

EQUIPMENT

BULLETINS

MONON RAILROAD
Lafayette, Indiana
May 15, 1964

EQUIPMENT BULLETIN # 1 FOR WEEK - MAY 16 to 22 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Send all Canadian boxcars home Order 90 unless Dick Wien orders otherwise on his daily messages. Send other foreign class C & D home IMMEDIATELY, advise foreign class A & B for disposition.

Protect system series 9506 thru 9545 inclusive back to Monticello when empty for RCA cabinet loading to Bloomington. Advise system class A, B, & C boxcars for disposition, system class D box to Shops.

Advise both system and foreign 50' boxcars for disposition, heavy loading of 50 footers at both Bloomington and Lowell now.

CONDOLAS: Advise all foreign gons, except 65' gons, for disposition.

Send all foreign 65' gons, and system 3800 series 65' gons direct to EJE at Dyer for steel loading.

Stations on North End send system gons okay crushed stone, scrap and coke loading to Monon, rough gons to McDoel. System gons on South End to McDoel.

HOPPERS: Send all foreign hoppers home, either direct to owner or in reverse of service route.

All system 50 and 70 ton hoppers off the North End go to Lafayette Shops, system 50 and 70 ton hoppers off the South End to McDoel. 5000 series selects to Monon or as requested by Roadway Dept.

COVERED HOPPERS: All cement covered hoppers return to origin via reverse route, and move them on a NON REVENUE, FOLDING TYPE WAYBILL. It is the Agent's job to make these bills, NOT the Conductors.

We lease 42 covered hoppers from North American Car Corp., NAX 30600, 30601, and 30610 thru 30649. We are now in the process of changing the reporting mark to read "MON" instead of "NAFC", the numbers will stay the same. Most of these 42 cars are in Michigan City and service moving via Linedale PRR or to Indpls direct. McDoel, Shops and Salt Jet will change these reporting marks, when cars return empty they go to the nearest of the 3 places, and PLEASE advise RLB, it is very important we know when these cars are changed.

PLATCARS: Advise all foreign flatcars for disposition.

System flatcars with rough decks go to McDoel, report good deck system flatcars for disposition.

SPECIAL NOTICE:

Agent's, Carmen, and Local Conductors are being mailed a new assignment sheet on our special equipment. Anyone else that would like one just ask Dick Wien for a copy.

J. B. Green, Gen. Supt.

VIN MPA RLB PLO WBS GCL

MONON RAILROAD
Lafayette, Indiana
May 21, 1964

EQUIPMENT BULLETIN # 2 FOR WEEK - MAY 30 to JUNE 5 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Send all Canadian boxcars home Order 90 unless Dick Wien orders to a specific point in his daily messages. Advise foreign class A & B for disposition, send foreign class C & D home immediately.

MON 9506 thru 9545 inclusive are to be used ONLY for Monticello to Bloomington cabinet, protect them. Advise system class A, B, & C for disposition, system class C to Shops.

Advise foreign fifty foot cars for disposition, system 1700 series fifty foot boxcars go to Lowell. Send system 1600 series fifty foot boxcars to R. L. Justice, Shops.

Watch your boxcars closely. Some stations are starting to hold boxcars for a week or more for loading. You Agents know better than this, so let's get on the ball and clean this up, before further action has to be taken.

GONDOLAS: Send all foreign and system 3800 series gondolas direct to the EJE at Dyer for steel loading.

Frank Scott has fixed up MON 3564, 3579 and 3580 for service between Alcoa Lafayette and East Chicago. There will be 3 more of these 3500's put in this service, which should run thru the summer. The additional numbers will be listed so let's watch them closely. We got a good thing going here, Alcoa loads the cars here, ships them to East Chicago, and they are loaded right back to Alcoa, so we got them coming and going, let's keep it as long as it lasts.

Stations on North End send system 40' gons okay crushed stone, scrap and coke to Monon, rough gons to McDoel. System gons, 40', and 3500 series, except those in Alcoa service, on South End go to McDoel.

HOPPERS: Send all foreign hoppers home, either direct to owner or in reverse of service route.

