

Claim No. ....

FORM 822-B STANDARD

# Santa Fe

Station Spring City, La. Date 7-19-52

Origin Spring City, La. Destination San Diego

W/B numbers and date 1567-594 7-12-52

Consignor Ludwig & Co

Consignee Same

INITIAL	CAR NUMBER	TRANS-FERRED TO CAR	KIND OF STOCK	NUMBER UNLOADED	NUMBER RELOADED	PEN NUMBER	DEAD ON ARRIVAL	CRIPPLED	DIED IN PENS
170									
1	56668		Hay	60	60	32			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14	Seals	18730							
15		18723							
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 \_\_\_\_\_

For use of agents at feed and destination stations, to be filed in date order and kept as a permanent record in case of claim. Destination agent should answer questions 1 (a), 1 (b), 2, 5 (a), 6, 7, 8, 9, 11, 13 (a), 14 (a), 15, 16, 17, 18, 19 (a), 20 (a), 21, 22, 25, 26, 29 (a), 30, 31 (a), 32.



**STOCK YARD FOREMAN'S RECORD**

- 1 (a) This particular train, or cut of cars, commenced unloading at 7:09 M. 1952  
 (b) Was unloading continuous and uninterrupted? \_\_\_\_\_
2. This particular shipment finished unloading \_\_\_\_\_ M.
3. This particular shipment began reloading 7:15 M. (See note)
4. (a) Time reloading various other cars, including this shipment, finished 7:20 M. 1952  
 (b) Was reloading continuous and uninterrupted? \_\_\_\_\_
5. (a) Explain any delay in unloading \_\_\_\_\_  
 (b) or reloading \_\_\_\_\_
6. Condition of pens \_\_\_\_\_
7. Condition of stock \_\_\_\_\_
8. Condition of bedding Damp
9. Was there a caretaker in charge? no
10. Did caretaker order special feeding? \_\_\_\_\_ If so, what? \_\_\_\_\_
11. What complaint, if any, made by caretaker? \_\_\_\_\_
12. (a) Quality of feed and water furnished a-l  
 (b) Were water troughs clean when filled with water? yes
13. (a) Explain any irregularity in unloading, (b) or reloading, which might cause damage, shortage or delay \_\_\_\_\_
14. (a) Name of employe who counted stock from car when unloaded \_\_\_\_\_  
 (b) When reloaded \_\_\_\_\_
15. Number of animals left in yards \_\_\_\_\_ Reason \_\_\_\_\_
16. Disposition of animals left in yards \_\_\_\_\_
17. Apparent cause of damage \_\_\_\_\_
18. Was there any chance for stock to become mixed while in yards? no
19. (a) If any bulls in shipment were they tied on arrival? \_\_\_\_\_ (b) Departure \_\_\_\_\_
20. (a) If mixed species, were they separated by a strong and sufficient partition on arrival? \_\_\_\_\_ (b) Departure? \_\_\_\_\_
21. Were cars overloaded? no
22. If cattle, did they have horns? \_\_\_\_\_

**GENERAL (STOCK YARDS FOREMAN OR AGENT)**

23. If held beyond first connection after legal rest, explain why \_\_\_\_\_
24. If shipment consisted of hogs, was car wet down? no
25. REMARKS (Additional information which might have bearing on claim handling) \_\_\_\_\_

**AGENT'S RECORD**

26. Arrived train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M Conductor \_\_\_\_\_
27. Departed train No. \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M Conductor \_\_\_\_\_
28. Why unloaded acc 36 hr legal
29. (a) Was shipment released to 36 hours on arrival? \_\_\_\_\_  
 (b) Was release executed at your station? yes
30. Authority for sale, and disposition of amount realized for any over, crippled or dead animals \_\_\_\_\_
31. (a) Was there any rough handling or unusual switching in yards before unloading? \_\_\_\_\_ (b) or after reloaded? \_\_\_\_\_
32. Weather clear Average temperature 70

Foreman of stock yards

Signature of employe supervising unloading

Signature of employe supervising reloading

Names 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.