

## **GENERAL MANAGERS ASSOCIATION OF CHICAGO**

The General Managers' Association of Chicago originated April 20, 1886 at meeting held in the General Office of the Chicago, Burlington and Quincy Railroad. Briefly, that meeting was called because of the unsettled feeling among labor classes and particularly among switchmen. At that time and until June 23, 1887, reference was made in the minutes to Managers of Chicago Railroads. On June 23, 1887, reference was made to the "General Managers' Association". Constitution and By-Laws governing the Association was adopted as printed in the minutes - January, 1892.

In the latter part of 1915 a reorganization of the Association of Western Railways was effected.

During the period of Federal Control, beginning May 1, 1918, the General Managers Association of Chicago was discontinued. The officers and employees of the G.M.A. turned over to the A. W. Rys., the entire expense of which was borne by the Railroad Administration.

At the termination of Federal Control the Chicago railroads re-established the G.M.A. of Chicago and the joint working arrangement with the A. W. Rys. again became effective. In 1920, the Executive Secretary, the Secretary-Treasurer and three employees were jointly paid by the two Associations; seven employees were paid wholly by the A. W. Rys., and one was paid wholly by the G.M.A.

## **CHICAGO RAILROAD PRESIDENTS' CONFERENCE**

The Conference began in 1911 with a luncheon meeting of Chief executive Officers of member roads of the G.M.A. of Chicago. The G.M.A. of Chicago is under the executive supervision of the Chicago Railroad Presidents' Conference, such supervision being confined to large questions of general policy. It passes on all requests made by Civic and other bodies in Chicago for railroad subscription and, where approved, authorizes the G.M.A. to supply the funds. It also directs the G.M.A. to carry out certain operating policies which involve the interest of all railroads in the Chicago Terminal District.

## **EXECUTIVE COMMITTEE - G.M.A. OF CHICAGO**

This Committee assumes only general supervision over the internal functions of the G.M.A. of Chicago.

In 1924, upon recommendation of the Chicago Railroad Presidents' Conference of which Mr. S. M. Felton was Chairman, the General Superintendents' Association of Chicago was absorbed by the G.M.A. of Chicago. Certain standing committees formed under the old General Superintendents' Association were continued and new ones were formed by action of the G.M.A. of Chicago, such standing committees presently being as follows:

- Interchange Committee
- Per Diem Committee
- Special Switching Committee
- Transportation Committee
- Stock Yards District Agency Committee
- Railroad Business Mail Clearing House
- Committee on Joint Facility Rules

## Committee on Equalization of Rates for Work Equipment

Other special committees are appointed by the Executive Committee as they are deemed necessary.

In 1933, the Association of Western Railways and the General Managers' Association were moved from the Transportation Building to the Chicago Union Station. The force for both Associations consisted of eight people. Of the eight people - four, two of whom were officers, were jointly paid by the two Associations, three paid wholly by the A. W. Rys., and one paid wholly by the G.M.A.

Upon the passing of J. W. Higgins, who was the permanent Chairman of the G.M.A., a joint meeting of the Executive Committee of the A. W. Rys. and G.M.A. was held on April 2, 1936, at which the following resolution was adopted:

"Resolved, That the Chairman appoint a committee consisting of two members of the Executive Committee, A. W. Rys., and two members of the Executive Committee, G.M.A. to submit recommendation to the respective Executive Committees of those organizations, relating to the disposition of duties performed by the late J. W. Higgins, together with such other recommendations as may be deemed desirable."

On April 17, 1936, another joint meeting was held. Article VII of the Constitution of the G.M.A. was revised to provide that the Chairmanship of the G.M.A. shall rotate annually in alphabetical order among the member roads, and that the Chairman shall be the Chief Operating Officer or General Manager residing in Chicago. The revision of Article VII became effective June 1, 1936, and provided for a salary for the Chairman of \$1,000.00 per annum.

