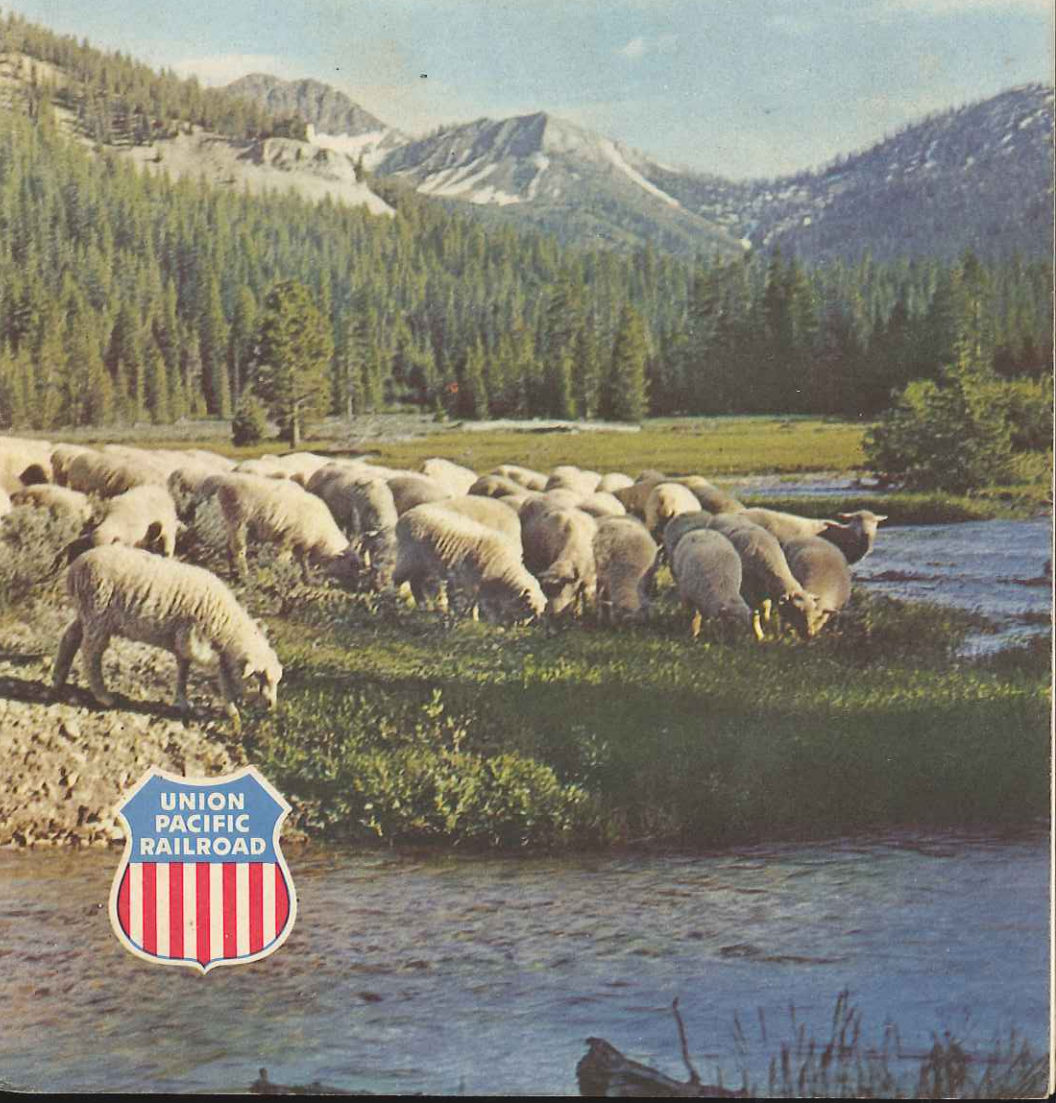


LIVESTOCK



LIVESTOCK SHIPPING

Good transportation facilities were an integral part of the early development of livestock production in the West. This fact is no less true today, and Union Pacific accepts it as a challenge and obligation to stockmen throughout its territory. In order to more nearly assure proper, safe and expeditious handling of this highly perishable commodity, this railroad has established fast and efficient livestock trains and operating practices and has remained "open-minded" in reference to improvements in livestock transportation.

