Business Procedure in Shipping Grain Direct From Producing to Consuming Sections

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Circular 359
SUMMARY

Most of the commercial grain of the United States moves to market thru the various terminals. There are many grain-producing sections in the United States, however, from which grain can be shipped direct to the area where it is to be used for feeding or other purposes, with distinct savings in freight and terminal charges.

There are many points to be considered in the sale and purchase of grain, and much misunderstanding may be avoided by covering as many of these as possible with definite written contracts.

Trading should be based on the United States Grain Standards as applied by an official grain inspector. It is essential that a competent and disinterested party determine the actual grade of the grain.

Low-grade grain should not be shipped direct unless it is specifically understood that it is what the buyer wants. Such grain should be shipped to terminal markets, where it can be conditioned if necessary and sold for use in a variety of ways.

Urbana, Illinois

July, 1930
MOST of the grain produced in the United States which enters into commerce comes from the central and western parts of the country. In general, the commercial demand for this grain draws it toward the east and southeast. Most of the grain sold from the area in which it is produced goes thru the great terminal grain markets. This is natural, since the development of these markets has resulted from the fact that they are so situated in respect to the producing and consuming sections and in respect to the means of transportation between these sections that it is economical for grain to move thru these points.

Possible Savings by Direct Shipments

There are a good many cases, however, in which the direct route from the producer's station to the consumer's station is considerably shorter than that which takes it to any of the terminal markets. Much grain used as feed in the dairy section of northern Illinois, for example, is purchased on the Chicago market. Some of it originally comes from shipping points in Iowa. The transportation charges on a direct haul would be much less than they are when the grain is taken into the terminal market and then hauled back. To pursue this example further, Scales Mound, in northwestern Illinois, is in a dairy section into which much feed is usually shipped. Cars of grain bound for Chicago go right thru this station. The rate on corn from Masonville, Iowa, to Chicago is the same as that from Masonville to Scales Mound, which is 17.5 cents per 100 pounds in carlots (Fig. 1). If, however, the grain goes to Chicago and is then hauled back, there is an additional freight charge of 13 cents per 100 pounds. According to these figures, the freight charges on an 80,000-pound car of grain from Masonville to Chicago would be $140, and from Chicago to Scales Mound an additional $104, making a total of $244 paid out for transportation charges from seller to buyer. On the other hand, the total freight charges direct from Masonville to Scales Mound would be $140 on this same car of grain delivered to the buyer in Scales Mound. Manifestly, if feeding requirements can be filled by purchasing direct from the producing section, there is a distinct saving to be made on freight charges. Similarly, there are places in southern Illinois and in neighboring states to the east and south where feeding requirements exceed the amount of grain produced locally and to which
grain may be economically brought direct from the great surplus-producing area of east-central Illinois.

While freight charges comprise the major cost item of handling grain, direct shipment offers additional opportunities of avoiding, directly or indirectly, such items as commissions, switching charges, and

![Fig. 1.—Freight Rates on Grain](image)

These rates are in cents per 100 pounds from designated stations in areas of surplus grain to terminal markets and stations in feeding areas, and from terminal markets to these same stations. Rates in parentheses are proportional rates from St. Louis or East St. Louis on grain originating at points west of the Mississippi river. They do not apply on grain originating in Illinois. The possibility of using proportional or reshipping rates thru the terminal markets should always be investigated.

cost of handling thru terminal elevators. There is the further advantage that country-run grain of a specified grade usually is of better average quality than grain of the same grade that has been mixed out of a terminal elevator. Country-run grain will ordinarily be graded down on only one factor and is as likely to be near the top of the grade as near the bottom, while grain from terminal elevators is usually carefully mixed so that it will come close to the bottom of the grade on as many factors as possible.

**Objections to Direct Shipments**

Sporadic attempts have been made at securing higher prices for the producer or lower costs to the user by the method of direct shipments. However, there are so many possibilities of misunderstanding that only a few such shipments have been made.