The G.M.A. of Chicago has supervision over the Chicago Car Interchange Bureau, the Stock Yards District Agency, the Railroad Business Mail Clearing House and the Chicago Railroad Superintendents' Association. The functions of those Committees are delegated to the respective Chairmen of such Committees.

## **STANDING COMMITTEES**

### **CHICAGO CAR INTERCHANGE BUREAU** (Interchange Committee)

By resolution adopted March 16, 1910 by The General Superintendents' Association of Chicago, a Car Inspection and Interchange Committee was appointed. The formation of this committee was based on report presented by a joint committee of the M.C.B. Association and Association of Transportation and Accounting Officers, recommending the consolidation of the forces of the mechanical and transportation departments at the Union Stock Yards, Chicago. The committee so appointed was to function on a 90-day trial basis. It was made permanent by resolution adopted May 24, 1911.

The purpose of the C.C.I.B. is to supervise the interchange of cars within the Chicago Switching District, including the line of the E.J. & E. from Waukegan, Illinois to Porter, Indiana.

The Committee consisted of five Mechanical Representatives and two Transportation Representatives from the following members roads:

#### **Mechanical Department**

New York Central  
Chicago, Milwaukee, St. Paul & Pacific

Chicago, Burlington & Quincy  
Belt Railway Company of Chicago  
Pennsylvania

Transportation Department

Atchison, Topeka & Santa Fe  
Chicago, Rock Island & Pacific

On January 1, 1925 when this Committee came under the G.M.A. of Chicago, it was enlarged to include the C. & N.W. and Illinois Central. The Committee currently consists of the nine member roads as mentioned herein.

At Executive Committee meeting January 25, 1961, Secretary G.M.A., distributed copies of a summary setting forth the purpose of G.M.A. and the functions thereof, including various standing committees which functioned under its jurisdiction. The summary in question preceding this page.

At the Executive Committee meeting held on February 27, 1961, the following Resolutions were adopted and are covered in Circular GMA 4399 dated March 22nd, 1961.

“Resolved: That effective April 1, 1961, the administrative functions and records of the General Managers’ Association of Chicago now performed by the Labor branch of the Association of Western Railways be transferred to the office of the Chicago Car Interchange Bureau and that Mr. E. L. Hewing, Superintendent of Interchange, be appointed Secretary of the General Managers’ Association of Chicago in addition to his present duties, with no increase in salary.

RESOLVED FURTHER: That the accounting functions of the General Managers’ Association of Chicago be transferred to the Stock Yards District Agency, and the treasury functions transferred to the office of Treasurer of the Chicago River and Indiana Railroad (Chicago Junction District). These functions are now performed by the Association of Western Railways.

The Resolutions and suggestions have now been ratified by the Members Roads of the Chicago Railroad Presidents’ Conference. Accordingly, effective April 1, 1961, the administrative functions and records of the General Managers’ Association of Chicago and of the Chicago Railroad Presidents’ Conference will be transferred to the office of the Chicago Car Interchange Bureau”.

At the Executive Committee meeting March 30th, 1961, File 1691-36, the following Resolution was adopted;

RESOLVED: That the performance of the accounting functions of the General Managers’ Association of Chicago by the Stock Yards Agency is not practicable as the agency does not finalize their own accounting; therefore, the offer of the Chicago River and Indiana Railroad (Chicago Junction District) to perform the accounting without charge is accepted.”

The working funds of General Managers’ Association of Chicago, and of the Chicago Car Interchange Bureau were transferred from Association of Western Railways to Treasurer of the Chicago River and Indiana RR., this being covered in Circular No. GMA-4400, dated April 28th, 1961.

On May 1, 1961, the office of the G.M.A. and C.C.I.B. was moved from Transportation Building, 608 S. Dearborn Street, to less expensive quarters in the Grand Central Station, which resulted in considerable savings to Member Roads of the G.M.A. and C.C.I.B.