The rules, regulations and procedures generally used in shipping livestock are provided for in tariffs approved by the Interstate Commerce Commission and published by the railroads. Information is always available through local railroad agents and other railroad traffic representatives. Shippers should consult with these sources for information.

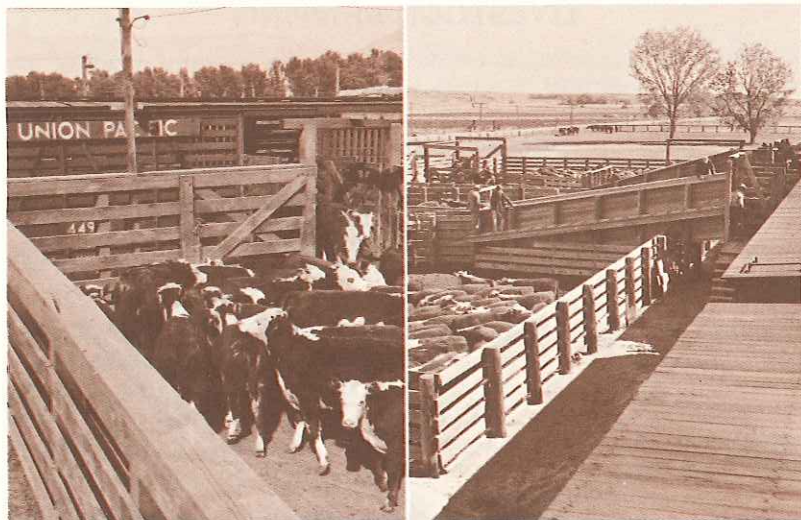
BEFORE SHIPPING About 12 hours before loading, reduce the amount of feed given. A moderate feed is recommended.

Allow ample water up to two or three hours before loading. Animals will ship better and with less shrinkage under such handling.

RAILROAD STOCKYARDS The railroad provides stockyards and facilities for handling livestock at most stations and on many sidings over the entire system for the convenience of shippers. These yards may be used for assembly of stock, sorting or grading and in getting them ready for shipment by railroad.

ORDERING CARS Orders for cars should be placed with the local railroad agent in writing, or verbally and confirmed in writing, sufficiently in advance of the loading date to permit the railroad to furnish the cars. When ordering, the shipper should state the size and type of car desired (double or single deck), and if partitions, lining, or other special equipment is needed. Unless otherwise requested, the car will be delivered, bedded in the usual manner as customary for the kind of animals and season of the year, ready for loading. Bedding, lining, and furnishing of partitions is charged for by the railroads in accord with tariffs.

TRANSPORTING TO SHIPPING POINT The link between farm or ranch and the shipping point is an important part of the transportation chain. Whether to truck or trail the animals to the railhead is dependent upon local circumstances. Unless the move is long, there is very little noticeable economic difference in shrinkage between the two methods.



(Right) Preparing to load cars for shipment to market.
(Left) Unloading at market.

During loading and handling, canvas slappers and electric prods will be helpful and bruised meat will be avoided. Slow, careful handling at all times is a must if livestock is to reach the terminal market in first-class condition.

FEED, WATER AND REST The federal "28-hour law" provides that livestock cannot remain on cars longer than 28 hours without being unloaded for feed, water and rest, with the exception that when shipper or owner signs a release this may be extended to 36 hours. Livestock must remain off the cars for a period of not less than five hours. Livestock may be fed and watered in the car without unloading under certain conditions and provided there is ample room for all the animals to lie down.

