MEMORANDUM

The purpose of this memorandum is to provide the outline for a discussion of some of the problems which presently exist in the operation of piers B and C and steps which could be taken in order to improve the situation.

Some immediate problems are:

1. Difficulty is experienced in determining the most suitable berths for the various ships requiring space.

2. The loading of city delivery trucks and line haul trailers in the shed requires the use of valuable shed space, causes congestion and presents a safety hazard.

3. With recent increases in traffic it is essential that cargo be removed from the pier as soon as all necessary arrangements can be made, in order to avoid congestion and minimize the possibility of refusing berths to ships because of a lack of shed space.

4. Recent studies of the Empire Stevedoring operation indicate that according to contract, longshore work presently performed in sorting and piling cargo can legitimately be performed by Company forces after midnight.

   At present the agreement calls for Canadian Pacific to pay for this work, whether performed or not. However if a suitable system of operation could be developed, changes in the agreement could be negotiated which would make it possible for Company forces to perform more of this work.

5. High levels of overtime are undesirable in that they represent an unnecessary cost to the Company for the performance of work which might otherwise be performed at straight rates, according to contract.

   Consistant overtime can affect other personal aspects of an employees life, as such it is not in accordance with the spirit of union agreements which try to protect the employee against having to work more than 40 hours per week.

At this time certain changes which could improve the operation are desirable. They are as follows:

B. Provision of facilities which will permit the loading of trailers and city delivery trucks from between piers B and C to reduce the number trucks requiring inside shed delivery.

It is considered that portable loading ramps could be provided to allow trucks and trailers to load or unload freight without entering the pier shed. Also, since the ramp leading into piers B and C from the north end of the rail track area is no longer required for handling automobiles in coastal ferry service, it could be removed entirely. This would make it possible to have a permanent platform, accessible from either pier, which will accomodate at least four trucks or trailers at one time.

C. Provision of a temporary supervisory organization to improve management control over the various shed activities in order to obtain the best possible utilization of the shed space on Piers B and C, especially during periods of high traffic volumes; and to allocate manpower in accordance with existing workloads in any given area.

The general purpose of this step would be to re-arrange and supplement the present supervisory organization in order to achieve the following results.

1. To place the responsibility for allocation of ship berthing and overall staff administration with the General Foreman.

2. To place the responsibility for coordination of all dock activities with the Assistant General Foreman including allocation of dock space, loading and unloading line haul vehicles and allocation of staff to foremen in accordance with the workload in any particular area.

3. To place the responsibility for and to facilitate, the immediate supervision and on the spot direction of the activities on piers 8 and 6 to the respective foremen in charge of these areas, in order to promote:

   a) effective utilization of shed space;

   b) expeditious loading of line haul vehicles;

   c) a system of unloading and storing export freight, compatible with predictable ship departures and the effective use of available shed space.

   d) the loading of city delivery vehicles, in the best possible manner to avoid dock congestion by trucks and to expedite delivery to customers.

   e) effective utilization of manpower as supplied by the Assistant General Foreman.

4. Provision of a crew under the supervision of a Foreman for the purpose of expediting traffic from the pier through the loading of line haul vehicles or the handling of freight to facilitate immediate morning delivery.

   This crew will consist of one Foreman, two machine operators, two checkers and four additional men.

   The hours of service will be

   Monday midnight to 8 A.M. Tuesday
   Tuesday midnight to 8 A.M. Wednesday
   Wednesday midnight to 8 A.M. Thursday
   Thursday midnight to 8 A.M. Friday
   Saturday 8 A.M. to 4 P.M. Saturday
   Day off - Sunday and Monday

E. Provision of a shift on each pier under the jurisdiction of an Assistant Foreman, for the purpose of expediting traffic from the pier through the loading of line haul vehicles.

This crew will consist of one Assistant Foreman, one machine operator, two checkers and four additional men.

The hours of service will be

12 noon till 8 P.M. - Monday through Friday

Organisation

The proposed supervisory organizations will cover operations on piers B and C.

one General Foreman - all piers
one Assistant General Foreman - all piers
one Foreman - Pier B - Days
one Assistant Foreman - Pier B - Days
one Assistant Foreman Pier B - 12 noon - 8 P.M.
one Foreman - Pier C - Days
one Assistant Foreman - Pier C - Days
one Assistant Foreman - Pier C - 12 noon - 8 P.M.
one Foreman - Pier B and C - nights

All new appointments required will be in accordance with the agreed rates for such positions.

Proposed System of Operation

The general system or method of operating the piers under the proposed plan is as follows:

1. Requests for the allocation of berthing space for the various shipping lines, will be communicated to the general Foreman, who will consider them in the light of priorities outlined in item A, the probable shed space which will be available at the time of berthing and the type of cargo to be handled. The allocation of the ships berth will then be made. If subsequent changes are necessary they will also be made by the General Foreman.

Each day the General Foreman will meet with the General Agent to review the previous days operation and to set future overall staff levels, considering the service which has to be performed in order to service ships, line haul vehicles, and city customers.

The General Foreman will be provided with an office adjacent to the General Agent.

2. Each morning the General Foreman will meet with the Assistant General Foremen to plan operations for the next 24 hours.

   At this time the berthing arrangements, staff levels and service requirements will be considered, and in the light of these conditions a general plan of operation will be agreed upon.

3. The Assistant General Foreman will be located in an office located centrally to the operations in piers B.C.

   He will be provided with a staff control board which will show

   - the number and type of positions authorised by the General Foreman

   - the staff who have been called for duty to fill these positions

   Each day he will assign staff to the various foremen in accordance with the work to be performed in each area.

   Staff levels assigned to each foreman will be changed throughout the working day according to the workload and service priorities in all areas at any time. Each time changes are made the staff control board will be amended accordingly.

   Requests for the loading of line haul vehicles and other service (excepting the loading of city delivery trucks) will be channelled through the coordinators office who will determine what staff is to be used for this service, and if there is a choice, when and where this work is to be performed.

   The time clocks will be located immediately adjacent to this office, and the information available will be used for up dating the manpower control board.

   According to work requirements the Assistant General Foreman will provide specific instructions each day, regarding the work which the night gang is to perform.

In order to effectively coordinate the various dock activities the Assistant General Foreman should be free to visually inspect his operation as required, and at the same time he must be available for contact, when requests for service are funnelled through his office.

For this purpose he would be provided with two checkers and one clerk who would be located in his office and who would control, under his authority, the following areas

- loading of line haul vehicles, consolidating bills for the various trucks and trailers and advising when they can be loaded.

- receiving export freight - allocating shed space in accordance with pre-determined berthing arrangements and the availability of shed space.

- maintaining the staff control board, and re-assigning men to Foremen according to workload and service requirements.

All working papers required on the dock will be forwarded first to this office. They will be re-directed to the Foreman of the dock concerned.

4. After the freight has been received and the traffic is ready to go forward the dock Foreman will

   - return all paper for line haul vehicles to the Assistant General Foreman's office.

   - keep all papers for city delivery.

   Dock Foremen will provide direct supervision over their respective piers, they will see that work is performed in accordance with the coordinator's instructions.

   The present shed checking system will remain in effect.

   In the event that the Assistant General Foreman requests a transfer of staff the Pier Foreman will be responsible for releasing the men and directing them to their next assignment, advising the receiving Foreman of the release.

   Since the Pier Foreman will be expected to spend considerable time on the dock, he will be provided with two Assistant Foremen, who will be on the dock at all times, and one checker who will be located in the Foreman's office and who will process the essential paperwork connected with the operation.

A.P. LePage

General Agent

Vancouver, B.C.

July 17th, 1964.

2. Each morning the General Foreman will meet with the Assistant General Foreman to plan operations for the next 24 hours.

   At this time the berthing arrangements, staff levels and service requirements will be considered, and in the light of these conditions a general plan of operation will be agreed upon.

3. The Assistant General Foreman will be located in an office located centrally to the operations in piers B.C.

   He will be provided with a staff control board which will show

   - the number and type of positions authorized by the General Foreman

   - the staff who have been called for duty to fill these positions

   Each day he will assign staff to the various foremen in accordance with the work to be performed in each area.

   Staff levels assigned to each foreman will be changed throughout the working day according to the workload and service priorities in all areas at any time. Each time changes are made the staff control board will be amended accordingly.

   Requests for the loading of line haul vehicles and other service (excepting the loading of city delivery trucks) will be channelled through the coordinators office who will determine what staff is to be used for this service, and if there is a choice, when and where this work is to be performed.

   The time clocks will be located immediately adjacent to this office, and the information available will be used for up dating the manpower control board.

   According to work requirements the Assistant General Foreman will provide specific instructions each day, regarding the work which the night gang is to perform.

In order to effectively coordinate the various dock activities the Assistant General Foreman should be free to visually inspect his operation as required, and at the same time he must be available for contact, when requests for service are funnelled through his office.

For this purpose he would be provided with two checkers and one clerk who would be located in his office and who would control, under his authority, the following areas

CP Rail
Internal Correspondence

Date May 30, 1980 File: 105.05

From E. N. Marr

To A. V. Gjertsen - VANCOUVER
M. K. Willson - "
N. Zapantis - "

Please be advised the "CP Rail Employee Assistance Committee" session will be held on June 12th - 0900 - 1300K at the:

Palisades Hotel
Jervis Room
1277 Robson St.
Vancouver

Please arrange to attend.

E. N. Marr

Supervisor, Customer Service Centre

/vm

December 23rd, 1970.

Sorting Waybills for passing to B C Hydro.

Remove from waybills received from the Yard Swtg. office all those regardless of consignee, which are routed CPR Abbotsford V&LI, B C Hydro. there may be a variation of the routing such as CPR New Westminster BC Hydro or BCE these of course will be passed to B C Hydro.

see Miss Holowaty for the waybills to which you must show the routing on the passing sheets, and number of copies, and ~~is~~ disposition of same.

All waybills waybilled on the following stations must be passed to the B C Hydro and the numbers recorded in the Marpole Book.

Fraser Street	Central Park	Marpole

ALPHABETICAL LIST OF COMMODITIES ON WHICH RATES APPLY

Commodities	Item Nos.
Tubing:-	
Aluminium	7880, 10200
Aluminum Irrigation	9060
Bedstead	13520
Boiler	6430
Brass	7380
Bronze	7380
Copper	7380, 15445
Cupro-Nickel	10200
Insulated	14120
Pier, Iron or Steel	13440, 13460
Synthetic Resin Composition	7390
Window, Vestibule	16800
Tubs, Laundry	8140
Tugs, Boat	2340
Tumblers, Glass	12940
Turbines	16440, 16460
Turbine, Steam and/or Parts	3700 to 3900
Turbine Water Wheels	6790, 6800
Turnbuckles	13440, 13460
Twine	3480, 11760, 11920, 16480
Twine, Baler or Binder	9080, 16480
Twists, Grain	4890
Umbrellas	5160
Uncut Paper	15320
Unfabricated Iron and Steel	13740
Unloaders, Silo	5600 to 5640
Upholstery Materials	16800
Urinals	7460
Urinal Stalks	7460
Urinal Tanks	15980, 16000
Valve Boxes	13580
Valve Fittings:-	
Brass, Bronze or Copper	10200
Iron or Steel	13580
Valves	13120, 13140, 16160
Valves:-	
Brass, Bronze or Copper	10200
Iron or Steel	10200
Vaporizers	16160
Vegetable:-	
Juices	4820 to 4840
Oil	7040, 10100
Parchment Paper	7338
Pulp	4820 to 4840
Shipping Baskets	2020
Vegetables:-	
Canned	4800 to 4840
Dried	16520
Fresh or Frozen	12460, 12480, 16560
Fresh or Green	4780, 9100 to 9260, 12460, 12480, 12580, 16540
Frozen	4540, 4560, 4960, 4980 to 5040, 16560
Other than Potatoes	9100 to 9160
Vegetables including homogenized or strained	12480, 12500
Vehicle Parts	9340, 12600, 16580, 16600, 16620
Vehicle Parts:-	
Tire Chains	11280
Wheels	16620, 16740
Vehicles:-	
Children's	10660
Freight	9320
Motor	16640
Not Self-Propelling	9280, 16660
Parts	10660
Self-Propelling	9300, 9320, 16680, 16700, 16720
Vehicles not self Propelling:-	
Carts or Coaches	9280
House or Sleeper	9280
Passenger	9280
Trailer Car	9280
Vehicles Self Propelling:-	
Coal	9300
Concrete	9300
Dumping	9300
Earth	9300
Ore	9300
Stone Hauling	9300

▲ Change in wording which results in neither increase nor reduction in charges.

ISSUED NOVEMBER 14, 1969 EFFECTIVE NOVEMBER 16, 1969

Issued by **T. J. A. LAW**, Alternate Agent, 1162 St. Antoine Street, Montreal 102, P.Q.

(Printed in Canada)

Frank McAulay — Room 504 Sun Tower
CFA.

Bob Stewart
Jon Edgerton) VLI Vancouver

Bill Calbert - BC Hydro now W.