All system 70 ton hoppers to Monon for crushed stone loading, 50 ton hoppers off North End to Shops, off South End to McDoel.

COVERED HOPPERS: We're out of cement hoppers, 'nuff sed. Whatever you do, don't spot one empty and gaze fondly at it for a couple of days after it's empty, make out a NON REVENUE, FOLDING TYPE WAYBILL, and get it back to origin with the least possible delay, tomorrow we'll still be out, but we'll have another load out of it.

Our NAHX 30600 series leased cars are to have their reporting marks changed to "MON". Frank Scott at McDoel and Al Crites at Belt Jet are doing the work, Agents and Local Conductors handling any of these cars EMPTY head them to one of the above places.

FLATCARS: Advise all foreign flatcars for disposition.

System flatcars with rough decks go to McDoel, report good deck system flatcars for disposition.

J. B. Conn, Gen. Supt.

cc: WJN RLJ PTD RIE GOP

EQUIPMENT BULLETIN # 3 FOR WEEK - JUNE 6 to 12 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Send all Canadian and other foreign class C & D boxcars home immediately. Advise foreign class A & B for disposition.

Protect MON 9506 thru 9545 back to Monticello for RCA Monticello-Bloomington cabinet service, advise other system 40' class A, B, & C for disposition, system class D to Shops.

Advise foreign fifty foot, and MON 1700 series for disposition, MON 1600 series to R. L. Justice, Shops.

GONDOLAS: Send all foreign gons, any length, and system 3800 series 65' gons direct to the EJE at Dyer for steel loading.

We need our 3500 series cut stone gons in the stone district bad, please start any received empty towards McDoel, without delaying for disposition. Stations on the North End send system 40' gons okay crushed stone, coke and scrap to Monon, rough gons to McDoel. South End system 40' gons to McDoel.

HOPPERS: Send all foreign hoppers home, either direct to owner or in reverse of service route.

System 70 ton hoppers to Monon for crushed stone loading, 50 ton hoppers on North End to Shops, South End to McDoel.

COVERED HOPPERS: System cement covered hoppers go back to origin on NON-REVENUE, FOLDING TYPE Waybill with the least possible delay. We have 10 FEC covered hoppers that will be used at Mitchell by Lehigh-Portland, FEC 14004, 14018, 14041, 14044, 14064, 14073, 14074, 14084, 14090 and 14146, keep close track of these cars and make sure they get back to Mitchell. Make a waybill out on these cars, don't just float them hopefully down the railroad, hard telling where they will end up.

There is a message out to intercept MON 43000 thru 43019 inclusive, 20 cars, which are to be removed from Great Lakes Carbon, Chicago coke service. So far, Andy Berthold at South Hammond has been the only one to catch any of these cars moving empty from Youngtown to South Hammond. 11 of these cars have moved thru in #70, and we have been forced to turn them right back to McDoel, running up an excess of 398 empty miles on each car, how about a little effort????

Keep after the 30600 series cars we lease from North American Car, we want to get the reporting mark changed to MON. Anybody handling any of this series empty that still carries reporting mark NAXX, get it to Belt Jet, Shops or McDoel, and AEC, MJR and FTS keep advising RLB and WQW date reporting mark is changed.

FLATCARS: System flatcars with rough decks go to McDoel, advise all system good deck and all foreign flatcars for disposition.

SPECIAL NOTE TO ALL AGENTS: The daily "32" report has been revised. Symbols MK, MN, JK, JR, JM, JV, JX, & JQ have all been DELETED. It WILL NOT be necessary for you to report information under these symbols any more.

J. B. Conn, Gen. Supt.

cc: WIN RLJ PTD RBE GOP

MONON RAILROAD
Lafayette, Indiana
June 12, 1964

EQUIPMENT BULLETIN # 1 FOR WEEK - JUNE 13 to 19 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Send all Canadian and other foreign class C & D boxcars home immediately.
Advise foreign class A & B for disposition.

Protect MON 9506 thru 9545 inclusive for Monticello-Bloomington RCA cabinet loadings. Advise other system 40' class A, B, & C for disposition, system class D to Shops. We need MON 9004 and 9045 to R. L. Justice, Shops for rebuilding program. This is a MUST. If either of these 2 cars are found, do not, under any circumstances, use them for anything, GET THEM TO SHOPS.