UNIFORM CONTRACT Livestock is shipped on a "Uniform Livestock Contract" as provided by the railroads, and any other type of contract or bill of lading is not valid. The rates, rules and regulations contained in livestock tariffs are subject to the conditions of the uniform livestock contract. Special provisions, aside from those normally contained in the contract, may be written into the contract by the railroad on request of the shipper. However, such special provisions must be in conformity with tariff regulations and not inconsistent with those normally a part of the contract.

Charges for all service performed by the railroad in connection with transportation may be carried as "advance charges" on waybills and paid at destination.

CARETAKER Tariffs and contracts provide that a caretaker may accompany a livestock shipment, and he may be provided free return transportation under certain conditions if the return trip is made within 30 days.

FEEDING IN TRANSIT A stop for feeding, fattening or grazing in transit is provided in applicable tariffs, and this privilege extends from one day to 12 months. This provision enables feeders to ship to an intermediate feed yard point, fatten the stock and then move them on to a terminal market or to final destination at the through rate from origin, provided, however, that the feeding or grazing point is directly intermediate. This same privilege is also applied to sheep or cattle moving to summer ranges. A very small feed-in-transit charge per car is made for this stop-off privilege.

Feeding en route is usually done by the railroad. Feed furnished is charged against shipper or owner. The amount of feed fed in transit should be specified on the livestock contract and on the waybill. In the absence of any specified amount, not less than the U.S.D.A. recommended minimum is fed.

DIVERSIONS Rail shipments give the owner the privilege of diverting his stock from one market or from original destination to another market or destination, and at no added cost for making the diversion.

TERMINAL MARKETS AND SELLING Livestock is usually consigned to a commission firm operating on the terminal market. This concern or person performs the functions of selling to the best bidders on the market. His commission fee, railroad and other handling charges are



Cattle ready for sale at a terminal market.



Selling cattle through an auction ring.

usually deducted from the gross returns, and he pays the net to the grower, at the same time making settlement with the railroad and other parties concerned.

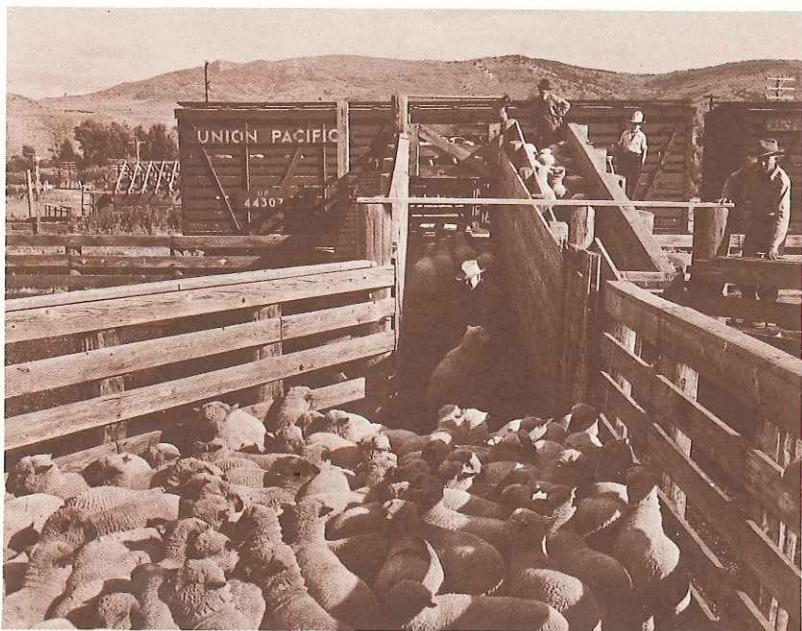
It is also a practice to sell cattle on the range, in the feed lot, delivered on cars at the shipping point, also through local auction sales conducted in many communities by established concerns or individuals.

QUARANTINES Laws, rules and regulations in reference to quarantines, health and sanitary conditions or other shipping requirements are imposed for livestock health purposes and vary somewhat between states. Railroads are generally informed as to these regulations and the shipper should consult with railroad offices before loading, especially if shipment of his animals is in question. A tariff is issued containing all federal and state livestock health, sanitary and quarantine regulations and requirements.