Cliff Brody
Ed Teichman
Johnny Goodman) PGE N. Van

Frank Contaffio
Garney Dann) CNR.
Cecil Webb

H E Wedman CPR

Rex Womack - Agent
Sid Thomas - Accountant) BN

CP Rail
Internal Correspondence

Date Vancouver, B.C., September 10, 1971 File: 71/500 ALF

From Mr. L.E. Wedman

To Dr. J.W. Warne

Please refer to circular 186 of August 30th in connection with innoculation program for protection against influenza.

The following employees of the Local Wharf Freight Dept. would like to register for the shots offered.

NAME	EMPLOYEE NUMBER	MSA Group No:
L.E. Wedman	349854	82155
N. Zapantis	366131	"
M. McKinley	421897	"
O.A. Mitchell	401220	"
A. Wardrope	450831	"
G. Galick	455081	"
B. Heitzman	431607	"
C.B. Simpson	147549	"
V. Gagnon	419952	"
B. Slater	450785	"
P. Janes	417292	"
J. Harris	380634	"
J. Warren	308936	"
G. Eccles	454980	"
G. Campbell	329888	"
J. Taylor	413625	437
M. Goeders	441314	1348 (curc)
H. Radant	384517	82155

L.E. Wedman
General Agent

November 3rd, 1970
File No: T70/500-LEW

The first of two "flu" shots will be given tomorrow, Wednesday, November 4th, at 10.00 AM in Dr. J.W. Warne's Office, Room 311, C.P.R. Depot, Vancouver, B.C.

The price of the vaccinations will be $1.00 each and to eliminate unnecessary accounting will those taking their first shot tomorrow please be prepared to pay $2.00 which covers the entire cost of the first and second shot which will be given one month from now.

Also, to assist Dr. Warne will you kindly fill in below opposite your name, your M.S.A. Group Number and Identification Number.

You will not be required to punch the time clock out or in for the time off to participate in this program.

L.E. Wedman
General Agent.

Name	MSA Group Number	Identification Number
Mr. F. Wysocki	82155	130465-00
Mr. C.B. Simpson	82155	147549-00
Mr. G.E. Campbell	82155	329888-00
Mr. E.E. Klepak	82155	380884-00
Mr. J.R. Warren	82155	308936-00
Mr. L. Zacharias	82155	147587-00
Mrs. B. Heitzman	82155	431607-98
Mrs. P. Janes	82155	417292-98
Mrs. J. Trefry	82155	375020-98
Mrs. J. Harris	82155	380634-98
Miss D. Sandiford	82155	441454-98
Mrs. M. Goeders	82155	441344-98
Mr. L.E. Wedman	82155	349854-00
Miss M. McKinley	82155	421847-98
Mrs. O.A. Mitchell	82155	401220-98

Beveridge.

CANADIAN PACIFIC EMPLOYEES' MEDICAL
ASSOCIATION OF BRITISH COLUMBIA

NOTICE OF MEETING OF MEMBERS

NOTICE IS HEREBY GIVEN that a meeting of members will be held at the Peter Pan Ballroom, 1636 West Broadway, Vancouver, British Columbia on Wednesday, the 30th day of September, 1970 at the hour of 7:30 P.M., D.S.T., for the purpose of considering and if thought fit passing the following two resolutions as extraordinary resolutions:

RESOLUTION NO. 1

WHEREAS by adoption of a Declaration and Constitution on the 18th day of April, 1914, and by incorporation as a society under the provisions of the "Benevolent Societies Act" of British Columbia (certificate No. 547) on the 26th day of November, 1918, CANADIAN PACIFIC EMPLOYEES' MEDICAL ASSOCIATION OF BRITISH COLUMBIA (hereinafter referred to as "the Association") was formed by the consolidation of groups of unrelated employee medical plans at various centres in the Province of British Columbia, as a pioneer in the field of prepaid medical care, to provide medical, surgical, hospital and other treatment for the members of the Association and for the families and dependents of members or for any other person who was entitled thereto, and all matters reasonably incidental to these purposes;

AND WHEREAS for approximately fifty-six years, the Association operated successfully and, with the advent of the overall British Columbia Medical Services Plan, the Association became a licenced carrier for the Canadian Pacific employees in British Columbia, which operation was carried on as its public sector, and has concurrently [illegible] of its purlic sector and from its funds [illegible] extended benefits [illegible]s in British [illegible]ts private

Montreal only

OCS AIR MAIL

Deadline

~ 10 A.M. each day.

Flight 72

13K at airport

10.15 CPT to airport

-1030

INSTRUCTIONS: ORIGINATOR - DETACH LAST PART WITH PROTRUDING CARBON BEFORE FORWARDING

PRESS HEAVILY: YOU ARE MAKING 5 COPIES

Canadian Pacific

STORES REQUISITION

CONSECUTIVE NO. 245114

SD 175 7-65

STOREKEEPER AT: SHIPPER
VANCOUVER, B. C.

DATE
DEC. 11, 1970

FORWARD TO CONSIGNEE AT: MR. L. E. WEDMAN, GENERAL AGENT

TITLE: LOCAL WHARF FREIGHT OFFICE

STATION & PROV.: PIER B C VANCOUVER, B. C.

REQUISITION NUMBER
960 - 19607

EXPLANATION, APPROPRIATION OR ACCOUNT NO.

CHARGE	ACCOUNT	JOB

PACKED BY	SHIPPER	SHIPPING DATE	WAYBILL NO.	NO. OF PACKAGES	TOTAL WEIGHT	CAR INITIALS & NO.

QUANTITY	DESCRIPTION	CLASS	ITEM NO.	WEIGHT OR MEASURE	PROV. TAX	PRICE	PRICE UNIT
	TO COST OF REPAIRS ~~XXX XXXXX~~ TO						
	26 GT MULTISUMA ADDING MACHINE						
	SERIAL NO 221599 $12.00						
	BY OLIVETTI CANADA LTD. S 092431						
	WORK ALREADY PERFORMED DEC. 8/70						

ORDERED BY
L. E. WEDMAN, GENERAL A[illegible]T.

APPROVED

APPROVED

Next year we'll be on a contract

PRINTED IN CANADA

ORIGINAL (DATA CAPTURE RECORD)

Form #750

Gestetner (CANADA) LIMITED

Canadian Pacific Railway Wharf
Customer — Date

Pier C. Van.
Address — City

Larry Wedman.
Manager, Dept. Head, Owner — Operator

Machine Model No. 366 Serial No. 4C5700

☑ Regular Call	☐ Installation or Instruction	☐ Order re or Account
☐ Customer out	☐ re Sundries	☐ re Process
☐ Repeat Call	S ☐ I ☐ P ☐	☐ re Switch

Reason for Repeat Call

In accordance with our guarantee and replacement policy this service is supplied free of charge.

Your Gestetner representative is qualified and anxious to assist you to obtain the maximum use from your machine. We suggest you consult him on all duplicating and printing problems.

Quantity	ITEM	Unit Price	EXTENSION
	Regular Call.		
Purchasing	+ Set up for printers -		
	Keith Carpenter Rm #304		
	+ Senior Buyer		
	C. Plume.		
	Very Interested in T.H.Q.		
Appointment:	and Fax		
	Tuesday morning @ 10 AM	No Charge	

SHIPPING INSTRUCTIONS:

Thank You

Oscar Leske. — L. J. Wedman
Representative — Customer's Signature

SPARE COPIES

BY THE BILLERSDESK IN A COBBY HOLE MARKED 'STATISTICAL' GET YOUR TORONTO AND MONTREAL COPIES AND SORT THEM OUR NUMERICALLY INTO 2 PILES. WRITE THE WB NOS DOWN IN THE BOOK FOUND IN YOUR LEFT HAND DRAWER AND LIKEWISE FROM OTHER SPARE COPIES LEFT OVER THUMB THROUGH AND TAKE OUT ALL 'EXPORT' COPIES TO ALL PRINCIPAL CITIES OF CANADA AND U.S.A. AND SEND THEM TO RESPECTIVE AGENTS FOUND FROM YELLOW COLOURED BOOK KEPT IN PIDGEON HOLE.
RUBBER AND BONEMEAL ALSO ARE REMOVED AND SENT WITH MR.P.E. CROGHAN COPIES TO TORONTO.

TORONTO WB COPIES WILL BE SENT TO MR. P.E. CROGHAN,
FOREIGN FREIGHT AGENT,
C.PR.,
KING & YOUNG STREET,
TORONTO, ONT.

FORM 12 F9
9/57

A charge will be made when cars are delayed beyond the time allowed by this Company for loading and unloading. All freight transported by this Company is subject to the published terms and regulations. All claims for overcharge must be sent to the Auditor of Freight Revenues, Montreal, accompanied by freight bill. Claims for loss and damage should be sent to Freight Claim Agent of Region in which Claimant (Shipper or Consignee) is located. Offices of Freight Claim Agents are located at Montreal, Toronto, Winnipeg and Vancouver. This freight will be delivered only on presentation of this bill. See bill of lading for conditions of Carriage.

STATION	DATE	CUSTOMS REPORT NO.	PRO. NO.
VANCOUVER WHARF			
9701	JULY 6/70	19163	

1

SHEET NO.

M

CANADIAN NATIONAL RAILWAY
1310 STATION ST.
VANCOUVER BC

To CANADIAN PACIFIC RAILWAY COMPANY Dr.
FOR TRANSPORTING THE UNDERMENTIONED FREIGHT

WAYBILLED FROM	DATE OF W.B.	SERIES AND NO. OF W.B.	INITIAL AND NO. OF CAR	CONSIGNOR
KEELUNG	CANADA MAIL	28 E/B	KEE 485 VO	

CONNECTING LINE REFERENCE	ORIGINAL POINT OF SHIPMENT	ORIGINAL W.B. NO. AND DATE	ORIGINAL CAR
LEIMAR CNR			

ARTICLES AND MARKS	WEIGHT	RATE	CHARGES
TO COST OF TERMINAL CHARGES ON 50 CARTONS INFANTS OVERALS	1/2 WHFGE		.49
1640 LBS. 131 CFT	LDG		11.63
WHICH MOVED OVERLAND VIA CNR.	SC		.01
& next down			12.13

Received Payment

Also Bill to Leimar
Abs. statement to SS Line for ½ W + Hdlg

Agent.

Date 11 19

COLLECT

THANK YOU
We appreciate your patronage.

Make cheques payable to Order of Canadian Pacific Railway. Mail to Local Freight Agent.

FORM 12 F9 9/57

A charge will be made when cars are delayed beyond the time allowed by this Company for loading and unloading. All freight transported by this Company is subject to the published terms and regulations. All claims for overcharge must be sent to the Auditor of Freight Revenues, Montreal, accompanied by freight bill. Claims for loss and damage should be sent to Freight Claim Agent of Region in which Claimant (Shipper or Consignee) is located. Offices of Freight Claim Agents are located at Montreal, Toronto, Winnipeg and Vancouver.
This freight will be delivered only on presentation of this bill. See bill of lading for conditions of Carriage.

STATION	DATE	CUSTOMS REPORT NO.	PRO. NO.
VANCOUVER WHARF 9701	JULY 6/70	19163	

SHEET NO. 1

M

TRANS PACIFIC STEAMSHIP CO. To CANADIAN PACIFIC RAILWAY COMPANY Dr.
FOR TRANSPORTING THE UNDERMENTIONED FREIGHT

WAYBILLED FROM	DATE OF W.B.	SERIES AND NO. OF W.B.	INITIAL AND NO. OF CAR	CONSIGNOR
KEELUNG	CANADA MAIL	28 E/B	KEE 485 V0	

CONNECTING LINE REFERENCE	ORIGINAL POINT OF SHIPMENT	ORIGINAL W.B. NO. AND DATE	ORIGINAL CAR
LEIMAR CNR			

ARTICLES AND MARKS	WEIGHT	RATE	CHARGES
TO COST OF S/C EXCESS 1420 OF RAILWAY ABSORBTION			
LEIMAR CNR CAR MOVED OVERLAND			
1640 LBS. 131 CFT			2.32
ISSUED JULY 7/70			COLLECT

less than 4 X

Received Payment

4 X's excesses protected by F. Wysocki.

Agent.

Date 19

Make cheques payable to Order of Canadian Pacific Railway. Mail to Local Freight Agent.

THANK YOU
We appreciate your patronage.

(Express loadings over 1420 Ton on CP routing)

PRINTED IN CANADA

FORM 76B

TRANS-PACIFIC STEAMSHIP AGENCIES LTD.,
1033 WEST PENDER STREET,
VANCOUVER 1, B. C.

VANCOUVER WHARF, B. C.
JUNE 16TH 1970. 19

To THE CANADIAN PACIFIC RAILWAY COMPANY, Dr. S/A #

SHEET TWO OF TWO

B/L					BALANCE DUE
KEL-442-VO	272 CFT @ 355/40	$ 24.14			
	SURCHARGE	$ 4.83	ACTUAL	$ 28 97	
	3737# @ 1420/2000		WE ABSORBE	$ 26.53	2 44
K-460-VO	107 CFT @ 355/40	$ 9.50			
	SURCHARGE	$ 1.90	ACTUAL	$ 11 40	
	1320# @ 1420/2000		WE ABSROBE	$ 10.79	61
413	127 CFT @ 355/40	$ 11.27			
	SURCHARGE	$ 2.25	ACTUAL	$ 13.52	
	1751# @ 1420/2000		WE ABSORBE	$ 12.33	1 19
K-412-VO	1108 CFT @ 355/40	$ 98.34			
	SURCHARGE	$ 19.67	ACTUAL	$ 118.01	
	16369# @ 1420/2000		WE ABSORBE	$ 116.22	1 79
434	104 CFT @ 355/40	$ 9.23			
	SURCHARGE	$ 1.85	ACTUAL	$ 11.08	
	1427# @ 1420/2000		WE ABSORBE	$ 10.13	95
					27 97

TOTAL DUE $ 27.97.