## **GENERAL MANAGERS' ASSOCIATION OF CHICAGO MEMBERSHIP (1961)**

Atchison, Topeka & Santa Fe Ry.  
Baltimore & Ohio R.R.  
Baltimore & Ohio Chicago Terminal R.R.  
Belt Railway Company of Chicago  
Chesapeake & Ohio Ry.  
Chicago & Eastern Illinois R.R.  
Chicago and North Western Ry.  
Chicago & Western Indiana R.R.  
Chicago, Burlington & Quincy R.R.  
Chicago Great Western Ry.  
Chicago, Milwaukee, St. Paul & Pacific R.R.  
Chicago River & Indiana R.R.  
Chicago, Rock Island & Pacific R.R.  
Elgin, Joliet & Eastern Ry.  
Erie R.R.  
Grand Trunk Western R.R.  
Gulf, Mobile & Ohio R.R.  
Illinois Central R.R.  
Indiana Harbor Belt R.R.  
Monon R.R.  
New York Central R.R.  
New York, Chicago & St. Louis R.R.  
Pennsylvania R.R.  
Soo Line R.R.  
Wabash R.R.

The GMA - CCIB offices were relocated on June 1, 1966 from the Grand Central Station to the LaSalle Street Station.

On December 31, 1970, Mr. H. L. Hewing retired as Superintendent of the C.C.I.B. and Secretary to the G.M.A. of C. The Executive Committee of the G.M.A. of C. then appointed Mr. B. F. Anderer, Superintendent of C.C.I.B.

In 1971, the working funds and the accounting functions of the General Managers' Association of Chicago, and of The Chicago Car Interchange Bureau were returned to the Western Railroad Association from the Chicago River and Indiana RR.

On May 30, 1975, the office of the G.M.A. and C.C.I.B. were moved from LaSalle Street Station to the Burlington Northern Building at 547 W. Jackson Blvd.

One of the functions of the C.C.I.B. was to inspect rail cars and trailers interchanged at CR&I Yard, Ashland Ave. On June 1, 1977, the functions and employees were terminated.

The C.C.I.B. on the move again, moved from the Burlington Northern Building because the building was sold. Relocated at 600 W. Jackson Blvd. on August 22, 1979.

On August 31, 1988, Mr. B. F. Anderer retired as Superintendent of the C.C.I.B. Mr. D. E. McGrail was appointed Acting Superintendent.

The drastic increase in rent in the City of Chicago forced the C.C.I.B. to move again. On October 1, 1988, the C.C.I.B. moved from 600 W. Jackson Blvd., to the AT&SF Railway freight house #2 at Corwith.

On October 1, 1990 Mr. D. E. McGrail went on disability due to an illness.

Mr. W. Helmus, Jr. was appointed Superintendent of Interchange.

Due to the express interest in The Chicago Car Interchange Bureau intermodal activities the member railroads reactivated the T.O.F.C.\C.O.F.C. Interchange Committee. The meeting was held on November 11, 1992. Mr. J Mroczek of CSX chaired meeting, inasmuch as Mr. Mroczek chaired last meeting of committee March 1987.

On February 23, 1993 Mr. R. A. Roeder of CSX was elected Chairman of the T.O.F.C.\C.O.F.C. Interchange Committee by the members. The oversight of the CCIB was transferred from the GMA to the CCIB Interchange Committee.

The C.C.I.B. was notified by the AT&SF that our offices were being torn down to enlarge the AT&SF Corwith Yard. The C.C.I.B. moved to Palos Hills, IL on May 16, 1994.

In July 1994, the Vermont Railroad was offered the C.C.I.B.'s first Associate Membership. The first three months were on a trial basis. On October 1, 1994, the Vermont Railway became the C.C.I.B.'s first Associate Member.

In March 1996 the CCIB separated from the Western Railroad Association. The CCIB was now considered a stand-alone company. CCIB now performs its own accounting and assessment billing. Our Board of Directors directs the CCIB.