Advise foreign and system 50' box for disposition.

GONDOLAS: Send all foreign gons, any length, and system 3800 series 65' gons direct to EJE at Dyer in absence of other instructions on Dick Wien's daily orders.

All system 3500 series stone gons direct to McDoel. North end stations send system 40' gons okay crushed stone, coke, and scrap iron to Monon, rough gons to McDoel. South end stations send system 40' gons to McDoel.

HOPPERS: Send all foreign hoppers home, either direct to owner or reverse of service routing.

Send system 4500 series 70-ton hoppers to MIDLAND for coal loading. System 50-ton hoppers on north end to Shops, south end to McDoel.

COVERED HOPPERS: MON 43001, 43004, 43006, 43007, 43008, 43009, 43012, 43014, 43015, 43017, 43018 are still running around the railroad in coke service. There was a message put out under file W-134 dated May 25, 1964 addressed to RFR & YM at Youngtown, WHV, YM and RFM at Shops, RDT YM and AWS at South Hammond with information copy to LD & FTS at McDoel requesting MON 43000 thru 43019 inclusive, 20 cars were to be pulled out of Chicago coke service, sent to FTS at McDoel to be cleaned and placed in on line grain service. In the 19 days since then only 9 of these cars have been caught. At this rate it will be July 3rd before we get the other 11, we will be moving wheat by then. At this time there is some doubt as to whether we will move the wheat in the contemplated 20 cars listed above.

It is much the same story on our 30600 series covered hoppers leased from NAC. So far 18 of these cars have had their reporting mark changed to MON, mostly thru the efforts of Mr. Dewhurst and Mr. Newgent, our genial local conductors on the local on the middle division, and Mr. Tharpe at Gosport on the sand cars, and Mr. Berthold at South Hammond on the Huber Clay cars. How about you fellers down there around good old Belt Jet catching a few, and letting Mr. Crites showing us his talent with a paint brush???

Incidentally, there seems to be a nefarious scheme in progress to sink the city of Chicago into Lake Michigan with many, many carloads of cement, all we need now are the cars. Do you have one decorating your area? If it is empty, better not let anybody catch you with it.

FLATCARS: System flatcars with rough decks go to McDoel, advise all system good deck and all foreign flatcars for disposition.

J. B. Conn, Gen. Supt.

cc: WJN RLJ PTD REE GOP

MONON RAILROAD
Lafayette, Indiana
June 19, 1964

EQUIPMENT BULLETIN # 5 FOR WEEK - JUNE 20 to 26 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Send all Canadian and any other foreign class C & D boxcars home at once. Advise all other class A & B foreign box for disposition.
MON 9506 thru 9545 inclusive return to Monticello for RCA cabinet loading. Advise other system 40⁰ class A, B, & C for disposition, send system class D boxcars to Shops.
Advise all foreign and system 50⁰ boxcars for disposition.

GONDOLAS: Advise foreign gons with wood floors for disposition, send all other foreign gons, any length, and system 3800 series gons direct to EJE at Dyer for steel loading, unless Dick Wien orders otherwise on his daily messages.
All system 3500 series stone gons direct to McDoel. North end stations send system 40⁰ gons okay crushed stone, coke, and scrap iron to Monon, rough gons to McDoel. South end stations send system 40⁰ gons to McDoel.

HOPPERS: Advise unrestricted foreign 70-ton hoppers for disposition, all other foreign hoppers home, direct to owner, or in reverse of service route. By RESTRICTED hoppers, we mean M&W, VGN, C&O, L&N & NCSTL ownership. No reason or excuse will be accepted if any of these cars are loaded on our rails.
Send system 4500 series 70-ton hoppers to Midland for coal loading. System 50-ton hoppers off the North End to Shops, South End to McDoel.