PRINTED IN CANADA

FORM 76B

TRANS-PACIFIC STEAMSHIP AGENCIES LTD.,
1033 WEST PENDER STREET,
VANCOUVER 1, B. C.

VANCOUVER WHARF, B. C.
JUNE 16TH 1970.

19

To THE CANADIAN PACIFIC RAILWAY COMPANY, Dr. S/A #

SHEET ONE OF TWO

		TO COST OF CARLOADING IN EXCESS OF $ 14.20 PER						
		2000 LBS ON SS "INDIAN MAIL" VOY # 6-E WHICH						
		ARR OUR PIER 8 APRIL 23/1970:					BALANCE DUE	
B/L								
MK-1-VO		214 CFT @ 355/40	$ 11.99					
		SURCHARGE	$ 3.89	ACTUAL	$	22 79		
		2868 # @ 1420/2000		WE ABSORB	$	20.36	2	43
M 18		35 CFT @ 355/40	$ 3.1.					
		SURCHARGE	$ .62	ACTUAL	$	3 73		
		400# @ 1420/2000		WE ABSORB	$	3.29		23
4		304 CFT @ 355/40	$ 26.96					
		SURCHARGE	$ 5.49	ACTUAL	$	32 30		
		4000# @ 1420/2000		WE ABSORB	$	28.40	3	90
35		137 CFT @ 355/40	$ 12.16					
		SURCHARGE	$ 2.43	ACTUAL	$	14 59		
		1900# @ 1420/2000		WE ABSORB	$	13.49	1	10
61		129 CFT @ 355/40	$ 11.45					
		SURCHARGE	$ 2.29	ACTUAL	$	13.74		
		1754# @ 1420/2000		WE ABSORB	$	12 67	1	07
79		328 CFT @ 355/40	$ 29.11					
		SURCHARGE	$ 5.82	ACTUAL	$	34.93		
		4202# @ 1420/2000		WE ABSORB	$	29.83	5	10
69		44 CFT @ 355/40	$ 3.91					
		SURCHARGE	$ .78	ACTUAL	$	4.69		
		541# @ 1420/2000		WE ABSORB	$	4.55		14
1-2-VO		434 CFT @ 355/40	$ 38.52					
		SURCHARGE	$ 7.70	ACTUAL	$	46.22		
		6022 # @ 1420/2000		WE ABSORB	$	42.76	3	46
NEE-413-VO		2550 CRT @ 355/40	$ 22.72					
		SURCHARGE	$ 4.54	ACTUAL	$	27.26		
		3440# @ 1420/2000		WE ABSORB	$	24.96	2	70
		CONTINUED SHEET TWO OF TWO						

PLACE SPECIAL SERVICE PASTERS HERE

get Orig 345

105 – CP Rail – 105

FREIGHT ARRIVAL NOTICE

3

DATE TERMINATED

STOP AT
THIS AT
CAR AT

S/B Orig

CONSIGNEE AND ADDRESS AT STOP

PRO NUMBER

CAR INITIALS AND NUMBER: CP 259872

UNIT INIT. & NO. | UNIT INIT. & NO.
UNIT INIT. & NO. | UNIT INIT. & NO.

ALL TRANSFERRED TO
2 daily Rpt — or a copy to T.D.
3 Endorsed
4 Yard
5 Office record

GROSS	LENGTH OF CAR ORDERED	LENGTH OF CAR FURNISHED	MARKED CAPACITY OF CAR ORDERED	MARKED CAPACITY OF CAR FURNISHED

KIND	CONTENT	TARE	SPL. ITEMS	DEST. STN. NAME	DEST. OFF JCT. RR	ORIGIN NO. RR	ORIGIN STN. NAME	SHIPPER	CONSIGNEE	CONTENTS
B	37	22		VANCWHRF	9701	5200	WINNIPEG	CANMALTI	ANSOR	MALT

TO STATION NUMBER & NAME: 9701 VANCOUVER BC
PROV. OR STATE:
DATE: JULY 2/70SN
WAYBILL NUMBER: 042433

ROUTE (SHOW EACH JUNCTION AND CARRIER IN ROUTE ORDER TO DESTINATION OF WAYBILL): CPR TO TERMINAL DOCK VANCOUVER BC AND SS "BONNEVILLE" TO MAINIL PI FOR EXPORT

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

FROM STATION NUMBER & NAME: ACTUAL ORIGIN ( )
PROV. OR STATE:
BILLED AT (5200 WINNPEG MAN

RECONSIGNED TO | STATION | PROV. OR STATE

AUTHORITY

FULL NAME OF SHIPPER: CANADA MALTING CO

CONSIGNEE AND ADDRESS:
ANSOR CORP
C/O DODWELL & CO LTD
645 WEST 8 TH AVE VANCOUVER BC

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER, FREIGHT AND PREVIOUS WAYBILL RECORDS AND ROUTING WHEN REBILLED: Central Grain

FINAL DESTINATION AND ADDITIONAL ROUTING

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WEIGHT AGREEMENT STAMP OR WEIGHED AS BELOW: WA 187
AT
GROSS
TARE
ALLOWANCE
NET

INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHING ETC., IF ICED SPECIFY TO WHOM ICING SHOULD BE CHARGED): ADVISE TERMINAL DOCK LTD VANCOUVER BC

WHEN SHIPPER IN UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING INSERT "YES"

TARIFF REFERENCE: 0430

WAS AN ATTENDANT IN CHARGE? YES OR NO
DATE & TIME LOADED
WAS CAR BEDDED BY CARRIER?
AMOUNT OF EXCESS MATERIAL FURNISHED ON SHIPPER'S WRITTEN ORDER
WAS BEDDING FURNISHED BY CARRIER AND PLACED IN CAR BY SHIPPER?
GOVERNMENT CERTIFICATE NO. ATTACHED
WAS EXCESS MATERIAL PLACED IN CAR BY SHIPPER?
DOES NOT APPLY BETWEEN POINTS IN CANADA
HAS 36 HOUR REQUEST BEEN SIGNED AND FILED AT POINT OF ORIGIN?

ALL PURPOSE WAYBILL	H OR R	TRT	COMMODITY	CLASS	DEST. R.R. NO.	DEST. ZONE	IF MOVING ON "W & C TO FOLLOW" BASIS SHOW ESTIMATED FREIGHT CHARGES HERE.
	Z	FR	208110	ZA			ESTIMATED $

DESCRIPTION OF ARTICLES AND MARKS	WEIGHT	TR C	RATE $	*	FREIGHT	ADVANCES CDE.	ADVANCES (MISC. CHGS.)	PREPAID
666 BAGS BARLEY MALT	73626	S	34		25033			25033
BAGS MARKED SMC MANILA PRODUCT OF CANADA 1169-1523-SM LOT 5 USE NO HOOKS								
40 TON CAR ORDERED 60 SUPPLIED								
SS "BONNEVILLE" LOADING IN VANCOUVER JULY 10								

Central Grain #2 Do no-1 seg.

LIVESTOCK FEEDING RECORD

LAST UNLOADING DATE	TIME	COUNT	RELOADING DATE	TIME	COUNT	DEAD & CRIP REMOV	FEED AMOUNT	FEED KIND	PRICE CWT OR BU.

FOR ADDITIONAL CHARGES SEE

AMOUNT	WAYBILL	DATE

INTERLINE TRANSIT CAR NUMBER	MO.	DAY	CAR NUMBER	INIT.	CAR NUMBER	ORIGIN STN. NO.	UNLOADED MO.	UNLOADED DAY	UNLOADED YR.	WEIGHT CANCELLED	CONTENTS	ORIGIN STATION NAME	RATE THRU	RATE PD. IN	RATE BAL.

SURCHARGE OR DISCOUNT	%	S D	AMOUNT

WE HAVE RECEIVED THE FOLLOWING ARTICLES CONSIGNED TO YOU

* FRACTIONS OF RATE

DELIVER TO
CONSIGNEE

DELIVERED BY
PER

A charge will be made when cars are delayed beyond the time allowed by this Company for loading and unloading. All freight transported by this Company is subject to the published terms and regulations. All claims for overcharge must be sent to the Auditor of Freight Revenues, Montreal, accompanied by freight bill. Claims for loss and damage should be sent to Freight Claim Agent of Region in which Claimant **(Shipper** or **Consignee)** is located. Offices of Freight Claim Agents are located at Montreal, Toronto, Winnipeg and Vancouver. This freight will be delivered only on presentation of this bill. See bill of lading for conditions of Carriage.

MAKE CHEQUES PAYABLE TO ORDER OF
CANADIAN PACIFIC RAILWAY CO.
MAIL TO LOCAL FREIGHT AGENT

PRINTED IN CANADA

PLACE SPECIAL SERVICE PASTERS HERE

"BASIC REPORTED" STAMP HERE
IF BLUE COPY ISSUED TYPE "YES"

105 – CP Rail – 105

UNLOADING SHEET

5

DATE TERMINATED

STOP THIS CAR AT
AT
AT

CONSIGNEE AND ADDRESS AT STOP

PRO NUMBER

CAR INITIALS AND NUMBER: CP 259072

TOFC / COFC: UNIT INIT. & NO. / UNIT INIT. & NO. / UNIT INIT. & NO. / UNIT INIT. & NO.

C.L. TRANSFERRED TO

GROSS

LENGTH OF CAR: ORDERED / FURNISHED

MARKED CAPACITY OF CAR: ORDERED / FURNISHED

KIND	CONTENT	TARE	SPL. ITEMS	DEST. STN. NAME	DEST. OFF JCT.	RR	ORIGIN NO.	RR	ORIGIN STN. NAME	SHIPPER	CONSIGNEE	CONTENTS
B	37	22		VANCWHRF	9701		5200		WINNIPEG	CANMALTI	ANSOR	MALT

TO STATION NUMBER & NAME: (9701) VANCOUVER BC — PROV. OR STATE

DATE: JULY 2/70SN

WAYBILL NUMBER: 042433

ROUTE (SHOW EACH JUNCTION AND CARRIER IN ROUTE ORDER TO DESTINATION OF WAYBILL)

CPR TO TERMINAL DOCK VANCOUVER BC AND SS "BONNEVILLE" TO MAINIL PI FOR EXPORT

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

FROM STATION NUMBER & NAME — PROV. OR STATE

ACTUAL ORIGIN ( )

BILLED AT (5200 WINNPEG MAN

RECONSIGNED TO — STATION — PROV. OR STATE

AUTHORITY

FULL NAME OF SHIPPER: CANADA MALTING CO

CONSIGNEE AND ADDRESS
ANSOR CORP
C/O DODWELL & CO LTD
645 WEST 8 TH AVE VANCOUVER BC

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED

FINAL DESTINATION AND ADDITIONAL ROUTING

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WEIGHT AGREEMENT STAMP OR WEIGHED AS BELOW
AT WA 187

INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHING ETC., IF ICED SPECIFY TO WHOM ICING SHOULD BE CHARGED)

ADVISE TERMINAL DOCK LTD VANCOUVER BC

WHEN SHIPPER IN UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING INSERT "YES"

GROSS

TARE

ALLOWANCE

NET

LIVESTOCK — WAS AN ATTENDANT IN CHARGE — YES OR NO

DATE & TIME LOADED

AMOUNT OF EXCESS MATERIAL FURNISHED ON SHIPPER'S WRITTEN ORDER

GOVERNMENT CERTIFICATE NO — ATTACHED

WAS CAR BEDDED BY CARRIER?

WAS BEDDING FURNISHED BY CARRIER AND PLACED IN CAR BY SHIPPER?

WAS EXCESS MATERIAL PLACED IN CAR BY SHIPPER?

HAS 36 HOUR REQUEST BEEN SIGNED AND FILED AT POINT OF ORIGIN?

* DOES NOT APPLY BETWEEN POINTS IN CANADA

TARIFF REFERENCE: 0430

ALL PURPOSE WAYBILL

H OR R	TRAFFIC	COMMODITY	BILLING	DEST. R.R. NO.	DEST. ZONE
	2	2083110	ZA		

IF MOVING ON "W & C TO FOLLOW" BASIS SHOW ESTIMATED FREIGHT CHARGES HERE.

