

PERISHABLE FREIGHT DEPARTMENT  
WESTERN PACIFIC RAILROAD COMPANY

SERVICE INSTRUCTIONS  
FOR  
PERISHABLE FREIGHT

Issued March 1, 1949

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For Instruction of Employees Only  
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Issued by

Charles K. Faye  
Manager, Perishable Freight Service  
San Francisco, California

To all Concerned:

It is the duty and desire of the Western Pacific Railroad Company, and therefore the duty of all of its employes, to render the highest quality of service. The following general and specific instructions are intended to aid in the accomplishment of the necessary object. All concerned are requested to observe the letter and intent of these instructions. Any additional instructions covering specific locations or special service, shall also be observed.

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## INSTRUCTIONS FOR ICING AND SALTING CARS

### 1. INITIAL ICING.

#### A. Chunk Ice.

Pieces of ice supplied should not exceed 50 lbs. and sufficient ice should be broken into pieces small enough to fill all vacant spaces. When salt is used, apply evenly on top of full bunker and work into ice.

#### B. Coarse Ice.

Fill bunkers to 1/4 of their capacity with 25 to 50 lb. pieces of ice, then supply 10 to 20 lb. pieces of ice to bring bunkers to 1/2 capacity, shatter top pieces of ice only to fill in crevices; then supply 50% of the salt which is to be furnished; then 10 to 20 lb. pieces of ice to bring bunkers to 3/4 capacity and supply another salting of 1/4 of the amount to be furnished; then fill bunkers to capacity with 10 to 20 lb. pieces of ice and supply the balance of the salt working it thoroughly into the ice.

#### C. Crushed Ice.

First 1500 lbs. in each bunker should be pieces 20 to 50 lbs.; balance with ice crushed or shaved into pieces not larger than a man's fist; applying 1/2 the salt when bunkers are half full, 1/4 of the salt to be furnished when bunkers are 3/4 full, and the balance of the salt on top of the full bunker. Mix the salt thoroughly with the ice after each application.

#### D. Overhead Bunker Refrigerator Cars.

Cars are to be iced with crushed or shaved ice, the pieces to be no larger than a man's fist. The ice to be shaved or crushed in the tanks with a four or five point shaver, or, blocks of ice to be extended over hatches and shaved directly to tanks, or crushed in an automatic crusher and blown or shoveled into tanks. Proper percentage of salt to be supplied progressively and wooden tamping pole used to mix ice and salt and to shove mixture into the ends and corners of tanks.

2. REICING.

A. Chunk Ice.

Before reicing, ice in bunkers must be thoroughly chopped down and leveled off. Additional pieces of ice supplied must not exceed 100 lbs. each and sufficient ice should be broken into pieces small enough to fill all vacant spaces. When salt is used, the amount called for by waybill should be applied on top and well worked into ice.

B. Coarse Ice.

Before reicing, a long handled pole or bar should be inserted in the ice and with a weaving motion the old ice settled and cavities filled, avoiding as much as possible breaking the old ice. Then ice, broken or chopped into pieces 10 to 20 lbs. should be supplied. When salt is used, if ice supplied exceeds 1000 lbs. in each bunker, salt shall be supplied in two or more applications and mixed evenly with the ice. If less than 1000 lbs. of ice is supplied to each bunker, salt shall be applied evenly on top of last ice and worked thoroughly into new ice.

C. Crushed Ice.

Before reicing, ice in bunkers must be thoroughly settled, then 1/3 of salt required will be sprinkled evenly over and tamped into old ice. Bunkers will then be filled with ice crushed or shaved into pieces not larger than a man's fist, and balance of salt sprinkled evenly over top and tamped or worked thoroughly into the ice.

D. Overhead Bunker Refrigerator Cars.

First break down the old ice and pole back into corners and ends of tanks. After ice has been pushed back, new ice is to be shaved or crushed directly into tanks as outlined in the instructions pertaining to initial icing.

E. Cars Equipped With Brine Tanks.

Employes must familiarize themselves with operation of brine retaining valves. Before

reicing, valves should be operated to permit escape of excess brine from tanks. Then ice in tanks should be thoroughly stirred and settled with tamping pole which should be forced to bottom of tank and worked back and forth with a circular motion. Do not use iron bars or iron shod tools. When salt is used it will be applied in the same manner as outlined above.

EXCEPTION: Shippers' instructions calling for different servicing will supercede above directions and should be observed instead. In no case should salt be added to salt shaker devices unless waybill specifically directs. Stenciled instructions on hatch covers reading, "Equipped with Special Salt Device - Fill Containers with Salt Before Icing," are intended for shipping point only. When reicing these cars, salt shall be mixed with ice in the usual manner.

3. GENERAL.

- A. Bunkers or tanks must be iced to capacity unless otherwise specified in service instructions, except sufficient room must be left so hatch plugs can be properly and tightly seated when icing is completed
- B. Hatches must not be kept open longer than necessary for inspection and servicing. In the case of loads moving under intensive refrigeration, only the hatches on one end of the car should be open at a time and then only during the icing and salting.
- C. In all cases of salting, salt required should be furnished by actual weight or measurement.
- D. Extreme care must be exercised when icing overhead bunker type cars that holes are not punched in the tanks and the use of two prong or single prong chopping bars is prohibited for icing this type of car. Ice to be supplied brine tank cars must not be crushed or shaved in tanks or on roofs of cars but must be prepared on the platform.
- E. After icing cars plugs should be properly and tightly seated, and hatch covers closed. Cars having integral hatch covers and plugs (plugs and covers in one piece) must be

closed by inserting seal pin in vent lever to insure plug being tightly seated.

- F. After icing of cars is completed and hatches closed, all pieces of ice, no matter how small, as well as salt or other substances, must be removed from tops of cars, running boards, and brake steps.
- G. Drains should be inspected to determine that they are open, but care must be used to avoid displacing drain caps when testing drains.

