

# Santa Fe

Station \_\_\_\_\_ Date \_\_\_\_\_ 193\_\_

Origin \_\_\_\_\_ Destination \_\_\_\_\_

W/B numbers and date \_\_\_\_\_

Consignor \_\_\_\_\_

Consignee \_\_\_\_\_

INITIAL	CAR NUMBER	TRANSFERRED TO CAR	KIND OF STOCK	NUMBER UNLOADED	NUMBER RELOADED	PEN NUMBER	DEAD ON ARRIVAL	CRIPPLED	DIED IN PENS
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									

Totals

Feed Bill No. \_\_\_\_\_ If Hay, No. Bales \_\_\_\_\_  
 Kind of Feed \_\_\_\_\_ Weight \_\_\_\_\_

This form for use of agents at feed and destination stations for furnishing exact copy of form 822-A Std. or 822-B Std. when called for by Superintendent or claim department.

## STOCK YARD FOREMAN'S RECORD

- (a) This particular train, or cut of cars. Commenced unloading at \_\_\_\_\_ M \_\_\_\_\_ 193\_\_  
 (b) Was unloading continuous and uninterrupted? \_\_\_\_\_
- This particular shipment finished unloading \_\_\_\_\_ M. See \_\_\_\_\_
- This particular shipment began reloading \_\_\_\_\_ M. Note \_\_\_\_\_
- (a) Time reloading various other cars, including this shipments finished \_\_\_\_\_ M \_\_\_\_\_ 193\_\_  
 (b) Was reloading continuous and uninterrupted? \_\_\_\_\_
- (a) Explain any delay in reloading \_\_\_\_\_  
 (b) or reloading \_\_\_\_\_
- Condition of pens \_\_\_\_\_
- Condition of stock \_\_\_\_\_
- Condition of bedding \_\_\_\_\_
- Was there a caretaker in charge? \_\_\_\_\_
- Did caretaker order special feeding? \_\_\_\_\_ If so, what \_\_\_\_\_
- What complaint, if any, made by caretaker? \_\_\_\_\_
- (a) Quality of feed and water furnished \_\_\_\_\_  
 (b) Were water troughs clean when filled water? \_\_\_\_\_
- (a) Explain any irregularities in unloading, (b) or reloading, which might cause damage, shortage or delay \_\_\_\_\_
- (a) Name of employee who counted stock from car when unloaded \_\_\_\_\_  
 (b) When reloaded \_\_\_\_\_
- Number of animals left in yards \_\_\_\_\_ Reason \_\_\_\_\_
- Disposition of animals left in yards \_\_\_\_\_
- Apparent cause of damage \_\_\_\_\_
- Was there any chance for stock to become mixed while in yards? \_\_\_\_\_

- (a) If any bulls in shipment were they tied on arrival?  
 (b) departure \_\_\_\_\_
- (a) If mixed species, were they separated by a strong and sufficient partition on arrival? \_\_\_\_\_ (b) Departure? \_\_\_\_\_
- Were cars overloaded? \_\_\_\_\_
- If cattle, did they have horns? \_\_\_\_\_

## GENERAL (STOCK YARDS FOREMAN OR AGENT)

- If held beyond first connection after legal rest, explain why \_\_\_\_\_
- If shipment consisted of hogs, was car wet down? \_\_\_\_\_
- REMARKS (Additional information which might have bearing on claim handling) \_\_\_\_\_

## AGENT'S RECORD

- Arrived train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M  
 Conductor \_\_\_\_\_
- Departed train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M  
 Conductor \_\_\_\_\_
- Why unloaded? \_\_\_\_\_
- (a) was shipment released to 36 hours on arrival?  
 (b) Was release executed at your station? \_\_\_\_\_
- Authority for sale, and disposition of amount realized for any over, crippled or dead animals \_\_\_\_\_
- (a) Was there any rough handling or unusual switching in yards before unloading? \_\_\_\_\_ (b) or after reloaded? \_\_\_\_\_
- Weather \_\_\_\_\_ Average temperature \_\_\_\_\_

Foreman of stock yards \_\_\_\_\_ Signature of employee supervising unloading \_\_\_\_\_  
 \_\_\_\_\_ Signature of employee supervising reloading \_\_\_\_\_  
 name of other witnesses \_\_\_\_\_ Agent.

NOTE: Answers to questions 2 and 3 determine legal 5 hour rest period in pens, and should not be confused with 28-36 hour law governing confinement in cars.