ESTIMATED $

DESCRIPTION OF ARTICLES AND MARKS	WEIGHT	TR C	RATE $	¢	*	FREIGHT	ADVANCES CDE.	(MISC. CHGS.)	PREPAID
666 BAGS BARLEY MALT	73626	S		34		25033			25033
BAGS MARKED SMC MANILA PRODUCT OF CANADA 1169-1523-SM LOT 5 USE NO HOOKS									
40 TON CAR ORDERED 60 SUPPLIED									
SS "BONNEVILLE" LOADIGG IN VANCOUVER JULY 10									

LIVESTOCK FEEDING RECORD — UNLOADING: DATE / TIME / COUNT — RELOADING: DATE / TIME / COUNT — DEAD & CRIP. REMOV. — FEED: AMOUNT / KIND — PRICE CWT OR BU. — FOR ADDITIONAL CHARGES SEE: AMOUNT / WAYBILL / DATE

TRANSFER: NUMBER / MO. / DAY / NUMBER — CAR: INIT. / NUMBER — ORIGIN STN. NO. — UNLOADED: MO. / DAY / YR. — WEIGHT CANCELLED — CONTENTS — ORIGIN STATION NAME — RATE: THRU / PD. IN / BAL.

SURCHARGE OR DISCOUNT	%	S D	AMOUNT

* FRACTIONS OF RATE

Advised	Ordered	Constructive Placement	Actual Placement	Released	Demurrage
					A/c No.

PRINTED IN CANADA

C A N A D I A N P A C I F I C R A I L W A Y C O M P A N Y

Vancouver Wharf

_____ 19 ____

Clerk - S.S. Accounting
Senior Clerk - Rates
Senior Clerk - Claims

S.S. _____ Voyage No. _____

Arrived Vancouver on _____

Please note the following shipments checked entirely short ex above vessel:

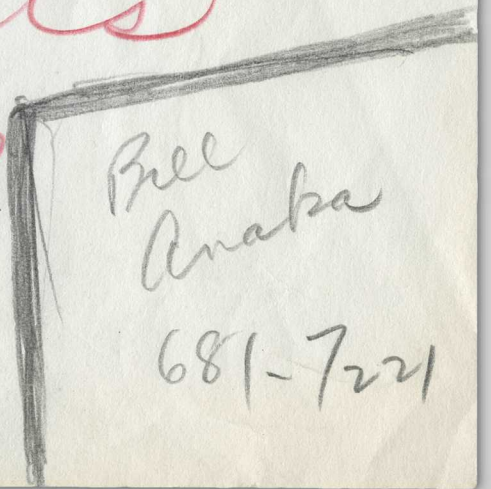
FRIDAYS ONLY
Extra RUN

5 PM run
night messgr if our
turn

Exchange WBs
& tfr Sheets

with CNR

Bill
Anaka
681-7221



HK 95 VO	19860	75	3150					
HK 96 VO	19861	66	2706					
HK 97 VO	19862	38	1558					
HK 98 VO	19863	25	2325					
HK 99 VO	19864	25	2600					
HK 100 VO	19865	28	1680					
HK 101 VO	19866	19	1558					
HK 103 VO	19867	103	6186					
HK 104 VO	19868	44	7281					
HK 105 VO	19869	8	1038					
HK 106 VO	19870	72	2770					
HK 107 VO	19871	66	4242					
HK 108 VO	19872	21	813					

...ter-departmental Correspondence

CN

department, place and date Express, Vancouver, B.C. December 4th, 1969

your file and letter dated

our file A69/509

subject

Copy Len Zachariar

...PRINTED IN CANADA

Mr. A. Walker,
Outward Carload Rate Clerk,
Express,
Vancouver, B.C.

We have recently encountered problems of expediting transfer sheets and waybills covering carloads billed by us ex CN for CP Haul. Example of this is B.F. Goodrich cars destined, Lethbridge, Alberta.

Effective immediately, any billing received covering such movements will be billed immediately, transfer sheets issued by the Revising Clerk to cover the billing of all documents, placed in the CP Rail envelope without delay.

During the week days, Monday thru Thursday the delivery of waybills will be made in the usual manner, however, any billing of this nature (especially cars B.F. Goodrich) that are received on Friday the rate clerk will ensure that the cars are billed, transfer sheets issued and notification by telephone be given to Mr. Fox, Local 460 or Mr. Zacharis, Local 285, MUtual 1-2212 of the CP Rail, informing them that we hold billing for these particular cars.

The delivery of these bills to the CP Rail and vise versa will be made by the CP or CN Messenger between the hours of 4:00 and 6:00 p.m. on Friday as a special delivery on a week about arrangement as is in effect at present.

You are to contact me immediately if any problems arise that may hinder delivery of these waybills in question.

Operations Supervisor
(Carload)

For: L.M. Lane,
Terminal Traffic Manager.

WA/ek

Inter-departmental Correspondence

CN

department, place and date Express, Vancouver, B.C. December 4th, 1969.

your file and letter dated

our file

subject

CN-12 PRINTED IN CANADA

c.c: Mr. E. W. Matheson,
Terminal Superintendent,
Vancouver, B.C.

Mr. R. S. Egan,
Superintendent Transportation,
Vancouver, B.C.

For your information.

c.c: Mr. L. Fox,
CP Rail,
Vancouver Wharf,
Vancouver, B.C.

For your information, as per our telephone conversation of December 3rd on this matter.

STANDARDS MANUAL INDEX

LOCAL WHARF FREIGHT OFFICE - VANCOUVER

SUPERVISOR - CUSTOMER SERVICE

Section - Revising	Standards Time Hours	Minutes	Code
Local			
Initial sort all W/B's arriving office	.6873	41.24	RAA
Process Local Pro	.1289	7.73	RAB
Process Foreign Pro	.1879	11.27	RAC
Process P/E Pro	.1417	8.50	RAD
Process Stroke Pro	.1152	6.91	RAE
Process NR Pro	.0897	5.38	RAF
Process PPO Pro	.0407	2.44	RAG
Process Correspondence	.1998	11.99	RAH
Export and Coastal			
Process Local Pro	.1368	8.21	RBA
Process Foreign Pro	.1842	11.05	RBB
Process NR Pro	.1228	7.37	RBC
Process Correspondence	.1822	10.93	RBD
Process LCL Export papers	.3193	19.16	RBE
Issue C/N form Rev 27	.1122	6.73	RBF
Issue Statements	.2817	16.90	RBG
Handle boat list - sulphur cars	.0101	.61	RBH
Issue Rebate Statement	.0107	.64	RBI
Issue BL cars to Port Moody	.2784	16.70	RBJ
Prepare and Rate outward deepsea Manifest	.0613	3.68	RDA
Make summary and statements outward deepsea Manifest	.0129	.77	RDB
Make Customer Statements outward deepsea Mfst.	.0858	5.15	RDC

May 17/66

Mr LePage: As per conversation regarding proposed list of rules re timeclocks

Regarding Heading:

We would not want to pay employees strictly from time cards — the cards themselves are a guide to the timekeeper and must be used judiciously with ~~the~~ the work sheets

1. As in (1) if an employee punched at 7.50 AM he would be paid for time not worked

2. If they stayed late they would automatically be paid for it, according to wording of the heading, whether authorized or not.

3. Time should not be paid strictly from time cards because (regardless of penalties) anyone can punch a time card.

4. Since we have so much trouble with bad order clocks we should not have time paid strictly from time shown on cards.

5. Why make the time card so hard & fast for part of the week working on CPR piers and the balance of the week while working outside docks the work sheet would be the final authority?

Regarding 1. If exception is taken to a few employees punching in too early, and rules set up accordingly, it would probably result in all employees refusing to punch until 8 A M and in many cases they would be later getting to their jobs.

Regarding 2. Cannot imagine the purpose of this. In the first place it makes no provision for a different lunch period, or a change of lunch period.

In the second place some employees are working through their lunch period on continuous duty.

In the third place some work at Sled 5 or 7 and because of inaccessibility are excused from noon punches, + this privilege also extended our two craneman. (In this last I would like to point out how J. Anderson & Fitchall etc. risked their lives in successful effort to stop crane from being blown away in high wind storm. Let no one get too childish with petty nuisance regulations for this type of valued employees.)

Regarding 3. Here again it is not always the case that all employees will finish their lunch period at 13K presuming this is the intent of the clause, as some may take a different meal period.

Regarding 4 This means all employees would have to stop work at 17 K. ???

Regarding 5 Working through lunch hour is presently covered by work sheet and is readily apparent on time card when employee is credited with 9 hours straight time.

Regarding 6 Why 18 K? Employees are already punching out following their tour of duty whether 17 K, 18 K 21 K or any other time. Why the supervisor should initial this particular entry is not understood.

Regarding 7 Don't know what point is trying to be made here but sometimes overtime is continuous with regular shift and there would be no punching. Also there is presently no punching for 30 minute meal break for two good reasons.

1st There are a limited number of columns on time cards and often they are at a premium when a man may work two or more jags of overtime in a day in addition to his regular shift. It is no use in setting up a requirement that could not be

followed in all cases. It would result in over punching and illegibility.

2nd

Even if space permitted the 30 min breaks to be punched it is still not a good idea :- The clock is not likely to have moved a column and employees would have to attempt to control the column selection manually by means of moving bakelite entry slot at top of clock. On many of our clocks this feature is bad order and the control is not there. On some clocks the number plate is missing and employee would be guessing result - over punching & illegibility. With so many new men working in the sheds on a casual basis and the difficulty in getting them to use this manual control correctly we are further ahead to avoid 30 minute punching When the clocks were first installed, and brand new, this matter was taken under consideration by the Supervisors and present course decided upon. A change now would only aggravate a difficult enough situation of bad order clocks and inexperienced personnel.

Regarding 8. This is already in effect.

Regarding 9 This is already in effect to the extent considered necessary to control a situation.

Regarding 10. This penalty is presently being used when warranted.

Regarding 11 Employees have always been liable to instant dismissal for said offence. To post such a notice such as this (10 & 11) could be construed as of a threatening nature and could be objected to by the union on these grounds. There is no indication that there has been instances of this happening. Our older employees know of this rule and sometimes have been heard explaining it to junior members which has better effect.

What prompts this suggested list of rules? Is it because of alleged "irregularities" which when finally presented to this office were dispelled with a logical explanation in most cases? The only trouble in this regard was that although the machinery was set up to cover the explanation of differences between time paid & time shown on time card our timekeeper was not following through. He has since been instructed to police this more carefully:

Initials of Ass't Gen. Foreman when req. for missed punches etc. mention of minimums applicable on overtime, mention of meal allowance at end of overtime period, etc. etc.

I have taken up with Data Centre and ascertained that in the shops straight time is to the closest 15 minutes & overtime 10 minutes. Yardmen 5 minutes straight 10 minutes overtime no where do they punch a 20 minute meal break.

The idea of paying overtime on a minute basis just because the wage agreement says so seems to me it might make more work for the Company. Anyhow it is between the Supervisors & employees as to exactly how long the work. The time card can understandably

be at a few minutes variance to the work sheet.

The list of suggested rules indicates to me a lack of understanding of present procedures and requirements of service, or else an inability to get a point across.

The whole tone of the recommendations is of a very peremptory nature and will only serve to antagonize a work crew from whom we want co-operation, not animosity.

A L Dot

VANCOUVER LOCAL WHARF FREIGHT SHEDS

POSITIONS AND SALARIES EFFECTIVE OCT. 1/62 UNTIL DEC. 31/62

OCC		$	OT	POT
		Nov 1/62		
53	General Foreman	506.84 ~~490.26~~		
53	Assistant General Foreman	457.10 ~~443.46~~		
53	Foreman	431.12	2.546	3.819
53	Assistant Foreman	383.06	2.262	3.393
92	General Foreman's Clerk	359.16	2.121	3.182
93	Craneman		2.218	3.327
93	Signalman		2.123	3.184
93	Checkers		2.123	3.184
54	Carload Machine Operator		2.123	3.184
54	Barlow Elevator Operator		2.040	3.060
54	Tractor Driver		2.011	3.016
54	Loader		2.011	3.016
54	Stower		2.011	3.016
54	Cooperer		2.011	3.016
54	Trucker		1.960	2.940
54	Linesman		1.960	2.940
	Checking or handling concentrates (Checking or handling coal in bulk, fishmeal, green hides, cement or frozen foods (actually working in reefer cars under ice June 15 - Sept. 15) bonus 10¢ per hour over basic rates)		2.459	3.689
54	Chinese Cooperer		1.544	2.316
55	Charge Hand		1.865	2.798
55	Grain Door Repairman (Over 12 mos. experience)		1.787	2.680
55	Grain Door Repairman (less than 12 mos. experience)		1.705	2.557
55	Car Cleaner/Labourer (over 6 mos. experience)		1.672	2.509
55	Car Cleaner/Labourer (less than 6 mos. experience)		1.625	2.437
93	Industrial Clerk Checker (new Oct. 26/62)	364.16	2.151	3.226
54	Senior Perishable Inspector	355.16	2.097	3.146
54	Perishable Inspector	345.80	2.042	3.063
93	Industrial Siding Checker (over 2 years experience)	345.80	2.042	3.063
93	Industrial Siding Checker (1 - 2 yrs. experience $5 less)	340.80	2.013	3.019
93	Industrial Siding Checker (Under 1 yr. experience $10 less)	335.80	1.983	2.975

5 days free time on all bond cargo

Number all mfst sheets & make summary sheet, also ~~make 2 lists~~ add ship's name to the two monthly arrival sheets which show number of shipments per vessel

Thru' BL Victoria Sments - hold advices get SS release & phone Joe Batty or McIntosh CPMS

* Local B/L send advice & hold all in cage for surrender of BL.