COVERED HOPPERS: MON 43001, 43006, 43007, 43012 and 43014 are still not out of Chicago coke service. 6 were captured last week, and are now ready to move wheat. Thanks for the help on this, and let's see if we can grab these other 5 this coming week. All 5 are due back from the SOU at Youngtown within the next week to ten days. If you thru freight conductors on #70 and #72 out of Youngtown happen to notice any of these 5 cars lined up for South Hammond in your train, a message advising to RLB would be appreciated.

MON 4215, 4218, 4234, 4242, 4265, 4272, 4290, 4344 & 4366 now in clay service on the SOU Rwy at Huber, Ga., are to be removed from this assignment. These 9 cars are to be intercepted when they return empty, and sent to Frank Scott at McDoel. The loaded move on these cars is off the SOU at Youngtown to either Dyer EJE or South Hammond beyond, so it will be primarily up to RIDT and WTJ to catch these cars, however WHV, LD and RFR will have information copy, and help will be appreciated if empties get thru South Hammond or Dyer.

It is regretfully pointed out that progress on changing reporting marks on our leased 30600 series covered hoppers is practically nil. The middle division local is on the ball, and grabbing everyone that shows, but the rest of the road seems to be enamored with the NAHX reporting mark. Look at it this way, when the reporting mark is changed to MON, that means one less letter to write wheeling, yard checking, interchanging or billing cars. Now how about that?

Same story on cement covered hoppers as last week, we are out, and nothing could be better, from the money making standpoint that is. If we can save just one day getting the car back to load when empty, we'll still be out, but have another money maker rolling up the road. Let's move them.

FLATCARS: Advise all good deck foreign flatcars for disposition, rough decks home. System flatcars to McDoel.

J. B. Conn, Gen. Supt.

cc: WJN RLJ PTD RBE GOP

MONON RAILROAD
Lafayette, Indiana
June 26, 1964

EQUIPMENT BULLETIN # 6 FOR WEEK - JUNE 27 to JULY 3 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Advise ALL system and foreign boxcars for disposition, except MON 9506 thru 9545 inclusive which return to Monticello for RCA cabinet loading.

We are starting to load wheat today, and boxcars are going to be very short, we need everyone we can lay our hands on. It is again requested that conductors use their good judgement on setting of cars to elevators, but, Yardmaster please note, double doors, end doors, watermelon, or what have you are NOT considered grain cars, good grain cars anyway, nor cars without floors for that matter, so TRY not to throw completely useless cars into a local to be set at an elevator.

GONDOLAS: Advise foreign gons with wood floors for disposition, send all other foreign gons, any length, and system 3800 series gons direct to EJE at Dyer for steel loading, unless Dick Wien orders otherwise on his daily messages.

All system 3500 series stone gons direct to McDoel. North end stations send system 40' gons okay crushed stone, coke, and scrap iron to Monon, rough to McDoel. South end stations send system 40' gons to McDoel.

HOPPERS: Advise unrestricted foreign hoppers for disposition, N&W, VGN, C&O, L&N & NCStL are restricted and return direct to owner or inverse of service route.

Send system 4500 series 70-ton hoppers to Midland for coal loading. System 50-ton hoppers off the North end to Shops, South end to McDoel.

COVERED HOPPERS: MON 43001, 43006 and 43012 are the only 3 old Chicago coke cars left to catch, please watch for them. Ed Query caught the 43014 on #70 last Saturday and we got it out, it will probably have a load of wheat in it by Monday, thanks Ed, and let's try to get the other 3, we are sure going to need them, and fast. Frank Scott knows what to do with them, if he can get his hands on them empty.

We caught 3 of the 1958 cube Huber Clay cars this past week, the 6 left to grab are MON 4215, 4218, 4242, 4272, 4290 and 4366. They'll come back at us empty in bunches, so watch for them at Dyer and South Hammond, and get them to Frank Scott at McDoel. If you thru freight conductors happen to have 1 of these 6 cars out of South Hammond on #71 or #73 in the Louisville block, do not hesitate to change car to Frank Scott McDoel, these cars MUST NOT be returned empty to the SOU.

We have had a pretty good week with cement covered hoppers this week, car supply that is, but don't let down on moving the empties BACK TO POINT OF ORIGIN.

In case the word isn't completely passed around we have a program in the works to change the reporting mark on our 30600 leased covered hoppers to read MON instead of NAXX. I sometime wonder if airline men are aware of this?

