents	Local rate 30 cents	Combination of Local rates	Application of through rate when stopped in transit
Origin	Transit point	Destination	
	Through rate 60 cents	Origin to Transit Point: 50 (local rate) Beyond: 30 (local rate)	50 (local rate) 10 balance of thru rate
		Through 80	60 3½ Transit arbitrary
			63½ Total 16½ Saving

e. Because two distinct and separate services are performed, carriers are entitled to an additional charge to cover the additional expense. This transit charge is usually assessed either in cents per 100 pounds or in dollars and cents per car, and covers the following additional services which are performed: switching, detention of cars, transfer of cars from through to local trains and vice versa, additional clerical services, and policing of transit arrangements.

f. The transit charge almost invariably is assessed against the outbound tonnage, because any part of the inbound tonnage which is disposed of locally or moves to a destination to which transit rates do not apply does not receive all of the additional services. Local rates apply to any such part of the inbound tonnage, and the full local rates cover the cost of such services as are rendered.

g. The use of transit arrangements by the War Department is generally confined to storage in transit for the purpose of controlling the flow of traffic to ports for oversea shipment and to facilitate the supply of stores and matériel to depots and other installations. These arrangements effect considerable economies in freight charges.

h. Transit arrangements are published in tariffs on file with the Interstate Commerce Commission or state commissions and are also made available to the War Department by special quotations issued under authority of Section 22 of the Interstate Commerce Act.

i. Upon receipt or pending receipt of traffic which appears to fall within the scope of the above description of in-transit traffic, the transportation officer at the transit point will ascertain from the Chief of Transportation, Traffic Control Division, whether transit privileges are authorized at his station. When it has been determined that such privilege is authorized, application should then be

made to the agent of the railroad that grants the privilege, or to the supervising Weighing and Inspection Bureau. (W.D. Commercial Traffic Bulletin No. 16.)

**24. DESTINATION CLEARANCE FOR MOVEMENTS TO DEPOTS AND HOLDING AND RECONSIGNMENT POINTS.** In order to avoid the piling up of property and consequent delays and confusion in shipping, a system of clearances has been installed by the War Department.

**a. Depots.** Whenever a movement of 25 carloads or more into any War Department depot is contemplated, a clearance is necessary. The office which directs or forwards the movement will inform the destination depot in advance of the quantity and character of the movement and of the shipping schedule, and will request clearance for forwarding. The clearance may also be requested by an office which directs another office to ship, provided that the actual shipping office is properly notified to avoid confusion and duplication. Shipments will be made only as they can be handled at destination.

**b. Holding and reconsignment points.** For all movements of *one or more cars to holding and reconsignment points*, clearance will be arranged with and coordinated through the Chief of Transportation, Transit Storage Division, instead of with destination. The number of railroad cars to be shipped per day into a holding and reconsignment point will be decided upon at the time permission for use of space is granted.

**c. Route order required.** A "TS" route order must be obtained from the Chief of Transportation (Traffic Control Division) prior to the forwarding of any shipments as described in a and b above. (See AR 55-105.)

**25. CONSIDERATIONS IN ORDERING EQUIPMENT.** Since the functions of transportation and supply with respect to the utilization of transportation equipment are so closely related, close cooperation between transportation and supply officers is essential. For example, if the transportation officer has advance notice of the supply officer's shipping schedules he can plan such arrangements as are necessary for consolidation of LCL shipments, stopping-in-transit, etc. He can order cars sufficiently in advance of requirements to promote car efficiency and to conserve transportation funds by giving carriers more opportunity to locate and furnish cars of economical size.

**a. Relations with carriers' employees.** Many problems of the transportation officer can be difficult or easy, depending upon the friendliness of his relations with employees of the carriers. Problems of car supply, special and unusual requirements, tracing, securing information, etc., can be solved quickly with the cooperation of friendly car order clerks, yard clerks, switching crews, yardmasters, agents, car distributors, etc.

**b. Notice of cars required.** The transportation officer should keep in touch with the car supply situation in his territory. Carriers should be given sufficient advance notice of size and kind of cars required to enable them to locate and furnish proper equipment, but not so far in advance that cars may stand idle.

When ordering cars, the date on which they will be needed should be specified, as well as the size and kind of car and alternative, if possible.

**c. Economy.** (1) Attention is directed to the fact that 40-foot cars are more economical than 50-foot cars when shipping certain light and bulky items such as trailer vehicles, steam pressure disinfectors, certain types of machinery, etc. The minimum weights for these commodities when subject to Rule 34 of the Consolidated Freight Classification are increased 62 percent when 50 foot cars are used instead of 40 foot cars whereas the additional loading space (10 feet) is only 25 percent.

(2) Cars at installations where cars are normally immediately available (such as those where inbound cars are unloaded and reloaded outbound), should not be used without regard to length and applicable minimum weight. Rather, cars of economical length should be ordered in sufficient time to permit switching of available cars to the proper loading spots.

(3) When shipping freight or passenger automobiles request carriers to avoid placing, except as a last resort, cars exceeding 50'8" (or, when for shipment to transcontinental territory, 51'0") for the reason that minimum weights increase sharply when cars over these lengths are used and, to transcontinental territory, higher rates are applied. Generally the minimum weight for a 50'8" car is 12,500 pounds and for a 50'9" car, 20,640 pounds. From Group D (Chicago) to California a rate of \$3.04 and minimum weight of 15,000 pounds is applicable to freight vehicles on cars 51'0" or less. On open cars 51'1" to 52'6" in length, the rate is \$4.87, minimum weight 20,640 pounds, an increase in freight charges of \$549.17 per car.

(4) Do not order cars of specified lengths for LCL shipments unless lower charges will result from the application of CFC Rule 15 or from application of carload rate and minimum weight. Some types of property must be loaded by the shipper (CFC Rule 27) and some are not entitled to free pick-up. In such cases, or in any case where it is more convenient to load LCL in or on cars, give the carrier's agent the details of the shipment and request that he furnish appropriate equipment. Cars of specified lengths may not be ordered for LCL shipments and, if ordered, charges may be assessed on carload rate and minimum weight (CFC Rule 14). If the quantity changes so as to require shipment as a carload, place a new order for a car of proper length.

**d. Considerations in connection with carriers' loading rules.** When ordering open-top cars, the carriers' loading rules must be considered. These rules are contained in the Association of American Railroads' booklet entitled "Rules Governing the Loading of Commodities on Open Top Cars—special supplement containing rules governing the loading of mechanized and motorized equipment and major caliber guns" (and FM 101-10). The rules specify the manner in which property is to be loaded on open cars. One specific requirement is that a 6-inch clearance from the outer circumference of the hand-brake wheel (not from end of car platform) must be provided. In general, an allowance of 12 inches from end of car platform should be made.

**e. Clearances on shipments of excessive dimensions.** Cars should not be ordered for shipments of property of excessive dimensions until a clearance has been obtained from the Traffic Control Division, Office of the Chief of Transportation. The distance between the top of the rail and the top of the car platform varies with the type of car, and use of a particular car will determine whether the load can move via normal routes and time in transit thus be minimized.

**f. Carrier's option to substitute refrigerator cars.** I.C.C. Service Order 104 provides that carriers may, *at their option*, furnish three refrigerator cars in lieu of a single boxcar for loading property destined to certain states in transcontinental territory. (See CFC 15, sup. 24.) It should be carefully noted that the shipper is not authorized to *order* three refrigerator cars for such traffic.

**g. Carriers' convenience rules.** Interstate Commerce Commission Service Order No. 68 (CFC 15, sup. 9) suspends Rules 24 and 34 and all other "carriers' convenience rules" to the extent that they authorize use of minimum weights applicable to the size of the car ordered rather than to the size of car actually furnished. While Service Order No. 68 remains in effect, charges will be based on the minimum weight applicable to the size of the car *used*, regardless of the size of the car ordered. The size of the car *actually ordered* from the carrier should be shown on the bill of lading in the space provided for this entry. This information is required for statistical purposes and may be of considerable importance.

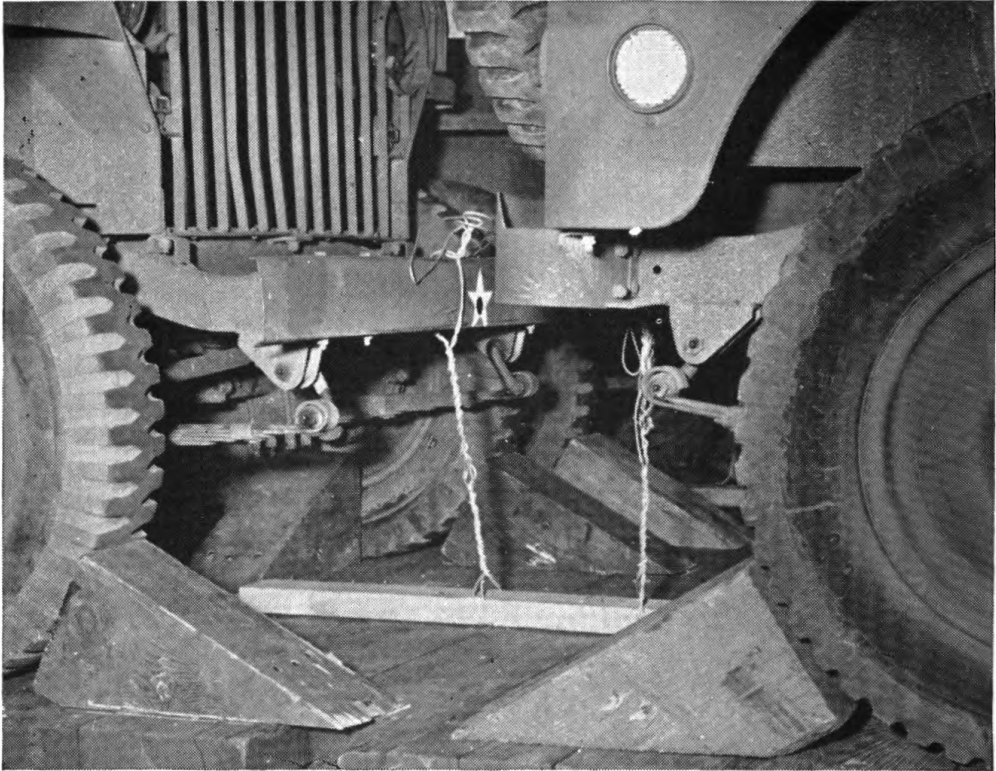
**26. PACKING REQUIREMENTS.** Shipments will be packed in accordance with the provisions of the Consolidated Freight Classification, exceptions to the classification, and other directives. The responsibility for proper packing, crating, and preparation of supplies for shipment rests with the officers requesting the shipment. Transportation officers may act in an advisory capacity. (See AR 55-155.)

**27. MARKING SHIPMENTS.** Supplies turned over for shipment on a Government bill of lading will be marked, tagged, and labeled to conform to shipping rules. (See AR 55-150, AR 55-155, and W. D. Commercial Traffic Bulletin No. 2.)

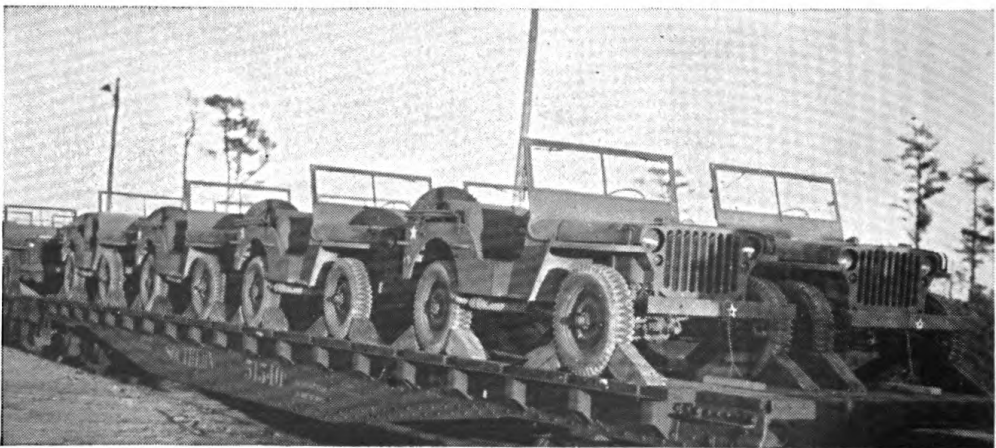
**28. SHIPMENT OF HEAVY ARTICLES.** When a crane or other adequate equipment is required at destination for unloading heavy articles, such articles should not be loaded for shipment until advice of acceptability has been obtained from the consignee. (See AR 55-155).

**29. LOADING OF MOTOR VEHICLES ON FREIGHT CARS.** **a.** Whenever more than one vehicle is to be shipped, arrangements will be made with the carrier to obtain cars of a size that will permit economical loading, and the cars used will be loaded to maximum practicable capacity. The method of loading, including the arrangement of vehicles on the car, will be in accordance

with current instructions issued by the carriers, due regard being given to the existing railway clearances and any other pertinent considerations in connection with safe carriage and conservation of railway equipment. (See FM 25-10; FM 101-10; AR 55-155; AAR Special Supplement—covering loading of mechanized and motorized equipment—to Rule Governing the Loading of Commodities on Open Top Cars.)



*Figure 14. Blocking of wheels on freight car.*



*Figure 15. 1/4-ton 4 x 4 trucks loaded lengthwise on flat car, 10 ft. 4 in. wide floor.*

b. Certain railroads with restricted side clearances are unable to handle shipments of 1/4-ton 4 x 4 trucks loaded crosswise on flat cars, in regular main line movements. An alternative method, lengthwise loading, has been provided by the Committee on Loading Rules of the Association of American Railroads. An outline of this method of loading with minimum requirements for securing vehicles on a car has been distributed to member lines of the AAR by the Operations and Maintenance Department, AAR, Chicago, Illinois, and will be included in the next revision of Special Supplement to the "Rules Governing the Loading of Commodities on Open Top Cars—Mechanized and Motorized Equipment." (See Figures 14 and 15.) Cars less than 10 feet wide must not be used for this type of load.

### 30. RECORDS OF RAILROAD FREIGHT SHIPMENTS. a. Car record book.

(1) The transportation officer must have at all times a complete record of all cars, either incoming or outgoing, handled at his post, camp, or station. A car record book will therefore be kept in the office of each transportation officer who is concerned with receiving and/or forwarding freight by rail.

(2) The car record book provides a complete record of every car handled and contains all information necessary to check demurrage bills and average agreement abstracts submitted by the carriers in support of bills.

b. **Situation report.** (1) A daily situation report is an efficient method of summarizing the total transportation picture, anticipated and current, at a military installation. Such a report must be integrated with advance planning for the handling of cars en route to the installation. Where switching service is performed by the delivering carrier, it is frequently possible to specify, before the arrival of expected shipments, the unloading point for each car. When this planning is done, the carrier may be notified in advance as to the cars expected and may be given the car numbers with the specified unloading point for each car. With this information on hand, the carrier can begin switching operations immediately upon arrival of the shipments, and need not hold the cars for further instructions.

(2) The following extracts from a daily situation report are divided into two parts. The first part indicates the status of those cars which have arrived and have been placed for unloading. The second part indicates the shipments en route to the installation which have not arrived on the day of the report.

## PART I

Transportation Division, *Situation Report*, 19 October 1943—8 a.m.

Cars Placed Warehouse A #2(3)				Date	
Car No.		Contents	From	Shipped	Rec'd
Track #1	CN 511183	Vienna Sausage	Chicago, Ill	10/12	10/18
	SAL 15438	Spinach	Manchester, N. Y.	10/15	10/18
Track #3	NKP 15862	Evap. Apricots	San Jose, Calif.	9/25	10/18

Cars Placed Warehouse A#3(1)				<i>Date</i>	
<i>Car No.</i>		<i>Contents</i>	<i>From</i>	<i>Shipped</i>	<i>Rec'd</i>
Track #1	None				
Track #3	RI 51859	Blueberries	Harrington, Me.	10/13	10/19
Cars in Yard Warehouse A#2(2)					
	CBQ 25864	Bacon	Chicago, Ill.	10/11	10/18
	MP 36458	Flour	Buffalo, N. Y.	10/14	10/18

PART II

Cars Enroute Warehouse A#2(5)				<i>Date Shipped</i>	
<i>Car No.</i>		<i>Contents</i>	<i>From</i>		
	GN 52772	Canned Raisins	Fresno, Calif.	10/1	
Subsistence	LV 78790	Salt	Ludlowville, N. Y.	10/2	
	CN 474478	Spinach	Memphis, Tenn.	10/9	
	N&W 46095	Dehydrated Sweet Potatoes	Grancisville, La.	10/16	
	CN 50327	Bacon	Kansas City, Mo.	10/18	
Cars Enroute Warehouse A#3(5)					
Subsistence	ATSF 140060	Asparagus	Antioch, Calif.	10/7	
(3)	B&M 71060	Blueberries	Thomaston, Me.	10/12	
	MILW 708290	Green Peas	Frederick, Md.	10/15	
Clothing	SOU 306539	Shoes	Royce, N. J. ex Baford, Ga.	10/14	
(2)	PM 82034	Service Shoes	Leavenworth, Kans.	10/18	

For the Transportation Officer:

Distribution:

(Signed).....

(3) A similar daily operations report, showing cars loaded, cars unloaded, trucks loaded, trucks unloaded, etc. together with a daily summary indicating—

- A—Total loaded cars on hand.
- B—Total cars unloaded past 24 hours.
- C—Total loaded cars received past 24 hours.
- D—Total cars expected to unload next 24 hours.
- E—Total cars on hand 5 days and over.
- F—Total empty cars on hand.
- G—Total cars loaded past 24 hours.
- H—Total loaded cars enroute.

This completes the picture at the installation, and provides a current record which is of great value both for planning and reference.

(4) The use of such records together with careful planning will make it possible to accumulate credits, avoid demurrage charges and know at all times what operations are pending.



### 31. TRACING, EXPEDITING, DIVERSION AND RECONSIGNMENT.

**a. Tracing.** (1) Tracing information concerning railroad express shipments can be secured by field officers from the Traffic Control Division, Office of the Chief of Transportation. For domestic carload shipments and for all LCL (less-than-carload) and express shipments, tracing requests may be placed with the carrier representatives.

(2) On oversea shipments moving on ODT-QMR Unit Permit Numbers, tracing is to be done *only* through the Traffic Control Division, Office of the Chief of Transportation.

**b. Expediting.** Any need for expediting service beyond that normally furnished by carriers is to be requested through the Traffic Control Division, Office of the Chief of Transportation. This covers special train orders, transfer to express service (for shipments over 5,000 pounds requiring ETO numbers), and other requests disrupting scheduled railroad services.

(1) *Information required.* Agencies requesting expediting service from the Traffic Control Division, Office of the Chief of Transportation, should furnish the following information in each case:

- (a) Shipper.
- (b) Origin.
- (c) Consignee.
- (d) Destination.
- (e) Date Shipped.
- (f) Commodity.
- (g) Release Number or TS Route Number.
- (h) Route.
- (i) Car Initials and Numbers.
- (j) Requested Arrival Date.

(2) In LCL cases, waybill and bill-of-lading references are also necessary. This information is normally transmitted by OCT to the car operating officer from the Association of American Railroads, Military Transportation Section. However, other channels are used under emergency conditions. It is highly important that the OCT be given early and complete information to make possible the maximum assistance to field officers.

**c. Diversion and reconsignment.** Diversions of all domestic shipments may be ordered by the shipper or consignee directly to the carrier involved. Diversion on oversea shipments under ODT-QMR Unit Permit Numbers may be placed only through the Traffic Control Division, Office of the Chief of Transportation, after procuring the necessary release to the new port involved. Each port transportation office may divert within his own port area where no change in ODT-QMR Unit Permit Numbers is involved. Confirmation of all diversion and reconsignment orders must be given the carrier in all cases.

**32. LIABILITIES AND CLAIMS. a. Liability.** (1) The common carrier is liable for any loss or damage to goods being transported by it (as distinguished

from warehousemen's liability after the free time has elapsed) which is not brought about by certain excepted causes. The excepted causes are specified in the uniform bill of lading. Where the loss is not due to the excepted causes, proof of negligence is immaterial and the carrier cannot escape liability by proving reasonable care and diligence. Even in the case of excepted causes, the carrier may be liable by reason of its negligence.

(2) If any or all of the property is carried by water over any part of the route, such water carriage is performed subject to the conditions of Section 9 of the uniform bill of lading. It should be borne in mind that Condition No. 2 of the standard Government Bill of Lading provides that, in general, the terms and conditions of the uniform (commercial) bill of lading apply to shipments made on Government bills of lading. (See AR 55-150, in connection with marine risks referred to in Section 9, uniform (commercial) bill of lading.)

(3) Livestock shipments on a Government Bill of Lading are made subject to the terms and conditions of the uniform livestock contract by Section No. 2, Government Bill of Lading. (See the railroad's uniform livestock contract.)

**b. Claims.** Transportation officers are not authorized to file claims against carriers for loss or damage. Claims against carriers for shortages in or damages to shipments of Government property will be made by the Finance Officer U. S. Army, Transportation Division, Washington 25, D. C., or other disbursing officers designated to settle such transportation accounts. The proper accomplishment of the bills of lading under the provisions of AR 55-150, furnishes information required by the settling office in order that a deduction may be made from the carrier's bill.

**33. PROCEDURE WHEN SHIPMENTS ARE LOST OR DAMAGED.** In order that the Government may be protected in case of any loss or damage which is properly chargeable against the carrier, and in order that it may be determined whether or not the carrier has fulfilled all legal obligations in transporting the shipments, each shipment should be checked carefully with the bill of lading by the receiving officer, in coordination with the consignee. This checking should be performed upon delivery at destination and prior to accomplishing the bill of lading and presenting this document to the carrier as documentary evidence with which to support the bill for transportation charges.

**a. Concealed damage of shortage.** (1) *When bill of lading has not been accomplished.* The local agent of the carrier will be requested to inspect the shipment and to fill out and execute the carrier's Concealed Loss and Damage Form, in coordination with the transportation officer, if possible. Carrier's Concealed Loss and Damage Form will be turned over to the receiving property officer for use in the Report of Survey required under the provisions of AR 35-6640. When all necessary details have been secured and documentary

evidence given to the receiving property officer, as previously outlined, the bill of lading will be accomplished by the consignee, showing itemized detailed description of the weights and values, and presented to the local agent of the delivering carrier.

(2) *When bill of lading has been accomplished.* The procedure outlined above will be followed and the documentary evidence presented to the receiving property officer by the consignee for use in the Report of Survey required by the provisions of AR 35-6640. The settling office paying the carrier's bill for transportation charges will be notified that the bill of lading has been accomplished to the carrier without exception and, at the same time, will be furnished itemized details concerning the weights and values which ordinarily would have been shown on the bill of lading prior to surrender to the carrier.

**b. Apparent damage or shortage.** (1) When coordination with the receiving officer reveals a damage or shortage, carrier's agent will be requested to make an inspection, provided the circumstances indicate that the carrier is liable for the damage or shortage. The carrier's inspection report will be furnished to the receiving property officer, as outlined in the procedure for concealed damage, together with the carrier's acknowledgment of responsibility, provided the circumstances indicate the carrier to be responsible for damage in transit and that the local agent of the carrier is willing to sign a statement accepting responsibility on behalf of the carrier, prior to investigation by carrier's Claim Department.

(2) The bill of lading will be annotated, showing complete details concerning the itemized weights and itemized values of any shortages or damages, and presented to the local agent of the delivering carrier.

(3) In the accomplishment of the bills of lading covering shortages on carload shipments, particular attention will be given to showing the fact that the car arrived with original seals intact, if such was the case. In carload shipments arriving at destination with original seals intact, the itemized weight of the shortage will be included in the discrepancy notation.

(4) With the information that the seals were intact, this procedure will clearly indicate to the settling office that the carrier is not responsible for shortage and will enable a deduction to be made for any unearned freight charges properly deductible under tariff provision.

**c. Lost shipments.** If no part of the shipment is received at destination after a reasonable length of time, complete details regarding the origin, destination, nature of the shipment, weight, and Government bill of lading number should be furnished the local agent of the carrier in order that a tracer may be instituted with the carrier. In the event the shipment is not located, the agent of the last carrier will be notified in writing by the consignee, with a carbon copy to the office settling the carrier's bill for transportation charges. The original unaccomplished bill of lading with the value of each item of the shipment noted on the reverse side will be forwarded by the consignee to the settling office in order that a claim may be filed against the originating carrier.

**d. Suspected sabotage.** If, in unusual circumstances, a transportation officer uncovers any evidence of sabotage, complete details will be immediately reported to his commanding officer, in order that action may be taken with the Military Intelligence Division of the War Department.

## SECTION VII

### SHIPPING FREIGHT BY HIGHWAY, WATER AND OTHER AGENCIES

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**34. HIGHWAY TRANSPORTATION.** Main reliance for Army transportation in the zone of the interior cannot be placed upon highway transportation. Though it is an auxiliary form of transportation, it is nevertheless of vast importance. Like railway transportation, shipping by motor carrier has both advantages and disadvantages.

**a. Advantages.** (1) Within certain radii of the shipping point, motor vehicles can often deliver shipments to their destination in less time than the railroads. Motor vehicles in many instances can be assembled in less time than the amount of rail equipment required for an equivalent quantity of supplies. In general, motor transportation provides a very flexible method of shipment.

(2) Schedule for motor vehicles can often be arranged to suit the convenience of a consignor, whereas railroad trains generally move at scheduled times to which the public must suit its requirements.

(3) In time of war when maximum loading of freight cars is stressed, certain shipments which would be wasteful of freight car capacity may be shipped via motor vehicle to advantage. Savings in transportation costs may be effected when the quantity of freight shipped approximates the truckload minimum weight, but is considerably less than the carload minimum weight.

(4) Motor truck transportation often reduces the cost of cooperage, dunnage, blocking, strapping, loading, and unloading of supplies. The truck's pneumatic tires eliminate the need for some of the protection to the cargo which is necessary in rail shipments. Loading and unloading operations are usually simpler, and arrangements for loading and unloading are simplified because the truck can move readily between different warehouses to complete these operations. Freight cars containing different commodities would be delayed in similar movements because of switching requirements.