* Releases from S.S. Line - Honour & work all except Leimar Pool Cars - Do not make up e/b. on them until rider sheets come from Billing Desk - (Jack Fraser will hdl then) meantime as soon as mfst is put through & L/S & e/b's are done, get mfst together & put "Leimar Pool" stamp & "no tmls a/c o/L" on the mfst sheet from the letters from L&D Forwarders. Later J Fraser will fill in the info & make bills when billing desk so orders.

* On all traffic with definite through destination (except Alta. & Sask which is local) make L/S, even if it says Ntfy L&D or Mills Packers or CNR. except we honour Mainland Transfer if consigned to same make e/b & if marked Wpg chg Full Whfg & Hdlg but no cargo rates, but if marked for prairie points full tmls.

If mkd OCP, or for H. Hacking or Gen Distrib. make e/b bill as local. If Can Blue Star Line keep a record of pro numbers so you can put a hold sticker (for bumping ocean) on e/b when stripped all other SS lines look after their own ocean charges

Shipments that look to be consigned straight overland but have a lot of different destns in marks treat as local & advise ult. consignee & F.F.A.

When ship is expensed get all mfst together & go through & mark on Pod Car stamps & no tmls a/c o/L where applicable

above Expense pipe without charges & mark "Pass back" hold in front of you until called for or until method of hdlg is advised by shed. Don't send advices until charges put on or ~~until~~ if 24 hours pass and no answer available send an advice "chgs to follow"

Pipe direct to cars Whf 60¢/3000 lbs.
Hdlg 1.00/3000 lbs
CR 6¢/3000 lbs. (prairie & local)

All goods direct ship to car Hdlg $1 ton wt.
no heavy lift penalty when direct ship to car

overside to Scow ½ Whfg & full cargo rates (no hdlg)

Heavy lift charges listed under glass of Eddie's desk

4000 or under	$2.10/3000	Gen Mdse
4001 - 7000	2.53 T wt	
7001 - 12000	3.33 Ton wt.	
over 12,000	5.45 ton wt.	

VANCOUVER LOCAL WHARF FREIGHT SHEDS

POSITIONS AND SALARIES EFFECTIVE OCT. 1/62 UNTIL DEC. 31/62

OCC		Nov 1/62 $	OT	POT
53	General Foreman	506.84 ~~490.26~~		
53	Assistant General Foreman	459.10 ~~443.46~~		
53	Foreman	431.12	2.546	3.819
53	Assistant Foreman	383.06	2.262	3.393
92	General Foreman's Clerk	359.16	2.121	3.182
93	Craneman		2.218	3.327
93	Signalman		2.123	3.184
93	Checkers		2.123	3.184
54	Carload Machine Operator		2.123	3.184
54	Barlow Elevator Operator		2.040	3.060
54	Tractor Driver		2.011	3.016
54	Loader		2.011	3.016
54	Stower		2.011	3.016
54	Cooperer		2.011	3.016
54	Trucker		1.960	2.940
54	Linesman		1.960	2.940
	Checking or handling concentrates (Checking or handling coal in bulk, fishmeal, green hides, cement or frozen foods (actually working in reefer cars under ice June 15 - Sept. 15) bonus 10¢ per hour over basic rates)		2.459	3.689
54	Chinese Cooperer		1.544	2.316
55	Charge Hand		1.865	2.798
55	Grain Door Repairman (Over 12 mos. experience)		1.787	2.680
55	Grain Door Repairman (less than 12 mos. experience)		1.705	2.557
55	Car Cleaner/Labourer (over 6 mos. experience)		1.672	2.509
55	Car Cleaner/Labourer (less than 6 mos. experience)		1.625	2.437
93	Industrial Clerk Checker (new Oct. 26/62)	364.16	2.151	3.226
54	Senior Perishable Inspector	355.16	2.097	3.146
54	Perishable Inspector	345.80	2.042	3.063
93	Industrial Siding Checker (over 2 years experience)	345.80	2.042	3.063
93	Industrial Siding Checker (1 - 2 yrs. experience $5 less)	340.80	2.013	3.019
93	Industrial Siding Checker (Under 1 yr. experience $10 less)	335.80	1.983	2.975

U S Cargo add prem.

Oriental ~~& U.S. Cargo~~ 5 days Free time ~~[illegible]~~ add premium.

Long Haul: { SS Line will absorb ½ Whf & Hdl
Rail line absorbs ½ Whfg only when import rates are used (not radios Music boxes)
but to long haul U.S. points will absorb regardless of rate used.

To Victoria if on Local Bs/L send advice ~~put~~ in cage as B/L must be delivered
if on thru' B/L phone SS line to release & phone CP MS to come (for it.)
(Mr Jutesh or Coates)

Honolulu cargo add prem. (except P&O ships) SS Line will say how much.

Honolulu — Union SS N Z Cargo Ships, (not P&O passenger ships)
& Matson Line Freight (Alexander Baldwin Mr. Clell Boyd)
— All Freight from Honolulu. Charge handling to SS Line.
(except ex P&O ships) (because their tariff are "from Place of Rest to Place of Rest".)

Australian cargo ~~[illegible]~~ — do not add prem. but on cargo to U S destn on thru' rail B/L collect Ocn in U.S. Fds except if pd at cashier's cage before sment collect Can.

Wool & skins — probably should split rail out of thru' ocean rates.
Long haul SS line will only absorb on wool skins, maybe gelatine.
Probably split rail out of ocean & say in body of e/l whether rail propn ppd or collect. If ppd say "Rail Proportion beyond # prepaid charge Union SS Co of N.Z. (or Dingwall Cotts)"
Rail lines will absorb their ½ Whfg on all long haul traffic on import rates so sometimes assess ½ Whfg & Hdlg against shipment.

From Italy SS Line will absorb on long haul.

General instr.
* If ocn B/L is to Van. only & on all Alta & Saskatchewan destns expense as local & assess Hull Whfg Hdlg & cargo rates.

CPR MANIFESTS

Received in duplicate from FFA. Write approximate arrival date in top left hand corner of duplicate, show pro numbers, and give to C. E. Griffiths. Skeleton expense from B/L , no charges for now. All Furness Withy ships come here. If the vessel is coming to our dock leave all copies e/b intact. if It's for another dock pull out 3,4,5, e/b and pin to SS Line BL and place under square weight on Chief Biller's desk so they can go to outside dock Foreman. Make folder and place mfst and e/b's therein and retain on desk.

On arrival of vessel the outside checker will send 3,4,5, back with NHB e/b. Return 3,4,5, to proper place in bill. Get CPR mfst out and show routing, Pier, weights, NHB pro, and "Hamburg BL 3" etc., (per SS Line BL), and NHB charges possibly splitting terminals if more than 1 CPR BL combined on SS BL.

If ocean prepaid, OK, but if inland charges also prepaid use rate of exchange shown in top right hand corner of mfst as at time of loading at point of origin, convert to Canadian & show as "Rail beyond prepaid $.... " in body of bill.

Any charges forward are an advance and rate of conversion on the sterling must be obtained from NHB or SS Line (said rate as at Vancouver on collects) Show this rate on front of mfst and convert chgs fwd accordingly. Ocean collect will generally be already converted by outside dock and already shown as Can. on their e/b. In case of splits rates can be obtained from Dock Co. or SS Line.

On e/b show either:

1. "Deliver only on surrender of original CPR B/L" ..... when going CPMS, and issue 2 copies of white delivery order release form.

2. "Original CPR B/L surrendered at Vancouver" if already surrendered, or "Original CPR B/L to be surrendered at Vancouver". Put this on at time of expensing. This is for all consignees other than CPMS, make out the 2 copies of white delivery order release form for cashier.

SPLIT CPMS

1. Orig. white del.order & #1, 5, e/b to Chf.Clk.
2. Staple dupl.white release to #2,put on date stamp & file.away.
3. #8 e/b & NHB e/b leave with mfst in folder.
4. #3,4,6,7 to Chf Acct. who will distribute (3 Ref Clk, 4 SS Acctg 6/7 ledger clk)
5. Yellow copy NHB pro to Refund Clk. Charge account stamp not required on any copies.

SPLIT VARIOUS

1. #1,2,5,7 e/b & 2 white release forms to cashier.
2. #3,4, to Chf Acct (for Ref. Clk & SS Acctg Clk)
3. #6 in drawer
4. #8 leave with mfst & papers in folder.

Leith & Dyke

If customs clearance by L&D they will be issuing rail Bs/L to CPMS, All our dealings will be with L&D Charge them & give them all releases and papers.

When deepsea ship arrives at our dock show on deepsea mfst "w/c protected on thru' CPR mfst pro ..... & file #2 after cashier cancels deepsea B/L. Put through CPR pro with trucks on it in usual manner as shown above except no white release form required. Pickup will be done on our #2.

See next down for sample Form A.

ADDITIONS TO EMPLOYEE MASTER CARD FILE

I.D.P. "A"

Pacific — REGION | 893 — PAYROLL NO. | Dec A/60 — PAY PERIOD

CLK OR BOOK NO.	RACK OR REF. NO.	EMPLOYEE NO.	INIT.	NAME	RATE	C OF P	OCC CODE	FED. TAX EXEMP.	BONDS AMOUNT	INSURANCE CODE	INSURANCE AMOUNT	UNION DUES CODE	UNION DUES AMOUNT	P & S	PLACE PAYABLE	BENEFIT PLAN BASIC CODE	BENEFIT PLAN BASIC AMOUNT	BENEFIT PLAN OPTION CODE	BENEFIT PLAN OPTION AMOUNT	RES. STAT.	P. H. P.	PROV. TAX %
31	75	382655	GJ	LEWIS	01 781	1	54	999				75	4 00	1		61	4 82			9		
31	14	406783	G	CLEMENT	01 781	1	54	999				75	4 00	1		61	4 82			9		
31	28	403753	L	LUNARDINI	01 781	1	54	999						J						9		
31	64	337941	KG	FALES	01 781	1	54	999				75	4 00	J		61	4 82			9		
~~31~~	~~86~~	~~344574~~	TR	~~ZINN~~																		
31	125	116915	WS	PEACOCK	01 781	1	54	999				75	4 00	J		61	4 82			9		
31	130	311857	J	MIZERA	01 781	1	54	999				75	4 00	J		61	4 82			9		
31	131	401628	WJ	WALKER	01 781	1	54	999						1						9		
31	132	401629	R	HERDAN	01 781	1	54	100						1						9		
31	133	401613	A	BANATHY	01 781	1	54	999				75	4 00	1		61	4 82			9		
31	137	401630	NE	HILWORTH	01 781	1	54	999						1						9		
31	138	401631	RG	HARRIOTT	01 781	1	54	999						1						9		
31	140	401632	B	MANSON	01 781	1	54	999						1						9		
31	144	401633	DP	JACOBSON	01 781	1	54	999						1						9		
31	149	401634	G	BRUCE	01 781	1	54	999						1						9		
31	150	372831	R	SCOTT	01 781	1	54	999						1						9		
31	141	401627	TJ	BEIRNE	01 781	1	54	999						1						9		
31	128	401461	AR	HILLS	01 781	1	54	999				75	4 00	J		61	4 82			9		
31	112	403722	CA	CHRISTENSEN	01 781	1	54	999				75	4 00	1		61	4 82			9		

A J LaPage
FOR SUPERVISOR

No. "A"

DELIVERY ORDER

VANCOUVER WHARF
CANADIAN PACIFIC RAILWAY COMPANY

To: NATIONAL HARBOURS BOARD

Please deliver to CP MDSE SERVICES

the following cargo ex S.S. PACIFIC FORTUNE Voy. No.

ORD MRS DENISE ECKSFEDL
R R 3
SALMON ARM BC CANADA

To LONDON BL No. 17
NHB PRO 31665

to be delivered only on surrender of Original C.P.R. BL Pro No.
CPR PRO 18980

MARKS	DESCRIPTION
D E SALMON ARM VIA VANCOUVER	1 CASE HOUSEHOLD EFFECTS

CANADIAN PACIFIC RAILWAY COMPANY

A F LEPAGE/JF
Agent

DATE SEPT 6/63 19

SECTION 4—CARLOAD COMMODITY RATES IN CENTS PER 100 LBS.

See "Index of Points From and To Which Rates Apply" for points designated by Group Numbers.
The number prefixed to a station name is the Index Number and indicates the line on which the point is located.