The difficulties encountered by both shippers and receivers in selling
and buying grain in this way have been studied by the Illinois Agricultural Experiment Station. The author has consulted with a number of men who have carried on such transactions from time to time. The results of this survey form the basis for this publication, the intention of which is to set forth ways by which some of the principal objections to such shipments may be met. The chief assurances needed in any plan are that the shipper will be sure of full return for his grain and that the purchaser will be sure of receiving the kind of grain that he intends to buy.

**Transactions Must Be Based on Mutual Confidence**

In the organized grain trade, operators are governed by rules of the board of trade or similar institutions at the market where they are located, or of the trade associations to which most dealers belong. Even under these conditions much of the business is based on mutual confidence and understanding, resulting from personal contact or from previous transactions over a period of years. In the very nature of things it is much harder to establish the necessary contacts for direct shipments and more difficult to ascertain the financial and moral responsibility of the contracting parties.

For the above reason, if for no other, the volume of business in direct transfers of grain will be more or less limited. However, by adopting certain methods of doing business, such as those which have been worked out by the grain trade, and by making changes and substitutions to fit the particular conditions, a reasonable amount of such traffic may profitably be established between responsible parties in districts where conditions are favorable.

**Agencies Suited to Handling Direct Shipments**

In general it is not recommended that such transactions be made between individual farmers, altho where there is personal acquaintance and mutual confidence, such shipments may be made with entire satisfaction. The local elevator company, because of its physical handling equipment and because of the conversance of its operator with commercial grain-trade practices, is the logical organization to handle the shipping end of such business. Livestock shipping associations, cooperative creameries, and similar organizations may well function as receivers of such grain. County farm advisers and bankers may assist the individual receiver in seeing that the transaction is carried thru properly.

In many farming sections of the country increased feeding of livestock has changed areas that formerly had a surplus of feed grain to deficit areas. Under such conditions country elevators, originally provided for shipping grain out, may find an increased sphere of usefulness by shipping grain in to provide for the needs of their patrons.
The Purchase Contract

It is good business practice to cover every possible item in any transaction with a definite contract. In shipping grain the principal factors to be considered are: price, weights, grade, payment, and time of shipment. In order to provide for definite agreement on each of these items, several legal forms have been worked out, the uses of which will now be explained. (The author suggests that shippers prepare typewritten copies of these forms, making such changes or omissions as are necessary to adapt them to their particular requirements.)

It is suggested that preliminary correspondence establish the general requirements of each party, such as the amount and grade of the grain and the approximate price. With this information mutually understood, the shipper should fill out, and sign in duplicate, Form I, Purchase Contract (page 15), and mail it to the buyer.

A representative sample of the grain may well be sent to the buyer at this time so that he may have a fairly good idea of just what he is buying, although settlement should be based on official inspection of the actual carload of grain as explained on page 7.

Specifying Desired Weight

Of the items in this contract, the first which may need explanation is that of weight. Freight cars are of 60,000, 80,000, and 100,000 pounds capacity and may, in general, be loaded to 10 percent over these amounts, although even heavier loading is now permitted and desired with much of the equipment. The weight specified should therefore be somewhere between 60,000 and 66,000 pounds; 80,000 and 88,000; 100,000 and 110,000 pounds, or slightly more than these maximum figures if heavier loading is specifically designated on the car.

Except in the case of light grains, such as oats or ear corn, freight will be collected on the minimum car weights if the loading falls below such weights. If either oats or ear corn is loaded to within 24 inches of the roof and notation made on the bill of lading to this effect, freight will be charged only on the actual weight so loaded, even if this falls below the marked minimum for the car.

If a small car is ordered and the railroad company, for its convenience, sets out a larger car, this fact should be noted on the bill of lading or the railroad company may charge on the basis of the minimum weight of the larger car furnished. Under these conditions actual loading should not exceed 10 percent over the minimum for the car ordered or the railroad has the right to charge on the basis of the larger car.

Indicating Kind of Grain

In the space left for "kind of grain" should be stated the class as well as the kind, if there is any preference. That is, the contract should call for "yellow corn" or "white oats" or "dark hard winter
wheat” unless any class of grain of the kind specified which the shipper may supply will be satisfactory to the purchaser.

**Freight Charges and Routing**

The contract should be made for the grain f.o.b. (free-on-board) cars at the shipper’s station. This means, of course, that the buyer is to pay the freight charges, which will probably be based on railroad track scale weights, but may be on the shipper’s weights, as shown in the bill of lading.