(5) Highway carriers include pick-up and delivery in their rates (door-to-door service).

(6) Motor vehicles within short distances can provide more efficient service than rail transportation. It may or may not be more economical than rail transportation, depending upon conditions at the time and place.

(7) When certain destinations are embargoed or enemy operations prevent the use of available railways, the motor vehicle may be the only means of delivering necessary supplies quickly.

(8) There are approximately 49,000 communities within continental United States which have no rail service. Trucks can deliver shipments to these communities which could be reached no other way.

(9) Motor carrier service is especially valuable in movements of freight for short or medium distances, although the railroads and water carriers have a superior service on the movement of large shipments and for longer hauls. No definition can be given for the terms "short" or "medium" distances, as the terms by their nature must be loosely applied, and vary in relation to local conditions. For example, in the densely populated eastern States, "short distance" might be considered a distance of 200 miles or less, while in the western States the same term might reasonably apply to a haul of 500 miles or more. Moreover, the characteristics of the commodity shipped play a major part in the choice of method of transportation, and this fact further prevents a close definition of the length of haul most economical for use of motor transport.

(10) Transportation officers are charged with considering the most economical form of transportation, but when speed in transit or other factors are paramount, such factors may outweigh economy and dictate the use of the faster and more flexible service made available by motor carriers. Motor carrier service is invaluable when—

(a) Shipments require expeditious and special handling.

(b) Shipments move to and from points in congested areas and for short distances which would otherwise result in undue detention of rail equipment.

(c) Shipments can be transported more economically because of savings in the cost of dunnage, blocking, and loading and unloading.

(d) There is a scarcity of rail equipment for movement of certain kinds of freight.

(11) The radius of operation of motor vehicles is limited only by the highways available. This fact makes for great flexibility in routing.

**b. Disadvantages.** (1) The highways over which motor vehicles move are not controlled by the carriers, as are the rails over which rail freight moves. The several States enforce varying regulations which sometimes cause operating difficulty, especially to interstate shipments by truck. The motor carrier industry, however, has been able to adapt itself to a great extent to these restrictions without undue inconvenience to shippers.

(2) The scope of operations of highway carriers is limited to the scope of their certificates and permits. When shipments are made over a route requiring several highway carriers, it is often necessary to transfer shipments from the trucks of one carrier to the trucks of another. Railroads and steamship companies, on the other hand, arrange to provide through carriage in the vehicles in which shipments are originally loaded. This transfer en route, which is sometimes necessary in shipment by truck, often causes delays which are equivalent to those caused by uneconomical utilization of railroad terminals.

(3) Traffic congestion at heavily populated centers or port areas often creates bottlenecks which delay shipments. Railroads and waterways have uninterrupted rights-of-way.

(4) Highways are more subject to weather interference than railroads. At the present time too, they are not suitable for all kinds of traffic. Rail lines are so constructed that they can accommodate any kind of traffic. Therefore, because of both highway construction and motor vehicle equipment, highway carriers are unable to transport certain kinds of impedimenta and supplies.

**c. Rates and tariffs.** (1) In 1935 a law entitled "Motor Carrier Act 1935" was enacted by Congress and incorporated as Part II of the Interstate Commerce Act. This law subjected motor carriers engaged in the transportation of interstate or foreign commerce to regulation by the Interstate Commerce Commission. Pursuant to this amendment, motor carriers subject thereto were required to file with the Interstate Commerce Commission, effective 1 April, 1936, their rates, rules and regulations covering the transportation of interstate or foreign commerce.

(2) The rate structure of motor carriers closely approximates that of rail carriers both as to level of rates and territorial boundaries. This is especially true of class rates. Motor carrier's freight rates are either joint or local, as are railroad rates.

(3) As a general rule, motor carrier line-haul rates include pick-up and delivery service. It is to meet this competition that rail carriers' tariffs so frequently authorize pick-up and delivery service at specified stations on less-than-carload shipments.

(4) The trucking industry issues the "National Motor Freight Classification" through the American Trucking Associations, Inc. but by no means all of the highway carriers use this classification. There are a number of freight bureaus which issue classifications applicable in connection with shipments moving over motor carriers operating within certain designated territories. These classifications serve a purpose for the trucking industry similar to that of the Consolidated Freight Classification for the rail lines.

**d. Standard motor freight land-grant equalization agreement.** (1) Numerous motor carriers have also filed with the Chief of Transportation a "Standard Motor Freight Land-Grant Equalization Agreement" in which they agree, in connection with any shipment of Government property transported by them, to protect the Government of the United States against any cost in excess of the lowest net land-grant charge lawfully available on such shipment from origin to destination at time of movement derived from lawful rates of common carriers filed with the Interstate Commerce Commission or appropriate State commission.

(2) Particular attention is invited to the fact that, by its terms, each agreement of this form applies only in connection with the carrier or carriers who sign it. In order for land-grant equalization to apply on a joint movement via two or more motor carriers, all those carriers must be signatories of the

*same agreement, not separate agreements*, even though all agreements are alike. The motor agreements lack the automatic interlocking feature of the rail agreement. It will be noted that equalization is of "charge," not "rate," a distinction which takes effect when minimum weights differ by rail and motor.

(3) This agreement is not intended to be used in lieu of special reduced-rate tenders in cases where motor carriers desire to file such tenders in cents per hundred pounds or other specific manner. It should be understood, however, that fairness to equalizing carriers requires that, *other factors being substantially equal*, they be chosen in preference to carriers who undertake to "skim" the traffic by filing tenders approximating net rates on specific movements of classes of traffic.

(4) Nonequalizing motor carriers should be used whenever service by equalizing carriers (motor or rail) is not available, or is inadequate to meet the military requirements of the traffic. (See AR 55-105 and W. D. Commercial Traffic Bulletin No. 4.)

**e. Services of motor carriers.** (1) *Pick-up and delivery.* Motor carriers provide complete pick-up and delivery service from door to door or from platform to platform on both less truckload and truckload shipments. This service is valuable in eliminating the delay and expense involved in extra handling to or from freight depots, in reducing claim hazards, in completing freight service to and from establishments not located on rail sidings, and in convenience to both shipper and consignee.

(2) *Terminal facilities.* Terminals are maintained at the principal transfer points and division terminals on motor carriers routes. At these points freight is interchanged with connecting motor carriers, motive power and cargo units are serviced and repaired, and shipping records are maintained. To reduce delay and handling in the interchange of cargoes, trailers or complete units are frequently interchanged, eliminating extra handling and further reducing time in transit.

(3) *Diversion and reconsignment.* Shipments by motor carrier may be diverted or reconsigned in transit under provisions of published tariff rules. In order to effect diversion and reconsignment contact should be made with the home office of the motor carrier over whose line the shipment has been routed.

**f. Bills of lading and contracts.** (See AR 55-105.) (1) *Bills of lading.* The issuance of bills of lading for shipments made by motor truck is a relatively recent development. In 1928, the Interstate Commerce Commission undertook an investigation of motor bus and motor truck operation. This investigation is identified as 140 ICC 685. On page 732 of that report the ICC directed the attention of common carrier motor truck operators to the fact that the Federal Bills of Lading Act applied to them as well as to the railroads. Except in the case of contracts described in (2) below, and as directed by AR 55-150, highway freight transportation will be procured by the use of Government bills of lading.



(2) *Contracts.* (a) Whenever motor van carrier service is to be used for shipments involving transportation of personal property of military personnel at Government expense, the services will be obtained generally by means of contracts entered into as provided in Procurement Regulations and other pertinent regulations and instructions. Any exception to the general use of contracts for this purpose will be carried out as prescribed in AR 55-160 and instructions issued in conjunction therewith.

(b) AR 55-160 provides that, in shipments of authorized baggage and/or professional books, commercial van carriers may be furnished as an optional service, upon the request of the owner in writing, under certain conditions. (See AR 55-105.)

(c) Government bills of lading will be used with both common carriers and contract carriers by motor vehicle for transportation of public property. Transportation officers should not negotiate bilateral contracts with carriers providing for a guarantee of a specified tonnage over a given period of time, or providing for other concessions which would obligate the Government beyond the terms of the bill-of-lading contract. Should extreme circumstances appear to require such a contract, the matter should be submitted to the Chief of Transportation.

(d) Section 22, Part I, of the Interstate Commerce Act provides in effect that carriers may carry, store, or handle property free or at reduced rates for the United States, and Section 217, Part II, provides that Section 22, Part I, shall apply to common carriers by motor vehicle. Any departure from the provisions of carriers' tariffs should be executed in the form of a unilateral contract under the provisions of Sections 22 and 217 of the Interstate Commerce Act, setting forth commodity description, points of origin and destination, minimum weights, and the applicable rate. Carriers having rights within a particular state will be utilized only to the extent of the authority granted by that state.

**g. Use of authorized motor carriers.** Ordinary care will be taken to avoid the use for interstate freight traffic of motor carriers that are not authorized by the Interstate Commerce Commission to perform the service. In case of doubt, the carrier will be required to submit satisfactory evidence of such authority. If the carrier is unable or refuses to furnish such evidence, its services will not be used and the case with all available details will be submitted to the Chief of Transportation.

**h. Status of highway carriers.** (1) *General rule concerning liability.* (a) The common law recognized two classes of carriers: common and private. However, the Motor Carrier Act of 1935 (U. S. Code 49, Section 301) sets up a third classification—the contract carrier. The operations, responsibilities, and liabilities of common, contract, and private carriers are separate and distinct. The following references are to the Motor Carrier Act of 1935, and indicate the classifications of highway carriers;

Motor carrier—Section 203 (a)(16) and Section 204 (a)(3).

Common carrier—Section 203 (a)(14).

Contract carrier—Section 203 (a)(15) (the common-law private carrier).

Private carrier—Section 203 (a)(17). See Section 203 for other definitions in connection with interstate highway transportation.

(b) State statutes, in general, similarly classify motor carriers.

(c) A common carrier, one which holds itself out to the public for hire, becomes liable as an insurer subject to certain exceptions.

(d) The scope of operations of common carriers and contract carriers is specifically limited to the extent authorized by the Interstate Commerce Commission as to interstate traffic and by the regulatory bodies of the several states as to intrastate traffic.

(e) Common carriers ordinarily are used for Army transportation under the same conditions and procedures as railroads. In certain conditions contract carriers may be used under provisions set forth in AR 55-150. The use of private motor carriers is not authorized.

(2) *Uniformity of interstate regulation.* The laws regulating interstate transportation by motor carrier are uniform except when the States, in the constitutional exercise of their police powers, impose obligations upon motor carriers in the interest of public safety, or in certain instances exercise those inherent powers which are not deemed to be encroachments upon the constitutional powers of Congress to regulate interstate commerce. Those powers which the states may exercise are not considered to be *regulations* of interstate commerce, but rather are exercised under the States' taxation and police powers.

(3) *Basis for highway common carriers' liability.* Decisions of the United States Supreme Court concerning the liability of railroads are applicable to highway common carriers with equal force, assuming the conditions of carriage are similar or identical. Section 219 of the Motor Carrier Act of 1935 (Part II, Interstate Commerce Act) states that the provisions of Section 20 (11) of the Interstate Commerce Act shall apply with like force and effect to receipts or bills of lading of common carriers by motor vehicle.

(4) *Liability of highway contract carriers.* The liability of contract carriers is subject to the conditions of the contracts under which the carriage is performed, provided, however, that these terms and conditions do not conflict with public policy. (See AR 55-150.)

(5) *Obligation to furnish equipment.* It is the duty of a common carrier to furnish equipment within its capabilities when ordered. A common carrier is not obligated to furnish equipment other than that suitable for transportation of the commodities which it holds itself out to the public to transport, nor can it be forced to furnish equipment belonging to other carriers.

i. **Awarding Government business to trucking concerns.** The services offered by various trucking concerns vary so widely, and their qualifications are so diverse, that competing concerns in any one area must be carefully evaluated

to insure fairness, and suitability of the carrier to the task in hand. A few of the considerations to be carried in mind, are having adequate information; protecting the Government's interest by making sure proper equipment is available; and maintaining fairness in awarding business.

(1) *Securing information.* Transportation officers who have considerable occasion to ship by truck find it essential to know exactly what trucking facilities are available in their areas. The form below may be used for securing this information.

**MOTOR CARRIER FACILITIES**

NAME OF CARRIER .....

ADDRESS .....

Street City State

**EQUIPMENT OWNED OR CONTROLLED AND OPERATED**

TOTAL NUMBER OF UNITS	TYPE	STYLE OF BODY	AVERAGE CAPACITY PER UNIT		
			POUNDS	CUBIC FEET	GALLONS
	STRAIGHT TRUCKS				
	TRACTORS (POWER UNITS)				
	SEMI-TRAILERS				
	FULL TRAILERS				

TYPE OF CARRIER: COMMON.....; or CONTRACT.....

**ATTACH:**

1. A list of specific routes showing all points from, to, or between which service is maintained. (Separate interstate and intrastate routes.)
2. A highway map showing routes served by regular route operations, or exact territory served by irregular route operations. (Size 8 1/2" x 11" or 11" x 16".)
3. A copy of Compliance Order or Certificate issued by the Interstate Commerce Commission and state regulatory bodies.
4. A schedule showing normal delivery service maintained between all points.
5. A list of carriers with whom interchange connections are maintained, showing:
  - (a) Name of Carrier; and (b) Point of Interchange.
6. Commission Authorizations, issued or applied for:
  - (a) Commodities .....
  - (b) Specialized services .....
  - (c) Restrictions: .....
  - (d) I.C.C. Certificate or Docket No. .... State No. ....

7. Insurance:

- (a) Public Liability \$.....; (b) Property Damage \$.....; and
- (c) Cargo \$.....

NAME AND ADDRESS OF TARIFF PUBLISHING AGENTS:

.....  
 .....  
 .....

DATE.....194....

MAIL THIS FORM TOGETHER WITH ALL ACCOMPANYING DATA TO:

(Insert here the name and address of the installation requesting information.)

(2) *Protecting the Government's interest.* Alertness to protect the Government's interest is necessary at all times. Checks should be made constantly to make certain the information on trucking agencies is up-to-date and accurate. For example, it may be necessary to check with the insurance company to make certain that an insurance policy is in force. In selecting motor carriers, their past experience should be taken into consideration. For example, a carrier whose sole experience has been in hauling packaged foods would lack, in all likelihood, the necessary experience to move heavy machinery. It will also be necessary to make certain that the equipment actually furnished by a concern is suited to the task at hand. For example, a lumber truck should not be substituted for a flat-bed truck when specifications particularly call for the latter equipment.

(3) *Maintaining fairness in awarding business.* If bids are received, (see f(2)(c) above) care should be taken to give all firms properly equipped an opportunity to bid on the business of the installation at one time or another. Every safeguard should be taken in the letting of bids and the awarding of contracts.

**35. DOMESTIC WATER TRANSPORTATION.** Since 1920, there has been a gradual and considerable increase in the amount of freight moved on domestic waterways, and also a great increase in the number of water carriers and modern vessels and barges. This fact has made available a vast network of water services for the transportation of practically all kinds of freight with the exception of livestock and perishable or refrigerated traffic.

**a. Official guide.** The Official Guide of the Railways and Steam Navigation Lines of the United States, usually referred to as "The Official Guide," contains an index to river and lake steamboat and barge lines operating in the United States.

**b. Equipment.** (1) With the appearance on the Mississippi River in 1920 of modern tunnel type towboats and all-steel cargo house barges, there was a

quick revival of river shipping. The new style of towboat has now largely displaced the old stern wheel (or paddle wheel) steamboat on the rivers in the Mississippi valley.



Figure 16. New DPC towboat.

(2) The steel cargo house barges ranging from 500-ton to 3,000-ton capacity have attracted many commodities to the river. There is scarcely any article manufactured that has not moved via these barges, which offer complete protection to their contents by their all-steel construction.

(3) In addition to these cargo house barges there are also hundreds of tank barges which transport petroleum and petroleum products, alcohol, etc., in bulk between ports on the Gulf Intracoastal Canal, on the one hand, and ports on the Mississippi, Illinois, Ohio, and Warrior Rivers on the other hand. The average tank barge has a capacity of 8,000 barrels.

**c. Principal waterways by geographical area.** A brief outline of domestic water carrier services, geographically arranged follows:

(1) *Mississippi Valley.* This is generally understood to embrace the territory lying between the Appalachian Mountains in the east, the Rocky Mountains on the west, the Great Lakes on the north, and south to the Gulf of Mexico. The territory so encircled drains naturally into the Mississippi River via the Ohio, Tennessee, Cumberland, Illinois, Wabash, and Missouri Rivers, and many others. Towboats, cargo house barges, and tank barges as previously described are operated regularly by a great number of common and contract barge companies (many of which are listed in The Official Railway Guide) on the following rivers in the Mississippi Valley:

(a) Illinois River between Chicago, Ill., and the Mississippi River.

- (b) Ohio River between Cairo, Ill., and Pittsburgh, Pa.
- (c) Mississippi River between New Orleans and Minneapolis and St. Paul, Minn.
- (d) Missouri River between Kansas City, Mo., and the Mississippi River.



Figure 17. Tugboat on the Mississippi River.

(2) *Warrior River.* (a) This is in reality the route formed by the Tombigbee and Warrior Rivers (commonly referred to as the Warrior River) which terminates in Mobile Bay (Alabama). About 350 miles north of Mobile, Warrior Creek joins the Tombigbee. At mile 418 on the Warrior, there is a river terminal, Port Birmingham, Alabama, where traffic is interchanged with rail carriers on joint through rail-water rates reaching many important cities in the Southeast.

(b) The same type of river equipment is operated on the Warrior River as previously described on other rivers. Regular common carrier service is maintained between New Orleans, Louisiana, on the one hand, and Mobile and Port Birmingham on the other hand. There also are contract water carriers operating on the Warrior River between Mobile and Port Birmingham. Various kinds of carload traffic are handled via these barge lines in addition to tank barge loads of petroleum and petroleum products. No barges are equipped to handle livestock or perishable traffic.

(3) *Gulf Intracoastal Canal.* (a) This is largely a landlocked route from Corpus Christi, Texas, to St. Marks, Florida, via Galveston, Houston, and Beaumont, Texas, and Lake Charles and New Orleans, Louisiana; thence through the Industrial Canal (at New Orleans), and Mississippi Sound to Mobile, Alabama, Pensacola, and St. Marks, Florida.

(b) The same type of barge equipment is operated on this canal as on the Mississippi, Ohio, and Warrior Rivers. The character of traffic is similar.

There are through rail-water, also water-truck, rates in effect between New Orleans, Louisiana, and Mobile, Alabama, and other points in the Southeast.

(4) *Missouri River.* (a) In 1935 the Missouri River from Kansas City to its confluence with the Mississippi River above St. Louis, was opened to navigation. Common carrier barge service has been maintained although at various times such service has been suspended due to unsatisfactory river channels. The period of navigation generally extends from about 15 March to 15 November of each year.

(b) The same type of equipment is operated on the Missouri River as on the other rivers in the Mississippi Valley. At times there is also contract barge service available.

(5) *Great Lakes.* (a) There has been for a number of years a heavy traffic movement on all of the Great Lakes. The majority of this traffic has consisted of bulk commodities such as grain, iron ore, and coal. There has also been a heavy tonnage of various kinds of manufactured iron and steel articles and other manufactured products. .

(b) Most of the lake carriers operate in contract service hauling the above bulk commodities. However, there is common carrier steamship service between the ports of Detroit and Cleveland, and Detroit and Buffalo. Joint through rail-lake and rail-lake-rail rates on carload traffic are in effect between Chicago, Detroit, and points in New England and Eastern Trunk Line territories via the ports of Detroit, Michigan, and Buffalo, New York. There are also joint through lake-truck rates between Detroit and certain points south of Cleveland, Ohio, via the latter port. These joint through lake-rail, rail-lake, rail-lake-rail, and lake-truck rates reflect differentials under the rail rates contemporaneously in effect.

(c) Daily sailings are maintained between Detroit and Cleveland, and Detroit and Buffalo, generally from 1 May to 15 November of each year.

(d) While the joint through rail-lake rates apply generally with all of the rail routes east of Buffalo, their application west of Detroit is limited to certain rail lines.

(6) *Pacific Coast.* (a) Normally there is regular coastwise steamer and tank barge service between Los Angeles, San Francisco, Seattle, and Portland, Oregon. The steamers are normally operated by private operators and handle passengers as well as freight. There also are common and contract steamers engaged in the handling of lumber, etc. Barge service is generally limited to the handling of lumber and tank-barge loads of petroleum and petroleum products. These services were suspended after the outbreak of the war.

(b) There are river steamers and barge lines operating on the Sacramento River between Stockton, California, and San Francisco, in common and contract carriage. On the Columbia River, there are similar barge operations covering the movement of forest products, grain, etc., and tank barges handling petroleum and petroleum products in bulk, as well as cargo barges handling

regular carload freight. Such services include the ports of Pasco, Washington, and Umatilla and Portland, Oregon, on the Columbia River, and the port of Seattle. The use of any of the water services will generally reflect savings in transportation charges as compared to use of the all-rail lines.

(7) *Hudson River-New York Barge Canal.* Most of the water operations on these waters are of a contract nature; there are some common carrier water operations, but none of the water carriers maintain joint through rates with rail carriers. Practically all kinds of freight except perishable and livestock traffic may be moved under proper bookings via carriers operating on these waters. Savings in transportation charges under the all-rail rates accrue through use of these barge services.

(8) *Chesapeake Bay.* There are a number of contract water carriers operating between all principal points on Chesapeake Bay, the principal service being between Baltimore, Maryland, and Norfolk, Virginia. Daily common carrier service by water is maintained between Baltimore, and Norfolk. There are also joint through water-rail and rail-water-rail rates between origins and destinations in Eastern Trunk Line territory on the North, and points in Southeastern territory in the States of Georgia, North Carolina, and South Carolina. Such traffic from the North would move into Baltimore via rail, at which point it would be unloaded into steamers and taken to Norfolk for re-loading into rail cars for delivery to connecting rail carriers. There is also steamer service between Baltimore and Charleston, South Carolina. Joint through water-truck rates between Baltimore and points in North and South Carolina are in effect. The use of these services will result in considerable savings in transportation charges under the all-rail route.

**d. Rates.** (1) *Port-to-port rates.* The domestic water carriers named handle a large volume of traffic on what is known as all-water or port-to-port rates. Such rates are uniformly lower than those applicable via the corresponding all-rail route. These rates apply between ports served directly by the water carriers, and generally include absorption of switching charges to or from the docks of the water carrier at point of origin and/or destination, thereby preserving to the Government the savings in transportation charges. These so-called all-water rates are published by individual carriers in tariffs filed with the Interstate Commerce Commission.

(2) *Joint through rates.* In addition to the so-called all-water or port-to-port rates, certain domestic water carriers maintain joint through rates in connection with rail carriers. Such rates generally reflect substantial savings under the rail rates contemporaneously in effect. Some of these joint through rates applying in connection with water-rail routes and rail-water routes are published by the individual water carriers and filed with the Interstate Commerce Commission. However, most of the tariffs now carrying such rates are published by the freight associations of the railroads and are likewise filed with the Interstate Commerce Commission.

(3) *Land-grant equalization.* Some of the water carriers equalize the land-



grant rates accorded to Government shipments by the rail carriers. However, where the published commercial rate of these equalizing water carriers is less than the all-rail land-grant rate, the Government is entitled to that lower commercial rate.

**e. Transit privileges.** Certain of the domestic water carriers publish transit privileges on specified commodities. Their transit structure, however, is not as broad as that of the all-rail routes. Various rail carriers in the Central Freight Association territory also publish transit privileges on certain commodities when moving via barge-rail and/or lake-rail routes. Traffic should not be billed for "storage-in-transit" unless authorized by tariffs on file with the Interstate Commerce Commission, or authorized by special quotations to the Government.

**f. Transit time.** There also should be taken into consideration the element of transit time when using an all-water, water-rail, or water-truck route. Generally speaking, shipments moving in connection with all-water or joint through rail-water routes require a longer transit time than when moving via the corresponding all-rail route. Overnight services, however, are maintained between Detroit and Buffalo, and Baltimore and Norfolk.

**g. Maximum utilization.** The possibilities of shipping via inland waterways should be explored and these services utilized to the maximum extent whenever such method of transportation will fit the requirements of the situation.

**36. COMBINATIONS OF MEANS OF TRANSPORTATION.** **a.** Freight shipments may be sent by all-rail routes, all-water routes, rail-water routes, rail-water-rail routes, truck routes, rail-water-truck routes, truck-water routes, truck-water-rail routes, rail-truck routes and water-rail routes, where such combination services are published and available. Each of the combination service routes is a hybrid service, and its problems may be combinations of the problems of the single services in varying degrees.

**b.** No general rule for utilizing combinations of various means of transportation services can be laid down to guide the transportation officer other than that the provisions of AR 55-105 constitute his general directive.

**37. FREIGHT FORWARDERS.** **a. General.** A freight forwarder is a person or organization which holds itself out (otherwise than as a carrier subject to Part I, II, or III of the Interstate Commerce Act) to the general public to transport or provide transportation of property, or any class or classes or property for compensation, in interstate commerce, and which, in the ordinary and usual course of its undertaking—

(1) Assembles and consolidates or provides for assembling and consolidating shipments of such property, and performs or provides for the performance of break-bulk and distributing operations with respect to such consolidated shipments.

(2) Assumes responsibility for the transportation of such property from point of receipt to point of destination.

(3) Utilizes, for the whole or any part of the transportation of such shipments, the services of a carrier or carriers subject to Part I, II, or III of the Interstate Commerce Act.

**b. Advantages of freight forwarder service.** The chief advantages of freight forwarder service are as follows:

(1) *Expeditious movement of less-than-carload freight.* Freight forwarders usually forward shipments as consolidated carloads moving in through time freight service, after consolidation at the forwarders' assembly stations. Ordinarily, movements of the shipments are faster than by ordinary less-than-carload rail service with the attendant transfers and interchanges.