## **GENERAL MANAGERS' ASSOCIATION OF CHICAGO MEMBERSHIP (1996)**

Atchison, Topeka and Santa Fe Ry.  
Burlington Northern Railroad  
Baltimore and Ohio Chicago Terminal R.R.  
Belt Railway Company of Chicago  
Chicago and Northwestern Ry.  
Conrail  
CSX Transportation  
Grand Trunk and Western R.R.  
Illinois Central R.R.  
Indiana Harbor Belt R.R.  
Iowa Interstate R.R.  
Norfolk Southern Ry.  
Soo Line R.R.  
Union Pacific Railroad

## **CHICAGO CAR INTERCHANGE BUREAU MEMBERSHIP**

Atchison, Topeka and Santa Fe Ry.  
Burlington Northern Railroad  
Belt Railway Company of Chicago  
Chicago Heights Terminal Transport  
Conrail  
CSX Intermodal  
Grand Trunk Western R.R.  
Illinois Central R.R.  
Indiana Harbor Belt R.R.  
Iowa Interstate R.R.  
Norfolk Southern Ry.  
Soo Line R.R.  
Union Pacific Railroad

## **CHICAGO CAR INTERCHANGE BUREAU ASSOCIATE MEMBERSHIP**

Vermont Railway

The CCIB has developed a training seminar for Intermodal gate inspections. This inspection seminar is called "The Traveling Road Show". The seminar is performed for all members at any ramp at any time. The seminar includes a handbook, slides, overheads and actual trailer parts. The CCIB began these seminars in June 1996.

In June 1997 Mr. Ray Roeder (CSX) announced his retirement from CSX and Chairman of the Board for the CCIB. After the fine job by Mr. Roeder, Vice-Chairman Duane Torrence (CPRS) assumed the position of Chairman and appointed Chris Davis (IC) Vice-Chairman. In 1998 Mr. Torrence was elected Chairman for another term.

During meeting between the CCIB and Chairman of the AAR Intermodal working group, Mr. Paul Spivey, the CCIB made the decision to pursue the creation of a new J-2, which would be associated to a computer system. The new J-2 was drawn up by the CCIB between December 1998 and March 1999. With the J-2 created and passed by the CCIB Board, the CCIB contacted Mr. Duane Reckinger of RailNet, Inc. The CCIB instructed Mr. Reckinger as to our new J-2 and our need for a computer system and database. By August 1999 the entire system was completed and passed by the Board. September 1, 1999 the CPRS volunteered to use the new J-2 and system as a test prior to full participation. The software system created by the CCIB is

called DART, Damage and Responsibility Tracking. The J-2s in the system are sent to the railroads by e-mail or on a diskette.

Vermont Railway was voted a position on the CCIB Board of Directors March, 2000. The Vermont Railway is the first associate member voted to the board.

In May 2000, the CCIB relocated to Worth, Illinois.

Through contact with all member railroads also in St. Louis the CCIB convinced the J.I.B. to use the newly created J-2. As of August 1, 2000 the member railroads began sending the St. Louis J-2s to the CCIB for input into the DART system.

By action of the Board of Directors for the CCIB that on November 1, 2000, the railroads in the Memphis area will begin using the CCIB J-2 form. The forms will be accompanied by the corresponding J-1 and sent directly to the CCIB for input. On January 1, 2001 Kansas City began following the same procedures.

In order to make the entire J-2 process consistent, on March 1, 2001, the St. Louis Terminal District began using the CCIB J-2 accompanied with corresponding J-1. These forms were then sent to the CCIB offices directly from the railroads for input into the CCIB DART System.

August 2000 President Walter Helmus, Jr. was nominated and elected to the Board of Directors for the Intermodal Association of Chicago. He served as President of the Board in 2005, Chairman 2006, and Vice-Chair of the Scholarship program among other positions.

In 2002 while serving on the Maintenance and Repair Committee for the Intermodal Association of North America (IANA) Walter was chosen as a member of a sub-committee charged with the creation of an IANA Training Video. Each of the members were given a section of script to write. Upon completion the portions were combined, refined, and filming began. IANA advertised and began selling the new training videos. This was the first major project completed by IANA's M&R Committee. The video is now available in Spanish.