INSTRUCTIONS GOVERNING PROTECTION OF  
DELAYED PERISHABLE TRAFFIC MOVING  
UNDER "REFRIGERATION"

To prevent loss or damage to shipments of Perishable Freight, moving under "Refrigeration", that are delayed, additional protection must be given as outlined below:

1. STANDARD REFRIGERATION SERVICE:

A. Shipments of fruit, berries, vegetables, melons, etc., moving under instructions "Reice at all Regular Icing Stations" (Standard Refrigeration) which are delayed, will be reiced in accordance with the following:

- (1) Cars requiring the use of crushed or coarse ice and salt, if remaining on hand eight (8) or more hours after arrival or after previous icing at point where held and which require not less than 600 pounds of ice to fill the bunkers to capacity.
- (2) Cars requiring the use of chunk-ice, if remaining on hand twelve (12) or more hours after arrival or after previous icing at point where held and which require not less than 1000 pounds of ice to fill bunkers to capacity.

2. MODIFIED REFRIGERATION SERVICE:

A. Shipments of fruit, berries, vegetables, melons, etc., moving under instructions "Do Not Reice; Reice Once, Twice, or Three Times in Transit", which are delayed, will be reiced in accordance with the following:

- (1) Shipments moving under the above instructions billed to ice at your station, will be iced on arrival, and if delayed twenty-four (24) hours or more after arrival icing, they will again be iced before forwarding.
- (2) Shipments moving under the above instructions which are not billed to ice at your station, and delayed twenty-four (24) hours or more will be reiced before forwarding.

3. SHIPMENTS OF MEAT, PHP, EGGS, DAIRY PRODUCTS, DRESSED POULTRY, ETC. UNDER INTENSIVE REFRIGERATION:

Note 1: Intensive Refrigeration means, refrigeration service with salt supplied in amounts greater than 5%.

Note 2: Shipments in this category, billed to ice at specified stations enroute, are so billed because shipper desires the car iced at certain intervals of time based on the normal schedule between the specified icing stations.

A. Shipments of the above commodities moving under Intensive Refrigeration which are delayed, will be reiced while held once every 24 hours or reiced before departure if car will not arrive at next icing station within the time limit predicated by the normal schedule between the specified reicing points shown on the waybill.

- (1) Shipments billed to reice at Salt Lake City, Portola, etc., must again be reiced at Salt Lake City as near departure as possible if car delayed in Salt Lake City Terminal and will not arrive Portola within the time limit predicated by the schedule since the arrival icing at Salt Lake City.
- (2) Shipments billed to reice at Salt Lake City and Stockton, (omitting Portola) must be reiced at Portola if car delayed and will not arrive Stockton within the time limit, predicated by the schedule, since the arrival icing at Salt Lake City.
- (3) Shipments billed to reice at a point East of Salt Lake City, Portola, etc., (omitting Salt Lake City) must be reiced at Salt Lake City if car delayed and will not arrive Portola within the time limit, predicated by the schedule since the last reicing.
- (4) Shipments billed to reice at Portola, stop to part unload at Reno, which are set out at Portola, must be reiced at Portola prior to departure for Reno, and again reiced at Portola when car returns.

4. SHIPMENTS OF MEAT, PHP, EGGS, DAIRY PRODUCTS, DRESSED POULTRY, ETC., WESTBOUND, UNDER OTHER THAN INTENSIVE REFRIGERATION:
  - A. Shipments of the above commodities moving under refrigeration (other than intensive refrigeration) which are delayed will be given additional protection as outlined in Items 1 and 2.
5. GENERAL:
  - A. Instructions pertaining to service at regular icing stations, as outlined in the preceding paragraphs, will apply with equal force to stations other than regular icing stations if ice is available and if it can be furnished without causing additional delay to shipment.
  - B. Carlin, Nevada, is designated as an Emergency Icing Station; however, during the period April 16th to September 30th, inclusive, it is a regular icing station on Eastbound traffic only. Shipments will only be reiced at that point when delayed at Carlin, or between Salt Lake City and Carlin, or should Salt Lake City fail to supply additional service to delayed westbound shipments as outlined in Items 3 and 4.
  - C. When a car which is to be delivered on private track, arrives at destination on Saturday, Sunday, Legal Holiday, or day preceding Legal Holiday, Agent should contact consignee or his representative before placement in order to notify him of proposed placement. If unable to contact consignee or his representative, car will be held in terminal train yard and reiced in accordance with instructions as outlined in Item 1, sub-paragraphs (1) and (2).
  - D. The handling and servicing of carloads of perishable freight destined to Bay Area points, held at Stockton, will be in accordance with prevailing instructions as issued by the Superintendent of Transportation.

VENTILATION SERVICE INSTRUCTIONS  
FOR CARLOAD SHIPMENTS OF PERISHABLE FREIGHT

1. VENTILATION, DEFINITION OF:

- A. Ventilation is the manipulation of hatch covers and plugs of refrigerator cars to permit or prevent the passage of air through such openings. The term, ventilating devices or vents, will include hatch covers, hatch hoods, and hatch plugs of refrigerator cars.
- B. There are various forms of ventilation instructions; i.e., Standard Ventilation (SV), Vents Closed to Destination (VCD), Vents Open to Destination (VOD), Special Ventilation, and Combination Ventilation.

C. STANDARD VENTILATION:

"Standard Ventilation" means that vents will be closed after outside temperature falls to the degree shown below and opened after outside temperature rises above the degree shown below:

	<u>Close</u>	<u>Open</u>
(1) All perishable freight (except as shown in (2) and (3) below and paragraph E.	32	32
(2) Cocoanuts, pineapples, sweet-potatoes and yams.	40	40
(3) Avocados, tomatoes..... Cucumbers originating California and Arizona.	45	45

- D. When cars contain commodities which are top iced the vents will be kept in closed position, unless billing instructions specify otherwise.
- E. Commodities listed below will be transported only under "Special Ventilation - Keep Vents Closed":

Acetic Acid, Glacial.	Asphalt Emulsion.
Ale (except Ginger) in earthenware.	Bakery Goods as described in Consolidated Freight Classification.
Ale, Ginger.	