(2) *Facility provided for tracing, locating en route, and reconsigning less-than-carload shipments.* Ordinarily less-than-carload shipments cannot be traced successfully, located en route, or reconsigned, due to the various transfers from car to car or truck to truck, and irregularity of schedules. But in movements via freight forwarders, tracing and locating en route is made feasible by the records and schedules set up by the freight forwarders in assembling, manifesting, and forwarding of consolidated carloads.

(3) *Simplification of routing provisions in shipping papers.* A movement of any one shipment via other forms of transportation may entail movement over a number of carriers requiring complete through routing in the bill of lading. On the other hand a movement via a freight forwarder would ordinarily entail movement via that one forwarder alone, and the forwarder would be responsible for through movement. The only routing specifications necessary in shipping papers would be the name of the freight forwarder.

(4) *Rates.* The rates of freight forwarders are, especially for long distance hauls, in many instances, less than the rates of railroads or highway motor freight carriers.

**c. Disadvantages of freight forwarder service.** The chief disadvantages of freight forwarder service are as follows:

(1) *Limited scope of freight forwarder operations.* Freight forwarder service is not available between as many points as rail or highway motor service, and in some cases may be available in one direction only.

(2) *Necessity of ascertaining service available by freight forwarders.* Contact with representatives of freight forwarders, who are usually located only in larger cities, may be necessary in some instances to determine the availability of freight forwarder service to particular destinations.

(3) *Essentially long distance service.* Since freight forwarder service is ordinarily advantageous for long distance movements only, it is necessary that transportation officers decide from the factors of distance and availability of freight forwarder service, whether or not freight forwarder service will best serve the needs of the War Department.

**d. Functions.** In the utilization of freight forwarder service it must be borne in mind that freight forwarders are primarily organizations rather than physical transportation agencies and in the conduct of their operations employ physical transportation agencies such as railroads, motor carriers, and water carriers for the actual physical transportation of freight shipped via freight forwarders. However, freight forwarders publish rates, execute through bills of lading in their own name, and are responsible to shippers for the through transportation of shipments which they accept. As an example, a hypothetical freight forwarder might publish rates from points in the States of New York, Connecticut, Pennsylvania, and New Jersey to points in the States of Oregon and Washington, and assemble, via motor carriers, at New York City, all the freight which he received in the designated origin States, classify and consolidate such freight into railroad carloads, then forward the consolidated carloads via railroad to Spokane, Washington, and there break up the consolidated carloads and distribute the individual shipments via motor carriers to the proper destinations. In such an operation, a bill of lading would be executed by the freight forwarder for each individual less-than-carload shipment, and the routing shown therein would be via the freight forwarder and all dealings of the shipper would be with the freight forwarder. The arrangements for the actual physical transportation of the shipment would be made by the freight forwarder with the underlying carriers and would be of no concern to the shipper.

**e. Legal status.** (1) Due to the peculiar nature of the service performed by freight forwarders, such service was not covered either by Part I of the Interstate Commerce Act covering the activities of rail carriers, Part II covering the activities of motor carriers, or Part III covering the activities of water carriers and, therefore, prior to the enactment of Part IV of the Interstate Commerce Act, the operations of freight forwarders were not subject to regulation by the Interstate Commerce Commission.

(2) By the enactment of Public Law 558 by the 77th Congress, the Interstate Commerce Act was amended, effective May 16, 1942, by the addition of Part IV bringing freight forwarder service under the control of the Interstate Commerce Commission, and thereby giving freight forwarders a legal status which they had not previously enjoyed.

**f. Use.** (1) *War Department authorization.* Prior to the amendment of the Interstate Commerce Act by the addition of Part IV, Army Regulations specifically prohibited the use of freight forwarders and brokers for the handling of War Department freight, either personal or public property. (A broker as distinguished from a freight forwarder, is a person or concern engaged in the making of arrangements between shippers and transportation agencies for transportation service, issuing no bills of lading in its own name and under no liability as a common carrier.) However, after freight forwarder service was placed under Federal regulation, Army Regulations were amended to permit the utilization of freight forwarder service by the War Department. The pro-

hibition against the utilization of brokers was continued. Provisions of AR 55-150, as to bills of lading, apply to shipments via freight forwarders. AR 55-105 authorizes the utilization of freight forwarder service in the handling of War Department less-than-carload freight. Instructions relative to the utilization of such service set forth certain territories in which the utilization of freight forwarders is recommended and provides that such service will be considered to be as economical as any other commercial carrier service.

(2) *Freight forwarder agreement.* As a safeguard in the utilization of freight forwarder service, and in order to secure certain benefits not generally available to shippers utilizing freight forwarder service, a standard form of freight forwarder agreement has been drawn up. Only those freight forwarders who conform to the requirements of this agreement, and execute it, are utilized by the War Department. Lists of such freight forwarders have been published. The War Department does not execute agreements with or utilize freight forwarders not subject to Part IV of the Interstate Commerce Act.

**g. Bills of lading; packing and marking.** (1) *Bills of lading.* Bills of lading covering shipments via freight forwarders are prepared in the usual manner. Routing in the bill of lading covering a shipment via a freight forwarder is *via the freight forwarder*, and not via the underlying carriers utilized for the handling of the shipment. Although a shipment may be picked up by a motor carrier and moved by the motor carrier to the assembly point of the freight forwarder, nevertheless the bill of lading must be issued to the freight forwarder, although the motor carrier may execute the bill of lading in the name of the freight forwarder and as agent for the freight forwarder.

(2) *Packing and marking.* Shipments via freight forwarders must be packed and marked in accordance with the requirements of the classifications governing the rates of the freight forwarders. Therefore, there are no peculiarities or complications involved in packing and marking shipments for movement via freight forwarders.

**h. Kinds of freight shipped via freight forwarders.** Generally, freight forwarders limit their acceptance of commercial shipments to those taking the higher classification ratings, and frequently do not accept shipments taking a rating lower than third class. Under the provisions of the agreement which freight forwarders who have been approved for the handling of War Department freight have executed such freight forwarders have agreed to accept all shipments tendered to them by the War Department when it is within the scope of their general operations. Therefore such freight forwarders cannot refuse to accept shipments of War Department freight for the mere reason that such shipments are of a lower classification rating than published in their tariffs.

**i. Rates and charges.** (1) Rates of freight forwarders are generally comparable to the rates of railroads and motor carriers, and between large shipping centers situated a considerable distance apart, are frequently lower. The ability of freight forwarders to name rates lower than railroad or motor carrier rates for a long distance haul between large shipping centers is due to the

difference between LCL and carload rates. The gross income of freight forwarders is primarily established by the difference between the rates collected by the freight forwarders and the sum of the assembly and distribution charges and carload rail rates from assembly to distribution point which are paid by the freight forwarder. Since the spread between the less-than-carload rate and the carload rate for long distances is much greater than the spread for short distances, and the cost of operating a freight forwarding business does not comparably increase with the distance of the operation as does the spread between less-than-carload and carload rates, freight forwarders are therefore enabled, in frequent instances, to name lower rates than rail carriers or motor carriers for long distances.

(2) Under the agreements approved for utilization by the War Department which freight forwarders have executed, the charges of such freight forwarders for handling War Department freight, regardless of the classification thereof, is limited to the lowest less-than-carload all rail rates, as maxima.

**j. Land-grant rates and equalization agreements.** (1) Freight forwarder rates, as such, are not subject to land-grant deductions; neither do freight forwarders enter into land-grant equalization agreements. But appropriate regulations provide that the service of freight forwarders approved for handling War Department freight will be considered to be as economical as any other commercial carrier service. Therefore, in making shipments via freight forwarders, transportation officers need not concern themselves with land-grant rates or equalization agreements.

(2) A general agreement, approved by the Comptroller General, has been entered into between railroads, the War Department, and freight forwarders approved for handling War Department freight. It provides that when such freight forwarders consolidate shipments containing War Department freight into carloads via railroads, the freight forwarders submit to the handling railroads and to the General Accounting Office copies of manifests showing origin, destination, bill-of-lading references, and other pertinent details regarding War Department shipments contained in such consolidated carloads. Thereafter the General Accounting Office bills the handling railroads for the applicable proportionate land-grant deductions for the rail haul of such shipments.

**k. Responsibility of transportation officers.** Freight forwarder service may be utilized by transportation officers at their discretion in the handling of War Department less-than-carload freight. This discretion, however, is subject to the general considerations of economic and military requirements, and further subject to the requirement that less-than-carload freight in certain territories, with certain exceptions, be forwarded in U. S. Army Consolidated Car Service. It is further subject to the qualification that only those individual freight forwarders who have been approved for the handling of War Department freight and whose names are published in the War Department's List of Approved Forwarders may be utilized. As in the case of other modes of transportation, a knowledge of the operations, advantages, and disadvantages of

freight forwarder service will enable transportation officer to exercise discrimination in the use of this service so as to gain to the full its advantages and avoid its disadvantages.

**38. EXPRESS SHIPMENTS.** (See AR 55-150 and 55-155). Use of express service for shipments of public property is authorized only in such cases as shown in AR 55-155 (see also AR 55-105). No shipment aggregating 5,000 pounds or more will be made by express without obtaining an express transportation order (ETO) from the Chief of Transportation. Application for such order may be made by electrical communication to be confirmed later on W.D., T.C. (Q.M.C.) Form No. 206.

**39. AIR EXPRESS.** Use of air express will be confined to the most extreme emergencies. Authority from the commanding officer for express shipment under the provision of AR 55-155, and express transportation orders (ETO) issued by the Chief of Transportation, will not be construed to include air express unless air express is specified thereon.

**40. EMERGENCY SHIPMENTS BY AIR.** The use of air service will be limited to such shipments as cannot arrive at their destination in time to fulfill their mission via any means of surface transportation. W.D. Commercial Traffic Bulletin No. 9 provides definite methods for obtaining priorities in connection with the Air Transport Command Domestic Cargo Service and Civil Air Carrier's Domestic Service.

**41. SHIPMENTS BY PARCEL POST.** Shipments which cannot be forwarded under the penalty envelope or label should be shipped by parcel post, subject to governing postal regulations, whenever that method is more economical than express or freight, or when the more expeditious transmission by parcel post justifies its greater cost.

## SECTION VIII

### ROUTING OF FREIGHT

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*Note.* Aspects of the routing of freight will be touched upon in this chapter. An example of routing in connection with a troop movement is given in Section IX.

**42. PERSPECTIVE NECESSARY IN ROUTING.** No one can route passengers or freight until he has obtained the proper perspective of the United States with its network of transportation systems, and understands fully all the alternatives and combinations of methods of transportation that are available. A transportation man who has spent the greater part of his time in one part of the United States and has become familiar with routes available from and to certain cities there may feel entirely lost when he is transferred to another part of the country and confronted with the necessity of becoming familiar with routes operated from and to that point. The fundamentals of correct routing, however, are identical whether the transportation officer be located at Philadelphia or Phoenix.

**43. PRINCIPLES OF ROUTING.** a. The routing of freight and the determination of freight rates are closely connected. It is axiomatic that rates apply only in connection with carriers who are parties to the tariffs in which the rates are contained and that they apply only via the routes specified therein. Tariffs generally provide specific routes via which the rates in the tariffs apply because of the divisions of the joint-rates agreed upon by the carriers. However, a tariff may not mention specific routes. In this case, the rates apply via all routes over which the participating carriers operate, subject to provisions concerning circuitous routing. In carload freight shipments it should be borne in mind that the routes selected must be those by which carload freight can be forwarded through to destination without transfer of lading. When considering rail and water routes, the latter caution does not apply. Car ferries, car floats and methods similar to the sea-train lines do not necessitate transfer of lading since the cars and contents are carried across the water without unloading.

b. Carriers are obliged to observe routing instructions of shippers, unless by reason of the exercise of governmental authority or physical inability of a carrier shipments are forwarded by other routes. Transportation officers are charged with certain responsibilities in connection with the selection of routes.

(See AR 55-105.) The route or routes via which rates apply can be determined only from the tariffs in which the rates are published.

c. Make certain before tendering shipment to the carriers that—

- (1) The route selected is the most economical unless otherwise required.
- (2) The lowest rate applies via the route selected.
- (3) The destination carrier can effect the delivery desired.
- (4) The requirements of AR 55-150 have been complied with.

**44. CONTROL OF ROUTING.** The war emergency made necessary a stringent control of the routing of troops and other groups, materials, supplies, and equipment of any character. Routing must be obtained from the Chief of Transportation (Traffic Control Division)—

a. If a shipment consists of one carload or more of domestic freight as described in AR 55-105.

b. If a shipment consists of one carload or more for any United States seaboard port for transshipment overseas or for storage at any port prior to transshipment. Shipping release and routing required. (See AR 55-105).

c. If a War Department tank car, loaded or empty. (See AR 55-105.)

d. If a shipment aggregating 5,000 pounds or more by express is proposed (express transportation order must be obtained); if a carload shipment by express to a port for immediate or later transshipment is proposed. (Both an express transportation order and a shipping release must be obtained.) (See AR 55-155.)

**45. CONSIDERATIONS IN SELECTING ROUTES.** a. **General.** (1) There are many different possibilities available for each shipment under consideration. The shipment may be made by rail, truck, water, or a combination of these means. Under special circumstances the shipment may be made by express, parcel post, or even by air. Between any two points there are frequently a number of alternative routes available, any one of which may be specified. Choice between these routes may be made on the basis of speed in transit, special services available, rates, and numerous other factors.

(2) In selecting a route, the transportation officer must consider the nature of the shipment and the urgency of the need for it in making a decision. During the emergency and for 6 months thereafter it is declared to be a military necessity to depart upon occasion from use of the lowest cost means of transportation for War Department shipments. (See AR 55-105.) This provision will require a balancing of all factors pertaining to a shipment, and a decision based upon all the factors rather than the single criterion of cost alone. Cost, however, will be the determining factor when other factors are equal or satisfactory.

b. **Cost of transportation.** (1) All-water and water-rail routes are usually cheaper than all-rail routes, and when the speed of service is not a factor, advantage should be taken of these routes.



(2) Because of savings in costs of packing or crating, etc., it is cheaper to move some shipments by truck than by rail. Frequently, too, the cost of trucking service is less than the cost of rail service because of the door-to-door service provided by the trucks.

(3) Published rail rates between the same points often differ, depending on the routes chosen. Differentials often exist on certain rail routes which provide inferior service, and these differentials may be taken advantage of if the nature of the shipment permits.

(4) Another consideration in the effect of routing on cost is the fact that the carrier which makes the line-haul movement usually absorbs the charges for switching. If the line-haul is made by a carrier other than the one which performs the switching service, a charge may be made for this service in addition to the line-haul cost.

(5) On intrastate traffic west of the Mississippi River, carriers frequently charge for the transfer of less-carload freight from one carrier to another at an intermediate station. In the case of some routes, it will be found that such charges are included in the line-haul charge, while in other cases a charge additional to the line-haul cost is made.

(6) When consignees are located on sidings, it is important to ship by routes that will enable the carrier to switch to that siding either in carloads or by ferry cars.

(7) Consideration must also be given to the situation as regards pick-up or delivery service. If this service is included in the line-haul charge, both at point of origin and at destination, no problem exists, but if such service is not provided at one or the other points, or both, this fact should be considered in choosing the route.

**c. Speed in transit.** Frequently speedy delivery outweighs certain other considerations in making a choice of route. A number of factors affect speed of delivery.

(1) In the first place, because of its great flexibility, motor truck service may provide greater speed than rail service at no greater cost, particularly over short and intermediate distances.

(2) Frequency of train service, the existence of package car service, the possibility of using freight forwarder service, the number of transfers which must be made en route, the existence of War Department consolidating stations and distributing agencies, and the possibilities of making up a consolidated car direct from shipper to consignee are all factors to be considered.

**d. Services.** One of the very important factors in selecting routes for certain shipments is the availability of necessary services on the route chosen. It may be essential in the case of some shipments that the carrier have floatage or lighterage services available. The amount of security provided may be a factor in the choice of route, as may the actual physical capacity and suitability of the carrier's equipment. Furthermore, the facilities of the carrier for loading or unloading shipments of unusual weight or bulk must be considered.

**e. Embargoes.** (1) The embargo is an important factor in routing. It prohibits the movement of freight into restricted territory. The Chief of Transportation is vested with authority to declare embargoes on the movements of property belonging to or moving for the purposes of the War Department or moving to installations controlled by the War Department when necessary. In case of threatened or actual congestion at a station, the transportation officer thereat will make a report by electrical communication to the Chief of Transportation showing number of loaded cars and trucks on hand and expected to arrive; number of cars and trucks per day which can be unloaded during the period of congestion and any pertinent remarks. (See AR 55-170.)

(2) When a carrier's facilities become overtaxed and congestion results or are otherwise temporarily unusable, the carrier may place an embargo on shipments via those facilities, in which case it may become necessary to consider alternate routings. (See AR 55-155.)

(3) Office of Defense Transportation General Order 16a of 15 March 1944 is, in effect, an embargo against the movement of any carload or truckload traffic to a United States port for immediate transshipment or storage pending later transshipment. No such shipments may be accepted by any carrier unless the bill of lading or other shipping document bears upon its face a permit number issued by the ODT through the Traffic Control Division, Office of the Chief of Transportation. (See AR 55-105.)

**46. NECESSITY FOR INFORMATION IN ROUTING.** **a.** It will be seen from this brief sketch of certain routing considerations that the transportation officer must consider many possibilities in the routing of freight which he is called upon to handle. He must have up-to-the-minute information on all the routes available for any shipment, and must then weigh this information carefully in order to arrive at the wisest decision from the standpoint of the Government's interest.

**b.** The following publications are indispensable in routing of military traffic and the transportation officer should become thoroughly familiar with them:

(1) Army Regulations of the 55-series. (See app. III.)

(2) W. D. Commercial Traffic Bulletin No. 2.

(3) The Official Guide of the Railways and Steam Navigation Lines of the United States.

(4) Official Mileage Tables of the War Department (Passenger Traffic).

(5) Map of land-grant and bond-aided railroads of the United States.

(6) W. D. Commercial Traffic Bulletin No. 3, Freight Land-Grant Equalization Agreement.

(7) Joint Military Passenger Agreement and Joint Military Passenger Equalization Agreement, current Fiscal Year, and current W. D. Commercial Traffic Bulletin accompanying the above agreements.

## SECTION IX

### TRANSPORTATION OF INDIVIDUALS AND TROOPS

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**47. ROUTING OF TROOPS WHOSE TRANSPORTATION IS SUBJECT TO LAND-GRANT DEDUCTIONS.** War Department Passenger transportation is different from that of civil establishments of the Government in that land-grant deductions apply to the transportation of members of the military forces when traveling on official duty (see par. 13h).

**a. Example of land-grant deductions.** The required information with which to determine land-grant deductions is on file in the office of the Chief of Transportation, and land-grant deductions are calculated there.

(1) Net military fares are established by applying the land-grant percentages to the proportions of revenue accruing to each carrier which is a party to the through route.

(2) The formula on page 98 will show how the net military fare is obtained:

(3) Generally, the net military fare is established via the land-grant lines. However, it is not always necessary to route troops via the land-grant lines as other carriers equalize the net military fare when troops are routed via their lines. Particular study should be made of the special and general exceptions contained in the "Joint Military Passenger Equalization Agreement."

**b. Joint military passenger equalization agreement.** Because of the reduced rates obtained by the use of land-grant railroads, it is only natural that the Government should utilize those lines where practicable. In order to obtain a share of this Government business certain nonland-grant railroads have entered into an agreement with the Government whereby they will haul troops of the United States over certain routes at the same net rate (subject to special and general exceptions) as do competing land-grant railroads. That, briefly, is the essence of the Joint Military Passenger Equalization Agreement. Copies of this agreement, which is renewed annually and covers the current fiscal year, are distributed to posts, camps, stations, and other activities concerned. Specific provisions may be learned by studying the actual agreement. The terms of this agreement afford, in many cases, a choice of routes other than the land-grant routes, but transportation officers should make sure that routes chosen carry the lowest cost. (See Condition No. 4 of the Agreement.)

**48. JOINT MILITARY PASSENGER AGREEMENT.** a. This agreement should not be confused with the Land-grant Equalization Agreement. It is

## FORMULA

FROM San Francisco, Calif.TO Cincinnati, Ohio

DATE \_\_\_\_\_

CLASS 1st ClassThrough Commercial Fare \$78.61

R. R.	Junction	MILES		Net Land Grant Per Cent	Commercial Proportion	Land Grant Deduction	AMOUNT Payable
		Total	Land Grant				
Sou. Pac.	Los Angeles	470.38	240.90	25.607	\$12.31	\$ 3.15	\$ 9.16
A.T. & S.F.	Kansas City	1805.18	1154.34	31.973	45.72	14.62	31.10
C.B. & Q.	Chicago	489.90	156.87	16.010	11.53	1.85	9.68
N.Y.C.	Cinti	303.00	54.40	8.977	9.05	.81	8.24

TOTAL	\$78.61	\$20.43	\$58.18
	Less 3%	Allowance	\$ 1.75
	NET MILITARY FARE		\$56.43

through agreements such as this that the Government is assisting the railroads to maintain the successful transportation system of the United States. This agreement is also one of the reasons the transportation officer must consult the Chief of Transportation when there is a movement of 40 or more persons.

b. The carriers that subscribe to this agreement agree to give the Government reduced fares varying from 3 to 5 percent on passenger travel, depending upon the class of service, in return for an equitable distribution of the traffic between the several common carriers. The list of subscribers is contained in the Joint Military Passenger Agreement and includes practically all of the leading railways and certain coastwise steamship lines of the United States. It is pointed out that reduced fares are applicable in varying amounts on both military and nonmilitary travel.

c. Special attention is directed to AR 55-110, which provides that each transportation request issued must show whether the travel is military or nonmilitary, and unless this is shown thereon the request is incomplete and rates due the carrier cannot be properly determined by the settling office.

**49. TRANSPORTATION OF INDIVIDUALS.** a. **References.** (1) The following Army Regulations are pertinent: AR 55-105; 55-110; 55-120; 55-125; 55-130; 55-135; 55-160; 35-150; 35-4060.

(2) See also Chief of Transportation circulars (for the current fiscal year) pertaining to passenger travel.

b. **Preparation of transportation requests.** (See Specimens A to O, incl.).

(1) *Standard forms.* Transportation requests are official orders on transportation companies to furnish transportation at Government expense (AR 55-110.) The following standard forms of Government requests for transportation are prescribed for general use, effective 1, December 1925, by General Regulation No. 46, 1925, General Accounting Office, Office of the Comptroller General of the United States.

<i>Standard Form No.</i>	<i>Description</i>
1028	Cover of Transportation Book (front, outside and inside, and back, outside)
1029	Tabulation Sheet (insert)
1030	Transportation Request (original on light green paper)
1031	Transportation Request (memorandum on white paper, in duplicate)

The serial numbers are preceded by the symbol letters "WQ". None other than the standard form request will be used, the use of improvised forms being strictly prohibited.

(2) *By whom issued.* Transportation requests may be issued only by transportation officers or acting transportation officers who have been appointed by written order.

(3) *Obtaining blank requests.* Blank transportation requests may be obtained as indicated in current regulations, or from any transportation officer upon presentation of competent orders authorizing appointment as acting transportation officer and/or transportation officer. Such transportation officer will then be held responsible for the proper accountability and use of requests and will comply with all regulations applicable to the issuance of transportation requests, and will sign the requests as issuing officer. The transportation officer transferring the requests will show the transaction in the space provided therefor on the Tabulation Sheet (Standard Form No. 1029) in the book.

(4) *Safeguarding transportation requests.* Requests must be safeguarded in the same manner as money by the acting transportation officer and/or transportation officer and travelers until properly disposed of.

(5) *When to be issued.* Requests may be issued (filled in and signed) only upon presentation of competent travel orders.

(6) *Writing implement to be used.* Typewriter, ink, or indelible pencil will be used in filling out requests. An ordinary lead pencil will not be used.

(7) *Carbon copies.* The present supply of books of transportation requests being furnished contains the original request (light green paper) and two memorandum requests (white paper). All three requests will be filled in at the same time by carbon paper process. If the book of transportation requests contains the original request (light green paper) and only one memorandum request (white paper), an office record copy of plain paper will be inserted and all three filled in at the same time by carbon paper process.

(8) *Separate requests.* (a) Transportation requests drawn on rail carriers are to cover travel only.

(b) A separate request will be drawn on the parlor car or sleeping car company (generally The Pullman Company), when such accommodations are authorized.

(c) Military personnel and civilian employees will not be included on the same transportation request; a separate request will be issued for each class when traveling by rail.

(d) When attendants accompany remains (corpse), separate transportation requests will be issued; one for the remains and the other for the attendant, including return transportation for the attendant, if required. When not accompanied by attendant, remains will be shipped by express on a Government bill of lading. (See AR 55-155.)

(9) *Preparation.* It will be noted that on the face of the request, the transportation officer will enter the following:

(a) *"Good until" space.* Enter date. The number of days for which a transportation request is indorsed as "good" will be limited to the time required for the traveler to obtain his ticket and board the proper train, bus, boat, or plane. Generally a transportation request should not be indorsed as good for more than 3 days after date of issue. When separate transportation

requests are issued for return Pullman accommodations, time limit should be extended sufficiently to cover such transportation.

(b) "*Bill to*" space. Enter "Finance Officer, U. S. Army, Washington 25, D. C."

(c) "*Request the*" space. Enter name of initial transportation company, for example, Pennsylvania R. R., Baltimore-Washington Bus Co., or other initial carrier, as the case may be. If sleeping car accommodations are authorized, issue a separate request for such accommodations on for example, The Pullman Company.

(d) "*Name of traveler*" space. Enter, for example, John Smith, Capt. Inf., or Pvt. 1 cl Richard P. Roe, 234567, or when a party is proceeding in charge of one man, the request should be made out to the senior; for example, Sgt. Amos B. Coe, 345462 and . . . . . others. When transportation is for dependents, show relationship to whom, and age and sex of each child.

(e) "*From*" space. Enter name of station at original point, for example, Philadelphia, Pa.

(f) "*To*" space. Enter name of station at destination, for example, Chicago, Ill.