At an Association of American Railroads (AAR) Intermodal Operations Sub-Committee (IOSC) meeting held in Ft. Lauderdale November 2004 the CCIB was asked to give a presentation on converting the AAR Intermodal Interchange Rules into an electronic format. Upon completion of the presentation it was voted on by the IOSC Committee for the CCIB to convert the Rulebook. The conversion was important for the railroads in that it gave them the ability to make changes in a more timely manner. The completion of this project was accomplished by March 2005.

March 2005 the CCIB hosted its first website. Dave Kraebel Vice-Chairman from the BNSF designed and initiated the posting of the website for training, updates, history, and current notices.

June 2005 the CCIB contracted with a member railroad's programmer, Selden Houghton Vermont Railway, to develop a new program designed to be web based for Intermodal J2 (Damage Reports) and J3's (Intermodal Load Adjustment/Transfer). The system was designed with the capability of upgrading at a future date to include rail information such as Defect Cards and Load Adjustments. This was accomplished in November 2006. The new web based system is accessible to all members through the CCIB website with individual usernames and passwords.

In January 2006 the CCIB began its own design and posting of its website. Rosanne Rapata of the CCIB along with staff designed the website. Rosanne has created many new features. Rosanne also updates regularly including any changes and notices.

The CCIB and its Board of Directors was given the task of updating the 1998 version of the AAR Intermodal Interchange Rules and adding the billing matrix, which consists of Job, Why made, Condition, and Location codes. This was completed and posted on the AAR website January 1, 2007. It has since been voted on by the AAR IOSC that the CCIB and its Board compile and maintain the Rulebook.

In September 2007 the CCIB coordinated its first Intermodal Inspection Seminar. Fifty- one attendees enjoyed speakers from the Illinois Trucking Association, Federal Railroad Administration, Compass Consolidators, Canadian Pacific Railway, Chicago Intermodal Repair Services, and Joseph Blake from the CCIB. The Master of Ceremonies for the event was CCIB Vice-Chairman Ron Ruisz from the Union Pacific Railroad. It was so well attended and received that the Board suggested we conduct this seminar annually.

On September 1, 2007 the CCIB completed and began distribution of the second CCIB Handbook. The handbook consists of TOFC-8, AAR Section F&G, Inspection Tips, J2 with instructions, and labeled pictures.

September 2007 the CCIB added an additional feature to its web based program. The CCIB now includes accompanying pictures for Intermodal J3's, Rail Load Adjustments/Transfers, and Defect Cards through the website.

September 24, 2008 the CCIB held its Second Annual Intermodal Inspection Seminar. Fifty-three attendees enjoyed speakers from the FRA, Mi-Jack, ISS, IAC, Cushing Transportation, and CCIB Board member John Sapolis from the Union Pacific Railroad. The Master of Ceremonies for the event was CCIB Chairman Duane Torrence from the Canadian Pacific Railway. Information cards designed by the CCIB were distributed. The card includes our website, duties at Rail and Intermodal facilities, training, a brief history, CCIB personnel, and current CCIB Board of Directors.

During the Intermodal Seminar several questions were raised on trucking, rail, damages and repair procedures. A group was formed to closely look at situations in the Chicago area. A meeting of the Carrier Rail Interchange Committee was held on October 23, 2008 at the CPRS Offices in Oakbrook.

On October 1, 2008 the CCIB Issued Bulletin 58-S. Bulletin 58 Governs Defect Carding of Freight Cars and Passenger Train Cars Interchanged in Freight Service, Load Adjustments, Transfers, and Handling of Intermodal Equipment within the Districts under the Jurisdiction of The Chicago Car Interchange Bureau.

The CCIB updated it's TRS (training) presentation and handout to include safety measures and equipment. The update was completed November 1, 2008.