It is important that the buyer be certain of the freight rate and the routing on grain to his station before entering such a contract. These

![Map of the Central States](image)

**Fig. 2.—Points in the Central States at Which Official Grain Inspection Is Available**

Addresses of inspection offices are given on pages 19 and 20.

should be compared with the rates applying from those terminal markets at which he might purchase grain. There are often reshipping or proportional rates much lower than the local rates which apply from terminal markets under certain conditions and the freight agent should be asked specifically for such rates. Examples of such proportional rates are given on page 4.

**Establishing the Grade of the Grain**

**Securing Official Inspection en Route.** It is urged that official inspection of the grain be obtained whenever it is at all possible. In the case of ear corn representative samples cannot be obtained from a car
and therefore no inspection of ear corn can be had. Ear corn should
be bought and sold on the basis of its being sound feeding corn. Only
in case the shipper and buyer have the utmost confidence in each other
is it safe to attempt direct transactions in ear corn.

Places at which official inspection is maintained are indicated on the
map shown as Fig. 2. The inspection point to be used depends upon
the railroad connections. Notation should be made on the bill of
lading, "Stop at........................for inspection."

No contract should be made until the railroad routing necessary to
secure inspection is ascertained. Particularly at some of the smaller
markets it is suggested that the shipper correspond with the inspector

before any grain is shipped, in order to be sure of his location and the
charges made for the service. The addresses of most of the inspection
offices thru this section are given on pages 19 and 20. Arrangements
should be made for the inspector to send copies of the official inspec-
tion certificate to both buyer and seller. This certificate is shown in
Fig. 3.

The charge for sampling and inspection will vary, but at most
places it will be $1.50 per car or less, and should be paid by the shipper.

Sampling Grain in Advance of Shipment. When the shipper is not
reasonably sure of the approximate grade of the grain which he has
to sell, it may be advisable for him to send a representative sample to
the inspector before shipment is made. Trading cannot be based on
such samples unless agreed to by both parties, but this method will enable the shipper to know just about what grade of grain he has before going into a contract. Instructions for taking and mailing samples will be furnished by the inspectors.

When sending the car thru a regular inspection point would cause indirect routing and additional freight charges, it may be possible for both parties to agree on methods of obtaining a sample on which settlement is to be based. This sample may then be sent by mail to the official inspector and the car of grain forwarded by a direct route.

**Time Between Acceptance of Contract and Shipment**

From three to five days should be allowed from the date the contract is signed by the buyer to the date by which shipment must be made. This is assuming that the buyer accepts the contract by wire at the time he signs and mails it to the shipper.

**Setting the Price**

The determination of the price will, of course, be governed by many factors. Both terminal market prices and local prices must be taken into consideration. In order to provide any reason for these direct shipments, the shipper must receive more for his grain than he would by shipping it to the terminal market, and the buyer must receive the grain for less than he would have to pay if he shipped it from the terminal market.

If the contract is to be held open for only a few days, the shipper should fill in the price for which he is willing to sell the grade of grain which he thinks he has. Since he cannot be sure just how his grain will grade, he should fill in prices for the other grades at about the market differences.

If the contract is to be held open for several days, it may be more satisfactory to base the price on the Chicago or some other future. Thus the price for, say, No. 3 Yellow Corn, may be stated as $2\frac{1}{2}$ cents over the Chicago May future at the close of the market on the day the contract is accepted by the buyer. If this is done, the exact price should be written into the contract by the buyer when he signs it, so that there may be no chance for misunderstanding on this point. The shipper may also state a minimum price in order to protect himself from any abrupt drop in the market to a price at which he would not care to sell. Since a price so determined is set on the day the contract is accepted, the buyer needs no protection from a sudden advance.

**Shipment of Low-Grade Grain Should Be Avoided**

Shippers are strongly urged not to ship low-grade grain under this form of contract because of the possibility of misunderstandings. Grain which is high in moisture content is particularly objectionable
from this point of view, because of the danger of its heating in transit, especially if it is to be shipped a considerable distance or if delay in the movement of the car should occur. Shipments should be confined to good, sound grain, not too high in moisture content. However, clauses are provided by which to adjust the price for sample grade grain in case they are needed.