COMMODITY	BETWEEN (except as noted)	AND	Rate	Item
Clay or **Clay Products**, except as noted, viz.: ♦**Brick**, building, NOS. **Brick**, faced, glazed or unglazed. **Brick**, fire (clay or other than clay). **Brick**, furnace or tank (Furnace or Tank Blocks). **Brick**, ground. **Brick**, paving (subject to Note). **Brick**, pressed. **Clay**, fire. **Fire Clay, Ground Fire Brick and Water**, combined in barrels or packages. **Mortar** or **Cement**, clay or other than clay, (furnace or Kiln-lining or high temperature bonding), noibn in WC. **Tile**, paving. Min. wt. 60,000 lbs., except as noted. (50)Min. wt. 50,000 lbs. (80)Min. wt. 80,000 lbs.	14245 Troy.....Ida.	#10 Martell.....Cal. 1410 McCloud..... " 1417 Burney..... " 1420 Pondosa..... "	Ⓤs⑥⑧083	
		1738 Ukiah.....Cal. 1780 Scotia..... " 1800 Eureka..... " 1805 Arcata..... "	Ⓤs⑥⑧090	
		3540 Kentucky House.Cal. 3685 Placerville..... " 3755 Auburn..... "	Ⓤs⑥⑧085	
		3905 Alturas.....Cal.	Ⓤs⑥⑧065	
		4260 Anderson.....Cal. 4265 Redding..... " 4505 Weed..... " 4555 Hilt..... "	Ⓤs⑥⑧069 Ⓤs⑥⑧069 Ⓤs⑥⑧065 Ⓤs⑥⑧065	
⑤Applies only on ♦Brick, building, NOS; Brick, faced; Brick, paving; Brick, pressed, and Tile, paving.	12650 Renton...Wash. 14245 Troy.....Ida. 15110 Renton...Wash.	3935 Lakeview.....Ore.	Ⓤs⑤⑩063 sⓊ⑧058 sⓊ068 sⓊ⑤⑩063 sⓊ⑧058	
⑥Applies only on Brick, fire; Brick, furnace or tank; Brick, ground; Mortar or Cement, clay or other than clay (furnace or Kiln-lining or high temperature bonding), noibn in WC; and on Clay, fire, in closed cars or open-top cars protected by tarpaulin or other protective coverings.	12650 Renton...Wash. 15110 Renton..... "	1780 Scotia.....Cal. 1800 Eureka..... " 1805 Arcata..... " 1810 Samoa..... "	⑤81 ⑥85 ⑦80 ⑧92	5375-W
⑦Applies only on Clay, fire, in open-top cars not protected by tarpaulin or other protective coverings.	Group 28 (Seattle)...	2835 Tarke.....Cal. 2840 Meridian..... " 2905 Oroville..... " 4815 Colusa..... " 7665 Oroville..... "	⑤72 ⑥75 ⑦68 ⑧80	
⑧Applies only on Fire Clay, Ground Fire Brick and Water, combined in barrels.		3680 Diamond Springs .....Cal.	⑤81 ⑥85 ⑦80 ⑧92	
⑨Will not apply on articles for which lower rates are specifically provided.				
a—Applies only on Brick, faced, glazed or unglazed.	Group 31 (Yakima).. Group 32 (Sunnyside) Group 33 (Kennewick)..... Group 34 (Walla Walla)..... Group 35 (Dayton).. Group 36 (Spokane).	1622 Meadowsweet..Cal. 1625 San Rafael..... " 1640 Sausalito..... " 1705 Healdsburg..... "	saⓊ091 saⓊ⑧080	
Note—With carload shipments of Brick, paving, there may be included Cement, acid proof (building), not to exceed 10 per cent of the total weight (or the minimum weight when greater than the total weight). The weight of Cement, acid proof (Building), shall not be used to make up the minimum weight and the weight thereof shall be shown separately on bill of lading by shipper.		4615 Yountville.....Cal.	saⓊ088 saⓊ⑧077	
#Applies via routes provided in Section 6 to Ione Cal., thence AmCen.	20150 Mica....Wash.	Group 17A (Los Angeles). Group 17D (Santa Barbara).....	saⓊ⑧093	
(JT-419)		Group 18 (San Diego)....	saⓊ114 saⓊ⑧103	
		3935 Lakeview.....Ore.	sⓊ068	

ⓊNot subject to increases referred to in Item X-212.
s—Applies southbound only.
For Explanation of other Reference Marks, see Item 10.

C/R Manifests

Received in duplicate from P F A. - write approximate arrival date in top l/h hand corner of duplicate, show pro numbers, and give to C.E. Griffiths.

Skeleton expense from B/L no charges for now.

All Furness Withy boats come here. If the vessel is coming to our dock leave all copies e/b intact. If it's for another dock pull out 3, 4, 5, e/b & fin to SS Line B/L & place under square wt. on Chief Biller's desk so they can go to outside dock. Make folder and place m/fst & e/b's therein & retain on desk.

On arrival of vessel outside checker will send 3, 4, 5 back with N.H.B. e/b. Return 3, 4, 5 to proper place in bill. Get C.P.R. m/fst out and show routing, Pier, weights, N H B pro, number and " Hamburg B/L # (SS Line B/L) and N H B charges, possibly splitting terminals if more than 1 C.P.R. B/L combined on SS B/L.

If ocean prepaid, o.k., but if inland charges also prepaid use rate of exchange shown in top right hand corner of m/fst as at time of loading at point of origin, & convert to Can. & show as Paid Beyond prepaid..... in body of bill.

Any charges forward are on advance & rate of conversion on the sterling must be obtained from N H B or S.S. Line (said rate as at Vancouver on Collects) show this rate on front of m/fst. & convert chgs. Fwd accordingly. Ocean collect will generally be already converted by outside dock and already shown as Can. on their e/b. In case of splits rates can be obtained from Dock Co. or S S Line.

NOT subject to Increases referred to in Items X-212 or X-223.

SECTION 4—CARLOAD COMMODITY RATES IN CENTS PER 100 LBS.

See "Index of Points From and To Which Rates Apply" for points designated by Group Numbers.
The number prefixed to a station name is the Index Number and indicates the line on which the point is located.

Iron or **Steel Articles**, as described in Items 7140 to 7155. **Item 7170-R**

For list of articles taking Column A, B, C, D, E, F, G, H or J rates, see Items 7140, 7145, 7150 and 7155.

TO ☞ (Pro.-8847)	FROM ☞ (Except as Noted)	Column	Group 15 (San Francisco) Group 16 (Port Chicago)				Group 17A (Los Angeles)			Group 17D (Santa Barbara)	
			(30)	(40)	(60)	(80)	(40)	(60)	(80)	(40)	(60)
		A, C, E, F, G	.....	③72	.....	③60½ s⑦73	⑮⑯101 ↓⑧⑮ 103	.....	②79 s⑨85 ↓⑩81 ↓s⑪87	b131	.....
		B	③⑬100	③⑤⑫ 100	.....	.....	.....	.....	.....	.....	.....
15830 Ashland	Ore.	H	.....	③72	.....	③60½ s⑦75	⑮⑯101 ↓⑧⑮ 103	.....	②79 s⑨88 ↓⑩81 ↓s⑪90	135	.....
15855 Medford	"										
15867 White City	"	D	.....	③72	.....	③60½	⑮⑯101 ↓⑧⑮ 103	.....	②79 ↓⑩81	.....	.....
		J	.....	③72	④67	③60½	⑮⑯101 ↓⑧⑮ 103	②85 ↓⑩87	②79 ↓⑩81	.....	93
		A, E, F, G	.....	③86	.....	⑭⑮79	⑮⑯107 ↓⑧⑮ 109	.....	⑮⑯85 ↓⑧⑮87	131	.....
		C	.....	③86	③⑱79	⑭⑮79	⑮⑯107 ↓⑧⑮ 109	②⑱93 ↓⑩⑱95	⑮⑯85 ↓⑧⑮87	131	.....
15880 Grants Pass	Ore.	H	.....	③89	.....	⑭⑮81	⑮⑯110 ↓⑧⑮ 112	.....	⑮⑯88 ↓⑧⑮90	135	.....
		J	.....	③86	④67 ③64½	.....	.....	②85 ↓⑩87	.....	.....	93

b—Applies only on commodities taking Scale A, C or E rates.
s—Applies southbound only.
②Does not apply from points on ATSF in connection with SP.
③Does not apply from Group 15 points on ATSF in connection with SP.
④Applies only from 7430 Decoto, Cal., and only via WP, Stockton or Marysville, Cal., SP.
⑤Does not apply on shipments consisting exclusively of articles for which rates are provided in Column A.
⑦Does not apply to Group 15 points on ATSF in connection with SP.
⑧Applies from or to points on ATSF in connection with SP.
⑨Does not apply to points on ATSF in connection with SP.
⑩Applies from points on ATSF in connection with SP.
⑪Applies to points on ATSF in connection with SP.
⑫Applies only on shipments which include Plates or Sheets (exclusive of planished or russia), as described in Column B, Item 7140, in mixed carloads.
⑬Does not apply on shipments which include Plates or Sheets (exclusive of planished or russia), as described in Column B, Item 7140.
⑭Does not apply from or to Group 15 points on ATSF in connection with SP.
⑮Rates also apply from sideline points to headline points.
⑯Does not apply from or to points on ATSF in connection with SP.
⑱Applies only on Pipe or Tubing, plate or sheet, U. S. Standard Gauge 16 or thicker, as described in Item 7145, outside diameter 20 inches or over. Not subject to Rule 24 of WC nor Paragraph 2 of Rule 110 of ES (where applicable) nor Paragraphs 2 and 3, Part 1 of Item 1017 of this Tariff.
(30)Min wt 30,000 lbs.
(40)Min wt 40,000 lbs.
(60)Min wt 60,000 lbs.
(80)Min wt 80,000 lbs.
For Explanation of other Reference Marks, see Item 10.

ISSUED APRIL 4, 1963 EFFECTIVE MAY 12, 1963

C—2300—Authy. SM-1594.

Issued by W. O. GENTLE, Tariff Publishing Officer,
717 Market Street, San Francisco 3, Cal.

On f/b show either:

(1) Deliver only on surrender of original CPR B/L
(When going CPMS.
and issue 2 copies white Delivery Order release form
(as per next down.)

(2) Original CPR B/L surrendered at Vancouver
(surrendered already) or Orig CPR B/L to be surrendered at Van
Put this on at time of expensing. This is
for all consignees other than CPMS
~~Cashier will~~ make out the white Delivery Order
release form for cashier

SPLIT
CPMS

(1) Orig. white del. order #1, #5, e/b to chief clerk

(2) Staple dupl. white release to #2 just on date stamp & file away

(3) #8 e/b & NHB e/b leave with mfst in folder

(4) #3, 4, 6, 7, to bkf Acct. who will distribute (3 - Refund Clk
4 - SS Acctg Clk, 6/7 for ledger clerk)

Charge acct stamp not required to be put on any copies

SPLIT
VARIOUS

(1) #1, #2, #5, #7 e/b
4 - 2 white release forms to Cashier

(2) #3, #4, to bkf Acct (Air Ref. Clk
SS Acctg Clk)

(3) #6 in drawer

(4) #8 left with mfst & papers in folder.

VANCOUVER LOCAL WHARF FREIGHT SHEDS

POSITIONS AND SALARIES EFFECTIVE OCT. 1/62 UNTIL DEC. 31/62

OCC		$	OT	POT
53	General Foreman	~~490.26~~ 506.84		
53	Assistant General Foreman	~~443.46~~ 459.10		
53	Foreman	431.12	2.546	3.819
53	Assistant Foreman	383.06	2.262	3.393
92	General Foreman's Clerk	359.16	2.121	3.182
93	Craneman		2.218	3.327
93	Signalman		2.123	3.184
93	Checkers		2.123	3.184
54	Carload Machine Operator		2.123	3.184
54	Barlow Elevator Operator		2.040	3.060
54	Tractor Driver		2.011	3.016
54	Loader		2.011	3.016
54	Stower		2.011	3.016
54	Cooperer		2.011	3.016
54	Trucker		1.960	2.940
54	Linesman		1.960	2.940
	Checking or handling concentrates (Checking or handling coal in bulk, fishmeal, green hides, cement or frozen foods (actually working in reefer cars under ice June 15 - Sept. 15) bonus 10¢ per hour over basic rates)		2.459	3.689
54	Chinese Cooperer		1.544	2.316
55	Charge Hand		1.865	2.798
55	Grain Door Repairman (Over 12 mos. experience)		1.787	2.680
55	Grain Door Repairman (less than 12 mos. experience)		1.705	2.557
55	Car Cleaner/Labourer (over 6 mos. experience)		1.672	2.509
55	Car Cleaner/Labourer (less than 6 mos. experience)		1.625	2.437
93	Industrial Clerk Checker (new Oct. 26/62)	364.16	2.151	3.226
54	Senior Perishable Inspector	355.16	2.097	3.146
54	Perishable Inspector	345.80	2.042	3.063
93	Industrial Siding Checker (over 2 years experience)	345.80	2.042	3.063
93	Industrial Siding Checker (1 - 2 yrs. experience $5 less)	340.80	2.013	3.019
93	Industrial Siding Checker (Under 1 yr. experience $10 less)	335.80	1.983	2.975

Leith & Jyke will bring in copy e/b & B/L with instruction

If OL BL & all long haul pass right in to cashier he will return copies from which you will mark Mfst "no tmls a/c OL"

If all local & e/b is on local BL & full tmls put right in to cashier with instr. to chg all.

If part or all local & e/b is on thru' basis get e/b & phone SS line for new ocean charge. Make nec. change in Ocean charges draw wiggly line through tmls & put in cage. Cashier will charge Ocean and hand back copies — We then make new expense bill for the proper tmls & on it say "Ocean paid". Mark Mfst with correct ocean & tmls.