(g) "*Via*" space. Enter initials of each railroad and names of junction—for example, if one railroad, P.R.R. if more than one, P.R.R., Chicago-C.G.W.

(h) "*Block*" space (*upper right*). "Request for transportation."—Enter class and number of passengers. If only coach transportation is authorized, enter "Good in coaches only" across lower portion of blocks. "Request for sleeping car accommodations." Enter class and number of passengers in proper blocks. Enter berths or seats in detail, standard and tourist separately, and upper or lower separately. Line out all unused blocks.

(i) "*Place of issue*" space. Enter the official designation and location of the place where request is issued, for example, Fort School, Pa., 1 Sep 1943. In the case of travelers furnished books of transportation requests as provided in AR 55-110, the official designations and location of their home station will be entered.

(j) "*Signature of issuing officer*" space. Enter in ink or indelible pencil, signature of issuing transportation officer.

(k) "*Title*" space. Type, print, or stamp name, rank, and branch of service, for example, John Jones, Capt., T.C., transportation officer, or acting transportation officer.

(l) "*Authorization or object*" space. Enter, for example, Dept., wife, 1 son 7 years, 1 daughter 4 years, Nonmil. Accomp. Off., Change Sta.; and show the order authorizing the travel, for example, S.O. 127, Ft. School, Pa., 1, April 1943.

(m) "*Appropriation*" space. Cite appropriation indicated on the travel order.

*Note.* Appropriations commonly used for various kinds of military travel are contained in War Department numbered circulars.

(n) "*Place*" space. Enter name of point of origin and date transportation is to be obtained.

(o) "*Signature of traveler*" space. Instruct traveler to sign when presented to ticket agent or to conductor if ticket office is not open.

(p) "*Title*" space. Enter title of traveler.

(q) *Cross reference to transportation request.* When more than one request is issued at one time for the travel of the same person or persons, or when more than one request is involved in the same proceeding, for example, shipment of remains as baggage with an attendant, a notation will be made on the face of each transportation request, other than the first number of the group, showing the serial number of the first number of the group, for example, "In Connection with T/R (insert serial No.)." The foregoing notation must be placed on every *rail transportation request* issued in connection with parlor car or sleeping car (standard, tourist, or troop sleeper) accommodations (except for persons in a mileage status), inserting the serial number of the transportation request issued for the parlor car or sleeping car accommodations.

(r) *Cross reference to bill of lading.* In cases in which both a bill of lading and a transportation request are involved in the same proceeding, for example, the return transportation of attendants with animals, reference to the bill of lading involved must be shown. (See also AR 55-165.)

(s) *When cost is to be charged to an individual.* Enter beneath appropriation data the name, serial number, grade, and organization of person against whom charges are to be made.

(10) *Disposition.* When the request has been filled in and signed by the transportation officer, give the original (light green) copy and a memorandum copy to the traveler or person in charge. The original will be exchanged by the transportation company for a ticket and the memorandum copy will be used by the traveler, when necessary, in support of the reimbursement voucher. One memorandum copy (transportation officer's copy) will be retained by the officer issuing it and it will be attached to the tabulation sheet in the book from which the request is taken. T.C. (Q.M.C.) Form No. 207 will be issued in duplicate only when transportation of dependents is involved. One copy of Form No. 207 will be retained by the transportation officer and the other copy will be sent to the finance officer designated to settle the officer's account. For regulations governing the disposition of unused transportation requests and tickets. (See AR 55-110.)

(11) *Spoiled requests.* If any errors are made in preparing or filling in a request, write "canceled" across its face (original and memorandum) and prepare a new request. Such canceled requests should be disposed of in accordance with current regulations.

(12) *Loss or theft.* In case of loss or theft, immediately report the fact, together with serial numbers of the requests, to local carriers, and to the Chief of Transportation through the Service Command Transportation Officer, send-



ing a copy of the report to the Finance Officer, U. S. Army, Washington 25, D. C.

(13) *Local transportation between airport or station and post of duty or residence.* The issuance of T/R's drawn on taxi companies is not authorized.

(14) *Identification.* When an acting transportation officer presents a transportation request in exchange for a ticket, the carrier will require him to exhibit the book from which the request was taken in order to ascertain the name of the person to whom such book was issued or transferred, and will then require him to establish his identity by an official card (Standard Form No. 1033, U. S. Government Transportation Identification Card) provided for the purpose, as the person to whom such book was transferred.

(15) *Examples of accommodations.*

Persons, grade, nature of journey (all journeys begin at Philadelphia)	Duration of journey (hours)	Number of persons	Standard		Tourist		Seats
			U	L	U	L	
Three privates, Q. M. C., to Chicago, Ill. Change of station.	21....	3	1	1	....	....	....
Officer to Army Medical Center, Washington, D. C., for observation and treatment.	2 hours, 20 minutes (ending 9:00 PM)	1	....	....	....	....	1
Staff sergeant, Inf., to Pensacola, Fla. Change of station.	32....	1	....	1	....	....	....
Officer to Army and Navy General Hospital, Hot Springs, Ark., for treatment.	42....	1	....	1	....	....	....
Officer to El Paso, Tex., for temporary duty.	48....	1	Nothing		(Mileage status)		....
Dependent wife of warrant officer and 3-yr.-old son to Ft. Thomas, Ky. Change of station.	37....	2	....	1	....	....	....
Wife of officer, dependent mother, and 8-yr.-old son to Denver, Colo. Change of station.	60....	3	1	2	....	....	....
Eight sergeants, Q. M. C., one party, to Atlanta, Ga. Change of station.	30....	8	8	....	....	....	....
Two members R. O. T. C., not paid travel allowance, to Ft. Bragg, N. C.	28....	2	....	2	....	....	....
Retired sergeant, Inf., proceeding to his home, Mobile, Ala.	32....	1	1	....	....	....	....
Corporal and three privates to Plattsburg Barracks, for duty. Night on train.	12....	4	2	1	....	....	....
Dependent wife of officer, three sons, 16, 14, and 12 yrs. of age, and 3-yr.-old daughter, to Denver, Colo.	54....	5	1	2	....	....	....
Two technical sergeants, five corporals, and six privates, one party, to St. Louis, Mo. Change of station.	24....	13	1	6	....	....	....
Dependent wife of officer, and 7-yr.-old son to Pensacola, Fla.	22....	2	1	1	....	....	....
Corporal and four privates to Omaha, Nebr. Change of station.	41....	5	1	2	1	2	....
Four sergeants and four privates to San Antonio, Tex. Change of station.	50....	8	To Chicago 4   2 To New Orleans		To Omaha 4   2 To San Antonio		....

Government Request for Transportation  
 NOT TRANSFERABLE  
 PENALTY for fraudulent use \$1000 and imprisonment

**4 Sept., 1943** (month/year) **43** **THE UNITED STATES OF AMERICA**  
**WAR DEPARTMENT—TRANSPORTATION CORPS**  
**THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.**  
(Department and Division or Service)  
 Requests the **ATLANTIC GREYHOUND LINES** Company to furnish  
**John Smith** (Name of traveler) at lowest rate the following  
 from **Clifton Forge, Va.** to **Blacksburg, Va.**  
 via **AGL-Lexington, Va./AGL-Roanoke/Consolidated Busline C ONE**  
 WASH. CM. Dept. Wash, D.C. **Sept. 1, 1943**  
(Place issued)  
**James Brown**  
(Signature of issuing officer)  
**James Brown**  
(Name)  
**Senior Clerk**  
(Signature of traveler)  
NOTE: Follow strictly instructions on reverse hereof.

Class	Trans- portation		Berths		Smoking Staterooms
	Number persons	Wyners	Standard	Tourist	
C ONE	1	1			XXXXXX

Specimen A.

**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1.00 and imprisonment

4 Sept. 1943 **THE UNITED STATES OF AMERICA**  
 (Good until) WAR DEPARTMENT—TRANSPORTATION CORPS.  
 (Date) **THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.**  
 (City and State) **PENNSYLVANIA RAILROAD**  
 (Name of carrier) **Pfc. Robert Smith, 68033304 & 1 Other**  
 Requests the **PENNSYLVANIA RAILROAD** Company to furnish  
 at lowest rate the following  
**Washington, D. C. to San Francisco Cal. & return**  
**PRR-Chicago/CM-M-Omaha/UP-Ogden/SP (go) ret. Sp-port and**  
**via UP-Seattle/NP-St. Paul/C&N-Chicago/PRR-Return limit 17**  
**30 days. (In connection with T/R WQ-8,000,000 incl.)**  
**WASHINGTON DEPT. WASHINGTON, D. C. 1, 1943**

Form No.	Ticket No.	Berths		Staterooms		
		Trans- portation	Standard	Tourist	Lower	Upper
Value (to be inserted by carrier)	Fees	Number of persons	Lower	Upper	Lower	Upper
			Reverse Side			

Form No. **WQ 0,000,002**  
 Ticket No. **WQ 0,000,002**  
 Value (to be inserted by carrier) **WQ 0,000,002**  
 Fees **WQ 0,000,002**  
 Number of persons **WQ 0,000,002**  
 Berths **WQ 0,000,002**  
 Staterooms **WQ 0,000,002**

Unless signed in writing by issuing office

Certify that transportation has been requested as above, except as noted on reverse hereof.

Authorization or subject **S.O. Al/1, MDW, Wash. D.C. Sept. 1, 1943.**  
 Changing Station (MIL)  
 Appropriations (Enter proper allotment serial Number)

James Brown  
 (Signature of issuing officer)  
 Title **JAMES BROWN, Capt., T. C.**  
 (Place)

James Brown  
 (Signature of traveler)  
 Title **Pfc., 68033304**  
 (Place)  
 Allow strictly instructions on reverse hereof.

**REVERSE SIDE**

Inter: "Standard" to Chicago; "Tourist" to San Francisco; "Tourist" to "Chicago" to Washington, D. C.

Specimen B.

**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment

**4 Sept.** (date) **# 43** **THE UNITED STATES OF AMERICA** **WQ 0,000,003**  
(Please print) WAR DEPARTMENT-TRANSPORTATION CORPS  
**THE FINANCE OFFICE, U.S. ARMY, WASH., D. C.**  
(Department and Bureau or Service)

Requests the **PULLMAN** Company to furnish  
 Pfc. Robert Smith, 68033304 & 1 Other (Name of beneficiary) Company to furnish  
 from **Washington, D. C.** to **San Francisco, Calif.** at present into the following  
 via **PRR/C&NW/UP/SP** (In connection with T/R WQ-0,000,003) **L. L. S. Berth to Chicago,**  
**L. L. T. Berth beyond.**

Firm, No. **1141** (Type of firm) **WASH DM DEPOT, Wash., D.C. Sept. 1, 1943**  
(To be given by contractor) (Signature of issuing office)

Value **0** (To be inserted by carrier) **James Brown**  
Verify that transportation has been furnished above (Signature of issuing office)  
except as noted on reverse hereof

Authorization card subject **S.O.# 1, ADM Wash. DC, Sept.**  
**1, 1943.** **Changing Station (MIL)**  
Enter proper allotment serial number

Appropriation **68033304** (Signature of beneficiary)  
Follow strictly instructions on reverse hereof

Specimen C.



**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment

30 Sept. 1943 **THE UNITED STATES OF AMERICA**  
(month) (Year) **WAR DEPARTMENT—TRANSPORTATION CORPS**

Written **THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D.C.**  
(Department and Bureau or office)

Requests the **PULLMAN** Company to furnish  
(Name of commodity)

**Pfc. Robert Smith, 68033304** at present into the following  
(Name of traveler) **Washington, D. C.**

from **Seattle, Wash.** to **Washington, D. C.**

via **NP/CB&Q/PRR** (In connection with T/R WQ-0,000,002) **WASH ON DEPOT Wash., D.C. Sept. 1, 1943**  
(Route) (Point of origin) (Point of destination)

Class	Rate	Service	Remarks
1st	1st	1st	1st
2nd	2nd	2nd	2nd
3rd	3rd	3rd	3rd
4th	4th	4th	4th
5th	5th	5th	5th
6th	6th	6th	6th
7th	7th	7th	7th
8th	8th	8th	8th
9th	9th	9th	9th
10th	10th	10th	10th
11th	11th	11th	11th
12th	12th	12th	12th
13th	13th	13th	13th
14th	14th	14th	14th
15th	15th	15th	15th
16th	16th	16th	16th
17th	17th	17th	17th
18th	18th	18th	18th
19th	19th	19th	19th
20th	20th	20th	20th
21st	21st	21st	21st
22nd	22nd	22nd	22nd
23rd	23rd	23rd	23rd
24th	24th	24th	24th
25th	25th	25th	25th
26th	26th	26th	26th
27th	27th	27th	27th
28th	28th	28th	28th
29th	29th	29th	29th
30th	30th	30th	30th
31st	31st	31st	31st

Form No. (To be filled in by traveler) **1171-1110**  
(To be filled in by carrier) unless signed  
(To be filled in by carrier) except as noted on reverse  
(To be filled in by carrier) except as noted on reverse

Locality that transportation has been authorized to carry  
 except as noted on reverse **Chicago**

Authorization or subject **S.O. #1, MDW Wash., D.C., Sept. 1, 1943.**  
**Chicago Station (MIL)**

Appropriation (Enter proper allotment serial number) **68033304**

Signature of traveler **James Brown**  
(Name) **JAMES BROWN, Capt., T. C.**  
(Signature of traveler)

Title **Pfc.** **68033304**  
(Number) (Signature of traveler)

Note: Obtain activity instructions on reverse hereof

Specimen E.

Government Request for Transportation  
NOT TRANSFERABLE  
PENALTY for fraudulent use \$5000 and imprisonment

4 Sept. 1943 THE UNITED STATES OF AMERICA  
(Continued) WAR DEPARTMENT—TRANSPORTATION CORPS  
THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.  
Request the EASTERN AIRLINES Company to furnish  
Major John Doe, OD at lowest rate the following  
from Washington, D. C. to Atlanta, Ga.  
via Including transportation of not to exceed 50 lbs.  
excess baggage.

Form No. 1 Ticket No. 123456789  
(To be filled in by carrier)  
Value (to be inserted by carrier) \$ 10.00  
Verify that transportation has been authorized as above,  
except as noted on reverse thereof.  
Authorization expires 1 Sept. 1943  
Changing Station (MIL)  
Appropriation (Enter proper allotment serial number)

WG 0,000,007  
Forms: position Standard Invoice Berths  
Classes: Upper Lower Upper Lower Upper Lower  
1 ONE  
WASH. MIL DEPOT, Wash. D.C. Sept. 1, 1943  
James Brown  
Title JAMES BROWN, Capt., T.C.  
Major, OD  
Note: Follow strictly instructions on reverse hereof.

Specimen F.



Government Request for Transportation  
NOT TRANSFERABLE  
PENALTY for fraudulent use \$1000 and imprisonment

4 Sept., 1943  
*(Date)*  
THE UNITED STATES OF AMERICA  
WAR DEPARTMENT—TRANSPORTATION CORPS  
THE FINANCE OFFICE, U. S. ARMY, WASHINGTON, D. C.  
Requests the BALTIMORE & OHIO RAILROAD Company to furnish  
Cpl. James Smith, 62345111 & 5 Others at lowest rate the following  
from Washington, D. C. to Pittsburgh, Pa.  
via

WQ 0,000,009

Trans- portation	Standard	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper
	Standard	Lower	Upper	Lower	Upper	Lower	Upper	Lower	Upper
Class	C SIX COACH CLASS ONLY								

Form No. 1007-1111A *(To be filled in by broker agent)*  
 unless signed  
 in writing by  
 a serving officer

I certify that transportation has been furnished as above,  
 except as noted on reverse hereof.

Authorization or Subject S.O. # 1, MDW, 1 Sept., 1943  
 Changing Station (MIL)

Appropriation (Enter proper allotment serial  
 number)

WASH. QM DEPT. WASH., D.C. 1 Sept., 1943  
*(Name)*  
 JAMES BROWN  
*(Signature of issuing office)*  
 Title JAMES BROWN, Capt., T. C.  
*(Place)*

Title Cpl., 62345111  
*(Signature of beneficiary)*  
 Note: Follow strictly instructions on reverse hereof.

Specimen G.

**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment.

**4 Sept.** 1943 **THE UNITED STATES OF AMERICA**  
(month/year) WAR DEPARTMENT—TRANSPORTATION CORPS  
**WQ 0,000,010**  
(Department and Bureau or Service)

**THE FINANCE OFFICE U.S. ARMY, WASHINGTON, D.C.**  
(Department and Bureau or Service)

Requests the **PENNSYLVANIA-CENTRAL AIRLINES** Company to furnish.  
**Robert J. Smith** at lowest rate the following  
(Name of traveler)  
 from **Washington, D. C.** to **Detroit, Michigan**  
 via \_\_\_\_\_

<b>Class</b>	<b>Number of passengers</b>	<b>Upper</b>	<b>Lower</b>	<b>Upper</b>	<b>Lower</b>	<b>Seats</b>	<b>Statements</b>
1	ONE						

**WASH DC REPOT Wash., D.C. 1 Sept. 1943**  
(City of origin)

**James Brown**  
(Signature of issuing officer)

**Title JAMES BROWN, Capt., T. C.**  
(Place)

**Title Accountant**  
(Signature of traveler)  
 NOTE—Follow strictly instructions on reverse hereof.

**NOT VALID**  
 unless signed  
 and verified by  
 issuing officer

**From No.** \_\_\_\_\_ (To be filled in by ticket agent)

**Value** (to be inserted by carrier) \$ \_\_\_\_\_

*Verify that transportation has been furnished as above, except as noted on reverse hereof.*

**Authorization or Spec. Intr. Off.** **1 Sept., 1943**  
**Changing Station (Non-Mil)**

**Appropriation** (Enter proper allotment serial number) \_\_\_\_\_

Specimen H.

*Government Request for Transportation*  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment.

4 Sept. 1943 THE UNITED STATES OF AMERICA  
 (date issued) WAR DEPARTMENT—TRANSPORTATION CORPS  
 (Title THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.)  
 Requests the BALTIMORE & OHIO RAILROAD Company to furnish  
 Pfc. Jack Stone, 33460816 at lowest rate the following  
 from Washington, D. C. to Pittsburgh, Pa. & return  
 via Return limit 1 day. (In connection with T/R WQ-  
 -C, 000, 012)

Form No. \_\_\_\_\_ Ticket No. \_\_\_\_\_  
 (To be filled in by ticket agent)  
 Value (to be inserted by carrier) \$ \_\_\_\_\_  
 I certify that transportation has been furnished as above  
 except as noted on reverse hereof  
 Authorization or subject S.O.# 11, MDW, Sept., 1943  
 Guarding Prisoner (MIL)  
 Appropriation (Enter proper allotment serial  
 number)

WASH QM DEPOT, Wash., D.C. 1 Sept. 1943  
 (Place of issue)  
 JAMES BROWN  
 (Signature of issuing officer)  
 Title JAMES BROWN, Capt., T. C.  
 (Place)  
 Title Pfc. 33460816  
 (Signature of traveler)  
 NOTE—Follow strictly instructions on reverse hereof.

WQ 0, 000, 011

Trans- portation	Standard	Berths	Smoking	First	Stairways
Class	Upper	Lower	Upper	Lower	Smoking
Number persons	Upper	Lower	Upper	Lower	Smoking

ALL ONE See Reverse Side

**REVERSE SIDE**

Mixed class — 1st class  
 Washington, D. C., to  
 Pittsburgh, coach class  
 Pittsburgh to Washington,  
 D. C.

Specimen I.

Government Request for Transportation  
NOT TRANSFERABLE  
PENALTY for fraudulent use \$1000 and imprisonment

4 Sept. 43 **THE UNITED STATES OF AMERICA**  
(local unit) WAR DEPARTMENT—TRANSPORTATION CORPS  
**WAR DEPARTMENT—TRANSPORTATION CORPS**  
**U.S. ARMY, WASHINGTON, D. C.**  
(Department and Bureau or Service)  
Request the PULLMAN Company to furnish  
(Name of property) at lowest rate the following  
**Pfc. Jack Stone, 33460816**  
(Serial or number) to **Pittsburgh, Pa.**  
from **Washington, D. C.**  
via **B&O** (In connection with T/R **WQ-0,000,011**)

WQ 0,000,012

Trans- portation	Berths		Stairways
	Standard	Tourist	
Number of persons	Upper	Lower	Stairs
	Upper	Lower	
Tons	Upper	Lower	Stairways
	Upper	Lower	

WASH QM DEPT WASH., D.C. I Sept. 43  
(Place)  
**JAMES BROWN**  
(Signature of issuing officer)  
Title **JAMES BROWN, Capt., T. C.**  
(Place)  
File **Pfc., 33460816**  
(Signature of traveler)  
NOTE: Follow strictly instructions on reverse hereof.

Form No. \_\_\_\_\_ Ticket No. \_\_\_\_\_  
(To be filled in by ticket agent)  
NOT VALID unless signed in writing by issuing officer  
Certify that transportation has been assigned as above except as noted on reverse hereof.  
Authorization or order S.O.# **111, MDW, 1 Sept. 1943**  
**Guarding Prisoner (MIL)**  
Appropriation (Enter proper allotment serial number)

Specimen J.

Government Request for Transportation  
 NOT TRANSFERABLE  
 PENALTY for fraudulent use \$100 and imprisonment

4 Sept., 1943 19 43 THE UNITED STATES OF AMERICA  
 WAR DEPARTMENT—TRANSPORTATION CORPS  
 THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.  
 Requests the BALTIMORE & OHIO RAILROAD Company to furnish  
Pfc. Wayne Jones, 42046613 at lowest rate the following  
 from Pittsburgh, Pa. to Washington, D. C.  
 via \_\_\_\_\_

WQ 0,000,013  
 Tickets  
 1st Class  
 2nd Class  
 3rd Class  
 4th Class  
 5th Class  
 6th Class  
 7th Class  
 8th Class  
 9th Class  
 10th Class  
 11th Class  
 12th Class  
 13th Class  
 14th Class  
 15th Class  
 16th Class  
 17th Class  
 18th Class  
 19th Class  
 20th Class  
 21st Class  
 22nd Class  
 23rd Class  
 24th Class  
 25th Class  
 26th Class  
 27th Class  
 28th Class  
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 30th Class  
 31st Class  
 32nd Class  
 33rd Class  
 34th Class  
 35th Class  
 36th Class  
 37th Class  
 38th Class  
 39th Class  
 40th Class  
 41st Class  
 42nd Class  
 43rd Class  
 44th Class  
 45th Class  
 46th Class  
 47th Class  
 48th Class  
 49th Class  
 50th Class  
 51st Class  
 52nd Class  
 53rd Class  
 54th Class  
 55th Class  
 56th Class  
 57th Class  
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 59th Class  
 60th Class  
 61st Class  
 62nd Class  
 63rd Class  
 64th Class  
 65th Class  
 66th Class  
 67th Class  
 68th Class  
 69th Class  
 70th Class  
 71st Class  
 72nd Class  
 73rd Class  
 74th Class  
 75th Class  
 76th Class  
 77th Class  
 78th Class  
 79th Class  
 80th Class  
 81st Class  
 82nd Class  
 83rd Class  
 84th Class  
 85th Class  
 86th Class  
 87th Class  
 88th Class  
 89th Class  
 90th Class  
 91st Class  
 92nd Class  
 93rd Class  
 94th Class  
 95th Class  
 96th Class  
 97th Class  
 98th Class  
 99th Class  
 100th Class  
 C ONE COACH CLASS ONLY

Firm No. \_\_\_\_\_ Ticket No. \_\_\_\_\_  
 (To be filled in by ticket agent)  
 Value (to be inserted by carrier) \$ \_\_\_\_\_  
 I certify that transportation has been furnished on this ticket  
 except as noted on reverse hereof  
 Authorization expires 1, 1, 1943  
Prisoner Under Guard (MIL)  
 Appropriate (Enter proper allotment serial number) \_\_\_\_\_

WASH QM DEPOT, Wash., D. C. 1 Sept., 1943  
 (Place of issue)  
 (Signature of issuing officer)  
James Brown  
 Pfc. JAMES BROWN, Capt., T. C.  
 (Name)  
 Title Pfc. 42046613  
 (Signature of traveler)  
 (Follow strictly instructions on reverse hereof)

Specimen K.

**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment

4 Sept. (date) # 43 **THE UNITED STATES OF AMERICA**  
 WAR DEPARTMENT—TRANSPORTATION CORPS  
 THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.  
(Department and Business Office)

Requests the ATCHISON TOPEKA & SANTA FE RR Company to furnish  
 Mrs. Mary Jackson & 2 Others at lowest rate the following  
 from Los Angeles, Calif. to Washington, D. C.  
 via AT&SF-Chicago/B&O. Good only for 1 full fare. (In conn. 1 THREE See Reverse Side  
 with T/R WQ-0,000,015)

Form No. (to be filled in by carrier) **WQ 0,000,014**

WASH QM DEPOT, Wash., D. C. 1 Sept. 1943  
(Place of issue)

Value (to be inserted by carrier) \$

Authority or other S.O. # **WD, 1 Sept., 1943**  
 Changing Station (Non-Mil)  
 Appropriation (Enter proper allotment serial number)

Clearly that transportation has been furnished as above, except as noted on reverse.

Signature of Assn. Officer  
**James Brown**  
 Title **JAMES BROWN, Capt., T. C.**  
(Place)

Signature of Member  
 Title **Wife of Capt. John Jackson, S.C.**  
(Place) (Enter serially instructions on reverse here)

Class	Number of persons	Upper	Lower	Upper	Lower	Standard	Transit	Births	Suits	Trunks



**REVERSE SIDE**

Other travelers — May Jackson — daughter—Age 2, George Jackson—son—Age 4.

Specimen L.