## 1. E. (Continued)

Beer  
 Beer Tonic, in glass  
 Beverages, except in  
 glass or earthenware  
 Beverages, other than  
 cereal, in glass or  
 earthenware.  
 Blacking, liquid.  
 Bladders, not dried.  
 Butter and butter  
 substitutes.  
 Butter spread.  
 Candles.  
 Candy.  
 Canned goods, edible.  
 Casings, not dried.  
 Catsup, in glass or  
 earthenware.  
 Catsup, not in glass  
 or earthenware.  
 Cereal Beverages,  
 in glass.  
 Cheese.  
 Chestnuts.  
 Chocolate.  
 Cider.  
 Clams, fresh.  
 Confectionery.  
 Crabs.  
 Cream.  
 Dates.  
 Dates, dry.  
 Drugs, liquid.  
 Dry ice.  
 Dye.  
 Eggs, (Note 1)  
 Eggs, dried or  
 powdered.  
 Eggs, shelled,  
 frozen.  
 Extracts, liquid.  
 Fish, fresh, frozen  
 or smoked.  
 Fish, canned.  
 Flavoring Syrups.  
 Formaldehyde.  
 Frog-legs.  
 Fruit Butter.  
 Fruit Juices.  
 Fruits, canned.  
 Fruits, crushed,  
 frozen, cold pack  
 or preserved.  
 Fruits, dried or  
 evaporated.  
 Game.  
 Grease, edible.  
 Hops.  
 Ice.  
 Ice Cream.  
 Ink, liquid (except  
 printers ink)  
 Jams and Jellies.  
 Juices, in glass or  
 earthenware.  
 Juices, not in glass  
 or earthenware.  
 Lard and Lard Substi-  
 tutes.  
 Liquid Rubber Cement  
 Liquid Synthetic Latex.  
 Liquors and Liquids,  
 in glass or earthen-  
 ware.  
 Lobsters.  
 Malt extract, in glass  
 or earthenware.  
 Mayonnaise.  
 Meats, fresh, carload.  
 Meats, fresh (except  
 carload), dried,  
 cured, salted, smoked,  
 pickled, potted,  
 cooked, or corned.  
 Meats, canned, with  
 or without vegetable  
 ingredients.  
 Meat Products, edible.  
 Medicine, liquid.  
 Milk, condensed or  
 evaporated.  
 Mince Meat.  
 Mineral Water Crystals.  
 Molasses.  
 Mucilage.  
 Mushrooms, canned.  
 Mustard, prepared.  
 Nuts or nut meats,  
 edible.  
 Oils, edible in  
 packages.  
 Oleomargarine.  
 Oysters, fresh.  
 Packing House Products.  
 Paradichlorobenzene.

## 1. E. (Continued)

Paraffin Wax.	Sodium Perborate.
Paste.	Stearine.
Pickles, in glass or jars.	Stolons.
Polish, liquid.	Stout, in glass.
Porter, in earthenware.	Syrups (except flavor- ing syrups).
Poultry, dressed (except carload).	Tallow.
Poultry, dressed, carload.	Vegetable Oil Short- ening, in semi- plastic form.
Preserves.	Vegetables, canned.
Salad Dressing.	Vegetables, frozen, cold pack, or preserved.
Sauces, table	Vinegar.
Sauerkraut.	Water.
Scallops, fresh.	Waxed Wrapping Paper.
Sea Foods.	Wine.
Shellac, dry ground.	Yeast.

Note 1: It will be optional with the shipper to select Standard Ventilation on shipments of Eggs; however, in the absence of instructions, Vents Closed to Destination will apply.

- F. Shippers may request "Standard Ventilation", or in the absence of instructions, "Standard Ventilation" will be accorded carloads of Perishable Freight (except those shown in paragraphs D and E above).
- G. Special Ventilation means vents will be adjusted at specified points or in accordance with the outside degree of temperature as authorized in the Perishable Protective Tariff No. 14 and/or supplements thereto or reissues. The following waybill notations will be found on cars moving under "Special Ventilation":
- (1) Apples or Pears; Nursery or Florists Stock or Cut Decorative Evergreens.  
  
"Keep vents closed below 32 degrees and above 45 degrees; keep vents open 32 degrees to 45 degrees."
  - (2) Nursery or Florist Stock or Cut Decorative Evergreens.

"Close vents at 40 degrees; open vents above 40 degrees".

(3) Flower Bulbs.

"Keep vents closed during day and open during night, except keep vents closed when raining or at 40 degrees or lower."

(4) Poinsettia Root Stock, Sweet Potatoes or Yams. Also Tomatoes originating west of the Mississippi River, October 1st to March 31st, inclusive.

"Close vents at 55 degrees; open vents above 55 degrees."

(5) All Perishable Freight, except as provided in paragraph E under Item 1.

"Keep one vent open each end diagonally across car."

(6) Tomatoes. Also Cucumbers originating in Arizona and California.

"Open one vent each end diagonally across car above 45 degrees; close vents at 45 degrees."

(7) All Perishable Freight.

"Keep vents closed."

(8) All Perishable Freight; except as provided in paragraph E under Item 1.

"Keep vents open."

"Keep vents closed to (station); keep vents open thereafter."

"Keep vents open to (station); keep vents closed thereafter."

H. Combination Ventilation means vents will be adjusted under Standard Ventilation for a portion of the transit period, and under Special Ventilation for the remainder of the transit period, or vice versa, as authorized in the Perishable Protective Tariff No. 14 and/or supplements thereto or reissues. The following waybill notations will be found on cars moving under

Combination Ventilation:

- (1) All Perishable Freight; except as provided in sub-paragraphs (2) below and in paragraph E under Item 1.

"Keep vents closed to (station) ; thereafter close vents at 32 degrees; open vents above 32 degrees."

"Keep vents open to (station) ; thereafter close vents at 32 degrees; open vents above 32 degrees".

"Close vents at 32 degrees and open vents above 32 degrees until arrival at (station) ; keep vents closed thereafter."

- (2) Avocados or Tomatoes. Also Cucumbers originating in Arizona and California.

"Keep vents closed to (station) ; thereafter close vents at 45 degrees; open vents above 45 degrees."

"Keep vents open to (station) ; thereafter close vents at 45 degrees; open vents above 45 degrees."

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

- (3) Citrus Fruit originating in California.

"Close vents at 20 degrees, open above 20 degrees to (station) ; close vents at 32 degrees, open above 32 degrees thereafter."

- I. Shipments of Perishable Freight (except as shown in paragraph E above), moving under Carriers' Protective Service (CPS) or Modified Carriers' Protective Service will be accorded Standard Ventilation Service. Shippers may request that vents be kept closed to destination regardless of weather on CPS shipments.