This method above is for L & D only

All other firms have Ocean & Tmls adjusted before bills handed out

L & D & Denning have credit for Ocn & Tmls

Mills have credit for tmls only — will present blank cheque to cover certain shipments. Take a note of Bs/L numbers and vessel to be covered by that particular cheque.

Make split bills on bond goods
no split bills on cleared stuff put all distrib. on one bill

Truck lines and TCA, CPA treat as local & probably bump ocean — phone ss. line.

CPX put on local termls. but don't bump ocean.

CP LCL charge ½ Whfg only on long haul.

Johnston Tmls will give us a routing CNR — this will be JNS Pool or CPR (will be Transco Pool) Full Whfg & Hdlg but no cr (we don't do the bill)

Leimar Pool Winnipeg via CPR } long haul CPR no tmls a/c OL
Leimar Pool Winnipeg via CPR } (we do the billing) ½ Whfg only a/c import rates not used.
Mills Pool

{ All other Pool cars Wpg via CNR or if not shown as CPR
MTC J.N.S. Mills, Full Whfg & Hdlg — no cargo rates
This traffic trucked away in strange trucks & SS line will not trust that goods go rail as far as tmls go, but they are satisfied as to ocean.

LCL (not likely anymore) ex Oriental to Longhaul incl Wpg when using Import rates { CPR no tmls a/c O/L
{ CNR — ½ whfg.

Loc.Whf.Frt.Office, B.C.
August 24, 1966

DUTIES OF NIGHT MESSENGER

2:00 - 2:50 - Take letters to C.P.M.S. (44 West P ender) ~~and pick up papers of Pool Car Sheds.~~

every other week
2:00 - 3:20 - Do things above and to to C.N.R. and G.N.R. on Main Street to take letters and return them (Bus money provided).

2:50
or 4:45
3:20 - ~~5:00~~ - Stuff Waybills
4:45 - 4:55 - Go To Gen Foreman's office & pick up shipping bills etc.
5:00 - 6:00 - Go to the Pool Car Shed and pick up Shipping Bills (Time varies on how long one has to wait).

6:00 - 6:20 - Lunch

6:20 - 7:00 - Stuff Waybills

7:00 - 7:15 - Go to the Yard Office to take W/B's and empty basket there.

7:15 - 8:00 - Stuff W/B's

8:00 - 8:10 - Coffee Break

8:10 - 9:40 - Stuff W/B's or enter Cars in Car Book if time permits.

9:40 -10:00 - Take W/B's to Yard Office - time varies (depends on what time W/B's are ready).
Punch out before leaving for this trip and go home directly.

W/B's Night Messenger stuffs
Riders - put on your desk (stuff them) daily
Ledgers - singles (daily)
doubles
triples
fourths
fives
Gain Sheets - (in three's)
2 or 3 books daily
460's plain and with four whites
Lists -
Yellow Sheet and three or six whites
Wire Sheets -
three or nine whites (plus misc. forms asked for)

Loc.Whf.Frt.Office, B.C.
August 24, 1966

DUTIES OF NIGHT MESSENGER

2:00 - 2:50 - Take letters to C.P.M.S. (44 West P ender) and pick up papers of Pool Car Sheds.

every other week
2:00 - 3:20 - Do things above and to to C.N.R. and C.N.R. on Main Street to take letters and return them (Bus money provided).
2:50
or
3:20 - 5:00 - Stuff Waybills

5:00 - 6:00 - Go to the Pool Car Shed and pick up Shipping Bills (Time varies on how long one has to wait).

6:00 - 6:20 - Lunch

6:20 - 7:00 - Stuff Waybills

7:00 - 7:15 - Go to the Yard Office to take W/B's and empty basket there.

7:15 - 8:00 - Stuff W/B's

8:00 - 8:10 - Coffee Break

8:10 - 9:40 - Stuff W/B's or enter Cars in Car Book if time permits.

9:40 -10:00 - Take W/B's to Yard Office - time varies (depends on what time W/B's are ready).
Punch out before leaving for this trip and go home directly.

W/B's Night Messenger stuffs
Riders - put on your desk (stuff them) daily
Ledgers - singles (daily)
doubles
triples
fourths
fives
Gain Sheets - (in three's)
2 or 3 books daily
460's plain and with four whites
Lists -
Yellow Sheet and three or six whites
Wire Sheets -
three or nine whites (plus misc. forms asked for)

Loc.Mnf.Frt.Office, B.C.
August 24, 1966

DUTIES OF NIGHT MESSENGER

2:00 - 2:50 - Take letters to C.P.M.S. (44 West P ender) and ~~pick up papers of Pool Car Sheds.~~

every other week
2:00 - 3:20 - Do things above and to to C.N.R. and G.N.R. on Main Street to take letters and return them (Bus money provided).

2:50
or
3:20 - 5:00 - Stuff Waybills

5:00 - 6:00 - Go to the Pool Car Shed and pick up Shipping Bills (Time varies on how long one has to wait).

6:00 - 6:20 - Lunch

6:20 - 7:00 - Stuff Waybills

7:00 - 7:15 - Go to the Yard Office to take W/B's and empty basket there.

7:15 - 8:00 - Stuff W/B's

8:00 - 8:10 - Coffee Break

8:10 - 9:40 - Stuff W/B's or enter Cars in Car Book if time permits.

9:40 -10:00 - Take W/B's to Yard Office - time varies (depends on what time W/B's are ready).
Punch out before leaving for this trip and go home directly.

W/B's Night Messenger stuffs
Riders - put on your desk (stuff them) daily
Ledgers - singles (daily)
doubles
triples
fourths
fives
Gain Sheets - (in three's)
2 or 3 books daily
460's plain and with four whites
Lists -
Yellow Sheet and three or six whites
Wire Sheets -
three or nine whites (plus misc. forms asked for)

Duties of Night Messenger.

August 24th, 1960

2:00–2:50 Take letters to C.P.M.S (44 West Pender) and pick up papers at Pool Car Sheds.
(every other week)

2:00–3:20 Do things above and go to C.N.R and G.N.R on Main Street to take letters and return them. (Bus money provided)

2:50 or 3:20 – 5:00 Stuff Waybills

5:00–6:00 Go to the Pool Car Shed and pick up Shipping bills.
↑ time varies on how long one has to wait

6:00–6:20 Lunch.

6:20–7:00 Stuff WIB's.

7:00–7:15 Go to the Yard office to take WIB's and empty basket there.

7:15–8:00 Stuff WIB's.

8:00–8:10 – Coffee Break.

8:10–9:40 – Stuff WIB's
or enter Cars in Car Book if time permits.

9:40–10:00 – Take WIB's to Yard office
↑ time varies (depends on what time WIB's are ready)
(punch out before leaving for this trip and go home directly)

WIB's ~~which~~ Night Messenger stuffs makes.

Riders - put on your desk - (stuff them) daily.
Ledgers - singles (daily)
doubles
triples
fourths
fives
Lair Sheets - (in three's)
2 or three books daily
460's plain
and with four whites.
Lists
1 yellow sheet and three or ~~five~~ six whites
Wire Sheets
3 or ~~five~~ nine whites. (plus misc. forms asked for)

(author - Art Dejager)

File [redacted] M 33608 (1966) FBO

FREE BILLING ORDERS

Received from Financial Dep't. Montreal for freight to move east. often a/c an employee Afrd.

Phone Dept. concerned & ask for 24 hours notice so we can order a car for loading.

MAKE 3 COPIES B/L

show "FBO reference number"... or say "FBO Applied for" (Keep FBO on file M 33608 (1966) semi stand. file of McGiveron)

Send 3 copies BL to shed for loading and when they come back with car number give #2 S/B to Local Rate Clerk & send #1 & 3 B/L to the department of the employee.

OCS cars

Consign to "Stores Dept" or "Stores c/o J. Smith" or ??)

PLACE SPECIAL SERVICE PASTERS HERE

"BASIC REPORTED" STAMP HERE IF BLUE COPY ISSUED TYPE "YES"

105 – **Canadian Pacific** – 105

DATE RECEIVED

A.F.R. ACCOUNTING COPY OF WAYBILL

STOP AT
THIS AT
CAR AT

CONSIGNEE AND ADDRESS AT STOP

PRO NUMBER

CAR INITIALS AND NUMBER	C.L. TRANSFERRED TO	GROSS	LENGTH OF CAR ORDERED	LENGTH OF CAR FURNISHED	MARKED CAPACITY OF CAR ORDERED	MARKED CAPACITY OF CAR FURNISHED
CP 281933						

KIND	CONTENT	TARE	SPL ITEMS	DEST. STN.	NAME	DEST. OFF JCT.	RR	ORIGIN NO.	RR	ORIGIN STN. NAME	SHIPPER	CONSIGNEE	CONTENTS

TO STATION NUMBER & NAME — PROV. OR STATE
(9600) KAMLOOPS BC

DATE: JULY 4 67

WAYBILL NUMBER: 060813

ROUTE (SHOW EACH JUNCTION AND CARRIER IN ROUTE ORDER TO DESTINATION OF WAYBILL)

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

FROM STATION NUMBER & NAME — PROV. OR STATE

ACTUAL ORIGIN ( )

BILLED AT (9700) VANCOUVER BC

RECONSIGNED TO — STATION — PROV. OR STATE

AUTHORITY

FULL NAME OF SHIPPER
PAC BREWERS WAREHOUSING LTD
MOLSONS CAPILANO BRWRY

CONSIGNEE AND ADDRESS
PACIFIC BREWERS WAREHOUSING
KAMLOOPS BC

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED

FINAL DESTINATION AND ADDITIONAL ROUTING
KAMLOOPS BC

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WEIGHT AGREEMENT STAMP OR WEIGHED AS BELOW
AT
GROSS
TARE
ALLOWANCE
NET

INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHING ETC., IF ICED SPECIFY TO WHOM ICING SHOULD BE CHARGED)

WHEN SHIPPER IN UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING INSERT "YES"

LIVESTOCK
DATE & TIME LOADED
AMOUNT OF EXCESS MATERIAL FURNISHED ON SHIPPER'S WRITTEN ORDER
GOVERNMENT CERTIFICATE NO. ATTACHED
* DOES NOT APPLY BETWEEN POINTS IN CANADA

WAS AN ATTENDANT IN CHARGE? (YES OR NO)
WAS CAR BEDDED BY CARRIER?
WAS BEDDING FURNISHED BY CARRIER AND PLACED IN CAR BY SHIPPER?
WAS EXCESS MATERIAL PLACED IN CAR BY SHIPPER?
* HAS 36 HOUR REQUEST BEEN SIGNED AND FILED AT POINT OF ORIGIN?

TARIFF REFERENCE

INTERLINE ALL PURPOSE WAYBILL

H OR R	TRAFFIC	COMMODITY	BILLING	DEST. R.R. NO.	DEST. ZONE	IF MOVING ON "W & C TO FOLLOW" BASIS SHOW ESTIMATED FREIGHT CHARGES HERE. ESTIMATED $

DESCRIPTION OF ARTICLES AND MARKS	WEIGHT	TR C	RATE	FREIGHT	ADVANCES CDE.	ADVANCES (MISC. CHGS.)	PREPAID
ICE SUPPLIED AT VANCOUVER	6400					31 26	

LIVESTOCK FEEDING RECORD

PLACE — LOADING — RELOADING — DEAD & CRIP — FEED — PRICE CWT. OR BU. — FOR ADDITIONAL CHARGES SEE

DATE & TIME — COUNT — DATE — TIME — COUNT — REMOVED — COUNT — KIND — AMOUNT — WAYBILL — DATE

BUREAU NO. — TRANSIT INBOUND BILLING REFERENCES — COMMODITY — WEIGHT — RATE — CHARGES

POINT OF ORIGIN, AND COMPLETE WAYBILL REFERENCES IN ORDER AND ROUTE — THRU — PD. IN — BAL.