Government Request for Transportation  
 NOT TRANSFERABLE  
 PENALTY for fraudulent use \$1000 and imprisonment

4 Sept. 1943 THE UNITED STATES OF AMERICA  
 (date sent) WAR DEPARTMENT—TRANSPORTATION CORPS  
 (to be filled in by carrier)  
 Bill to THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.  
 (Department and Bureau or Service)  
 Requests the PULLMAN Company to furnish  
 Mrs. Mary Jackson & 2 Others at lowest rate the following  
 (Name of traveler) to Washington, D. C.  
 from Los Angeles, Calif.  
 via AT&SF/B&O (In connection with T/R WQ-0,000,014)

Form No. (To be filled in by carrier) S  
 NOT VALID unless signed in writing by ASSIGNED OFFICER  
 (To be inserted by carrier) S  
 (To be filled in by carrier)  
 I certify that transportation has been furnished as above except as noted otherwise  
 Authority in S.O.# 14 WD. 1 Sept., 1943  
 Changing Station (Non-Mil)  
 Appropriate (Enter proper allotment serial number)

WQ 0,000,015

Trans- portation	Standard	Coach	Seats	Stairways
Class	Upper	Lower	Upper	Lower
Number of persons	1 1			

WASH QM DEPOT Wash. D. C. 1 Sept. 1943  
 (Place of issue)  
 JAMES BROWN, Capt., T. C.  
 (Name of issuing officer)  
 Title: Wife of Capt. John Jackson, S.C.  
 (Signature of traveler)  
 (Place)  
 (Signature of traveler)  
 Title: Wife of Capt. John Jackson, S.C.  
 (Signature of traveler)

REVERSE SIDE

Other travelers — May Jackson — daughter—Age 2—George Jackson—son—Age 4.

Specimen M.





**Government Request for Transportation**  
**NOT TRANSFERABLE**  
 PENALTY for fraudulent use \$1000 and imprisonment

**4 Sept.** 1943 **THE UNITED STATES OF AMERICA**  
(Date) **WAR DEPARTMENT-TRANSPORTATION CORPS**  
**THE FINANCE OFFICE, U.S. ARMY, WASHINGTON, D. C.**  
(Department and Bureau or Service)

Request the PULLMAN Company to furnish  
(Name of commodity)  
Mary Smith (Name of beneficiary)  
 from Washington, D. C. to Cincinnati, Ohio  
 via CEO (In connection with T/R WQ-0,000,016)

Form No.                      (To be filled in by carrier)  
 Value (To be inserted by carrier) \$                       
 Certify that transportation has been furnished as requested  
(To be filled in by carrier) **RF** (To be filled in by carrier)  
 Authority or order Ltr. OCT, 1 Sept. 1943  
Changing Station (Non-Mil)  
 Appropriation (Enter proper allotment serial number)

WASH QM DEPT. Wash. D.C. 1 Sept. 1943  
 JAMES BROWN  
(Signature of issuing officer)  
 Title JAMES BROWN, Capt., T.C.  
(Name)

Title Assistant Clerk  
(Signature of binder)  
 NOTE: Adhere strictly to instructions on reverse hereof.

WQ 0,000,017

Form	Number of persons	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	1								

Specimen O.

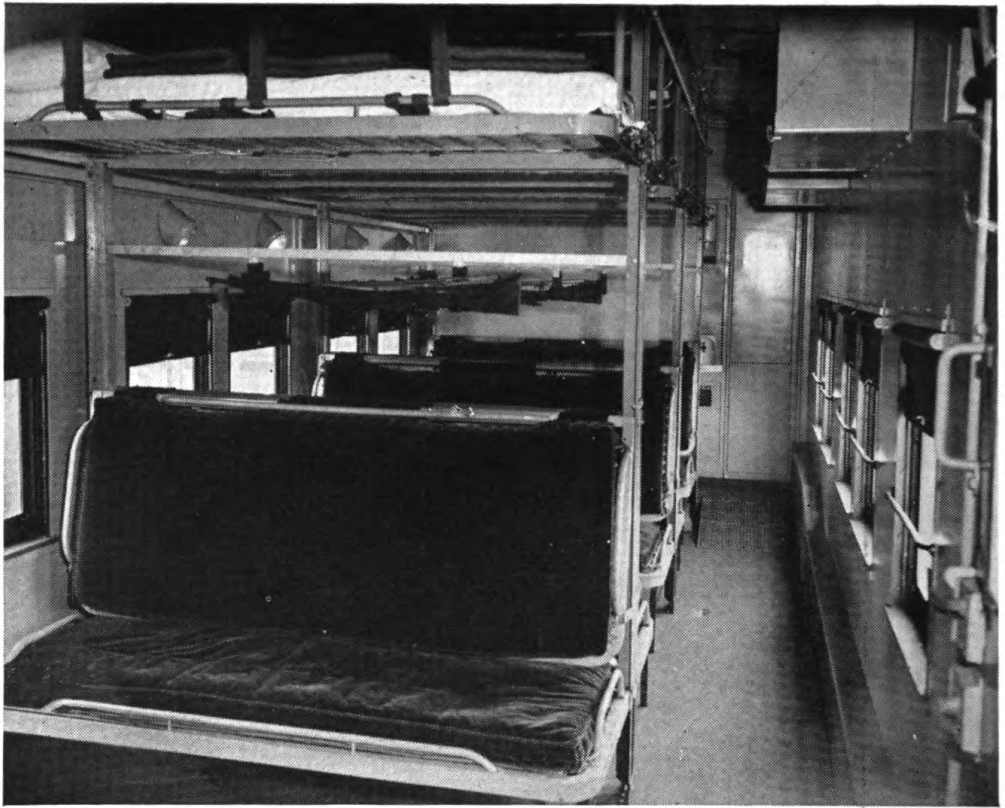


Figure 18. Interior view of new sleeping cars for transporting servicemen.

**50. TRANSPORTATION OF TROOPS.** a. **References.** The following Army Regulations are pertinent: AR 55-105 to 55-175, inclusive. Also pertinent are: "Preparation for Overseas Movement," (A.G. 370.5 (12 Jul 43)) OB-S-E-GN-AF-SPMOT-M, dated 1 August 1943; and "Additional Preparation for Overseas Movement for AAF Units," (A.G. 370.5 (6 Aug 43)) OB-S-AF-M, dated 1 August 1943.

b. **Method of movement.** Maximum use will be made of rail transportation for all land administrative movements in excess of 500 miles and land training movements in and out of maneuver areas in excess of 600 miles. Land administrative movements under 500 miles and land training movements in and out of maneuver areas under 600 miles will be made by Government-owned motor vehicles and/or rail or commercial carriers at the discretion of the agency initiating the movement order. Motor movements may be authorized by the agency initiating the movement order for distances exceeding 500 miles and 600 miles as specified above when such movements are considered desirable for training, where emergencies exist, or for other cogent reasons.

c. **Planning for troop movements.** The Chief of Transportation will assist the appropriate sections of the Army Ground Forces, Army Air Forces, and Army Service Forces in the planning of troop movements prior to issuance of the order. However, this provision does not relieve the commanding officers

and the post transportation officers from the obligation imposed on them by Army Regulations to make and maintain current estimates of the railroad equipment required to move their commands or the commands at posts, camps, and stations. The assistance of the Chief of Transportation is intended to expedite troop movements and to enable the Chief of Transportation to pass upon requests for information concerning routing and necessary equipment.

**d. Making arrangements for movement of troops and other groups.** (1) *Local transportation officer.* Arrangements will be made by the local transportation officer whenever—

(a) Movement involves the transportation of troops, regardless of number, from a staging area to a port of embarkation, both points being under the control of the same port commander.

(b) Requirements indicate that the total number of persons is 39 or less. Arrangements for such movements and those under (a) above will be subject to the current Joint Military Passenger Agreement with the rail and water carriers, when applicable and special instructions of the Chief of Transportation. The local transportation officer will request the carrier's local representative where one has been appointed, otherwise the local agent, to provide for the necessary space in the carrier's equipment, including sleeping accommodations where authorized. Request will not be made for special equipment if the carrier requires a minimum charge in excess of the cost of fares for the actual number in the party, unless it is absolutely necessary in the military service. If any difficulty should arise in securing space, the matter will be reported immediately by electrical communication to the Chief of Transportation for instructions.

(c) When baggage cars for kitchen purposes or troop mess cars are not to be used and dining cars or other arrangements are desired, the local transportation officer will arrange with the initial carrier for such services wherever required.

(2) *Chief of Transportation.* Except with respect to movements as outlined in (1)(a) and (c) above, arrangements will be made by the Chief of Transportation when the requirements indicate that the total number of persons is 40 or more (with their freight and/or organizational impedimenta). Only the Traffic Control Division, Office of the Chief of Transportation, is authorized to place orders with the railroad agencies for railway equipment for the movement of units and detachments of 40 or more persons. Requests for railroad equipment and routing for such movement will be made to the Traffic Control Division through local transportation officers only and in the manner prescribed in AR 55-130. *Provisions of AR 380-5 will be observed.*

(3) *Notification.* The station commander (transportation officer) at the point of origin of each movement will inform the station commander (transportation officer) at destination by telephone or telegraph (*not* radio) of the unit designation, strength, date of departure, and expected date and hour of arrival of each element. This notification will be given for all movements of

units and detachments and will be made in sufficient time to permit proper arrangements to be made at the new station for the reception of the troops. When movements are destined to staging areas or ports, instructions in basic orders will be followed. *Provisions of AR 380-5 will be observed.*

**e. Example of routing** (less than 40 men). (1) The Official Guide of the Railways and Steam Navigation Lines of the United States, etc. (published monthly), and known as "The Official Guide", should be used to supplement W.D. Commercial Traffic Bulletin No. 2 when ascertaining the correct routing to be used. (In the event troops or supplies are routed by the Chief of Transportation under ordinary circumstances and details of delivery are not specified in the order, reference should be made to W.D. Commercial Traffic Bulletin No. 2, in order to effect the proper delivery and comply with the other requirements.) Routing can best be illustrated by the inductive method, and an example is outlined below.

A detachment of 2 officers and 35 enlisted men have been ordered to proceed from Ft. Meade, S. Dak., to AK-Sar-Ben Field, Nebr., by rail. By referring to W. D. Commercial Traffic Bulletin No. 2 the following information will be found:

".....

Name: Meade, Fort, S. Dak.  
Location: 2 miles from Sturgis, S. Dak.  
Post Office: Fort Meade, Meade County, S. Dak.  
Telegraph Office: Sturgis, S. Dak.  
Telegraph Companies: Western Union.  
Teletype: Available.  
Radio: Available.

#### Routing Instructions

*Remarks.* There is no Government-owned trackage serving the post. Nearest rail service is to Sturgis, South Dakota, a local agency station on the Chicago & North Western Ry. Adequate car storage space, loading and unloading facilities are provided at that point.

*Express.* Bills of lading for express shipments will be issued to Sturgis, South Dakota.

*Freight. a. Less-than-carload shipments.* Bills of lading will be issued to Sturgis, South Dakota.

*b. Carloads.* Bills of lading will be issued to Fort Meade, Sturgis, South Dakota, showing Chicago & North Western Ry. as last carrier.

*Bills of lading.* Mail bills of lading and property received copies thereof to Transportation Officer, Fort Meade, South Dakota.

*Passengers.* Transportation request for all persons will be issued to Sturgis, South Dakota.

....."

The destination is then sought in W.D. Commercial Traffic Bulletin No. 2, and the following is found:

“.....  
Name: Ak-Sar-Ben Field, Nebr.  
Location: 4 miles from down town Omaha, Nebr.  
Post Office: Omaha, Nebr.  
Telegraph Office: Omaha, Nebr.  
Telegraph Companies: Postal; Western Union  
Teletype: Through Fort Crook.  
Radio: Through U. S. Signal Corps, Nebr.

Preliminary Routing Instructions

*Remarks.* This field is the County Fair Grounds and Race Track now activated by Seventh Corps Area (now Seventh Service Command) Motor Pool. There is no Government-owned trackage and none is planned. The Chicago and North Western Ry. furnishes nearest rail service through trackage adjacent to the field. Adequate loading and unloading facilities and car storage space is provided.

*Express.* Bills of lading for express shipments will be issued to Omaha, Nebr.

*Freight. a. Less-than-carload shipments.* Bills of lading will be issued to Omaha, Nebr.

*b. Carloads.* Bills of lading will be issued to Ak-Sar-Ben Field, South Omaha, Nebr., showing Chicago and North Western Ry. delivery.

*Bills of lading.* Mail bills of lading and property received copies thereof to Transportation Officer, Headquarters, Seventh Service Command, Omaha, Nebr.

*Passengers. a. Transportation requests.* For all persons will be issued to Omaha, Nebr.

*b. Transportation from Omaha to Ak-Sar-Ben Field.* Persons upon arrival in Omaha may call the Transportation Officer, Headquarters, Seventh Service Command, Omaha, Nebr., for transportation to Ak-Sar-Ben Field.

.....”

(2) By referring to “The Official Guide” (April, 1943 issue) it will be seen that Chicago & North Western timetable No. 59, page 753, indicates that this road operates from Sturgis, South Dakota, leaving at 11:53 AM, and arrives at Omaha, Nebraska, at 6:45 AM the following day. This journey involves spending a night on the train and the enlisted men are entitled to accommodations in tourist sleeping cars, and the officers are entitled to the accommodations mentioned in AR 55-125.

(3) It will be observed that no sleeping cars are operated on this train until it reaches Chadron (4:25 PM) and then standard sleeping cars are attached to the train. Neither the officers nor enlisted men, then, can obtain any accommodations other than coaches until the train arrives at Chadron. Tourist cars not being available, the enlisted men are entitled to standard sleeping-car accommodations as indicated in AR 55-125. The transportation officer will arrange through the representative of the MTS to have reservations made in the standard sleeping cars from Chadron to Omaha for detachment. He will then issue one transportation request for the rail travel in the manner set forth in AR 55-110, and transportation requests for the standard sleeping-car accommodations from Chadron to Omaha. If the transportation officer has sufficient time he might arrange with the MTS representative to have a tourist sleeper made available at Sturgis for the entire journey and space (provided it could be partitioned off) therein for the two commissioned officers.

**f. Procedure for troop movements (40 or more men).**

(1) The commanding officer will direct the transportation officer in letter form to arrange for the necessary transportation. This letter will cite reference to the orders authorizing the movement and will give full information as to the name of the organization; strength in men and animals; number and types of vehicles with their weights; description, weights, and measurements of equipment and supplies; together with an estimate of the number and types of ordinary and special railroad equipment that will be required to effect the movement.

(2) Upon receipt of movement orders, the post transportation officer will communicate with the Traffic Control Division, Office of the Chief of Transportation, as outlined in AR 55-130, to secure routing and main numbers and/or MI numbers. *Provisions of AR 380-5 will be observed.*

(3) The Chief of Transportation, through the Traffic Control Division, assisted by Headquarters, Military Transportation Section, Car Service Division, Association of American Railroads, prepares routing instructions, arranges for equipment, sets the dates of departure within the limitations of the movement order, and transmits the information to the post transportation officer.

(4) MTS Headquarters (located in Traffic Control Division, Office of the Chief of Transportation) after having assisted in the preparation of routing instructions:

(a) Arranges for the supply of sleeping-car or similar accommodations from the Pullman Company.

(b) Notifies MTS representative at point of origin of the proposed movement together with full details; that is, strength of units to be moved, time of departure, time sleeping-car or similar accommodations will be available, and requirements for other types of cars (passenger, freight, stock, and baggage).

(c) Mails or wires information in (b) above to military traffic bureaus of the railroads.

(d) Sends copies of routing instructions to each of the rail lines over which the trains will be routed.

(5) MTS representative at point of origin, upon receipt of information in (4)(b) above—

(a) Arranges for the placing of cars at time required, adjusts variations in car requirements caused by unforeseen developments, and makes certain that sleeping-car and similar accommodations have been provided.

(b) Arranges with originating lines the details of the movement schedules.

(c) Assists the transportation officer in the working out of details in connection with the movements.

(d) Sends copies of schedules discussed in (b) above to—

Transportation officer at point of origin.

All lines over which movements are to be made.

MTS representative at destination.

Headquarters, MTS (in Traffic Control Division, Office of the Chief of Transportation), Washington 25, D. C.

(e) Makes certain that movement is effected in accordance with the wishes of the commanding officer at point of origin and the transportation officer on duty at the station.

(6) Train sections of moderate size, capable of making good speed, are preferable to long trains of low speed. The determining factors are number of locomotives available; kind and capacity of cars available; character of road bed, curves, and grades; strength of command in personnel, animals, and vehicles; quantity of freight, and the military necessities of the mission. The size of train section must be left to a great extent to the judgment of the railway officials. However, when the make-up or the length of a train is otherwise satisfactory to the railroad authorities and the commanding officer of the troops, but the official representative of the railroad advises that such make-up or length is prohibited or restricted by the rules, regulations, or laws of a State through which the train is required to pass, the commanding officer of the troops will, if such prohibition or restriction runs contrary to the military necessity of the particular movement, issue to the railroad's representative through the transportation officer an appropriate written request giving military necessity as the reason therefor. Some of the considerations which may on occasion be military necessities under the foregoing requirement are the placing of troop and kitchen cars in such position that heat and hot water may be obtained, the travel and arrival of troops and impedimenta together, and similar matters. (See AR 55-145 regarding location, in train, of cars containing EXPLOSIVES OR OTHER DANGEROUS MATÉRIEL.)

(7) As soon as practicable after the number of trains has been determined, the post transportation officer will inform the commander of the troops involved in the movement where the freight and passenger equipment for each

train will be placed and the time at which the equipment will be in position for loading. This information is furnished on W.D., T.C. Form No. 217 (Memorandum Covering the Movement of Troops), and a copy is given to the train transportation officer for his information and guidance.

(8) Upon arrival of the railway equipment, both freight and passenger equipment will be inspected by the post transportation officer and the local railroad representative, and the inspection will cover the following:

(a) *Passenger equipment.*

1. Car floors free from dirt and in sanitary condition.
2. Seats clean and free from dust and rips.
3. No broken windows or doors.
4. Ventilators in proper order.
5. Lavatories in working order and properly supplied with water.
6. Toilets clean and sanitary; flushing apparatus working and sufficient quantity of toilet paper.
7. Water tanks filled and iced and, in hot weather, extra barrels or G.I. cans of water on platforms.
8. Lighting fixtures in working order and car properly lighted for night travel.
9. Platforms and steps of cars safe and secure.
10. Baggage cars used as kitchen cars to have end doors for free passage to troop cars.
11. Signal cord and emergency brake cord.
12. Fire apparatus.

(b) *Freight equipment.*

1. Stock cars clean and sanitary; floors sanded; sides and bottoms free from protruding nails or loose boards; and tight floors.
2. Box cars to have doors which can be closed and sealed.
3. Other freight equipment suitable and safe for the purpose for which required.

(9) Freight and baggage cars will be marked as soon as placed for loading. Passenger cars will not be marked until the trains are made up, but will be completed before entraining begins.

(a) Marking of equipment will be done with chalk in order to permit easy eradication after loading and before departure.

(b) Freight and baggage cars will be marked in a convenient place with the letter or other designation of the organization to which assigned.

(c) Passenger cars will be marked on the steps with the letter or other designation of the organization and also the number of men assigned to each. No marking will be made on the sides of cars.

(d) The marking of cars to indicate an oversea destination, the date of departure, or the name of the ship on which troops are to sail is *prohibited*.



(e) All permitted identification markings on railroad cars being used in connection with troop movements must be erased after loading and before departure.

(10) Whenever property is shipped on the train on which the organization to which it belongs is traveling, the property is only constructively turned over to the local transportation officer, and the organization commander or the supply officer, if there is one, will exercise such supervision of the loading and unloading of the property as to insure that checking is properly done and that shipping tickets or loading sheets set forth the weight and description of the property loaded. **EXPLOSIVES, AMMUNITION, AND OTHER DANGEROUS MATÉRIEL MUST BE HANDLED AND LOADED IN ACCORDANCE WITH PRESCRIBED REGULATIONS.** (See AR 55-145 and 55-155.) The post transportation officer will detail a competent enlisted man or civilian employee to act as yardmaster for the purpose of watching progress of loading, location of cars; listing cars in each train; and keeping the post transportation officer generally informed as to the progress of the loading so that any necessary steps may be taken to facilitate movement.

(11) The commanding officer of the troops involved in the movement will detail an entraining officer for each train. The entraining officer's duties will be, in general, to—

(a) Superintend the loading of both the property and the personnel to move in that train.

(b) Take the necessary steps to prevent delay in the loading of freight and baggage and to be responsible that it is properly done.

(c) Collect the checker's lists and transmit them to the post transportation officer without delay, as the bills of lading must be prepared and in the hands of the train transportation officer before the train can depart.

(d) Assure himself that the passenger equipment has been properly assigned to the command.

(e) Proceed to the entraining point in advance of the command and indicate to each organization commander the car or cars assigned to his organization.

(f) Require the troops to be marched directly aboard the cars, using only one entrance to each car. The men will be instructed, as they enter the car, to proceed directly to their seats.

(12) The post transportation officer, or his authorized representative, will be present at the entraining of the troops to—

(a) Assure himself that the railroad company has furnished accommodations in full compliance with its contract.

(b) Adjust any controversies that may arise between the railroad representatives and the commanding officer of the troops.

(13) Upon receipt of the shipping ticket or loading sheet covering the organization property loaded as freight, the local transportation officer will prepare the required number of bills of lading and deliver same to the train transportation officer for delivery to transportation officer at point of detraining.

ment. If there is no established transportation officer at point of detrainment, the original bill of lading will be accomplished by the train transportation officer and delivered to the agent of the last carrier at destination.

*Note.* Checkable baggage will not be included on bills of lading, as an allowance is transported free by the carriers. The carrier's tariff will be consulted to ascertain what constitutes checkable baggage and the allowance thereof.

(14) Upon receipt of the list showing make-up of train sections, the local transportation officer will prepare the transportation requests for each train section, one for the rail transportation and one for the sleeping-car accommodations, and will deliver both to the train transportation officer of that section. Attendants for animals, if any, must not be included in either transportation request, but transportation for them will be procured by means of a notation on the bill of lading covering the transportation of animals.

(15) The transportation officer will make arrangements with the railroad officials, at or before the time when train schedules are prepared, for any stops en route which the commanding officer expresses as necessary for exercising troops; feeding, watering, or resting animals; or for any other purpose. Such stops will conform to the operating requirements of the railway service.

(16) Reports of time of departure will be made as follows:

(a) The post transportation officer will instruct the train commander, or person in charge of personnel of less than a train movement, moving under routings furnished by the Chief of Transportation, under main routing numbers, or military impedimenta (MI) routing numbers, to advise the Chief of Transportation, Traffic Control Division, Washington 25, D. C., by commercial telegraph on collect basis immediately prior to departure from point of origin as to the exact time and date of departure, and immediately upon arrival at destination, the exact time and date of arrival, indicating movement by *routing number only, without further identification* in each case.

(b) The station commander (transportation officer) at the point of origin of each movement will inform the station commander (transportation officer) at destination by telephone or telegraph (*not* radio) of the unit designation, strength, date of departure, and expected date and hour of arrival of each element. This notification will be given for all movements of units and detachments and will be made in sufficient time to permit proper arrangements to be made at new station for the reception of the troops. When movements are destined to staging areas or ports, instructions in basic orders will be followed. *Provisions of AR 380-5 will be observed.*

(17) The rail lines over which the special troop trains are routed will perform the service and will submit passing reports by telegraph to Headquarters, MTS (in Traffic Control Division, Office of the Chief of Transportation), Washington 25, D. C.

(18) The train commander exercises supervision over all matters pertaining to the safety of the train en route, and intermediate services required by personnel and freight from the time train is accepted for movement by the railroad until train is delivered at destination. He appoints a train transpor-

tation officer for each train and supervises their activities to assure the satisfactory provision of all services incident to the movement. (See W. D. Pamphlet No. 20-7, Troop Train Commander's Guide.)

(19) The train transportation officer—

(a) Prepares a list of the initials and number of all freight cars, prior to departure of train, in order to have a record of freight cars that may be cut out en route.

(b) Frequently checks freight cars against this list while en route.

(c) Makes necessary arrangements with train conductor regarding transportation requests or obtains tickets therefor from the station agent, prior to departure, when arrangements cannot be made to have the transportation requests taken up en route.

(d) Submits to the Chief of Transportation, through channels, a brief report only in the event unsatisfactory service is furnished by the railroad company. This report should give reference to the routing order or main serial number.

(20) The MTS representative at destination arranges with the destination commanding officer or his transportation officer those details in connection with the detraining which they require, and assists them in any manner desired. He supplies copies of incoming train schedules to them so that arrangements can be made for accommodations for the troops.

(21) Detraining will be conducted as follows:

(a) *Inspection.* Upon detraining, the troop train commander, with the train and Pullman conductors, will inspect the railway equipment which has been vacated with the object of determining whether any railway property has been damaged or unlawfully removed, and will report the results of this inspection in writing to the commanding officer to whom he reports or to whom he turns over the troops that have been under his command during the journey. When there is no damage or unlawful removal of property, the report will affirmatively so state. If, on the contrary, damage or loss to railroad property has occurred, the report will set forth in list form the value, the responsibility for the damage or unlawful removal, and names of all known witnesses. The signatures of both train and Pullman conductors will be obtained thereon. In case of disagreement, separate reports are necessary, the conductors' reports to serve as inclosures to the basic report of the train commander.

(b) *Detraining of troops.* Train schedules are, whenever practicable, arranged so as to provide for arrival at destination during daylight. Troops should be notified of the hour of arrival in ample time to enable them to be prepared to detrain promptly. The instructions of the local commander will be communicated to the troop train commander by a staff officer sent to meet the incoming train, who will also assist the arriving troops in becoming oriented. The officers and the guard will detrain first. Upon detraining, the troops will be marched to camp, after completion of inspection outlined in

(a) above, leaving suitable details to unload and bring up the organization baggage and property. If, however, the camp or post is distant from the detraining point, arms may be stacked and the unloading effected by the entire command. The personnel which served as checkers at entraining point, should, if practicable, be assigned to the same duty in unloading.

(c) *Emergency detrainments.* It is sometimes necessary for various reasons to unload at places where no permanent unloading facilities exist. In such cases portable ramps, if available, will be used for unloading animals; if not available ramps must be improvised, using railroad ties, timbers, baled hay, car doors, and turf. The train should be spotted in a low cut if one is in the vicinity.