2. OPERATION OF VENTILATING DEVICES:

- A. On cars having hinged hatch covers and hinged hatch plugs, vents will be opened by throwing hatch cover and hatch plug back flat on car; hatch cover must be raised permitting its engagement with hatch plug, after which they should be placed at the angle necessary to connect with strap or sealing hook provided for that purpose. To close this type of ventilating device, hatch cover and hatch plug must be thrown back flat on car to insure complete disengagement. Hatch plug must then separately be thrown forward and seated in hatchway, after which hatch cover must be thrown forward.
- B. On cars having hinged hatch plugs fastened permanently to hatch covers which do not permit disengagement, the opening or closing process is made by one operation. However, when ventilating devices of this type are closed they must be pinned closed with the pin provided, to insure that vents exclude the outside air.
- C. On cars having chained hatch plugs, not hinged to hatchway, vents will be opened by lowering hatch plug to bottom of bunker and hatch covers raised to angle necessary to connect with strap or sealing hook provided for that purpose. To close this type of ventilating device, the chained plug must be seated in the hatch opening and the hatch cover thrown forward.

3. GENERAL:

- A. When waybill instructions call for inauguration of ventilation service or a change in class of ventilation service at an interchange point, such changes will be made by the inbound carrier prior to delivery to the outbound carrier.
- B. After unloading on team track has commenced, or when consignee has applied private lock or seal to either or both doors of car after arrival at destination, vents will be manipulated by carrier only on special written instructions from consignee. Carriers will not manipulate vents after placement of cars on private track.

- C. It will be considered an exercise of good judgment for employe having reliable advance information that car, before departure his station and prior to arrival at a point where vents can be manipulated, will encounter temperatures below the degree specified for closing vents, to close them, but under no circumstances is it permissible to open the vents when the temperature is below the degree specified for closing them.
- D. A record of temperatures and position of all vents must be taken at point of origin, at junction points, at regular assigned inspection points and at destination, also when vents are adjusted at other points enroute.
- E. Commodities listed under Item 1, paragraph E, not moving under refrigeration must have the vents sealed closed at point of origin after loading of car is completed.
- F. Western Pacific Form 1344 is to be attached by Agent at billing point, to waybills covering cars moving under any type of ventilation instructions and also to cars moving under Carriers' Protective Service or Modified Carriers' Protective Service. Conductors or other employes delegated to perform such duty must ascertain and record position of all vents on Form 1344, when first taking cars and while cars are under his jurisdiction and this record must be kept accurately while car is on WP rails.

INSTRUCTIONS GOVERNING CARLOAD SHIPMENTS OF  
PERISHABLE FREIGHT MOVING UNDER  
PROTECTIVE SERVICE AGAINST COLD

1. SHIPPERS PROTECTIVE SERVICE:

- A. Shippers' Protective Service (SPS) means that shipper will protect against frost, freezing or artificial overheating. Shipment must be tendered to Carrier with heater or heaters furnished, installed and initially fueled at origin by the Shipper. This service is applicable only on liquors, liquids, or semi-liquids in wood, glass, earthenware, or tin, including ale, beer, grape juice, mineral water, preserves, jams, catsup, cider, vinegar, tablesaucé, syrup, canned goods, mucilage, and ink.
- B. Carriers will light or extinguish heaters in accordance with waybill instructions at first regular terminal or inspection point after the temperature reaches the degree specified.
- C. Vents will be kept closed from origin to destination and in the absence of instructions no heater service will be accorded shipment.
- D. A charge of .67¢ per car will be advanced against the shipment each time heaters are lighted and should refueling be necessary, charkets will be furnished by carrier at .07¢ per pound with a minimum charge of .67¢ per car.
- E. When heater is lighted at your station make the following notation on the waybill, "Heater lighted (station), (time), (date), (temp.)".
- F. Shippers' Protective Service is handled by the Pacific Fruit Express Company for the Western Pacific Railroad at Carlin and at Roper when cars are interchanged from the Union Pacific. Cars interchanged from the DRG will be handled by the ART Company at Roper.

2. SHIPPERS' SPECIFIED SERVICE.

- A. Shippers' Specified Service does not apply on Western Pacific rails with the exception

of shipments of bananas and/or coconuts. Should waybill covering shipment other than bananas or coconuts carry notation "Shippers' Specified Service", plus heater lighting and extinguishing instructions, these instructions apply to Eastern Carriers only and shipment will be handled "Vents Closed to Destination" while on Western Pacific rails. However, Voluntary Heater Service, in accordance with the instructions herein, may be furnished shipment.

### 3. CARRIERS' PROTECTIVE SERVICE:

- A. Carriers' Protective Service (CPS) means that carriers will protect shipment against frost, freezing, or artificial overheating, furnishing, if necessary, heater service and/or ventilation service.
- B. Shipments under Carriers' Protective Service will be accorded heater service in the heater territory and this service will be handled by the Pacific Fruit Express Company. Shipments billed "Carriers' Protective Service" containing commodities not listed in Item 1, paragraph E, page 8, will be accorded Standard Ventilation unless waybill directs otherwise.
- C. Shipments of Apples and/or Pears, when billed: --

"Special Ventilation, Keep Vents Closed - Substitute Carriers' Protective Service within the Heater Territory at first terminal train yard where heaters are available when the outside temperature at such point is ten degrees above zero or lower", --

the ventilators will be kept closed from origin to destination both in and beyond the heater territory and before and after change to Carriers' Protective Service has been effected unless specific instructions are received to the contrary.

Shipments of Apples and/or Pears, when billed: --

"Standard Ventilation - Substitute Carriers' Protective Service within the Heater Territory at first terminal train

yard where heaters are available when the outside temperature at such point is ten degrees above zero or lower",--

will be accorded Standard Ventilation Service from origin to destination.

Note: These instructions are covered by Rule 515, paragraph C, of Perishable Protective Tariff No. 15, effective April 1, 1949.

**MODIFIED CARRIERS' PROTECTIVE SERVICE:**

- A. Modified Carriers' Protective Service means furnishing, by carriers, protection against frost, freezing, or artificial overheating of shipments after service has been changed in transit from refrigeration or ventilation.
- B. When a shipment is changed from refrigeration or ventilation to Modified Carriers' Protective Service, Ventilation instructions should be included; however, in the absence of instructions, shipments will be accorded Standard Ventilation Service except commodities listed in Item 1, paragraph E, page 8.