**What to Do With Low-Grade Grain**

Since it frequently is impossible for the buyer to use low-grade grain, it often is necessary to provide that grain below a certain grade need not be accepted at any price. Only the lowest grades should be excluded from the contract, however, as the shipper must have some leeway and he will not load grain that he thinks may possibly be excluded by this clause.

The inspection point selected should be as close to the shipping point as possible, and in case the grain grades below this minimum it should ordinarily be reconsigned to some terminal market at once. The shipper’s railway agent will take care of this according to instructions. It would be well to insert in the bill of lading the statement, “Hold for reconsignment orders if this grain grades lower than number_________,” just following the notice as to where inspection is to be made.

If it is felt that the grade assigned to the grain is not correct, recourse may be had to the appeal service, which is provided under the Grain Standard Act, and which will be explained by any inspector. Buyers and shippers of grain should familiarize themselves with the grade requirements and other provisions of the above-mentioned law. This material is contained in a “Handbook of Official Grain Standards,” which may be obtained from the U. S. Bureau of Agricultural Economics, Washington, D. C.

**The Bank Deposit**

The principal objection that shippers who were interviewed made to direct sales of grain is the liability of having the buyer refuse to accept a car that has been sent to him, the refusal often being without good reason. Such rejections, of course, usually occur when there has been quite a break in the market. Added to the loss in price is the fact that the car is then situated so that the cost of getting it to a terminal where it may be quickly sold on the market may be as much or more than the cost of getting it there direct from the originating station. Such rejections have apparently often been made in the hope of effecting a compromise with the shipper and obtaining the grain at a lower price. In taking such action the buyer has everything to gain and nothing to lose but his self-respect.

The shipper should manifestly be protected against unwarranted rejection, and for that reason provision is made for a bank deposit,
BUSINESS PROCEDURE IN SHIPPING GRAIN

UNIFORM ORDER BILL OF LADING
(PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION)

ORIGINAL

Illinois Central Railroad Company

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading.

At EXBURG ILLINOIS APRIL 26, 1930.

From EXBURG GRAIN CO.

The property described below, in apparent good order, except as noted consignee and condition of contents of packages unknown), marked, consigned, and shipped as indicated below, which mill company being understood throughout this contract as meaning any person or corporation in possession of the property under the apparent agreement to carry it to its legal point of delivery at said destination, if on its own road or its own water line, otherwise to forward the property to said carrier, and no such person or corporation shall be liable for any loss or damage therefrom, or in the event of such route to destination, and as to such person or any time interested in said property, that every service to be performed hereunder shall be done in the conditions prescribed by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original UNIFORM Bill of Lading property endorsed shall be required before the delivery of the property. Inscription of date of order by consignor or any other words shall not be permitted unless provided by law or unless permission is endorsed on this original bill of lading or given in writing by the shipper.

Net or street address of consignee.—For purposes of notification only.

Consignee to ORDER OF: EXBURG GRAIN CO.

Destination CENTRALIA State of ILLINOIS County of

Notify JOHN DOE 427 FRONT STREET

At CENTRALIA State of ILLINOIS County of

Route VIA DECATUR

Delivering Carrier: Illinois Central

Car Initial: I C Car No.: 156592

No. Packages DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS WEIGHT Class or Check Column

SHELLED COPN 85600

EIGHT GRAIN DOORS USED

STOP AT DECATUR FOR INSPECTION


defined

If this shipment is to be delivered to the consignee without notice on the consignment, the shipper must sign the following statement:

The carrier shall not make a delivery of this shipment without payment of freight and all other lawful charges. (See Section 7 of conditions.)

EXBURG GRAIN CO.

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ ______________ apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per ______ (The signature here acknowledged only the amount prepaid)

Charges advanced: ______________

1

EXBURG GRAIN CO., Shipper.