FLATCARS: Advise all good deck foreign flatcars for disposition, rough decks home. System flatcars to McDoel.

J. B. Conn, Gen. Supt.

cc: WJN RLJ PTD REE GOP

MONON RAILROAD
Lafayette, Indiana
July 10, 1964

EQUIPMENT BULLETIN # 7 FOR WEEK - JULY 11 to 17 INCLUSIVE

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: Our wheat harvest movements are about 65% done. Boxcars were pretty tight at the start, however, supply is pretty good right now. We got an AAR order on the BRC in Chicago, for the first time, and for once in his life, yesterday Dick Wien was running around the office with a grin 6 feet wide on his face, he had enough boxcars to fill EVERY order he had, but...the rains this past week slowed loading up quite a bit, however the elevators will be going full blast for a few more days anyway. Advise ALL system and foreign boxcars for disposition.

SPECIAL TO AGENTS: We are running very short on doorbars, crossbars, and deckboards for our DF equipment. Please nose around your station, and any industries you have that use DF cars, and see if you can find any of these parts. About a year ago we tried this, and managed to get Russell Justice half a carload of these parts. If you find anything get ahold of Russell, or Dick Wien and let's get it to Shops.

GONDOLAS: Send all foreign gons, any length, and system 3800 series gons direct to EJE at Dyer for steel loading, unless Dick Wien orders otherwise on daily messages.

All system 3500 series stone gons direct to McDoel. North end stations send system 40' steel gons okay crushed stone, coke, and scrap iron to Monon, rough gons to McDoel. South end stations send system 40' steel gons to McDoel.

HOPPERS: Send ALL foreign hoppers home, reverse route or direct to owners. The coal miners are on their annual vacation for the 2 weeks, July 13th thru 24th, so no use cluttering up our railroad with foreign hoppers.

Send system 4500 series 70-ton hoppers to Midland for coal loading, when miners go back to work. North end stations send system 50-ton hoppers to Shops. South end stations send system 50-ton hoppers to McDoel.

COVERED HOPPERS: We only have 10 of our leased 30600 series covered hoppers to catch for reporting mark change now, and most of them are in Huber Clay service moving empty from South Hammond/Dyer back to SOU Louisville, so it is up to you 2 fellers now, any coming back empty thru Clearing or off the EJE, send to Frank Scott at McDoel, he'll fix them up. Al Crites had on his painting togs at Belt Jct the past couple of weeks, and got us a good bunch changed that are in Michigan City sand service, and Hap Dewhurst is still grabbing them at Linedale, so we should wind this up before long.

We got the 9 MON 1958 cubic foot Huber Clay covered hoppers pulled out in real good shape, and thanks are given to our South Hammond yard clerks, you did a real good job on this. And, McDoel also, there wasn't a one of these cars laid out more than a day to get them into cement service.

We still have 3 43000's to get out of Chicago coke service. All 3 are out loaded on SOU, so watch for them popping out of Youngtown soon, and get them to Scotty at McDoel.

Cement is running in good shape now, we have the cars, but don't slow them down, it comes and goes pretty fast at times, so keep the empties rolling back to origin ON NON REVENUE FOLDING TYPE WAYBILL PLEASE.

FLATCARS: Advise ALL foreign flatcars for disposition. We have an AAR order to deliver flats to the IC, so call Dick. System flatcars to McDoel.

J. B. Conn, Gen. Supt.

MONON RAILROAD
Lafayette, Indiana
September 18, 1964

EQUIPMENT BULLETIN # 8

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: We are getting into our annual soybean movement, and our loadings are building up pretty fast. We need all boxcars we can get to protect this business. There have been a few cases where efforts have been made to send standard XM boxcars home for some unknown reason. PLEASE watch this, we need all our boxcars. Double door box and single door with doors over 8' in width can be used for cabinet loading, so let's watch our boxcars.

GONDOLAS: Send all high side foreign and system gons to MONON for crushed stone and scrap loading. Low side foreign gons home direct to owner or via reverse route, system low side gons to McDoel.