5. VOLUNTARY HEATER SERVICE:

A. On shipments of perishable freight, originating outside of the heater territory, transported in refrigerator cars, Carriers will, unless otherwise instructed, supply in transit, without charge, such heater service as in their judgment may be necessary to protect the commodity from freezing damage.

B. Not applicable as follows:

- (1) On shipments transported with ice in bunkers and/or in body of car.
- (2) On shipments loaded in refrigerator car not equipped with ventilating devices, or of such constructions as not to permit installation of heaters in bunkers.
- (3) On bananas and cocoanuts in straight or mixed carloads, nor on pineapples in straight carloads.
- (4) On shipments moving under instructions "Vents open to destination".

C. On Western Pacific rails Voluntary Heater Service will be furnished from Carlin to Salt Lake City and the Pacific Fruit Express Company will furnish, install or remove, and service heaters.

D. The following commodities are subject to Voluntary Heater Service:

Apples	Melons
Beer	Onions
Canned Goods	Pears
Citrus Fruits	Potatoes (White &
Drugs (Liquid)	Sweet)
Fruit Juices	Salad Dressing
Mayonnaise (In straight	Wine
carloads or	
when mixed with	
table sauces,	
relishes and	
sandwich spread)	

Exception: Service not applicable to potatoes, other than sweet potatoes or yams, in heater territory.

## 6. GENERAL

## A. Heater lighting and extinguishing instructions:

COMMODITY	Light heater or heaters when outside temperature declines to the following degree.		Extinguish heater or heaters when outside temperature rises above the following degree. See Note.	
	1st Heater	2nd Heater	1st Heater	2nd Heater
Mayonnaise and Salad Dressing	32A	20A	32A	20A
Battery Separators	25A	5A	25A	10A
Butter Spread	25A	5A	25A	10A
Sweet Potatoes, Cocoanuts, Liquids, Semi-liquids, except Beer & Cereal Beverages	25A	5A	25A	10A
Potatoes (not sweet)	20A	5B	20A	5B
Mixed shipments Potatoes & Onions	20A	5B	20A	5B
Limes	20A	5B	20A	5B
Tomatoes, Beer and Cereal Beverages	20A	5A	20A	10A
All Perishable Freight not specifically named	15A	5B	15A	5B
Apples, Avocados, Cranberries, Onions, Pears.	10A	5B	10A	5B
Citrus Fruit				
Canned Goods	5A	5B	5A	5B
Celery	10B		10B	

Note: 2nd Heater may be extinguished before temperature rises to specified degree if indications are that temperature will rise above that degree before next inspection.

B. Heaters will not be installed in carload shipments of fresh meat, packing house products, dressed poultry or garlic; eggs loaded in cars prepared by shipper with straw and/or paper; cauliflower, lettuce and peas originating in heater territory, nor in shipments loaded in refrigerator

cars when bulkhead openings have been covered with paper or other materials, nor in shipments of inflammable commodities.

- C. When inspecting heaters which have been burning or when lighting or extinguishing heaters, not less than two employes must work together.
- D. All drain pipes will be open on cars moving under or subject to heater service.
- E. All concerned must understand that heaters while burning, must be given the same care and attention as any other light or fire on railroad premises.
- F. Supervising Icing Agent at Portola will wire the Plant Manager of the PFE Company and the General Foreman of the Western Pacific at Carlin, and Chief Dispatcher at Elko, Car Numbers, Commodities, and trains in which moving, of shipments billed Carriers' Protective Service and/or shipments subject to Voluntary Heater Service. Plant Manager of the PFE Company or the General Foreman of the Western Pacific will notify Chief Dispatcher, Elko, if temperatures are such that it is necessary for train to stop at Carlin for Heater Service, in order that Chief Dispatcher can notify train crew at Beowawe or west that a stop at Carlin is required.

INSTRUCTIONS GOVERNING REMOVAL OF SHIPPERS HEATERS

1. Shippers' heaters are furnished by shipper in cars moving under Shippers' Protective Service (SPS) only. Unless directed otherwise, Shippers' heaters should be removed at destination by the consignee and tendered, with shipping instructions, at Freight Depot of delivering carrier. When heaters are returned via the reverse routing, 1/2 of the 4th class rate will apply.
2. DO NOT REMOVE Shippers' heaters from cars except as provided below:
  - A. Upon specific instructions from Shipper.
  - B. When incidental to a change in service when authorized by the Perishable Protective Tariff.
  - C. When consignee has failed to remove heater at destination.
3. Shippers' heaters, when removed by carrier, as outlined above, must be returned to the owner via the reverse routing at 1/2 the 4th class rate and advance charge of One Dollar and Thirty-two Cents (\$1.32) per heater will be assessed.
4. In preparing Uniform Straight Bill of Lading, Form C-93, for return of Shippers' heater; under "Description of Article", the owner and heater number, plus reference to car number, waybill, and date of shipment with which heater was used, must be shown. Also, show the weight of heater or heaters and in the column headed "Class or Rate" show therein - 1/2 the 4th class rate. In the lower right hand corner marked "Charges Advanced" (if heater is removed by carrier) insert the total amount for the number of heaters shown on the Bill of Lading, arrived at by multiplying the total number of heaters by \$1.32.
5. A record is to be maintained in all cases where heaters are removed by carrier, of the date, heater number, ownership of heater, and the car initial and number from which heater is removed. If it is necessary to break a seal on a car, a record of the seal number broken and of the WP seal applied must be made. This information is

to be shown on the waybill covering the car from which heater is removed, indicating the seal number broken and the seal number applied, and notation made "Seal broken to remove heater", stating heater number and initial.

6. Do not allow Shippers' heaters removed at your station to accumulate, but return them to owner as soon as practicable.