Per: Richard Ross

Permanent post-office address of shipper

Fig. 4.—Original Copy of the Uniform Order Bill of Lading

The above form prescribed by the Interstate Commerce Commission is in use by all railroads. It is indorsed on the back by the shipper, the Exburg Grain Co. The Exburg State Bank then forwards it, together with the sight draft (Fig. 5) to some bank in Centralia. The buyer, John Doe, must pay the sight draft before the bank will surrender the bill of lading to him, and he must have the bill of lading to give to the railroad agent at that point before he can get possession of the corn.
as shown in *Form 2*, Certificate of Deposit, page 16. The amount of this deposit should usually be approximately twice the freight charges on a car of grain, as called for in the contract, but may, of course, be set at any amount by agreement. This deposit should be made at the bank to which the buyer wants the sight draft to come and will be applied against the payment of the draft. If the car is shipped as provided in the contract and the buyer refuses to accept it, this amount is to be paid to the shipper to compensate him for the losses caused him by such refusal. If the shipper fails to live up to the contract, the amount is to be returned by the bank to the buyer. In such a case the buyer would likewise have cause for action against the shipper.

**Method of Payment**

Grain is universally shipped on what is known as a "shipper's order" bill of lading (Fig. 4). The receiver cannot obtain possession of the car until he obtains and surrenders to the railroad company this bill of lading.

When the grain is loaded and bill of lading issued by the railroad, the shipper takes the original of this document to his bank and draws a sight draft (Fig. 5) against the buyer for the value of the car of grain, endorsing the bill of lading on the back. His bank will then attach the bill of lading to the sight draft and send both to the buyer's bank. The buyer can obtain the bill of lading only by paying the sight draft. This amount is then remitted to the shipper's bank and there credited to the shipper's account. Under this bill of lading the grain is shipped to the order of the shipper at the destination. The buyer's name is placed in the space marked "Notify" and he is to be notified of the arrival of the car by the railroad company. The shipper thus retains possession of the car. His endorsement on the bill of lading is his "order" for the railroad company to deliver the car to the purchaser upon the surrender of this bill of lading.

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**Fig. 5.—Usual Form of Sight Draft**

The sight draft is forwarded with the bill of lading to the bank of the buyer.
Since the amount of the sight draft will, under the contract provided, depend upon the grade assigned to the grain by the official inspector, it is necessary to know this grade before the amount can be determined. If the inspection point is close to the shipping point, the documents may be held until notification of the grade is received by wire from the inspector. If there is a possibility of this causing any serious delay, however, the documents may be forwarded to the collecting bank with the amount to be collected not stated. Then when notice is received as to the grade of the grain, the amount may be determined and the collecting bank notified by wire as to the amount it is to collect on the draft.

**Accurate Weights Essential**

Reliable weights are, of course, prerequisite to satisfactory transactions. The Affidavit of Weight, *Form 3*, provides for the necessary information in connection with weights, but it is very important to use accurate scales. Few farm scales are kept in condition to insure accurate weights. If a public scale is available it should be used. Most elevators will have hopper scales or automatic scales which, if operated properly, will give accurate weights. The number of grain doors used should be stated so that a proper deduction may be made from the railroad track scale weights to secure the net amount of grain. The weight of the average grain door is usually taken to be 55 pounds.

Users of hopper and automatic scales will know what information should be furnished. Where platform scales are used, the gross, tare, and net weight of each load should be recorded. This affidavit of weight should be forwarded with the bill of lading and sight draft, so that the buyer will have it when he accepts the car.

**Loading the Grain**

The shipper should inspect the car carefully before starting to load it to see that there are no broken floor boards, loose siding, broken or loose door posts, no traces of oil or other previous loading which would affect the quality of the grain, that the roof is water-tight, and that in general there is no condition present which might permit loss or damage to grain loaded into the car.

The quality of grain loaded should be as uniform as possible. A small amount of low-grade grain should never be loaded with better grain as this is likely to lower the grade of the entire carload. If there is a slight difference in the grain loaded, each lot should be distributed as uniformly as possible through the car, so that the inspector will secure a true sample of all the grain in the car.