(22) Rail equipment should be released in the most expeditious manner.

## 51. TRANSPORTATION OF INDIVIDUALS AND TROOPS BY MOTORBUS.

**a. Authorization.** AR 55-110 states that land and water transportation embraces transportation by any common carrier, holding itself out and commonly recognized as such, which maintains a service for the general public. Commercial motorbus transportation may be used when, in the opinion of the officer arranging for the transportation, it is determined that such service is more satisfactory than that which could be performed by the rail and water lines which are members of the Joint Military Passenger Agreement. Bus lines, as a general rule, do not provide facilities for carrying checkable baggage to the extent the rail lines do. As a general rule, travel by bus requires so much time in excess of that required by rail transportation that, even though the cost may be less than that of rail transportation, the interests of the Government will be served better by the use of rail transportation. AR 55-130, with respect to the transportation of troops, directs that—

(1) Troops may be transported over either military railways or commercial carriers.

(2) Troops will be transported by commercial carriers in all movements in time of peace and also in the majority of concentration movements in time of war. Obviously, too, a troop movement which involves the transportation of certain types of impedimenta would prohibit the use of commercial motor vehicle and bus transportation.

**b. Use when no rail service exists.** Numerous points in the United States have no rail service. In those cases when rail transportation is available part of the way, transportation requests are issued for the rail transportation and separate transportation requests for the bus transportation as supplementary service, unless the tariffs in effect provide for through joint rates and services. Buses may be used for troop transportation as well as for the transportation of individuals, however, when the exigencies of the situation demand it. Commanding officers and transportation officers are vested with authority to act as the requirements of the emergency dictate.

**c. Liability of carriers of passengers by motorbus.** The liability for injury to or death of passengers of common carrier by motorbus is identical with that of common carrier by railroad. The liability of contract carriers is subject to the conditions of the contracts under which the carriage is performed, provided, however, that these terms and conditions do not conflict with public policy.

## SECTION X

### TRANSPORTATION OF MILITARY IMPEDIMENTA AND BAGGAGE

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**52. TRANSPORTATION OF IMPEDIMENTA.** In order to identify properly certain shipments as military impedimenta, rather than as separately classified vehicles, guns, ammunition, and so on, it is necessary to understand fully the meaning and use of the term. For references to military impedimenta, see AR 55-145 and AR 55-150. *Military impedimenta must move* on Government bills of lading.

**a. Definition in Consolidated Freight Classification.** (1) The items in the Consolidated Freight Classification covering "military impedimenta" read as follows:

"Military impedimenta (Camp equipage, subsistence stores, medical stores, emergency ammunition or other property of the United States Army (including State militia), Navy or Marine Corps, generally known as impedimenta, but not including livestock nor personal baggage), see Notes 1 and 2, items 32665 and 32670.

"Loaded by forwarder in cars regardless of carrier's packing requirements and without specific descriptions but described as military impedimenta; shipped under Government bills of lading, or on which freight charges are paid by State governments, and transported in trains with troops or in connection with troop movements, see Notes 3 and 4, items 32671 and 32672.....1 24,000 3

"Note 1. Separately stated ratings in classification for the articles constituting shipments of impedimenta will not be applied.

"Note 2. These ratings apply for transportation in freight, baggage, or express cars moving in freight, passenger, or mixed passenger-freight train service provided that when such cars move in passenger or mixed passenger-freight train service and are switched by special movement between military posts or camps and nearby cities or junctions, the regular per car passenger switching charges, if any, between such military posts or camps and nearby cities or junctions, as set forth in circulars or tariffs on file with the military authorities, will apply in addition to the freight charges applicable under these ratings, but no freight switching charges or freight tariff absorption rate will apply in such cases where special switching service is performed.

"Note 3. Ratings will also apply on military impedimenta, in carloads, in freight train service when unaccompanied by troops.

"Note 4. Ratings will also apply via Clyde-Mallory Lines, Eastern Steamship Lines, Inc. (Lines between United States ports at and east of New York, N. Y., and Old Dominion Line), Ocean Steamship Company of Savannah, and Merchants and Miners Transportation Company."

(2) This item is also published in the National Motor Freight Classification and governs military impedimenta moving by motortruck carriers who are parties to this classification.

**b. Use of term.**

(1) The item for "military impedimenta" in the rail and motor freight classifications was established for and intended to cover shipments which move in connection with troop movements only; that is, those materials, supplies, equipment or any other paraphernalia which are ultimately destined for usage of or for the availability of the appropriate members of the armed forces. It might be added that the controlling factors in defining military impedimenta are the circumstances of movement and the intended use of shipments.

(2) The term "military impedimenta" includes many articles which are both specifically and generally described in the classification. When these articles are included in shipments of military impedimenta, neither the packing requirements nor the ratings named in the individual items are applicable to such articles, but are waived. Articles are to be described on bills of lading as "military impedimenta" only when they are transported with troops or in connection with troop movements. The term, for instance, would not cover straight carload shipments of vehicles, guns, caissons, limbers, pontons, forage, ammunition, etc., which did not move with troops or in connection with a troop movement. Such carload shipments, therefore, would not be shipped or described on the bill of lading under the generic term "military impedimenta."

(3) Vehicles, guns, caissons, and limbers in any quantity, and pontons, forage, ammunition, or other articles, when moving in straight carloads under the conditions outlined in (1) above, should be described by their appropriate names on bills of lading (together with the required detailed descriptions and weights in accordance with AR 55-150), rather than as "Military Impedimenta," provided the description "Military Impedimenta" is not required because of departure from packing requirements. The description "Military Impedimenta", if used on such shipments, destroys the identity of the articles which is sometimes necessary for the purpose of choice of rates in settlement of charges.

(4) Particular attention should be given to Note 3 in connection with the "military impedimenta" item in the Classification, wherein it is stated that ratings will also apply on military impedimenta, in carloads, in freight train service when unaccompanied by troops. This means that it is not necessary that such shipments of military impedimenta must actually accompany the troops in the same train, but that the troop's paraphernalia could move by rail and the troops themselves could move in a different train or even be moved

overland by truck or on foot. In such case the military impedimenta item would be applicable just so long as it is in connection with a troop movement.

**53. TRANSPORTATION OF AUTHORIZED BAGGAGE.** a. **References.** See AR 55-160 for general reference. AR 55-160 gives information on the weight of baggage authorized. AR 55-160 also gives information on commercial van movements, as do current instructions of the Chief of Transportation on this subject. The term "Emigrant movables" is sometimes applicable to the movement at Government expense of personal baggage of military personnel. When this term is applicable, the shipment carries reduced rates. See the current Consolidated Freight Classification for information on emigrant movables.

b. **Method of shipping permanent change of station allowance of authorized baggage.** The procedure to be followed in making such a shipment of authorized baggage is illustrated in the following problem and its solution.

(1) *Problem.* Major General "A", U. S. Army, Washington 25, D. C., in accordance with paragraph 1, S. O. 77, War Department, 1 June 1943, is to proceed to Headquarters, Ninth Service Command, Fort Douglas, Salt Lake City, Utah, for station. By physical check, it is found that the property this officer desires to ship weighs 8,100 pounds, including professional books, plus one automobile (weight 3,900 pounds). It has been found by actual inquiry that the cost of moving his baggage by commercial motor vans would exceed the cost by rail to the extent of \$75.00, and that this method of transportation would not be employed, unless so desired by the officer, in which case a statement in writing from him guaranteeing payment of the excess cost must be obtained (AR 55-160).

(2) *Solution.* (a) *First step.* Shipping document indicated shipment consisted of the following:

15 boxes (Nos. 1-15) Professional books,  
Weight 1,000 lbs.

30 boxes (Nos. 16-45) Household goods,  
Weight 4,000 lbs.

15 crates (Nos. 46-60) Household goods,  
Weight 1,500 lbs.

10 barrels (Nos. 61-70) Household goods,  
Weight 1,600 lbs.

1 auto (No. 71) Lincoln Sedan,  
Weight 3,900 lbs.

(Engine No. LJ 30-115 Chassis No. LJ 30-1734).

(b) *Second step.* Issue W.D., T.C. Form 209 (Request for Routing), since the shipment will aggregate one carload (AR 55-105). (Exhibit K.)

(c) *Third step.* Obtain W.D., T.C. Form 219 (Certificate of Personal Property Shipped) from owner (AR 55-160). (Exhibit L.)



(d) *Fourth step.* Prepare Standard Form No. 1103 (Government Bill of Lading) (Exhibit M); Standard Form No. 1104 (Shipping Order); Standard Form No. 1105 (Original Freight Waybill); Standard Form No. 1106 (Carrier's Copy Freight Waybill) and 5 copies of Standard Form No. 1103a (Memorandum Bill of Lading) in one operation. One memorandum copy and the "Property Shipped Copy" is prepared in accordance with AR 55-150.

(e) *Fifth step.* Property having been properly crated and marked "Transportation Officer, Fort Douglas, Salt Lake City, Utah, for Major General 'A',

### REQUEST FOR ROUTING

Washington Q. M. Depot

Place Storage and Distribution Br. Date 2 June, 1943  
Washington, D. C.

To THE CHIEF OF TRANSPORTATION:

Routing is requested for the following shipment, moving at Government expense:

- (a) Name of actual shipper Major General "A"
- (b) Shipping point Cameron, Va.
- (c) Carriers serving plant at origin Southern Railway
- (d) Consignee Trans. Officer (e) Destination Ft. Douglas, Utah
- (f) Terminal carrier delivery required or most convenient \_\_\_\_\_
- (g) Commodity and how packed (describe by classification nomenclature and state whether S. U., K. D., or flat; on skids, loose, or in bulk; and the kind of containers, as in boxes, crates, bags, or bales) 15 Boxes Books (1,000 lbs.); 30 Boxes, 15 Crates, 10 Barrels Household Goods (7,100 lbs.); Private Automobile, Unboxed, (3,900 lbs.)

(h) Total weight in pounds 12,000 Number of carloads One  
(Show individual weights of packages exceeding 1,000 lb. each)

(i) Total measurements in cubic feet (for overseas shipments only) \_\_\_\_\_  
(Show individual measurements of packages exceeding 200 cu. ft. each)

(j) Shipping date 4 June, 1943 (k) Date required at destination Early as Possible

(Signature) "One" (Title) Major, T. C.  
Trans. Officer.

SPOT ORDER

1ST IND.

Route order No. TS. 09000

WD., OCT, WASHINGTON 25, D. C. 3 June, 1943

To: C. O. Washington QM Depot, Storage and Distribution Br., Washington, D. C.  
Attention: Trans. Officer.

Route above shipment via: Southern - C&O - B&O - CB&Q - D&R&W.

25 percent variation in number of carloads permitted, but report variation to this office:

Rate: For the Chief of Transportation:  
(Signed) B  
Lieut. Colonel, T. C.,  
Assistant, Traffic Control Div.

W. D., T. C. Form No. 209

3 September 1942

\*This form supersedes W. D., T. C. Form No. 209 revised 29 June 1942, which may be used until existing stocks are exhausted.

INVALID AFTER 90 DAYS

16-52227-6 U. S. GOVERNMENT PRINTING OFFICE

*Exhibit K. W.D., T.C. Form No. 209.*

Headquarters, Ninth Service Command," is then turned over to the carrier's agent, that is, the agent of the Southern Railway, together with the original bill of lading, shipping order, original freight waybill, carrier's copy freight waybill and memorandum copies (except "Property Received Copy"). The carrier's agent signs and returns the original, the "Property Shipped Copy" and unstamped memorandum copies, retaining the shipping order, original freight waybill, and carrier's copy freight waybill.

*Note.* Procurement authority chargeable will be that quoted in current authority for permanent change of station.

WAR DEPARTMENT  
T. C. Form No. 219  
Authorized Nov. 10, 1918  
Revised Jan. 1, 1942

### CERTIFICATE OF PERSONAL PROPERTY SHIPPED

I CERTIFY that the following shipments (including present shipment) have been or are intended to be made by me at public expense on Permanent change of station, and that said goods are household or personal effects or automobile belonging to me; that they were acquired prior to the effective date of my last order for change of station; that they are not intended, directly or indirectly, for any other person or persons, or for sale; that packages numbered 1 to 15, both inclusive, contain professional books and papers, the total weights of which are stated below; and that they are necessary in the performance of my official duties.

Last order for change of station P.A. 1, S. O. 77, No. D. 1 June, 1943, relieves me from duty at Washington, D. C., on (date of relief) \_\_\_\_\_ and assigns me to duty at Hq., 9th Service Command, Fort Douglas, Utah. per certified copy attached.

	Description of Property	REMARKS
(1)	<u>1,000</u> lbs. prof. books from <u>Washington, D. C.</u> to <u>Fort Douglas, Utah.</u> <u>7,100</u> lbs. other baggage <u>3,900</u> lbs. automobile (actual weight) <u>XX</u> lbs. (shipping weight)	To be shipped Trans. Off. Fort Douglas, Utah, for Major General "A" Hq., 9th Service Command. B/L No. _____ Date _____
(2)	_____ lbs. prof. books from _____ to _____ _____ lbs. other baggage _____ lbs. automobile (actual weight) _____ lbs. (shipping weight)	B/L No. _____ Date _____
(3)	_____ lbs. prof. books from _____ to _____ _____ lbs. other baggage _____ lbs. automobile (actual weight) _____ lbs. (shipping weight)	B/L No. _____ Date _____

If the shipment of my personal property on this change of station, whether it be shipped now or later, is in the aggregate in excess of the present prescribed allowance therefor, and/or includes an automobile, and/or is made upon my written request in any way so as to involve additional expense, I hereby agree, as a condition precedent to such shipment, that, upon receipt of a statement showing the excess cost as determined by the finance officer paying the carrier's transportation account, I will either remit an amount sufficient to cover such cost, or permit the application of so much of my pay as may be necessary to cover such cost. It is understood that this agreement will not prejudice my right of appeal to the Comptroller General and the courts for adjudication after such payment or deduction has been made in case I feel that the amount thereof has not been properly determined.

2 June, 1943 "A" (Name)  
Major General, U.S.A. (Title on pay roll)

Attached to B/L No. WT-000000, Washington D. C. M. Depot, 4 June, 1943  
(Date)

INSTRUCTION.—This certificate, in triplicate, with two certified copies of officer's order, will accompany each request for shipment of baggage and/or automobile on change of station, of an officer, warrant officer, member of the Army Nurse Corps, noncommissioned officer, or civilian clerk. Enter shipment requested on line (1); other shipments already made on lines (2) and (3); and indicate under "Remarks" serial number and date of bills of lading covering shipments already made.

The original of this certificate, with certified copy of officer's order, will be attached to the memorandum bill of lading and mailed to the officer charged with the settlement of the account for transportation, and the duplicate retained in the files of the transportation officer.

16-10000-1

*Exhibit L. WD., T.C. Form No. 219.*

(3) *Disposition of papers.* (a) *Original bill of lading.* After the signature of the carrier is obtained, this form is mailed to the Transportation Officer, Fort Douglas, Utah.

(b) *Unstamped memorandum copy.* This copy, together with certified copy of travel order (Par. 1, S.O. 77, W.D., 1943) and respective copy of W.D., T.C. Form No. 219, all securely fastened together is mailed to the Finance Officer, U. S. Army, Transportation Division, Washington 25, D. C. (See AR 55-160, and AR 55-150.)

STANDARD FORM NO. 1103 FORM PREPARED BY GOVERNMENT PRINTING OFFICE, 1942		U. S. GOVERNMENT BILL OF LADING ORIGINAL		no. <b>WV</b> - 000000		
CAR INITIALS AND NO. <b>PRR 371842</b>		<b>DO NOT WRITE IN THIS SPACE</b>				
NAME OF INITIAL TRANSPORTATION COMPANY <b>SOUTHERN RAILWAY</b>		TRAFFIC CONTROL NOS. <b>TS-00000</b>				
STOP THIS CAR AT FOR		IMPORTANT		15242 CAR IN FT. & INCL. ORDERED	15242 CAR IN FT. & INCL. ORDERED	
		The Shipper <b>MUST</b> send this original of the Bill of Lading to the Consignee <b>IMMEDIATELY</b>		15242 CAR IN FT. & INCL. FURNISHED	15242 CAR IN FT. & INCL. FURNISHED	
		SEE REVERSE HEREOF		15242 CAR IN FT. & INCL. ORDERED	15242 CAR IN FT. & INCL. ORDERED	
		EXCEPTION: Original B/L on LEND-LEASE SHIPMENTS will be forwarded as prescribed in directives of the ASF and the AAF.		15242 CAR IN FT. & INCL. FURNISHED	15242 CAR IN FT. & INCL. FURNISHED	
RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE, SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF, THE PUBLIC PROPERTY HEREINAFTER DESCRIBED, IN APPROPRIATE GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES, THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.				DATE CAR FURNISHED	DATE B/L ISSUED	
				<b>4 JUNE</b>	<b>4 JUNE 1943</b>	
CONSIGNEE		MARKS				
<b>TRANSPORTATION OFFICER FORT DOUGLAS</b>		<b>FOR</b>				
DESTINATION		<b>MAJOR GENERAL "A", U.S.A. HQ., NINTH SERVICE COMMAND FORT DOUGLAS, UTAH</b>				
<b>SALT LAKE CITY, UTAH</b>		CHARGES TO BE BILLED TO (DEPARTMENT OR ESTABLISHMENT AND BUREAU OF SERVICE AND LOCATION) Finance Officer, U. S. Army, Washington, D. C. <b>WASHINGTON, D. C.</b>				
VIA (ROUTE JOURNEY ONLY WHEN SOME SUBSTANTIAL PORTION OF THE JOURNEY IS BY SEA)		APPROPRIATION CHARGE (Enter appropriation as prescribed in regulations in effect at time of ISSUING OFFICE shipment.)				
<b>SOUTHERN - C&amp;O - B&amp;O - CS&amp;Q - D&amp;RW</b>		<b>WASHINGTON QUARTERMASTER DEPOT, CAMERON, VA.</b>				
PICK-UP SERVICE AT ORIGIN (Insert "WAS" or "WAS NOT") BY THE GOVERNMENT OR ITS AGENT		NAME AND TITLE OF ISSUING OFFICER				
INITIALS OF SHIPPER'S AUTHORIZED AGENT OR EMPLOYEE		<b>J. Y. BLACK, MAJOR, T. C.</b> Transportation Officer				
		I FURNISH THIS INFORMATION IN CASE OF CARGO SHIPMENTS ONLY. *SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA OCEAN CARRIER IN CASES WHERE REQUIRED.				
PACKAGES	DESCRIPTION OF ARTICLES (USE CARRIERS' CLASSIFICATION OR TARIFF DESCRIPTION IF POSSIBLE, OTHERWISE A CLEAR NONTECHNICAL DESCRIPTION)	NUMBERS ON PACKAGES	WEIGHTS ACTUAL	CLASS	R A T E GROSS NET	CHARGES DOLLARS CTS.
	<b>NON-MILITARY</b>					
15	BXS BOOKS	1-15	1,000			
30	BXS HOUSEHOLD GOODS	16-45	4,000			
15	CRIS HOUSEHOLD GOODS	46-60	1,500			
10	BBLs HOUSEHOLD GOODS	61-70	1,600			
1	AUTOMOBILE, LINCOLN SEDAN (UNCRATED)	71	3,900			
	RELEASED VALUATION AT LOWEST RATE.		12,000			
	Par. 1, S.O. 77, WD, 1 June 1943.					
CERTIFICATE OF ISSUING OFFICER		NAME OF TRANSPORTATION COMPANY				
CONTRACT NO. OR PURCHASE ORDER NO. OR OTHER AUTHORITY FOR SHIPMENT		DATE OF RECEIPT OF SHIPMENT				
F. O. B. PORT NAMED IN CONTRACT		SIGNATURE OF AGENT				
SIGNATURE OF ISSUING OFFICER <i>J. Y. Black</i>		PER				
CONSIGNEE'S CERTIFICATE OF DELIVERY — CONSIGNEE SHOULD PAY NO CHARGES ON THIS SHIPMENT						
(NAME OF TRANSPORTATION COMPANY AND ACTUAL POINT OF DELIVERY)		I CERTIFY THAT I HAVE THIS DAY RECEIVED FROM THE TRANSPORTATION COMPANY NAMED IN THIS CERTIFICATE THE PUBLIC PROPERTY DESCRIBED IN THIS BILL OF LADING IN APPROPRIATE GOOD ORDER AND CONDITION, EXCEPT AS NOTED ON THE REVERSE HEREOF, AND THAT DELIVERY SERVICE AT DESTINATION				
(GROSS WEIGHT IN BOTH WORDS AND FIGURES)		BY THE GOVERNMENT OR ITS AGENT.				
(DATE)		(SIGNATURE OF CONSIGNEE)				
CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO WAR DEPARTMENT OFFICE FROM WHICH RECEIVED						

Exhibit M. Original Government B/L.

(c) *Property shipped copy.* This copy is retained by shipping transportation officer.

(d) *Property received copy.* This copy together with the duplicate copy of shipping document is mailed to the Transportation Officer, Fort Douglas, Utah. (AR 55-150, and AR 55-160.)

(e) *Owner's memorandum copy.* This copy (with notation made on it in accordance with AR 55-150) is returned to owner.

(f) *Unstamped memorandum copy.* This copy is mailed to the Regulating Station, Denver, Colo. (See AR 55-150.)

## SECTION XI

### TRANSPORTATION OF ANIMALS

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**54. REFERENCES.** AR 55-145, 55-165, 40-2035, and 40-2235 are equally applicable when animals accompany troop movements and when they are shipped separately. Note the statement in section 10 that animals accompanying troop movements are not classified as military impedimenta.

**55. SANITARY REQUIREMENTS.** The laws of a state requiring health certificates from the State Veterinarian before shipments of animals can enter that state do not apply to animals owned by the Government shipped into that state in connection with movements and operations of the Army. The sanitary requirements of the various states, are, however, in the interest of the general public. They will, under normal conditions, be observed whenever horses or mules for the Army are shipped into or through States having such requirements. Examinations should be made by the veterinary officer of the Army to see that such animals are free from contagious diseases. The veterinarian issuing the health certificate is responsible for complying with State and Federal sanitary livestock requirements. Whenever a health certificate is required, the necessary inspection will be made prior to shipment and the copy of the certificate (W.D., M.D. Form No. 101) to accompany bill of lading will be given to the carrier's agent with the Shipping Order (Standard Form No. 1104).

**56. ROUTES.** In selecting routes for the shipment of animals, special consideration should be given to feeding, watering, and resting facilities en route. When the military situation permits, the commanding officer will advise the transportation officer of the contemplated shipment at least 72 hours in advance. The routing chosen should be via lines which maintain feeding stations of sufficient capacity to accommodate the number of animals in the shipment. The locations should be so spaced that the animals may be fed and watered *not later than 28 hours* from the time the last loading started. Prior to shipment, the feeding and watering facilities along the lines over which the shipment is to be made must be fully investigated and the consignor assured by the carriers that the animals can be properly cared for en route.

**57. INSPECTION OF CARS.** a. **By veterinary officers.** Stock cars will be inspected, on arrival and also when ready for loading, by a veterinary officer,

who will advise the consignor as to any sanitary defects to be corrected and will also supervise any additional disinfection that may be ordered.

**b. By consignor.** Prior to loading, all stock cars will be thoroughly inspected by the consignor, special attention being given to the condition and repair of the floor. Cars with floors and sides in bad order will be repaired or rejected.

**58. DISINFECTION OF CARS. a. Responsibility of carrier.** It is the duty of the carrier to furnish stock cars in suitable condition for the transportation of animals, and the carrier will be required to furnish cars that have been properly cleaned and disinfected. If a carrier furnishes cars in an unsanitary condition, such cars may be rejected if unusable and the carrier informed that Army Regulations require shipments of animals to be made in cars that are in a clean and sanitary condition in order to safeguard the health of the animals and, further, that the carrier is responsible for furnishing such cars.

**b. Additional disinfection.** In the event inspection by the veterinary officer, prior to loading, reveals that any additional disinfection under the provisions of AR 55-165 is required and the carrier is requested to perform the service, the bill of lading will be annotated to show that such additional service was ordered so that payment may be made for such service based upon the rate authorized in the carrier's tariff. (See AR 55-150.)

**c. Method of additional disinfection.** Additional disinfection may be accomplished by spraying cars with chloride of lime, 4 percent solution, or creolin solution, using 60 cc (8 tablespoonfuls) to a bucket of water; or cars may be cleaned thoroughly and whitewashed with freshly prepared whitewash.

**59. REST AND FEEDING EN ROUTE.** Shipments will be so handled that animals will not be kept on cars for a period longer than 28 consecutive hours without being unloaded (Act of June 29, 1906, 34 Stat. 607), except in the most extreme cases of unavoidable delay or through military necessity. (See AR 55-165; see also par. 56.) In no case, will more than 36 consecutive hours be permitted to elapse without unloading for rest and feeding. When unloading en route is necessary for feed, water, and rest, an appropriate and applicable notation will be shown on the bill of lading. (See AR 55-150.)

**60. DISINFECTION EN ROUTE. a. Cars.** Any additional or special disinfection en route, such as cleaning of cars at feeding, watering, and resting points, if necessary, that may be ordered, will be done at Government expense. (AR 55-165.)

**b. Yards and pens.** (1) In order that yards, pens, chutes, etc. to be used for resting, watering, and feeding the animals en route may be disinfected and in readiness to receive the animals, the transportation officer issuing the bill of lading will, in making the notation required in paragraph 59, also include the following:

“The carrier will disinfect the yards, pens, chutes, alleys and troughs, racks, or other watering or feeding appliances to be used for resting, watering, and feeding the animals en route, before the animals are unloaded therein, costs thereof to be paid in connection with settlement of this bill of lading, if not provided free under carrier’s tariffs.” (See AR 55–165.)

(2) It is very important that this notation be placed on the Government bill of lading in order to prevent difficulty and unnecessary delay which occur in settling bills including such charges when the required notation is not placed on the bill of lading.