INSTRUCTIONS GOVERNING REMOVAL OF CARRIERS HEATERS

1. Carriers' heaters are furnished by Carriers and/or their Agents and will be found in carloads of Perishable Freight moving in refrigerator cars under one of the following types of protective service against cold:
  - A. Carriers' Protective Service.
  - B. Modified Carriers' Protective Service.
  - C. Voluntary Heater Service.
  - D. Shippers Specified Service.
2. Unless waybill or specific instructions direct otherwise, all railroad owned or private line, railroad controlled (such as PFE, WFE, ART, etc.) heaters in westbound shipments must be removed from cars at Portola and/or Bieber, and when practicable returned to owner via reverse routing, free returning; otherwise, return to owner via most direct route, free returning.
3. Preparation of Bill of Lading for the return of Carriers' heaters or private line Railroad controlled heaters, such as (PFE, WFE, ART, etc.) will be handled in the same manner as for return of Shippers' heaters except that in the column "Glass or Rate" you should show "Free returning" and no charges are to be advanced for heater removal.
4. A record is to be maintained in all cases where a heater or heaters is removed by carrier of the date, heater number, ownership of the heater, the car initial, and number from which heater is removed.
5. Below is a list of stations to which various ownership heaters should be returned. If a heater is removed at your station for which you have no returning instructions, write to - -

Manager of Perishable Freight Service  
Western Pacific Railroad  
526 Mission Street  
San Francisco, California

<u>OWNER</u>	<u>CONSIGNEE</u>	<u>DESTINATION</u>
Amer. Refrig. Transit Co.	Agt. MP	Kansas City
Alton RR Co.	Agt. C&A	Kansas City
AT&SF Ry. Co.	Agt. AT&SF	El Paso
Becker Brewing and Malting Co.	Agt. (BEM)	Evanston, Wyo.
Blatz Brewing Co.	Blatz Brew.	Milwaukee
Burlington Ry. Co.	Agt. GN Ry.	Klam. Falls
Burlington Refrig. Express	Agt. GN Ry..	Klam. Falls
Canadian National Ry. Co.	Agt. CN Ry.	New Westminster, B. C.
Canadian Pacific Ry. Co.	Agt. CP Ry.	Toronto
CB&Q R. R.	AGT. GN	Klam. Falls
C.G.W. Ry. Co.	Agt. CGW Ry.	Kansas City
Chgo. & Eastern Ill. Ry. Co.	Agt. C&EI Ry.	Chicago
CM&STP Ry. Co.	Agt. CMSTP	Kansas City
C.N.W. Ry. Co.	Agt. CNW Ry.	Omaha
Colorado and Southern Ry. Co.	Agt. GN	Klamath Falls
C.P.T.	Agt. CPT Ry.	Chicago
C.R.I. & P. Ry. Co.	Agt. CRI&P	Tucumcari
C.St.P.M.O. Ry.Co.	Agt. CSTPMO	Omaha
D.L. & W. R.R. Co.	Agt. DL&W	Holley
Duffey-Mott Co.	Agt. E.C.Co.	Holley, N. Y.
Eastman Car Co.	Agt. E.C.Co.	No. Maine Jct., Maine
Erie Railway Co.	Agt. Erie Ry.	Chicago
Fruit Growers Express Co.	Agt. GN	Klamath Falls
Genesee Brew. Co.	Genesee Brew.	Rochester
Gold Dust Corp.	Gold Dust	Indpls., Ind.
Gulf Mobile & Ohio Hamm, C.O. Hamm Brewing	Hecker Prod.	East St. Louis
Hecker Prod. Co.	Agt. Omaha	St. Paul
Illinois Central Ry.Co.	Agt. I.T.Co.	Indpls., Ind.
Illinois Traction Co.	Agt. I.T.Co.	St. Louis
Kansas City Southern Ry. Co.	Agt. KCSO Ry.	Peoria
Kingsbury Breweries	Agt. KCSO Ry.	Kansas City
Lehigh Valley R.R.Co.	Agt. LV R.R.	Sheboygan, Wis.
Merchants Despatch Transit Co.	Agt. LV R.R.	Buffalo
M.K. & T. R.R. Co.	Agt. B 4	St. Louis
Miller Brew. Co.	Agt. MK&T	Kansas City
Missouri Pacific R.R.Co.	Miller Brew.	Milwaukee
M & St. L. R.R.Co.	Agt. MP R.R.	Kansas City
M.St.P. & S.S.W. R.R.Co.	Agt. M&StL	Minneapolis
Nor. Pac. Ry.	Agt. MSTP&SSW	Minneapolis
	Agt. NP Ry.	Portland

<u>OWNER</u>	<u>CONSIGNEE</u>	<u>DESTINATION</u>
Nickel Plate Rd.	Agt. NKP Rd.	Chicago
Pabst Brew. Co.	Pabst Brew.	Milwaukee
Pacific Fruit Express Co.		
Schlitz, Jos. Brew. Co.	Dist. Agt.	Pocatello, Ida.
St. L. & SF Ry. Co.	Schlitz	Milwaukee
St. L. & S. W. Ry. Co.	Agt. StL&SF	Kansas City
Union Pacific R. R. Co.	Agt. STL&SW	Corsicana
Wabash Railway Co.	Agt. UP	Los Angeles
Western Fruit Express Co.	Agt. Omaha	Kansas City
Wisconsin Distributing	Agt. GN	Klamath Falls Appleton, Wis.

INSTRUCTIONS GOVERNING HANDLING  
SHIPMENTS OF FROZEN FOOD

1. CARS - SELECTION - ORDERS:

- A. Shippers, when placing orders for cars with Agents, should specify the frozen food commodity to be loaded. The same information should be transmitted by Agents to P.F.E. or Railroad car distributor.
- B. Only clean and suitable refrigerator cars equipped with side wall racks or flues should be used, selection to be confined preferentially to heavily insulated cars.

2. PRE-COOLING:

- A. Shippers should place orders for cars sufficiently in advance to permit adequate precooling of the car in the interim between time order is placed and anticipated loading.
- B. It is recommended that cars be precooled by initial icing with coarse ice and 30% salt at least 12 to 36 hours before loading is commenced.
- C. If loading does not commence within 72 hours from time of initial icing car should not be used.

Exception: Does not apply to cars used in shuttle service between two local points, however, if removed from that service and used for a long haul shipment of frozen food, old ice must be removed and a new initial icing and salting job performed.

3. GENERAL:

- A. All preiced empties prepared for quick frozen food loading will be placarded with P.F.E. Form 49-25, "Frozen Foods", one card on each side of the car near the car door. These placards will be affixed to cars by the Ice Company who performs the initial icing. Portola is designated as an inspection station to determine that placards

are in place and to replace any that have been lost.