All system 3800 series and foreign 65' mill gons to EJE at Dyer for steel loading. The supply of these 65' gons is very tight, so DO NOT let them set around to get disposition, start them to the EJE.

HOPPERS: We are just winding up the movement of 40,000 tons of crushed stone from Pleasant Ridge to Crawfordsville, and starting Monday we will start up the same movement again on a 100,000 ton order. We had to use quite a few foreign hoppers in the first movement, and are now trying to sort out, and replace these foreign cars with system hoppers. Once hoppers are in this stone service we are trying to keep them turning to save cleaning, plus extra empty car miles if we lose some and have to replace them.

Until further advised send all system hoppers to Monon, unless a specific daily order received to send to another point. Advise all foreign non-restricted hoppers for disposition, restricted hoppers home immediately via reverse route.

COVERED HOPPERS: The 30610 and 30630, covered hoppers leased from NAC still carry reporting mark NAHX. Both cars are assigned to clay service, Huber, Ga., on the SOU Rwy., and return empty at South Hammond. Please watch for these 2 cars and when they show up at Clearing on the way back, intercept and send to Frank Scott at McDoel for reporting mark change.

Due to change to production Great Lakes Carbon at Chicago is reducing their need of our 44000 series covered hoppers to 16 cars. These 16 cars will be MON 44000 thru 44015 inclusive. The cars to be removed are MON 44016, 44017, 44019, 44020, 44021, 44022, 44024, 44025, and 44045. These 9 cars normally move empty from Louisville to Chicago, usually in #70. They should go to Frank Scott at McDoel when empty for cleaning and return to Ralston bean service. Any help you through freight conductors and South Hammond give will be appreciated.

FLATCARS: Send all foreign flatcars to RI Chicago on AAR order 300. All system flatcars to McDoel.

SPECIAL NOTICE: We have received the following from Swift & Company covering cars SRLX 1 thru 105, 150 thru 152 and URTX 911. Cars are boarded return to origin plant via reverse route. These cars are quite costly and MUST not be delayed in return, and move on a non-revenue, folding type waybill. Cars are stencilled on the right hand side, "Set this side to loading dock" and on opposite side, "Set the opposite side to loading dock". THESE INSTRUCTIONS MUST BE FOLLOWED.

J. B. Conn, Gen. Supt.

MONON RAILROAD
Lafayette, Indiana
October 23, 1964

EQUIPMENT BULLETIN # 9

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS: As everyone knows, we are well into our annual corn harvest, and have an extremely critical shortage of boxcars. Do not let ANY boxcars get away for any reason, report everyone you can get your hands on. If it isn't good enough for grain Dick Wien can find something else to load in it now. Also you Agents at junctions might ask the other roads for any cars they don't want. Bob Tharpe got a couple of Canadian box off the PRR at Gosport a few days ago, one or two here and there help out a lot.

The only boxcars that are not to be loaded are MON 9000 thru 9449 inclusive. There are only about 30 left in this series, and the car shop at Lafayette is rebuilding these cars into 9500 and up series now. Any of the first mentioned cars showing empty come to R F Maxwell at Shops PLEASE.

GONDOLAS: Report foreign high side gons suitable for coal loading to Dick Wien for disposition, we need about 50 at Midland for coal loading. Send all other foreign gons home direct to owner or in reverse of service route.

Send all system gons, excepting 3800 series gons to McDoel. The 3800's and foreign 65' mill gons to the EJE at Dyer for steel loading.

HOPPERS: C-411 hoppers returned empty move back in reverse of service route, advise all other foreign hoppers for disposition.

Send ALL system hoppers to Monon for crushed stone loading. All system hoppers now in Pleasant Ridge-Crawfordsville stone service MUST stay in that service, do not use them for ANYTHING else. These cars move only on specific orders issued by R L Barnard.

With the approach of winter, we will again, have some of our 5000 series selects in company coal service out of Midland, these cars return to Midland when empty. Other selects handled as requested by Roadway Department.