When loading is finished, the grain should be “trimmed” or leveled off. This will assist the inspector in obtaining a representative sample and will sometimes indicate a leak in transit and aid in the collection of claim for it.
Buyer Should Examine Car

A Car Report, *Form 4*, is shown on page 18. In case there is any evidence of leakage, broken car seals, or change in seals other than by the official grain inspector, this report should be filled out by the receiver as evidence to assist in the collection of claim for loss against the railroad company. If there is any claim for loss, the actual weight unloaded will have to be established by sworn weights obtained over a good scale in a manner similar to that provided for in the affidavit of loading weights.
Form 1

PURCHASE CONTRACT

Place..........................................................
Date..........................................................

(name), shipper, hereby agrees to sell, and

(name), buyer, hereby agrees to buy............. car...

of about............... pounds of..................... f.o.b. cars at

(kind of grain)

Said grain is to be

 shipped on or before ____________________________

and to be of number

grade or better, as evidenced by official inspection certificate to be furnished buyer by the shipper. Car is to be stopped for inspection at

(official inspection)

Official inspection is to be final, subject to appeal as provided by the U. S. Grain Standards Act.

The price is to be as follows, in cents per bushel of............... pounds:

If grade No. 1.............. cents
If grade No. 2.............. cents
If grade No. 3.............. cents
If grade No. 4.............. cents
If grade No. 5.............. cents
If grade No. 6.............. cents

If sample grade on account of moisture,............... cents per bushel is to be deducted from the price as given for number................ grade, for each percentage of moisture or fraction thereof, in excess of................ percent.

If sample grade on account of damage,............... cents per bushel is to be deducted from the price as given for number................ grade, for each percentage of damage, or fraction thereof, in excess of................ percent.

Buyer has made deposit of......................... dollars ($.................), as evidenced by attached certificate, to secure shipper against breach of contract, and buyer agrees that this deposit is to be paid to shipper as liquidated damages in case of unwarranted refusal to accept and pay for the grain. Buyer agrees to pay sight draft promptly upon arrival of car at his station.

Settlement is to be based on sworn certificate of weights, giving details of each draft, which is to be forwarded with bill of lading.

This contract is in force when signed by both shipper and buyer, and if received, so signed, by shipper on or before__________________________, 19..........

Shipper

Buyer
Form 2
CERTIFICATE OF DEPOSIT

(name of bank)

(town) (state) (date)

This is to certify that

(buyer)
of

(postoffice)

(dollars ($...), which is an
evidence of good faith in connection with his purchase of

carload...of...from...

(kind of grain)

(shipper)

(postoffice)

as evidenced by contract dated...

This amount is to be applied to the payment of sight draft drawn by shipper, which is to be forwarded with shipper's order bill of lading, for the full price of said grain, as specified in the above-mentioned contract.

This deposit is to secure seller against unwarranted refusal of buyer to accept said grain upon its arrival, and in that event is to be paid to shipper as liquidated damages, to reimburse him for the extra expense involved in making other disposition of the grain. If said grain is not shipped in accordance with all the terms of the contract on or before..., this amount is to be returned to the buyer.

(date) BANK

By... Cashier

Original of this certificate is to be forwarded to shipper with signed copy of contract and becomes a part of said contract.
AFFIDAVIT OF WEIGHT

Town........................................State........................................
Date......................................................

This is to certify that I carefully weighed all of the........................................
(kind of grain)
which was loaded into car number.......................... initials.......................... at
........................................ (station) ............................................ on (date)
and that the weights given below are correct; that scale used was in good
operating condition; that all of this grain was loaded into said car; and that
said car was properly coopered, end doors cleated, and side doors sealed.
Number of grain doors used........................................
Railroad seals applied, numbers............................. and..........................
Total net weight of grain................................. pounds; equal to.......................... bushels of................................. pounds each.

If hopper scale was used:
Weight of each draft
....................................................................

Total weight................................................... pounds

If automatic scale was used:
Register count at finish........................................
Register count at start........................................
Number of drafts............................................
Weight per draft............................................
Total.........................................................
Weight of part draft (if any)................................
Total weight................................................... pounds

If platform scales were used:

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Signed:...................................................... Weigher

State of Illinois ss.
County of......................................................