- B. Frozen Food shipments are extremely valuable and therefore especially careful attention must be given by all concerned in handling diversion, set-out reports, and passing advices, to insure expeditious handling through terminals and in transit.
- C. Agents or other employes must not select cars for Frozen Food loading, but will, without exception, permit PFE car distributors to designate suitable equipment.
- D. Following, for your information, is a list of heavily insulated cars which are suitable for frozen foods loading:

<u>Ownership</u>	<u>Series</u>
PFE	2001 to 8000 46703 to 48702 65921 to 68550 200001 to 200125 200301 to 200537 296522
AMRX	1000 to 1011 1100 to 1112
ART	36000 to 36018 36021 to 36024
BRE	300 to 329
FOBX	600 to 609 750 to 773 775 to 799
FGE	800 to 826 828 to 899 39000 to 39999
GARX	7999 8020 to 8069 8100 to 8107 8150 to 8169
MDT	730 to 734 9000 to 9974 10000 to 10499
NP	91000 to 91249

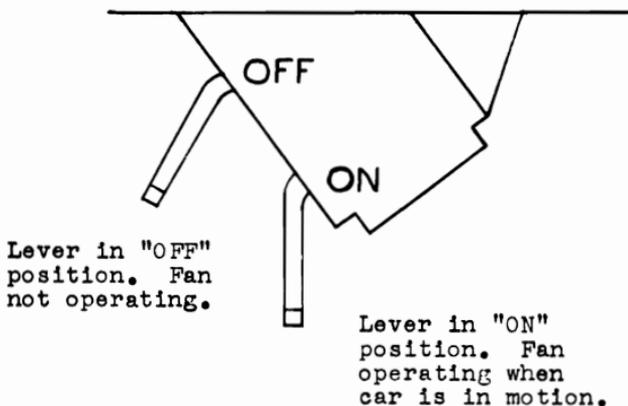
Ownership

Series

NRC	700 to 899	18500 to 18749
NHIX	900 to 999	
NWX	51015 to 51049	70160 to 70171
		70173 to 70189
NADX	6250 to 6458	6460 to 6484
		6486 to 6499
SFRD	3500 to 3849	5000 to 5244
URT	1000 to 1039	34000 to 35099
		35500 to 35649
		37000 to 37449
		89000 to 89999
WFE	400 to 500	68000 to 68399

INSTRUCTIONS GOVERNING HANDLING OF FAN EQUIPPED CARS

1. Many refrigerator cars of most carlines are equipped with air circulating fans. Operation of fans (ON or OFF position) is controlled by levers located on outside and at diagonal corners of car. (One on each side of car.)



2. MANIPULATION OF FAN DEVICES AND APPLICATION OF SEALS ON LOADED CARS:

- A. To operate fans put lever in "On" position. When fans are not to be operated put lever in "Off" position.
- B. Seal should be passed through the hole in plate opposite the lever position at "On" or "Off", passed around the lever and sealed so that the position of the lever cannot be changed without breaking the seal.
- C. Provided Shipper does not request otherwise, or in the absence of instructions, when cars equipped with fans are loaded with Perishable Freight moving under refrigeration, ventilation or protective service against cold, fans will be sealed in "On" position.

Exception: On shipments of vegetables with ice on top of load fans will be sealed in "Off" position unless Shipper requests otherwise.

- D. If Shipper requests fans not be operated, also when fans are not to be operated on shipment of vegetables with ice on top of load, Agents should make following notation on waybill:

"Keep fans in OFF position".

- E. At point of origin, carriers' agents will adjust and seal fans in proper position and record should be made of position of fans and seals applied.

3. MANIPULATION OF FANS ON EMPTY CARS:

- A. When car is empty put levers in "Off" position, except when an empty car is initially iced for Frozen Foods, then place fans in "On" position.

- 4. Portola is designated as an inspection point on Fan Cars, in transit, under load, to assure that fans are properly manipulated at origin and a record will be kept of the position of fans in and out of Portola.

5. Following is a list of all fan cars in service which will be helpful in identifying cars equipped with fans:

P. F. E. C A R S

2001 to	8000 Incl.	200031 &	200047
44739 &	45698	200048 &	200059
46703 to	48702 Incl.	200067 &	200069
63501 to	68534 Incl.	200080 &	200081
76005 to	76504 Incl.	200087 &	200088
97409 to	97413 Incl.	200097	
100401 to	100500 Incl.	200301 to	200375 Incl.
200004 &	200010	200379 to	200587 Incl.
200017 &	200020		

O T H E R O W N E R S H I P S

AMRX	1100 to	1112 Incl.	NP	91000 to	91249 Incl.
				92000 to	92950 Incl.
ART	26000 to	26299 Incl.			
	26900 to	28899 Incl.	NRC	18000 to	18499 Incl.
	35000 to	35049 Incl.			
	36000 to	36024 Incl.	SFRD	3500 to	3849 Incl.
BREX	74400 to	74698 Incl.		4200 to	4750 Incl.
FGE	825			5045 to	5069 Incl.
	38500 to	38999 Incl.		7029 to	7360 Incl.
	40000			7529 to	7888 Incl.
	56250 to	56299 Incl.		7900 to	8069 Incl.
	57675 to	57699 Incl.		8100 to	10869 Incl.
	59575 to	59599 Incl.		13000	
				14280 to	15399 Incl.
IC	50284 to	50499 Incl.		37365 to	37389 Incl.
	51000				
MDT	2001 to	2002 Incl.	WFEX	66400 to	66999 Incl.
	6429 &	6436		68000 to	70999 Incl.
	9000 to	9999 Incl.			
NHIX	900 to	999 Incl.			

DIVERSION INSTRUCTIONS  
FOR CARLOAD SHIPMENTS OF PERISHABLE FREIGHT

The Pacific Fruit Express Company will, for the account of The Western Pacific Railroad Company, Tidewater Southern Railway Company, and the Sacramento Northern Railway, handle all requests for diversions on east and westbound carload shipments of perishable freight loaded in refrigerator cars, when on, originating on, or routed via these lines, and such requests should be referred by telegraph direct to authorized representatives of the Pacific Fruit Express Company. Agents will be governed by and act promptly on all instructions received from authorized representatives of the Pacific Fruit Express Company relative to diversions and will furnish them with information that will be required in connection therewith.