COVERED HOPPERS: NAX 30610 is the only one of the 42 30600's we lease from North American that has not had the reporting mark changed to MON. This car is in assigned clay service out of Huber, Ga., returning empty thru Chicago for the SOU at Louisville. South Hammond please watch for this ONE car returning empty at Clearing and send it to F T Scott at McDoel for this change. If South Hammond lets car slip through empty any help or information you thru freight conductors can give to catch this car would be appreciated.

Our cement loadings are still running heavy, and will until the weather goes bad, so keep the cementer's rolling back to origin as fast as you can.

FLATCARS: Send all foreign flatcars home, direct to owners or in reverse of service route. System flatcars to McDoel.

SPECIAL NOTICE TO AGENTS: With the approach of winter all Agents are cautioned to check carefully rules governing acceptance of, and perishable freight listed in Rules 501 and 510 of Perishable Protective Tariff #18 and be governed accordingly. A reminder also to Agents accepting and billing commodities in open top equipment subject to freezing that proper notations are made on bills of lading guaranteeing charges prior to acceptance.

J. B. Conn, Gen. Supt.

MONON RAILROAD
LaFayette, Indiana
November 7, 1964

EQUIPMENT BULLETIN #10

TO: Agents
Yardmasters
Freight Conductors
Post on Bulletin Boards

BOXCARS:

****SPECIAL NOTICE****

We are in receipt of the following telegram dated Nov. 4, 1964.

"Service Order 956 effective 12:01 A.M. November 9 covers wide door forty foot plain box and all fifty foot plain box owned by MILW, GN, NP, SP, SP&S and UP provides such cars located east of Mississippi River may be loaded only to stations west of Mississippi River. Empty cars covered may be loaded only in accordance Car Service Rules. In absence immediate such loading cars to be moved owners empty. /sgd/ E. P. Miller."

Forty foot boxcars with doors 8' or wider are considered "wide door" boxcars under this order. Please be governed accordingly, neither permitting loading or, or spotting of listed cars contrary to above order.

As you can see, compliance with this order will not do much to ease our critical shortage of boxcars, all we can do is keep after cars, asking anybody you can think of for them. Once again it must be pointed out that double door box, D/F boxcars, and a new addition, REFRIGERATOR cars, ARE NOT suitable for grain loading.

All of our boxcars in series 9000 to 9449 inclusive are wanted to R. F. Maxwell, at Shops for rebuilding, DO NOT load these cars.

GONDOLAS: Report all foreign BTOH side gons suitable for coal, coke and crushed stone loading to Dick Wien for disposition. Send all foreign 65' gons direct to EJE at Dyer for steel loading, all other foreign gons home, direct to owner or in reverse of service route.

MON 3800 series 65' gons to EJE Dyer for steel loading, all other system gons to McDoel.

HOPPERS: C&O, N&W, VGN, I&N, and NC&StL hoppers returned empty move back to origin or owning road in reverse of service route, advise all other foreign hoppers for disposition. Some of our elevators are now loading corn in open top hoppers again, and if we should get any back empty at terminals effort should be made to get them back to the loading elevator again to save cleaning expense and time.

Send all system hoppers to Monon to be moved out on orders from Dick Wien or R L Barnard only. All the system hoppers now in Pleasant Ridge-Crawfordsville stone service MUST stay in this service.

5000 series selects now in company coal service out of Midland, return to Midland when empty, handle other 5000 series as requested by Roadway Department.

COVERED HOPPERS: MON 43000 thru 43019 inclusive, 20 cars, all are stencilled and assigned to ON LINE GRAIN SERVICE. In absence of other instructions these 20 cars return to Agent Bainbridge.

We are still trying to catch NAKX 30610 for reporting mark change. This car was delivered to the Soo Line in Chicago November 2nd, and should be coming back empty sometime this coming week, THIS is the time we want to catch the car. South Hammond please watch for car coming back thru Clearing, if South Hammond lets car get thru going to the SOU at Louisville any help you thru freight conductors can give us in the form of a message would be appreciated.

Cement is still running very heavy, keep the cement covered hoppers moving back to origin plant as fast as possible.

FLATCARS: Send foreign flatcars suitable for machinery loading to CNW Chicago, other foreign flats home. System flatcars to McDoel.

J. B. Conn, Gen. Supt.