Copy

Icing Pro. No. 99936
Ice Debit "A" 31.26
Ice Debit "B"
Salt Debit "B"

ALF

SURCHARGE OR DISCOUNT	%	S D	AMOUNT

R L CRAIN LIMITED

PLACE SPECIAL SERVICE PASTERS HERE

"BASIC REPORTED" STAMP HERE

105 – **Canadian Pacific** – 105

DATE RECEIVED

DUPLICATE PREPAID FREIGHT BILL

STOP AT
THIS AT
CAR AT

CONSIGNEE AND ADDRESS AT STOP

PRO NUMBER

CAR INITIALS AND NUMBER	C.L. TRANSFERRED TO	GROSS	LENGTH OF CAR ORDERED	LENGTH OF CAR FURNISHED	MARKED CAPACITY OF CAR ORDERED	MARKED CAPACITY OF CAR FURNISHED
CP 281933						

KIND	CONTENT	TARE	SPL ITEMS	DEST. STN.	NAME	DEST. OFF JCT.	RR	ORIGIN NO.	RR	ORIGIN STN. NAME	SHIPPER	CONSIGNEE	CONTENTS

TO STATION NUMBER & NAME — PROV. OR STATE
( ) 9600 KAMLOOPS BC

DATE: JULY 4 67

WAYBILL NUMBER: 060813

ROUTE (SHOW EACH JUNCTION AND CARRIER IN ROUTE ORDER TO DESTINATION OF WAYBILL)

SHOW "A" IF AGENT'S ROUTING OR "S" IF SHIPPER'S ROUTING

FROM STATION NUMBER & NAME — PROV. OR STATE

ACTUAL ORIGIN ( )

BILLED AT (9700) VANCOUVER BC

RECONSIGNED TO — STATION — PROV. OR STATE

AUTHORITY

FULL NAME OF SHIPPER
PAC BREWERS WAREHOUSING LTD
MOLSONS CAPILANO BRWRY

CONSIGNEE AND ADDRESS
PACIFIC BREWERS WAREHOUSING
KAMLOOPS BC

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED

FINAL DESTINATION AND ADDITIONAL ROUTING
KAMLOOPS BC

IF CHARGES ARE TO BE PREPAID WRITE OR STAMP HERE "TO BE PREPAID"

WEIGHT AGREEMENT STAMP OR WEIGHED AS BELOW
AT
GROSS
TARE
ALLOWANCE
NET

INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHING ETC., IF ICED SPECIFY TO WHOM ICING SHOULD BE CHARGED)

WHEN SHIPPER IN UNITED STATES EXECUTES THE NO RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING INSERT "YES"

TARIFF REFERENCE

LIVESTOCK
DATE & TIME LOADED
AMOUNT OF EXCESS MATERIAL FURNISHED ON SHIPPER'S WRITTEN ORDER
GOVERNMENT CERTIFICATE NO. ATTACHED
* DOES NOT APPLY BETWEEN POINTS IN CANADA

WAS AN ATTENDANT IN CHARGE? (YES OR NO)
WAS CAR BEDDED BY CARRIER?
WAS BEDDING FURNISHED BY CARRIER AND PLACED IN CAR BY SHIPPER?
WAS EXCESS MATERIAL PLACED IN CAR BY SHIPPER?
* HAS 36 HOUR REQUEST BEEN SIGNED AND FILED AT POINT OF ORIGIN?

INTERLINE ALL PURPOSE WAYBILL

H OR R	TRAFFIC	COMMODITY	BILLING	DEST. R.R. NO.	DEST. ZONE	IF MOVING ON "W & C TO FOLLOW" BASIS SHOW ESTIMATED FREIGHT CHARGES HERE.
						ESTIMATED $

DESCRIPTION OF ARTICLES AND MARKS	WEIGHT	TR C	RATE	FREIGHT	ADVANCES CDE.	ADVANCES (MISC. CHGS.)	PREPAID
ICE SUPPLIED AT VANCOUVER	6400					31 26	

Icing Pro. No. 99936
Ice Debit "A" 31.26
Ice Debit "B"
Salt Debit "B"

Copy

SURCHARGE OR DISCOUNT	%	S D	AMOUNT

ALF

RECEIVED PAYMENT FOR THE COMPANY

DATE 19 $ AGENT

ALL FREIGHT TRANSPORTED BY THIS COMPANY IS SUBJECT TO ITS PUBLISHED TERMS AND REGULATIONS.
ALL CLAIMS FOR OVERCHARGE MUST BE SENT TO THE AUDITOR OF FREIGHT REVENUES, MONTREAL, ACCOMPANIED BY FREIGHT BILL.

MAKE CHEQUES PAYABLE TO ORDER OF CANADIAN PACIFIC RAILWAY CO.
MAIL TO LOCAL FREIGHT AGENT

PRINTED IN CANADA

R L CRAIN LIMITED

Claims Prevention : own car

Checks tracks. - Pier B-C.
Inspections on request.
Special messenger duties upon request.

Industrial Siding Checker — Co. car.

Advises customers on inward cars (done at yard)
App. 10.30 picks up mail from yard & Gen Fman to Frt office then takes our documents to outside docks.
The first call he makes is to Ball. as they have papers for distrib to other outside docks. Ball. La Pointe & Terminal.
Checks all sidings for car numbers, to update inventory board in yard office.
Picks up UGG papers on way back (for grain desk)
, Pm advising customers etc. Gets car placement & rel. rec. etc
In afternoon repeat above, about 2 or 2.30. Also
Picks up Bs/L from BC Sugar, Coastwise Pier, Amer. Can
Checks cars at CN dock. Calls at Centennial Pier
(Harbour master office) for latest list ships in port for our Agent's steno

Car placement & rel. recs. (for our steno next a.m.)

Aug 24/67

Bella:

Please start sending notes to shed foremen regarding shipments listed on manifest as palletized. Ask them to advise you of all shipments which are properly unitized. Keep this list on ship's file so that we can refer to it if customer requests the unitized rate. As soon as list receiv mark manifest "unitized" where applicab so that S.S. Accounting Clerk will get the correct amount payable to Stevedori Company.

Exception: Liquor, & Pineapple-tmls

Upon receipt of confirmation fro shed that these commodities are properly unitized the lower rate can then be allowed. Maybe "hold fo tmls" on these would be best proce

As suggested by J.A.L. after meeting with Groves etc.

Lloyd.

Canadian Pacific

Vancouver Local Wharf Freight Office, B.C.
July 21st, 1967
File: 67/509

Mr. D. Groves,
Wharf Co-Ordinator,
Pier "F",
Vancouver, B.C.

Re: Unitized Cargo - Export Traffic.

There is quite a movement of shipments described on steamer manifests as palletized. Past practice has been for the Chief Inward Rate Clerk in the Revising Dept. to decide which of these were probably unitized and to allow the special reduction of handling charge accordingly. The control of this was a following letter to the Foreman of the Pier concerned advising him which of the shipments described as "palletized" had been allowed the unitized rate and those which had not been allowed it. He was then asked to advise of any discrepancies.

It has now been decided that a better plan would be to apply regular handling charge until confirmation is received from our shed staff that goods are properly unitized.

If you concur in above new procedure please arrange with your Foremen of all Piers to advise in writing the Chief Inward Rate Clerk particulars of shipments which are properly unitized. This information is required in connection with overland cargo being loaded to cars as well as on cargo for local delivery as our Steamship Accounting Clerk will base his Absorbed Terminal Statement and account for Empire Stevedoring Co. upon information received.

This letter should be sent up as soon as shipments are discharged. If only a portion of the shipment is unitized as complete information as is possible should be provided so that proper charges can be protected.

For information of all concerned the following description of "Unitized Cargo" appears in our terminals tariff # 5300.

"Unitized cargo means a quantity of like cargo strapped or bundled in individual loads which can be handled by mechanical operation and which shall remain intact from point of origin to point of destination."

A. F. LePage,
General Agent.

ALF/fg.
over....

c.c. Mrs. I. Johnson, Chief Inward Rate Clerk:

When information is received from our shed it will be necessary to mark steamer manifest both for overland and local movements. Show on manifest and also on any corrected expense bills the actual weight and/or measurements of unitised portions.

On any shipments described on manifest as "unitised" it will be in order to immediately allow unitised rate but it should be confirmed later against Foreman's letter.

c.c. Mr. J. J. Gibbs, Supervisor of Accounts

c.c. Mr. J. A. Laverock, S.S. Accounting Clerk.

Lloyd Tse.

ABSORBED RATES MARCH 11/64 AND AFTER

	WHFG MIN TO	WHF MIN 60¢ HALF WHFG MIN 30¢	HDLG - MIN $2.50 -	HDLG MIN TO	CAR LOADING - MIN $2.50 - (OR Min.)
GENERAL	2000 LBS 40 CU FT.	.60 W/M	2.50 W/M	2000 LBS 40 FT.	2.45 ~~3.00~~ W
RATTAN- GRASS OR STRAW GOODS ART. FLOWERS XMAS DECOR.	550 LBS	2.20 W	7.50 W	666 LBS	7.20 W
CURIOS- NOVELTIES-TOYS BAMBOO ETC. MUSICAL INST. PAPERWARE	600 LBS	2.00 W	7.20 W	695 LBS	7.00 W
CHINAWARE GLASSWARE ETC.	1000 LBS	1.20 W	4.40 W	1135 LBS	4.00 W
ALUMINUMWARE WOODENWARE TEXTILE GOODS MATTING	1000 LBS	1.20 W	3.60 W	1388 LBS	3.40 W
MANDARIN ORANGES	1340 LBS	.90 W	3.00 W	1665 LBS	2.30 W
FRESH FRUIT & VEG.	1340 LBS	.90 W	3.50 W	1430 LBS	2.50 W
LOOSE BANANAS ON STEM	1340 LBS	.90 W	COST PLUS		COST PLUS
FURNITURE NOS.	600 LBS	2.00 W	5.00 W	1000 LBS	4.50 W
H.H. GOODS - EFFECTS	667 LBS	1.80 W	3.20 W	1560 LBS	3.00 W
GLASS - ALL KINDS	1 TON	.60 W	4.80 W	1040 LBS	4.50 W
IRON BARS UNDER 30 FT	2000 LBS	.60 W	2.30 W	2170 LBS	2.20 W
OVER 30 FT	2000 LBS	.60 W	2.50 W	2000 LBS	2.30 W
LIQUORS	800 LBS	1.50 W	5.00 W	1000 LBS	3.50 W
LUMBER		2.00 MFBM	7.50 MFBM		COST PLUS
LUMBER-BUNDLED		2.00 MFBM	4.50 MFBM		COST PLUS
PLYWOOD & HARDBOARD ETC.	2000 LBS	.60 W	2.40 W	2080 LBS	2.20 W
COFFEE-GREEN IN BAGS	1600 LBS	.75 W	3.00 W	1665 LBS	2.50 W
AUTOS & TRUCKS OWN WHEELS UNDER 4000 LBS		1.20 EA	4.40 EA		4.00 EA
OWN WHEELS OVER 4000 LBS		2.00 EA	COST MIN 2.50	COST MIN	2.50
WOOL	2000 LBS	.60 W	2.40 LBS	2080 LBS	2.20 W

WHARFAGE	CODE 86	GROUP 2
HANDLING	67	GROUP 12
LOADING	57	GROUP 19

BRACING CODE 96 GROUP 19

ABSORBED RATES SEPT 25/63 AND AFTER

	MIN TO	HALF WHFG MIN 30¢	HDLG MIN $2.00	MIN TO	CAR LOADING MIN $2.00
GENERAL	2000 LBS 40 CU FT	6.60 W/M	2.40 W/M	1670 LBS 33.5 FT	2.40 W
BAMBOO NOVELTIES ETC ART.FLOWERS XMAS DEC	550 LBS	2.20 W	7.14 W	560 LBS	7.14 W
CHINAWARE GLASSWARE ETC	1000 LBS	1.20 W	3.87 W	1030 LBS	3.87 W
ALUMWARE WOODENWARE TEXTILEGOODS MATTING	1000 LBS	1.20 W	3.16 W	1260 LBS	3.16 W
FIRECRACKERS NUTS SHLD CND OR DRIED FOOD OR FROZ	1 TON	.60 W/M	2.29 W/M	1750 LBS 38 CFT	2.29 W
FRESH FRUIT & VEG	1340 LBS	.90 W	2.89 W	1385 LBS	2.29 W
FURN.& HH GOODS	667 LBS	1.80 W	3.43 W	1165 LBS	3.43 W
GLASS	1 TON	.60 W/M	4.58 W/M	875 LBS	4.58 W
HESSIAN<GUNNIES>	1 TON	.60 W/M	2.18 W/M	1835 LBS	2.18 W
IRON BARS UNDER 30 FT	2000 LBS	.60 W	2.29 W	1750 LBS	2.29 W
OVER 30 FT	2000 LBS	.60 W	2.56 W	1565 LBS	2.56 W
PIPE 4 IN.OD & OVER	2000 LBS	.60 W	2.89 W	1385 W	2.89 W
LIQUORS	1000 LBS 20 CFT	1.20 W/M	4.03 W/M	995 LBS ~~21~~ 19.8 CFT	3.43 W
LUMBER		1.50 MFBM	6.87 MFBM		6.87MFBM
PLYWOOD & HARDBOARD	1340 LBS	.90 W	2.29 W	1750 LBS	2.29 W
TEA & COFFEE	1340 LBS	.90 W	2.89 W	1385 LBS	2.89 W
TOYS	600 LBS	2.00 W	6.87 W	583 LBS	6.87 W
VEHICLES OWN WHEELS UNDER 4000		1.20 EA	4.03 EA		4.03 EA
OWN WHEELS OVER 4000		2.00 EA	COST MIN 2.40 W	COST MIN	2.40 W
CRATED		1.20 EA	7.47 EA	COST MIN	2.40 W
WOOL	2000 LBS	.60 W	2.29 W	1750 LBS	2.29 W
RAILS/NAIL/TRACTORS PLATES NOT OVER 2000	2000 LBS	.60 W	2.29 W	1750 LBS	2.29 W
FERTILIZERS	2000 LBS	.60 W	1.96 W	2045 LBS	1.96 W

WHARFAGE	CODE 86	GROUP 2	BRACING CODE 96 GROUP 19
HANDLING	67	GROUP 19	
LOADING	57	GROUP 19	