**61. LOADING.** Animals can be loaded conveniently through chutes of stockyards or from freight platforms level with the car floors. In other cases, portable or improvised ramps must be used. When a ramp is used, it must be well supported and with strong sides. Before starting the loading, the door on the farther side of the car must be closed and fastened. As soon as the loading is complete, the opposite door must also be closed and fastened. However, adequate ventilation must be provided for at all times.

**62. NOTICE OF SHIPMENT.** Consignor will always notify the consignee by telegraph, within the limitations of AR 380–5, of the shipment of animals. (See AR 55–165.)

**63. UNLOADING.** The door should not be opened until the car is opposite the unloading point and each animal should be led to the door so that his body is athwart the car before he starts to leave it.

**64. PRECAUTIONARY MEASURES.** Smoking in cars loaded with animals or forage is prohibited.

**65. FORAGE EN ROUTE.** a. **Less-than-carload shipments.** In less-than-carload shipments of animals, whenever there is room for forage in the car, the necessary forage for the entire journey will be furnished by the Quartermaster Corps, and loaded in the car at point of origin.

b. **One or more carloads.** In shipments of one or more carloads of animals, or in less-than-carload shipments whenever there is no room for forage in the car, it will be supplied by the carriers at their regular feeding points, except when the animals are accompanying troops, in which case the necessary forage will be carried in box cars attached to the train.

**66. METHOD OF OBTAINING SUPPLIES AND SERVICES EN ROUTE.** Supplies and services will be obtained by attendants by means of a written order and receipt. Tentative advance arrangements will be made at point of origin by the transportation officer. (See AR 55–165.)

**67. ARMS PALACE CARS.** Whenever obtainable and justified, Arms Palace Cars may be used.

**68. SHIPPING ANIMALS UNSHOD.** Animals should preferably be bare-foot when shipped. Except when required for active service immediately upon arrival, they should never be shod behind or with calks.

**69. ATTENDANTS WITH SHIPMENTS OF ANIMALS.** For attendants authorized per shipment see AR 55-165.

**70. RECORDS AND REPORTS ON SHIPMENTS OF ANIMALS.** a. **Public animals.** For records and reports concerning shipment of animals, see model forms in AR 55-165.

b. **Private mounts.** The provisions for shipment of public animals apply with equal force to private mounts as far as applicable, and when they are not in conflict with AR 55-165. All private mounts turned over to a transportation officer for shipment must be accompanied by a certificate (W.D.,T.C. (Q.M.C.) Form No. 197) in duplicate, signed by the owner.



## SECTION XII

### TRANSPORTATION OF EXPLOSIVES

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**71. REGULATIONS ON SHIPPING EXPLOSIVES.** **a. Military.** See AR 55-155, 380-5, 55-470, Ordnance Safety Manual O.O. Form No. 7224, TM 9-1900, and Ordnance Department Safety Bulletins. For special provisions and exceptions applying only to transportation of explosives and other dangerous matériel on trains with troops, see AR 55-145.

**b. Nonmilitary.** Regulations governing the transportation of explosives, inflammables, and other dangerous articles by rail and motor vehicles are prescribed by the Interstate Commerce Commission. Regulations governing the transportation of explosives and other dangerous articles by merchant vessels are prescribed by the United States Coast Guard. These regulations may be obtained through the Chief of Transportation.

**c. State and municipal laws, ordinances, and regulations.** In addition to the Federal laws governing interstate transportation of explosives and other dangerous articles, each State and nearly all municipalities have laws or ordinances regulating the transportation of explosives and other dangerous articles within their jurisdiction.

**d. Tariff of rail lines.** This tariff, entitled "Interstate Commerce Commission Regulations for Transportation of Explosives and Other Dangerous Articles by Freight," is published by H. A. Campbell, Agent, 30 Vesey St., New York, N. Y. See specific application by reference to item involved in index of Consolidated Freight Classification.

**72. BUREAU OF EXPLOSIVES RECOMMENDATIONS.** Supplementing the ICC regulations and the tariff of the rail lines, the Bureau of Explosives of the Association of American Railroads has published three pamphlets which will assist the transportation officer in dealing with the problems encountered in the shipment of these articles:

**a.** Pamphlet No. 6, Drawings and Photographs Illustrating Methods for Loading and Staying Carload and Less-Than-Carload Shipments of Explosives and Other Dangerous Articles.

**b.** Pamphlet No. 6A, Drawings and Photographs Illustrating Methods for Loading and Bracing Carload and Less-Than-Carload Shipments of Loaded Shells (Projectiles) and Loaded Bombs.

c. Pamphlet No. 7, Explosives and Other Dangerous Articles,—General Information Relating to Transportation, Risks, Fires, and Accidents. These pamphlets may be obtained through the Chief of Transportation.

### **73. COMPLIANCE WITH LAWS AND REGULATIONS ON EXPLOSIVES.**

The regulations referred to in paragraph 71b, c, and d apply to Government as well as to commercial shipments, and shipments made by military establishments will comply with applicable requirements of these regulations and Bureau of Explosives recommendations. Difficulties encountered in complying with the above regulations will be reported in detail, through channels, to the proper authority. (See also par. 80c.)

### **74. INTERSTATE COMMERCE COMMISSION REGULATIONS ON EXPLOSIVES.**

a. The transportation of explosives and other dangerous articles within the limits of the jurisdiction of the United States is regulated by Federal law, Act of March 4, 1909, chapter 321, section 232 and 234 (35 Stat. 1134), as amended by the Act of March 4, 1921, chapter 172 (41 Stat. 1444), and the Act of October 9, 1940, c. 777 paragraph 6(b) (54 Stat. 1028). Violations of this act are punishable by severe fines and imprisonment.

b. Section 233 of the above-mentioned act, as amended, reads in part as follows:

“The Interstate Commerce Commission shall formulate regulations for the safe transportation within the limits of the jurisdiction of the United States of explosives and other dangerous articles, \* \* \* which shall be binding upon all common carriers engaged in interstate or foreign commerce which transport explosives or other dangerous articles by land and upon all shippers making shipments of explosives or other dangerous articles via any common carrier engaged in interstate or foreign commerce by land \* \* \*.”

c. Under the authority of the above-quoted act as amended, the Interstate Commerce Commission has published regulations governing the transportation of explosives and other dangerous articles by rail and motor vehicle (highway).

### **75. BUREAU OF EXPLOSIVES.**

a. Part I, section C, paragraph (1) of the Interstate Commerce Commission regulations covering shipments of explosives and other dangerous articles by rail reads in part as follows:

“\* \* \* Under the Transportation of Explosives Act, the services of the bureau for the safe transportation of explosives and other dangerous articles, hereinafter called Bureau of Explosives, may be utilized by this commission in the execution of its provisions. This bureau will make inspections and conduct investigations and will confer with manufacturers and shippers with a view to determining what regulations will within reasonable limits afford the highest degree of safety in preparing and packing explosives and other transportation by carriers \* \* \*. The commission will give due weight to the expert opinions thus obtained. \* \* \*”

b. The Bureau of Explosives was organized in 1906 by the American Railway Association. Nearly all common carriers are members of the American Railway Association and comply with the rules and regulations issued by the Bureau of Explosives. Inspectors of the Bureau of Explosives are stationed throughout the country to observe, investigate, and report upon shipping methods; common carriers utilize the services of the inspectors of the Bureau of Explosives to enforce regulations and approve methods and practices, and to assist shippers. Contact with these inspectors can be very helpful in solving problems of transportation of explosives and other dangerous articles. The name and address of the Bureau of Explosives inspector nearest your station can be obtained from the local railroad agent, or by writing to the Bureau of Explosives, 30 Vesey Street, New York City.

**76. PACKING EXPLOSIVES.** a. Explosives and other dangerous articles offered for shipment on a common carrier will be packed to comply with the Interstate Commerce Commission regulations, but the Interstate Commerce Commission regulations state that "Shipments of explosives offered by or consigned to the War and Navy Departments of the United States Government may be packed, including limitations of weight, as required by their regulations."

b. Military explosives and ammunition are packed in accordance with United States Army specifications and drawings. The methods of packing specified and used not only meet military requirements and protect the articles from damage in transit but also comply with the Interstate Commerce Commission regulations. For the packing of items not covered by drawings and specifications or ICC regulations, special instructions will be issued by the Chief of Ordnance.

c. When shipments of explosives and other dangerous articles are to be made and containers are not available which comply with the United States Army specifications for the particular articles to be shipped, containers complying with the Interstate Commerce Commission regulations will be used. This applies particularly to the shipments of deteriorated explosives or ammunition and to powder, explosives, and loaded components of ammunition obtained from salvage operations.

**77. MARKING EXPLOSIVES.** In addition to Ordnance Department requirement of marking outside of package, explosives and other dangerous articles offered for shipment on a common carrier will be marked to comply with ICC regulations. Explosives and ammunition are marked in accordance with United States Army specifications and drawings, and are further described and explained in appropriate field manuals and standard nomenclature lists. Although the markings are primarily for the identification of the material from a military standpoint, they also will be made to comply with ICC regulations.

**78. HANDLING EXPLOSIVES.** a. Explosives and ammunition should be handled under the direct supervision of an officer or other competent person who understands thoroughly the hazards and risks involved. Personnel handling explosives and ammunition should be impressed with the fact that their safety as well as that of others depends upon the intelligence and care exercised by themselves and by their fellow workers. Personnel handling explosives and ammunition should not be permitted to tamper with or disassemble any components. Serious accidents may result. Personnel handling explosives and ammunition should clean all mud and grit from their shoes before entering car, truck, or boat in which there are explosives and ammunition.

b. Explosives and ammunition should be handled carefully. Explosives or hazardous materials, whether in containers, in bulk, or loaded into projectiles or components, will not be handled roughly, thrown about, tumbled over the floor or over other containers, dragged or pushed along the floor, dropped on each other or on the floor. They will be handled carefully to prevent shock or friction which may cause a fire or an explosion. Bale hooks will not be used.

c. Explosives and ammunition should not be exposed to moisture or dampness or the direct rays of the sun for any long period. If it is necessary to leave boxes temporarily outside of cars, trucks, or boats they should be covered with a tarpaulin which is so placed that air can circulate freely through the pile. (See AR 55-470.)

d. If explosives spill or sift from a leaky container, all work will be stopped until the explosives have been swept up and removed and any remaining particles or dust have been neutralized.

e. Smoking will be absolutely prohibited around cars, trucks, or boats in which there are explosives or ammunition.

**79. RAIL SHIPMENTS OF EXPLOSIVES.** a. The Interstate Commerce Commission regulations which govern the transportation of explosives and other dangerous articles by rail are essentially safety regulations and describe in detail how such shipments will be packed, marked, labeled, handled, loaded, braced, stayed, and placarded. (See also AR 55-155.) Bureau of Explosives Pamphlets Nos. 6 and 6A contain descriptions, photographs, and drawings of recommended methods of bracing and staying shipments. These recommendations are for commercial explosives and other dangerous articles and certain types of military explosives and ammunition. They should be followed in all cases in which bracing and staying methods are not prescribed by ordnance drawings and specifications.

b. When making shipments of explosives and ammunition by rail, refer to Bureau of Explosives pamphlets for ideas as to piling and packing and to the Interstate Commerce Commission regulations for information as to legal requirements. Study the cargo and decide beforehand how it may best be stowed. Order the car best suited for the needs at hand. When the car arrives have it thoroughly swept and inspect it for protruding nails and bolt-

heads, which must be removed or covered with wood. Board up the sides of the car where necessary to obtain an even bearing and obtain the proper dunnage with nails to correspond. (See Bureau of Explosives pamphlets.) Provide substantial gangways; remove obstructions which may prevent free entry to the car; clear the immediate vicinity of leaves, dry grass, and other inflammable materials; and see that the brakes are set and wheels checked. During the loading operations, close the car doors and magazine doors when engines or speeders are passing. Do not leave cars partly loaded unless impossible to finish loading at one time, in which case car doors must be securely locked. After loading see that the shipment is properly braced and stayed and that the car is properly sealed and placarded; keep a permanent record of car numbers and seals. In unloading cars, observe the same safety precautions that have been outlined above. Have all cars that have contained explosives carefully swept and remove all placards. Sweepings should be placed in a tight receptacle for disposition in accordance with regulations. Report, through channels, to the Chief of Ordnance and the Chief of Transportation all shipments received in a badly damaged condition.

c. When shipments of gasoline or other petroleum products are received in tank cars, regulations as set forth in paragraphs 561 and 562 "Unloading from Cars" of Regulations for the Transportation of Explosives and Other Dangerous Articles issued by the Interstate Commerce Commission must be observed. Strict compliance with these regulations will eliminate the hazard involved in handling these commodities.

**80. WATER SHIPMENTS OF EXPLOSIVES.** a. It is required that shipments of explosives and other dangerous articles on board merchant vessels (including lighters and barges) engaged in commercial service shall conform to the regulations of the United States Coast Guard entitled "Explosives or Other Dangerous Articles on Vessels," 9 April 1941. Amended section 146.29 of these regulations permits the transportation of military explosives and ammunition in a manner to conform to the requirements of the War and Navy Departments.

b. See AR 55-470 for regulations governing transportation by water of explosives, inflammables, and chemical materials.

c. When making shipments of explosives and ammunition by water, study the local port regulations regarding the handling of explosives therein and comply with the regulations for tonnage, lights, open fires, stoves, mixed loads, flags, anchors, etc. Where it is felt that local regulations are too restrictive, consult the proper authority with the view of having such regulations qualified, amended, or waived. When chartering equipment for shipments, have the equipment passed upon by port authorities before accepting it for use. During loading, see that the safety regulations for open fires, stoves, gasoline, matches, smoking, etc., are strictly complied with; that decks, runways, and docks are free from dirt, rubbish, and spilled explosives; and

that personnel handle explosives and ammunition with care so as to avoid danger and damage to the equipment. If the loading is not completed before the end of the work period see that proper precautions are taken to guard and protect the shipment against fire and that a sufficient crew is left in charge to handle the boat in case of emergency. Do not leave any explosives or ammunition on a dock or elsewhere unless delivery is made to authorized persons or explosives are left under proper guard. Explosives and ammunition must not be left on board vessels overnight unless such action is imperative incident to their transportation. Lighters should not be tied up to that part of a vessel or dock where sparks from funnels or smoke pipes may ignite the cargo. Always keep explosives as far away from engine, boiler room, and galley as possible.

d. The use of oil or chemical-burning lamps or lanterns is prohibited near explosives. Use only approved electric lanterns when a movable artificial light is necessary. In general, Coast Guard regulations provide that port and starboard lights and other such necessary signal oil-burning lights are permitted, but should be placed, removed, and filled by a responsible officer who should see that they are not brought in contact with explosives or introduce fire risk to the vessel. Storage of paints, oils, varnishes, or other inflammables on board vessels used for explosives or ammunition shall be in accordance with said regulations. Oils used for signal lights and lights in living quarters must be kept in a special compartment as far as possible from the explosives, should be kept under lock and key, and should be in direct charge of the officer in charge of the lights. If oil accidentally gets on the floor, it must be immediately cleaned up and disposed of. Insist upon fire extinguishing equipment being in place and ready for instant use on vessels loading explosives and other dangerous cargo.

## **81. COMMERCIAL HIGHWAY CARRIERS OR DRAYAGE AND SHIPMENT OF EXPLOSIVES.**

a. Explosives and other dangerous articles will not be shipped by any commercial highway carrier nor will local drayage thereof by commercial concerns be engaged unless the carrier or drayage concern files a certificate with the transportation officer arranging for such services, that said carrier or drayage concern will comply with all laws and regulations promulgated by Federal, State, and local governments and municipalities that may be applicable to and govern each particular shipment of explosives and other dangerous articles. (See also ch. 3, TM 9-1900.)

b. Transportation of explosives and other dangerous articles by motor vehicle (highway) will conform to regulations prescribed by the Interstate Commerce Commission (see Part 7, ICC Regulations and Supplement No. 1 thereto), and to the provisions of any existing agreements such as the "Agreement Between State and Federal Authorities Governing Transportation of Dangerous Explosives for Military Purposes on Public Streets and Highways by Motor Vehicles" prepared by the Northeastern Regional Committee on

Motor Truck Problems. This agreement provides that the Commanding Officer of the State Police Force or like State organization, in the event the particular jurisdiction does not have a State Police Force, and, if there be one, the Liaison Officer of the Highway Traffic Advisory Committee to the War Department will be informed as to all movements by two or more motor vehicles traveling as a single convoy of explosives that are considered of a dangerous character other than such movements in military trucks while under military control throughout the movement.

c. (1) The driver of a motor vehicle carrying explosives must be thoroughly familiar with ICC "Motor Carrier Safety Regulations," and in particular section 7.2 of these regulations which applies to explosives.

(2) Smoking on or about any motor vehicle while loading or unloading is prohibited.

(3) Handbrake will be securely set and all other reasonable precautions will be taken to prevent motion of vehicle during loading or unloading.

(4) No explosive will be loaded into or on or be unloaded from any motor vehicle with the engine running.

(5) No bale hooks or other metal tools will be used for the loading, unloading, or other handling of explosives. No packages of explosives will be thrown or dropped during process of loading, unloading, or handling. Special care will be exercised to the end that packages or other containers containing explosives will not catch fire from sparks, or hot gases from the exhaust tail-pipe.

(6) No motor vehicle transporting any kind of explosive will have on the interior of the body in which the explosives are contained any inwardly projecting bolts, screws, nails, or other inwardly projecting parts likely to produce damage to any package of container of explosives during the loading or unloading process or in transit.

(7) Shipments of explosives and other dangerous articles will be transported without unnecessary delay, from and including the time of commencement of the loading of the cargo until its final discharge at destination.

(8) Before trucks loaded with explosives leave the loading point, drivers will be informed as to nature of explosives on their trucks; methods of fighting fires involving the truck or its cargo; radius of structural damage in case of explosion; and proper distances to other trucks containing explosives.

(9) Fire extinguishers required on trucks shall be inspected before any vehicle commences its journey.

## **82. TRANSPORTATION OF EXPLOSIVES BY ARMY MOTOR VEHICLE. a.**

If shipment of explosives and other dangerous articles is made by United States Government-operated motor vehicles, the shipping officer will take all necessary and reasonable precautions to insure safe transit. Except in time of emergency, the shipping officer will be responsible that all Interstate Commerce Commission regulations governing the transportation of explosives are ob-

served. In case of an emergency, so declared by any commanding officer of an arsenal or depot or by a general or field officer of the line, the shipping officer will take every reasonable precaution to insure safe movement of his cargo of explosives, or other dangerous articles, while in transit by motor vehicle on Government reservations and on the public highways. (See AR 55-155.)

b. When making shipments of explosives and ammunition by motor, consult with local civil authorities of the cities and towns through which the shipment is to be transported and obtain their recommendation as to the best route to follow so as to avoid congested areas.

c. Take every precaution against fire. A competent person should inspect motor trucks to see that electric wiring, lights, brakes, gasoline tanks, and lines are in good order and that oil pans under engine are clean. The fire fighting equipment carried on the truck should be inspected to see that it is adequate and in good working order. If the trucks are on a grade during loading or unloading, the brakes should be set and the wheels should be chocked. Trucks in which shipments are received will be inspected by a competent person after unloading to see that they are clean and free from loose explosives or other inflammable materials and that explosive placards are removed. Explosive sweepings should be destroyed in the proper manner. Fire hazards such as leaves, dry grass, and other combustible materials should be removed from the immediate vicinity before loading and unloading trucks. Drivers of motor vehicles and those in charge of convoys should be carefully instructed and thoroughly informed regarding safety regulations covering the transportation of explosives and other dangerous articles. Danger flags and placards should be used on all trucks as required by Army Regulations.



## APPENDIX I

### ABBREVIATIONS

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These are explanations of abbreviations of restricted application to transportation activities. Their use should be with full appreciation that this special application is at variance with similar abbreviations in FM 21-30.

A. A. R.	Association of American Railroads
A. Q.	Any quantity. The rate applies whether L. C. L. or C. L.
A. R. or AR	All rail movement (also A/R).
A. W.	All water movement (also A/W).
B. B.	Break bulk.
B. of E.	Bureau of Explosives.
B. & I. B.	Billing and Instruction Book.
B/L	Bill of lading.
B. O.	Bad order (used in connection with defective railroad cars).
C. F. A.	Central Freight Association.
C. F. C.	Consolidated Freight Classification.
C. F. T. B.	Central Freight Tariff Bureau.
C. I. F.	Cost, insurance and freight.
Class'n.	Classification.
C. L. or C/L	Carload.
C. L. Min.	Carload minimum weight.
C. P. A.	Central Passenger Association.
C. T. B.	Chief of Tariff Bureau.
D/B/A	Doing business as (used in connection with commercial motor carriers).
D. D.	Double deck (applicable to certain types of stock cars).
D. F. A.	Division Freight Agent.
D. O.	Delivery order.
D. P. A.	Division Passenger Agent.
D. R.	Destination release.
E. B.	Eastbound.
E. T. O.	Express transportation order.
Ex. B. L.	Exchange bill of lading.

F. A.	Free astray; freight agent.
F. A. S.	Free alongside.
F. B. or F/B	Freight bill.
F. C. B.	Freight Container Bureau, A. A. R.
F. O. B.	Free on board.
F. T. M.	Freight Traffic Manager.
F. X.	Form of freight tariff concurrence.
G. F. A.	General Freight Agent.
G. P. A.	General Passenger Agent.
G. T.	Gross ton (per ton of 2,240 pounds).
I. C. Act	Interstate Commerce Act.
I. C. C.	Interstate Commerce Commission.
I. C. C. No.	Number identifying a tariff on file with the I. C. C.
I. C. C. Rep.	Interstate Commerce Commission Reports.
Inf. L.	Inflammable liquids.
Inf. S.	Inflammable solid.
I. L.	Interline.
Int.	Interchange.
Jct.	Junction.
J. M. P. A.	Joint Military Passenger Agreement.
J. M. P. E. A.	Joint Military Passenger Equalization Agreement.
K. D.	Knocked down.
K. D. C. L.	Knocked down, carload.
K. D. F.	Knocked down flat.
K. D. L. C. L.	Knocked down, less-than-carload.
L. C. L.	Less-than-carload.
L. & D.	Loss and damage.
L. & R.	Lake and rail movement.
Ltge.	Lighterage.
L. T. L.	Less-than-truckload.
M. C. Act	Motor Carrier Act.
M. T. S.	Military Transportation Section, Car Service Di- vision, A. A. R.
Mty.	Empty car.
N. B.	Northbound.
N. E. F. A.	New England Freight Association.
N. E. P. A.	New England Passenger Association.
N. M. F. C.	National Motor Freight Classification.
N. O. I. B. N.	Not otherwise indexed by name (a classification and tariff term).
N. O. S.	Not otherwise specified.
Nstd.	Nested (packed one within another).
N. T.	Net ton (per ton of 2,000 pounds).

O. C.	Official classification.
O. D. T.	Office of Defense Transportation.
O/N.	Order-notify (used in connection with order bills of lading).
O. & R.	Ocean and rail movement.
O. S. & D.	Over, short, and damaged (report).
P. A.	Passenger Agent.
Pkg.	Package.
P. P.	Parcel post; Prepaid.
P. S. C.	Public Service Commission.
P. T. M.	Passenger Traffic Manager.
P. U. C.	Public Utilities Commission.
P. U. & D.	Pick-up and delivery.
Rel.	Released.
R. E. R.	Railway Equipment Register.
R. & L.	Rail and lake movement.
R. L. & R.	Rail, lake, and rail movement.
R. & O.	Rail and ocean movement.
R. O. & R.	Rail, ocean, and rail movement.
R. P. O.	Railway post office.
R. & T.	Rail and truck.
R. & W.	Rail and water movement.
S. B.	Southbound.
S. C.	Southern Classification.
S. C. S.	Superintendent Car Service.
S. D.	Single deck (livestock car).
S. E. T.	Southeastern Territory.
S. F. A.	Southern Freight Association.
S. F. I. B.	Southern Freight Inspection Bureau.
S. L. & C.	Shipper's load and counts.
S. O.	Shipping order; ship's option.
S. P. A.	Southern Passenger Association.
S. S.	Steamship; shipside.
Str.	Steamer.
S. U.	Set up.
S. U. C. L.	Set up, carload.
S. U. L. C. L.	Set up, less-than-carload.
S. W. P. A.	Southwestern Passenger Association.
S. W. T.	Southwestern Territory.
T. C. F. B. T.	Transcontinental Freight Bureau Territory.
T. C. P. A.	Transcontinental Passenger Association.
T. C. W. & I. B.	Transcontinental Weighing and Inspection Bureau.
Term.	Terminal.

Tfr.	Transfer.
T. L.	Truckload.
T. L. A.	Trunk Line Association.
T. L. F. A.	Trunk Line Freight Association.
T. R. or T/R	Transportation request.
U. S. M. C.	United States Maritime Commission.
U. S. Q. X.	Government owned tank car (WD).
W. B.	Waybill; Westbound.
W. C.	Western Classification.
W/M	Weight or measurement.
W. M. B.	Western Military Bureau.
W. P. A.	Western Passenger Association.
W. T. L. A.	Western Trunk Line Association.
W. W. & I. B.	Western Weighing and Inspection Bureau.
x car	From car (used on waybills when contents of a car have been transferred).
Yd.	Yard.

## APPENDIX II

### TRAFFIC GLOSSARY

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A large number of these definitions are based upon definitions published in the reports of the former Federal Coordinator of Transportation. All terms, however, have been defined from the viewpoint of the United States Army.

*Abandonment.* Refusal to accept a shipment from the delivering carrier because it has become so damaged in transit as to be rendered worthless. Abandonment can be exercised only by one who has a property right in the shipment. The term is to be distinguished from *rejection* (see AR 55-150). When the property belongs to the Government the provisions of AR 35-6640 govern where the shipment was transported by common carrier, Army or Navy transport, or parcel post. As a general rule the destination transportation officer has no authority whatsoever to abandon Government property. Instances not covered by Army Regulations should be called to the attention of the property officer at destination for instructions.

*Absorption.* Local agents should be consulted.

*Acceptance.* The receipt by the consignee of the shipment, thereby terminating the carrier's liability both as a common carrier and as a warehouseman if the free time has been exceeded.