Representatives of the Pacific Fruit Express Company in Illinois, Utah, and California, who are authorized to handle and/or direct diversions are:

A. E. Klaproth	Asst. Gen. Mgr.	Chicago, Ill.
B. C. Ward	Superintendent	Ogden, Utah
R. A. Kane	Dist. Agt.	Salt Lake City
W. E. Becker	Superintendent	Los Angeles, Cal.
C. R. Gardipee	Superintendent	Sacramento, Cal.
F. E. Dosch	Dist. Agt.	Stockton, Cal.
R. W. Nolan	Dist. Agt.	Fresno, Cal.
J. S. Giles	Agent	Roseville, Cal.
R. W. Cryder	Agent	Salinas, Cal.
S. Schaffer	Dist. Agt.	San Francisco, Cal.
E. J. McCutchen	Dist. Agt.	Guadalupe, Cal.

For your ready reference, hours of local P. F. E. diversion offices are as follows:

San Francisco:

Monday - Friday.....8:30 AM to 5:30 PM  
Saturdays.....8:30 AM to 4:50 PM  
Sundays & Holidays.....CLOSED

Sacramento:

Monday - Friday.....8:00 AM to 5:30 PM  
Saturdays.....8:00 AM to 12:30 PM  
Sundays & Holidays.....CLOSED

Stockton:

Week Days.....8:00 AM to 5:00 PM  
Sundays & Holidays.....CLOSED

Fresno:

Week Days.....8:00 AM to 5:00 PM  
Sundays & Holidays.....CLOSED

When diversions are received from patrons direct by railroad agents, they should be promptly placed with representatives of the Pacific Fruit Express Company having jurisdiction over the territory in which the agency is located.

Following is description of the territory under the jurisdiction of Messrs. Gardipee, Dosch, and Schaffer, which should be observed by agents when transmitting diversion instructions to the Pacific Fruit Express Company.

West of Salt Lake City, Utah, but not including Kingdon, California, C. R. Gardipee, Superintendent, Pacific Fruit Express Company, Sacramento, California.

Midway (Alameda County) to and including Kingdon, California, F. E. Dosch, District Agent, Pacific Fruit Express Company, Stockton, California.

San Francisco and vicinity, to, but not including Midway (Alameda County), S. Schaffer, District Agent, P.F.E. Company, San Francisco, California.

To guard against failures and permit check being made by regular forces, the following suggestions are made:

During regular established hours of Pacific Fruit Express Company as shown herein, agents will handle all diversions in line with these suggestions.

After regular hours, diversions will be forwarded to the P.F.E. Company, Roseville, California, via Western Union Wire with copy via railroad wire to P.F.E. Company's office through which diversions are normally handled.

If it should become necessary to transfer on our lines carload shipments of perishable freight loaded in refrigerator car, a report of such transfer, giving number of original car and number of car into which freight is transferred should be promptly sent by telegraph to Messrs. Gardipee, Dosch, or Schaffer, according to territorial jurisdiction as outlined herein, copy to Mr. T. B. Barry, F.C.A., Western Pacific Railroad.

## ABBREVIATIONS FOR PROTECTIVE SERVICE INSTRUCTIONS

The following list of abbreviations for the Protective Service Instructions found on waybills covering carload shipments of Perishable Freight, are presented in order to establish a uniform method of reporting waybill instructions on the various report forms.

These abbreviations are not all inclusive but do cover those most commonly encountered. Waybill instructions not covered herein, will be abbreviated by using the first letter of the principal words, or if necessary to avoid duplication, the first two or more letters of the principal words in the data to be abbreviated.

Emploees checking waybills for Protective Service Instructions and those preparing the reports covering perishable shipments must be especially careful to see that the service supplied to the shipment conforms exactly with the waybill instructions.

<u>Waybill Instructions</u>	<u>Abbreviations</u>
<u>Refrigeration</u>	
Reice to capacity at all regular icing stations (Standard Refrigeration)	SR
Reice to capacity at all regular icing stations with (chunk, coarse, or crushed) ice and _____% salt.	SR _____%
Coarse Ice	CORI
Crushed Ice	CI
(Note: When waybill specifies ice to be coarse or crushed it must be shown on report. Example: SR CORI 10%)	
Initial Ice	II
Initial Iced Empty	IIE
Initial Iced Empty Ordered	IIEO
Retouch Ice	RT

Waybill InstructionsAbbreviationsRefrigeration (Continued)

Do Not Reice	DNR
Do Not Reice Unless Delayed	DNRUD
Reice	RO
Reice (specified amount)	RO (1 ton)
Reice ( <u>station</u> ) _____% salt	RO ( <u>station</u> ) _____%
Top or Body Ice	BI
Do Not Ice	DNI
Oftener If Delayed	OID
Old Ice in Bunkers	OIB

Ventilation

Close Vents at 32 degrees; open vents above 32 degrees (Standard Ventilation)	SV
(If temperature cther than 32 such as 40° or 45°)	SV 40 SV 45
Keep Vents Closed or Vents Closed to Destination	VCD
Keep Vents Open or Vents Open to Destination	VOD
Keep One Vent Open Each End Diagonally Across Car	1VOEE
Open One Vent Each End Diagonally Across Car Above 45 degrees; Close Vents at 45 degrees	1VOEE 45°
Keep Vents Open to ( <u>station</u> ), Standard Ventilation beyond	VO ( <u>station</u> ) SV
Keep Vents Closed to ( <u>station</u> ), Standard Ventilation beyond	VC ( <u>station</u> ) SV
Close Vents at 20 degrees, open above 20 degrees to ( <u>station</u> ), Standard Ventilation beyond	V20°( <u>station</u> )SV

Waybill Instructions

Abbreviations

Heater Service

Carriers' Protective Service	CPS
Modified Carriers' Protective Service	MOD CPS
Shippers' Protective Service	SPS
Shippers' Specified Service	SHSS
Keep Vents Closed (or Standard Ventilation) Place under Carriers' Protective Service at first terminal where heaters are available when outside temperature at such terminal is ten degrees above zero or lower. (Rule 515, Paragraph C)	VC CPS 10° or SV CPS 10°
No Instructions	NI