Subscribed and sworn to by........................................ before me,
a Notary Public, in and for........................................ County, Illinois, this
day of........................................ A. D., 19........
(SEAL)........................................................................
Notary Public

My commission expires........................................ 19.........
Form 4
CAR REPORT

Instructions to receiver: The railroad is obliged to deliver at your station the full amount of grain which was loaded into the car. You can provide yourself with valuable evidence to be used in collecting claim from the railroad company in case there has been loss in transit by carefully filling out the following report if any evidence of leakage is found and having the local railroad agent O.K. it. Such evidence may often be found by tapping around sides and ends of car with a hammer.

Note any evidence of leakage below:
- Leaking at bottom of grain doors
- Leaking at end of grain doors
- Leaking over grain doors
- Leaking thru grain doors
- Leaking at end window
- Leaking at king bolt
- Leaking at draw bar
- Leaking at side of car
- Leaking at end of car
- Grain doors bulged, leaking

Kind of grain
Car number Initials
Seal numbers
Seals intact or broken on arrival
Remarks

I hereby certify that I have examined above car and found condition of same as indicated herein.

Signed
Date
Grain Inspection Offices

The latest available list (January, 1930) of official inspection offices gives the following addresses which are likely to be of interest to Illinois shippers:

**Illinois**

- **Alton** ................................ Broadway and Williams Streets
- **Bloomington** ........................... 1015 West Washington Street
- **Cairo** .................................. 402 Board of Trade Building
- **Champaign** .............................. 411 West Eureka Street
- **Chicago** ................................ Postal Telegraph Building
- **Decatur** ................................. 227 A. S. Hall Building
- **East St. Louis** ......................... Main and Broadway Streets
- **Kankakee** ............................... Post Office Box 238
- **Peoria and Pekin** .................... 32 Chamber of Commerce Building, Peoria
- **Sheldon** ............................... Fourth and Depot Streets
- **Springfield** ............................ 1100 North Fifteenth Street

**Indiana**

- **Evansville** .................. 309 South Sixth Street
- **Hammond** .............................. c/o Standard Elevator Co.
- **Indianapolis** ................... 720 Board of Trade Building
- **Lafayette** ............................. 210 Agricultural Building
- **Lawrenceburg and Aurora** ........ 507 High Street, Lawrenceburg
- **New Albany** .......................... 11th and McBeth Streets
- **Rensselaer** ............................ McKinley Avenue and Vine Street
- **Terre Haute** .......................... Eighth and Wabash
- **Winchester** ......................... Main and Pearl Streets

**Iowa**

- **Burlington** ............................ Elevator Annex
- **Cedar Rapids** ....................... 327 Second Street
- **Clinton** ............................... c/o Clinton Sugar Refining Co.
- **Davenport** ............................. c/o Davenport Elevator Co.
- **Des Moines** ........................... 802 Hubbell Building
- **Keokuk** ............................... Fifth and A Streets
- **Missouri Valley** ..................... 112 South Ninth Street
- **Sioux City** ........................... 638 Grain Exchange Building

**Kentucky**

- **Henderson** ............................ East Second Street
- **Louisville** .................. 21 Board of Trade Building

**Mississippi**

- **Meridian** ............................. 309 Cochran Building

**Missouri**

- **Aurora** ................................. Majestic Milling Co., West Olive Street
- **Carthage** .............................. c/o McDaniels Milling Co.
- **Kansas City** .......................... 320 Board of Trade Building
- **St. Joseph** ............................ 1401 Corby-Forsee Building
- **St. Louis** ............................. 142 Merchants Exchange Building
- **Sikeston** .............................. c/o Scott County Milling Co.
- **Springfield** ......................... 912 Landers Building
Ohio
Bryan........................................325 Edgerton Street, P. O. Box 115
Cincinnati..................................101 East Third Street
Cleveland.................................Fruit Auction Building, 615 Stones Levee
Columbus.................................516 Commerce Bldg., 180 North High Street
Fostoria....................................265 Findlay Street
Mansfield..................................c/o Cleveland Grain Co., No. Main Street
Loudonville...............................467 West Washington Street
Toledo......................................2105 Second National Bank Building
Troy..........................................210 Market Square

Tennessee
Chattanooga...............................404 Pound Office Building
Memphis....................................822 Florida Street
Nashville.................................401 Chamber of Commerce