*Accessorial services.* Services rendered by carriers which are secondary to the transportation proper. Instances are storage, switching, and diversion. A carrier's tariff index will indicate accessorial services which are offered to the public.

*Agency.* The legal relationship existing between two persons, artificial or natural, by which one is authorized to transact certain business for the other.

*Agency tariff.* A tariff issued by an agent for more than one transportation line.

*Agent.* A person authorized to act for another in the transaction of certain business.

*Aggregated shipments.* A number of relatively small shipments for one destination which are combined and shipped as one in order to reduce the transportation cost. (See AR 55-155.)

*Agreed valuation.* The value of the articles in a freight shipment agreed upon as the basis upon which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in the event of loss or

damage in transit. (See AR 55-150.) The Government is a self-insurer. (See Released rates.)

*Any quantity rate.* A freight rate that makes no distinction between carload and less-than-carload freight.

*Assemblage.* Work or expense in assembling vehicles for, during, or after movement.

*Association of American Railroads.* An organization of American railways formed in April 1891 under the name of the American Railway Association. The membership of this association includes all of the principal railroad companies of the United States, Canada, and Mexico. From the standpoint of the Army, the Association of American Railroads is a very important element of our national defense in that the association maintains a Military Transportation Section in the Office of the Chief of Transportation for the purpose of rendering assistance in the movement of troops and supplies both in peace and in war. In times of national emergency trained traffic experts are made available to Army officials at important centers to assist in the movement of troops and supplies. (See par. 9a.)

*Atlantic coastwise (and inland) water carriers.* Water line operators engaged in coastwise transportation along the Atlantic coast between Maine and Florida on tributary rivers and bays.

*Atlantic-Gulf water carriers.* Water carriers whose major operations are between the Gulf of Mexico and Atlantic coastal ports.

*Authorized baggage.* Household goods and other personal property; does *not* include, however, personal baggage carried free on tickets, professional books and papers, groceries, provisions, or automobiles. (See AR 55-160.)

*Average agreement.* See AR 55-175. Briefly, this type of agreement, authorized by the National Car Demurrage Rules of the railroads and published in tariff form, provides for a system of crediting and debiting in order to arrive at a *monthly* total for the assessment of demurrage charges for cars held in excess of the free time allowed by the carriers.

*Baggage, checkable.* Checkable personal baggage consists in general of trunks and the hand baggage usually carried by travelers. The current Joint Military Passenger Agreement with the carriers provides that the following articles will be carried in baggage service under the terms and conditions specifically authorized in current baggage tariffs, the tariffs to be consulted to ascertain terms and conditions:

Officers' bed rolls.

Kit bags (including aviators' kit bags).

Trunk lockers, shoulder packs, and squad boxes.

Desks, field (company and regimental).

Dispensaries (battalion and regimental).

Litters with slings.

Tools, cobblers' kits.

Typewriters, properly enclosed.

Ranges.

Rations.

*Boxcar.* A car with sides enclosed and having a roof, used for general service and especially for lading which should be protected from the elements and which is susceptible to pilferage.

*Branch line.* Continuous section of railway over which a through freight or passenger train is not regularly operated each business day.

*Caboose.* Freight train car usually attached to the rear of a freight train for the use of trainmen in giving and receiving signals, handling car records, and performing other duties. Sometimes used incidentally for passengers, especially livestock caretakers or attendants.

*Car.* A vehicle used by railways for the transportation of passengers or freight.

*Arms Palace.* Specially constructed stock car with individual stalls. These cars are operated by the Arms Jaeger Horse Car Company. The cars permit feeding and watering of animals without unloading. Capacity is 16 to 20 animals. The per diem charge for these cars is almost double that of ordinary stock cars and the supply thereof is limited. Existing Army Regulations authorize the use of Arms Palace cars whenever obtainable and justified. (See AR 55-165.)

*Kitchen.* A baggage car used for kitchen purposes in which kitchen range may be installed and in which equipment and rations to be consumed enroute may be carried. (See AR 55-135.)

*Standard freight.* The modern boxcar is 40 feet 6 inches long, inside measurements, and this length is used as a basis for establishing minimum carload weights, the minimum increasing with the length of the car.

*Standard sleeping.* The modern standard sleeping car as furnished by the Pullman Company contains 12 sections and a drawing-room. The interior is finished with upholstery, and the car is equipped with large lavatories for men and women, modern standard lamps, and fans. It is lighted by electricity and is vapor-heated.

*Tank, War Department-owned.* The War Department owns several thousand tank cars used for transporting various petroleum products, ranging from Bunker "C" fuel oil to aviation gasoline, and acids and other liquids. Ordinarily War Department tank cars are pooled at refineries or other shipping points. War Department tank cars are assigned and operated by Office of Chief of Transportation, Traffic Control Division, Tank Car Branch, Washington 25, D. C., to which all questions concerning War Department tank cars or requests for assignment of cars should be addressed. (AR 55-105 and 55-150.)

*Tourist sleeping.* Similar in all respects to a standard sleeping car, the general exception being that it is limited in comfort facilities in that it has no smoking room. This type of equipment is regularly operated west of Chicago, Illinois, St. Louis, Missouri, Memphis, Tennessee, Vicks-

- burg, Mississippi, and New Orleans, Louisiana, the cost being lower than for standard sleeping-car equipment. Tourist equipment is available for troop movements anywhere in the United States, upon timely arrangements, when the duration of use and number of troops warrant utilization.
- Car float.* A vessel equipped with tracks for the purpose of transferring railway cars by water between terminals which are adjacent to or near each other.
- Carload.* A quantity of freight which is loaded in or on a freight car and which is entitled to a certain rate of freight because the weight thereof equals or exceeds that specified in the carrier's tariff for the application of that rate.
- Carrier, common.* The common carrier of goods is one who holds himself out, in the exercise of a public calling, to carry goods for hire for whomsoever may employ him.
- Charges.* Rates, fares, or any compensation demanded by a carrier for its services.
- Consignee.* The consignee, as the word is used herein and as generally understood by transportation companies, is the person to whom the last carrier turns over the shipment and, therefore, is not necessarily the person to whom the property is invoiced or for whose use it is intended. At points where a transportation officer is located, he will be shown on the bill of lading as the consignee. (See AR 55-150.)
- Consignor.* Officer or other person who issues original bill of lading.
- Constructive placement.* When, due to inability of the consignor or consignee to receive a car, the car is held by the carrier and the free time commences to run.
- Constructive possession.* This expression will be met with from time to time in connection with the shipping of property with troop movements. It means that the organizational property, accompanied by shipping tickets, is placed in the custody of the shipping transportation officer for the purpose of preparing bills of lading.
- Container car.* Flat or drop side gondola car, suitable for the transportation of containers interchangeable between railway and highway vehicle chassis.
- Demurrage charge.* An assessment against the shipper or consignee for the detention of a vessel or railway car beyond the period of free time allowed for loading or unloading.
- Density (commodity).* Weight in pounds per cubic foot.
- Depot, or freight depot.* Station where freight or passengers are received by a carrier for transportation, or are delivered by a carrier after transportation.
- Destination.* Terminus of a passenger or a shipment.
- Destination carrier.* Carrier performing the last part of the road movement.
- Diversions and reconsignment.* Synonymous terms applicable to supplies turned aside to a new consignee or another destination. (See par. 31 and AR 55-155.)



*Dunnage.* Materials used for blocking and bracing the lading.

*Embargoes.* A prohibition imposed by law on commerce or on movements of freight into restricted territory. To obviate railroad congestion at military posts, camps, and stations, the Chief of Transportation is vested with the authority as Traffic Manager for the War Department of declaring embargoes on the movements of property of the War Department when necessary. When conditions at a post or station warrant an embargo, the Chief of Transportation will be advised of the number of cars on hand and en route and the unloading capacity at the particular point in question. (See AR 55-170.)

*Emigrant movables.* This term is at times applicable to the movement of personal baggage of military personnel at Government expense. (Consult current Consolidated Freight Classification.)

*Entraining officer.* The commanding officer of the troops involved in the movement details an entraining officer for each train. The duties of an entraining officer of a train are, in general, to superintend the loading of property and personnel which will move in that train and to make a reconnaissance of the approaches at the entraining point, if such reconnaissance is not made by the commanding officer of the troops. (See AR 55-145.)

*Equipment.* Any vehicle, railway, highway, or waterway used in freight or passenger service.

*Express service.* An expedited type of freight transportation in special cars equipped to travel on passenger or express trains.

*Facilities.* Any unit or units of property, real or personal, utilized in carrier service.

*Ferry car.* See Trap car.

*Flat car.* A freight car having a floor laid over its sills and without any housing or body above.

*Foreign car.* Car not owned by the railway by which it is being handled at the time.

*Freight.* All property transported for hire, except mail, baggage, and express.

*Freight train.* A unit or a combination of units of equipment (except light locomotives), moved over tracks by self-contained motive equipment in connection with the movement of freight.

*Gateway.* A junction for interchange between two or more railroads of different regional groups.

*Gondola car.* A car with sides and ends but without a top covering, the floor or bottom being level, or approximately so, and used for freight in bulk or certain military equipment or impedimenta. Types: high side, low side, drop end, drop bottom, general purpose, and convertible.

*Great Lakes system water carriers.* Carriers operating on the Great Lakes, St. Lawrence River system, and the New York Barge Canal.

*Handling.* The receipt, delivery, interchange, or intermediate switching of freight traffic in a terminal.

- Highway carrier.* A common contract, or private carrier by highway.
- Hopper car.* A car with sloping floor which will discharge a major portion of its load by gravity through hopper doors.
- House track.* Track within a terminal area serving the station of a carrier on which and at which cars are loaded and unloaded.
- Industrial assemblage.* Switching of cars on, to, or from industry tracks, excluding classification, transfers, and interchange.
- Industry track.* Track upon which system trains receive or deliver freight to or from patrons under a contract, arrangement, or practice, where such patrons or group of patrons are served to the exclusion of the general public, such as industrial spur tracks, industrial side tracks, plant facility tracks, or industrial connecting tracks. It includes assigned sidings. The Army uses this type of track for both freight and passengers.
- Inland waterway carriers.* Carriers operating on all inland rivers and canals (exclusive of those connecting the Great Lakes).
- Interchange.* Transfer of a shipment moving on a through bill of lading over a joint route of two or more carriers from one to another of the carriers whose lines constitute all or part of such joint route.
- Interline traffic.* Traffic handled by two or more road-haul carriers.
- Intermediate carrier.* Carrier other than the originating or delivering carrier participating in the movement of interline traffic.
- Joint facilities.* Any carrier facility used jointly or in common by two or more carriers.
- Joint Military Passenger Agreement.* This is an agreement between the Chief of Transportation; Chief of the National Guard Bureau; Chief of Naval Personnel, U. S. Navy; The Quartermaster, U. S. Marine Corps; and the Commandant, U. S. Coast Guard, representing the armed forces of the United States on the one hand and the principal carriers, both rail and water, on the other. These agreements are revised yearly. The essence of the agreement provides that the carriers who subscribe thereto will extend special rates to the Government in return for an equitable share of the Government's business.
- Joint Military Passenger Equalization Agreement.* For the transportation of persons for whom the United States Government is lawfully entitled to reduced fares or charges over land-grant roads, when the movement is made under United States Government transportation requests of the issue of the War Department, Navy Department, Marine Corps, or Coast Guard, and the cost of the transportation is paid exclusively from appropriations of the four-named departments, certain lines other than land-grant roads have voluntarily entered into an agreement with the Government to extend the same rate as land-grant railroads.
- Joint traffic.* The transportation of passengers or freight in which the services of two or more carriers are employed.
- Lake lines.* Water carriers operating on the Great Lakes.

*Land-grant railroads.* During the early settlement period of the South, West, and Southwest (1830–1890), the Government induced railroad companies to extend their lines into those territories by donating grants of public land for rights-of-way subject to certain conditions among which are reduced rates thereover.

*Limited train.* A fast train which stops for passengers only at a limited number of important stations, as contrasted with a local train which stops at the smaller stations.

*Line haul.* Movement from one terminal area to another.

*Line-haul carrier.* A carrier moving a shipment between terminal areas.

*Local traffic.* Traffic handled by a single road-haul carrier.

*Main line.* A continuous section of railway over which one or more through trains are regularly operated every business day.

*Manifest freight train.* A through freight train, the cars or character of equipment handled being limited because of the speed at which the train is scheduled or regularly operated.

*Metropolitan area.* A city and all surrounding territory cities, towns, and suburbs with which it constitutes a social, economic, trade, and physiographic unit connected by a system or systems of suburban service.

*Military railways.* See AR 55–650.

*Military Transportation Section.* A voluntary organization created by the railroads of the country to assist them in providing the United States Army with transportation facilities when and where desired, and to assist the Chief of Transportation in successfully performing his duties as Traffic Manager of the War Department.

*Minimum carload weight.* The lowest weight upon which a carload rate is applicable.

*Pacific coastwise (and inland) water carriers.* Water line operators engaged in coastwise transportation along the Pacific coast between Puget Sound and Southern California and on tributary rivers and bays.

*Package.* The term “package” where used in connection with rail shipments applies equally to boxes, crates, barrels, bundles, and all other loose pieces. (AR 55–155.)

*Pick-up and delivery service.*

*Railroad.* Supplementary motor vehicle service under the contract of shipment (bill of lading) in which the railroad company dispatches motor trucks to a consignor’s place of business to pick up less-than-carload shipments and deliver them to a railroad station for forwarding via rail and/or to deliver the shipments by motor vehicle to the consignee’s place of business.

*Highway carrier.* Motor carriers provide complete pick-up and delivery service from door to door or from platform to platform on both less-than-truckload and truckload shipments.

- Proportional rate.* A specific rate to or from a basing point for combination with other proportional or local rates to form a through rate.
- Rate territory.* A geographic division of the country for rate-making purposes or for railway joint traffic bureaus or associations.
- Rebilling.* Issuing an additional waybill to extend or complete the final haul of freight.
- Reciprocal switching rate.* A rate charged one carrier by another carrier, usually lower than the rate for the same service accorded the public generally, for switching inbound or outbound carloads, and customarily absorbed by the line-haul carrier.
- Reconsignment.* See Diversion and reconsignment.
- Released rates.* A rate based on a limitation of the carrier's liability for loss or damage, and therefore less than a rate applying without such limitation. Whenever an interstate carrier publishes a rate of this kind, permission must be obtained from the ICC in the form of a released rate order. Released rates are not to be confused with rates based on *actual value*. (See Agreed valuation.)
- Road haul.* See "Line-haul."
- Road-haul carrier.* See "Line-haul carrier."
- Road-haul interchange.* Interchange between carriers, within a terminal area, of shipments which neither originated nor terminated within such area.
- Road service.* Movement of passengers or freight between terminal areas.
- Routing.* The determination, prescription, and establishment of through or joint routes, the provision of reasonable facilities, rules and regulations for operating same, and the carriers or junctions over or through which joint traffic shall flow. (See sec. VIII.)
- Schedule.* The integrated movement of one or more carrier vehicles, such as trains, tows, boats, trucks, or tractors with or without trailers.
- Services.* Any operations, methods, practices, functions, or acts performed in or incident to the transportation of passengers or freight, wholly or partly by carriers.
- Shipment.* Consignment of property transported by a carrier for hire from one consignor to one consignee.
- Southeast junctions.* Interior junctions in the southeastern States at which railroads interchange.
- Southwest junctions.* Interior junctions in the southwestern States at which railroads interchange.
- Spotting (cars).* Switching to a specified location.
- Storage.* Act of or charge for providing space and custody for property. Actually storage, as the term is used by the carriers, falls within two classes, that is, voluntary and involuntary storage. Voluntary storage is that contemplated by the shippers, consignees, and carriers at the time the contract of shipment (bill of lading) is executed, and is generally commingled with the transportation itself. Certain "storage-in-transit" privileges are pub-

lished in carriers' tariffs. Involuntary storage is the occupancy of the carriers' premises after the free time allowed by the carriers has expired, for which the carriers must receive additional compensation. *There is no such thing as an average agreement in connection with storage.* Storage rules and charges are published in tariff form, filed with the ICC and the several State regulatory commissions. The term "Storage" is generally applicable to incoming freight (less-than-carload lots) when left in the carriers' facilities beyond the period of free time.

*Switching limits.* Boundaries of defined area beyond which certain switching services, privileges, or charges do not extend.

*Tariff.* A published schedule showing the rates, fares, charges, classification, rules, regulations, and other provisions applying to transportation and incidental services.

*Team track.* Track within a terminal area upon which cars are loaded or unloaded on, to, or from trucks or wagons and drayed to or from the warehouse of the consignor or consignee.

*Terminal carrier.* See Destination carrier.

*Terminal service.* Yard or depot service at origin and destination of shipments, or in connection with passenger traffic.

*Terminating carrier.* Final road-haul carrier (carrier possessing the waybill) of traffic terminated either upon the line of such carrier or by a connection switching delivery for its account.

*Trackage rights.* Permission to use tracks operated by others for the movement of trains, but without exclusive possession.

*Train.* A unit or combination of units of railway equipment in condition for self-propelled movement over railway tracks.

*Train commander.* The train commander (commanding officer of the train) is the sole intermediary between the troops and the railroad personnel. He is responsible for the discipline and conduct of the troops aboard his train section and takes such other proper measures as will insure safety and order aboard the train. He is required to inspect the railway equipment upon the detraining of the troops and issues certificates and reports that are required by current Army Regulations. (See AR 55-145.)

*Train mess officer.* A mess officer for each train is detailed by the commanding officer thereof. He will supervise the preparation and serving of the meals.

*Train transportation officer.* A transportation officer for each train is detailed by the commanding officer thereof. His principal duties are to prepare a list of all freight cars in train (prior to departure), to count (jointly with the train conductor) the passengers as soon as practicable after departure of train and prior to accomplishment of transportation requests, to be the custodian of the transportation requests and bills of lading covering the journey, to accomplish the bills of lading when there is no established

transportation officer at destination, to make the required record of transportation requests turned over to him and such other reports that are required by Army Regulations. (See AR 55-145.)

*Transcontinent gateways.* Junctions at which western carriers interchange interterritorial traffic with eastern and southeastern carriers.

*Transwest gateways.* Junctions at which northwest and southwest railroads interchange interterritorial traffic.

*Trap car.* A car used within terminal limits for assembling or distributing less-than-carload freight to or from one or more private sidings, subject to tariff minimum weight. Also called ferry car.

*Utility railways.* Railway facilities, standard gage or otherwise, at posts, camps, construction projects, and other establishments not in the theater of operations.

*Vehicle.* Any means or instrumentality of carriers, including cars, automobiles, trucks, buses, tractor-trailer, ships, tows, and airplanes; particularly, motor vehicles.

*Water common carrier.* Carrier by water for the general public; usually a licensed carrier operating definite schedules over regular routes.

*Water contract carrier.* Carrier which procures cargo on individual contract basis rather than on the basis of published rates and fixed schedules and routes.

*Waybill.* A form used by common carriers covering and usually accompanying a shipment of freight showing the forwarding and receiving stations, the names and addresses of consignor and consignee, the car initials and number, the routing, the description and weight of the commodity, instructions for special services, the freight rate, total charges, advances for previous services, and any amount prepaid.

*Yard.* A connected, localized system of tracks on which railroad equipment is switched, serviced, or stored. Sometimes used in connection with motor vehicles.

*Yard service.* Movement, detention, or servicing of cars within a terminal area.

*Yard switching.* Switching service performed by yard locomotives in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of passengers and freight.

*Yard track.* Track, within the limits of a yard, used exclusively to effect switching service, provide storage of cars, and serve other terminal purposes. Track extending through the yard, used as part of the main track, although used incidentally for switching movements, is not classed as yard track.

## APPENDIX III

### REFERENCES

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**I. MILITARY.** The following publications should be obtained from the proper sources, on requisition, upon commencement of operations:

**a. Army Regulations.**

AR 1-5.

AR 1-10.

AR 55-5.

AR 55-25.

AR 55-75.

AR 55-105 through AR 55-175.

**b. War Department Circulars pertaining to transportation.**

**c. Index to General Orders, Bulletins, and Numbered Circulars, current edition.**

**d. Standardized Government Travel Regulations**—This publication refers to travel of civilians who are officers or employees of the Government and is published by the Bureau of the Budget.

**e. Official Mileage Tables of the War Department**—Compiled by Office, Chief of Finance.

**f. Map of Land-Grant and Bond-Aided Railroads of the United States**—Now included in Official Mileage Tables.

**g. Decisions of the Comptroller General of the United States compiled by General Accounting Office**—The majority of these decisions embrace matters which are not related to rail transportation. As a general rule, a complete file of these decisions will be found at every post, camp, and station of the Army and it will not be necessary for the post transportation officer to obtain a complete file of them for his office. He should, however, make it a practice to acquaint himself with those decisions which are pertinent to transportation.

**h. W. D. Commercial Traffic Bulletin No. 2, 15 October 1942.**

**i. W. D. Commercial Traffic Bulletin No. 3, Freight Land-Grant Equalization Agreement together with List of Agreement Carriers (Rail).**

**j. W. D. Commercial Traffic Bulletin No. 4, Standard Motor Freight Land-Grant Equalization Agreement and List of Agreement Carriers (Motor).**

**k. Joint Military Passenger Agreement, and Joint Military Passenger Equali-**

zation Agreement, current fiscal year, and current W. D. Commercial Traffic Bulletin accompanying these agreements.

1. Any other publications which in the opinion of the transportation officer are necessary for the prompt and proper performance of the duties to which he is assigned.

**2. NONMILITARY.** The following publications when required may be obtained from the proper sources on requisition:

a. The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico, and Cuba.

b. Consolidated Freight Classification and effective supplements (published by Consolidated Classification Committee, Chicago)—This publication contains rules, adopted by the carriers who are parties to the publication, which govern the preparation of freight for shipment. The rules contained therein also cover the application of the ratings and other matters pertinent to the shipment of freight. This publication, in addition, contains a list of some 16,000 items usually shipped as freight, together with the ratings (but not *rates*) assigned to them. Certain exceptions to the rules and ratings may be found in so-called "Exceptions to the—Classification" in other publications of the carriers.

c. Interstate Commerce Commission Regulations for Transportation by Rail of Explosives and Other Dangerous Articles in Freight, Express, and Baggage Services (including specifications for shipping containers).

d. Bureau of Explosives Pamphlet No. 6—Drawings and photographs illustrating methods for lading and staying carload and less-than-carload shipments of explosives and other dangerous articles (to conform with I.C.C. regulations) (published by the Bureau of Explosives, 30 Vesey St., New York).

e. Bureau of Explosives Pamphlet No. 6A—Drawings and photographs illustrating methods for loading and bracing carload and less-than-carload shipments of loaded shells (projectiles) and loaded bombs.

f. Bureau of Explosives Pamphlet No. 7—Explosives and other dangerous articles; general information relating to transportation, risks, fires, and accidents (published by the Bureau of Explosives, 30 Vesey St., New York).

g. Russell's Official National Motor Coach Guide.

h. National Motor Freight Classification.

i. Motor Carrier Directory.

j. Official Motor Freight Guide.

k. National Highway Carriers' Directory.

l. Rand McNally's Road Atlas.

m. Rules Governing the Loading of Commodities on Open Top Cars and Special Supplement Governing Loading of Mechanized and Motorized Equipment (A. A. R.).

n. Railway Express Agency, Inc., Classification.



## APPENDIX IV

### FORMS REQUIRED

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**1. REQUISITION.** Requisitions for forms should be submitted in accordance with current instructions.

**2. STANDARD FORMS.** Standard Form No. —

1028—Cover of Transportation Book (front, outside, and inside, and back, outside).

1029—Tabulation Sheet (insert).

1030—Transportation Request (original on light green paper).

1031—Transportation Request (memorandum on white paper).

1103—U. S. Gov't Bill of Lading (original).

1103A—U. S. Gov't Bill of Lading (memorandum).

1104—U. S. Gov't Bill of Lading (shipping order).

1105—U. S. Gov't Freight Waybill (original).

1106—U. S. Gov't Freight Waybill (carrier's copy).

1107—Temporary Receipt in lieu of U. S. Gov't Bill of Lading.

1108—Certificate in lieu of lost U. S. Gov't Bill of Lading (original).

1108A—Certificate in lieu of lost U. S. Gov't Bill of Lading (memorandum).

1109—U. S. Gov't Bill of Lading (original, continuation sheet).

1109A—U. S. Gov't Bill of Lading (memorandum, continuation sheet).

1110—U. S. Gov't Bill of Lading (shipping order, continuation sheet).

1111—U. S. Freight Waybill (original, continuation sheet).

1112—U. S. Freight Waybill (carrier's copy, continuation sheet).

**3. TRANSPORTATION CORPS FORMS.** a. Former Quartermaster Corps forms pertaining to rail transportation have been adopted as Transportation Corps forms without change of number.

b. **W. D., T. C. Form No.—**

197—Certificate for Transportation of Authorized Mounts.

201—Tank Car Report.

204—Express Transportation Order (Issued by O.C.T. in connection with Form 206).

205—Express Transportation Order (copy sheet of Form 204).

- 206—Application for Express Transportation Order.
- 207—Transportation Certificate for Passenger Travel.
- 208—Car Record Book (book form).
- 209—Request for Routing.
- 212—Transit Reshipping Certificate.
- 213—Record of Transit Freight Bill and Tonnage Credits.
- 215—Descriptive List of Authorized Baggage Shipped by Commercial Van Carrier (use limited).
- 217—Memorandum Concerning the Movement of Troops.
- 218—Memorandum on Packing and Shipping of Officers' and Non-commissioned Officers' Property on Change of Station.
- 219—Certificate of Personal Property Shipped.
- c. Obsolete forms. W. D., T. C. Form No. —**
  - 200—Report of Transportation Requests and Bills of Lading.
  - 203—Monthly Report of Rail Transportation.
  - 210—Report of Shipments.
  - 214—Acknowledgment of Receipt of Property Shipped.

**4. COMMERCIAL FORMS.** These may be obtained from local freight agents:

- Uniform Bill of Lading (original).
- Uniform Bill of Lading (shipping order).
- Uniform Bill of Lading (memorandum copy).

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