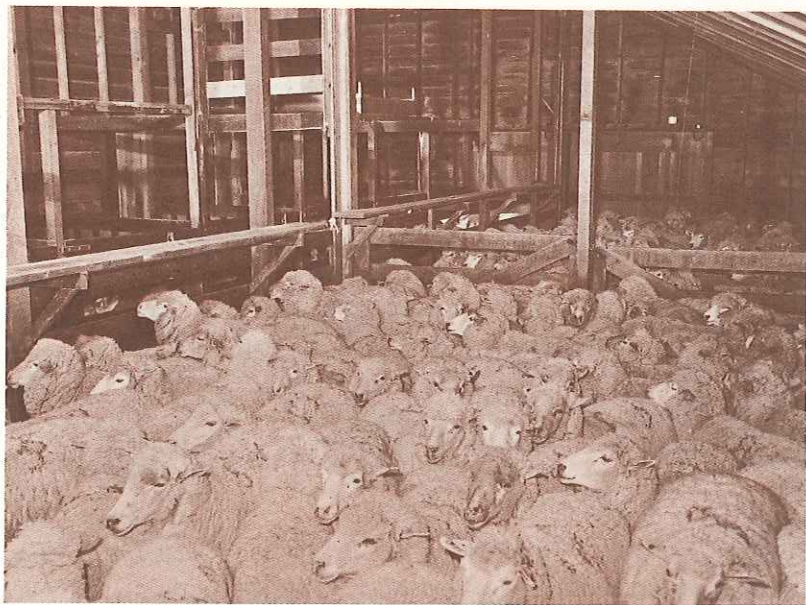
MIXED LOADS When mixed loads are shipped, strong partitions should be installed. It is well for the shipper to know his responsibility as well as that of the railroad.

SPECIAL FOR SHIPPING SHEEP

Generally there is no need to make any great changes in the feeding ration of fat lambs prior to shipment. It might be advisable to decrease the amount of grain the day before shipment but provide all the roughage and water wanted. Oats, being bulky and not laxative, are excellent feed for lambs in transit.



Loading sheep at a country stockyard on the Union Pacific.



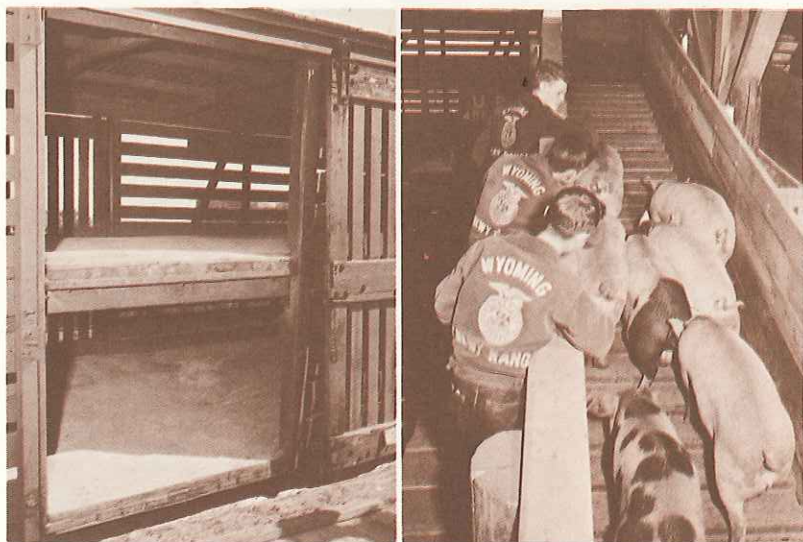
Yearling ewes ready for shipment.

HANDLING All livestock are naturally shy about going into strange places such as railroad cars. Care should be exercised in loading sheep and lambs. Do not handle sheep or lambs by picking them up or pulling them by the wool. That causes bruised meat.

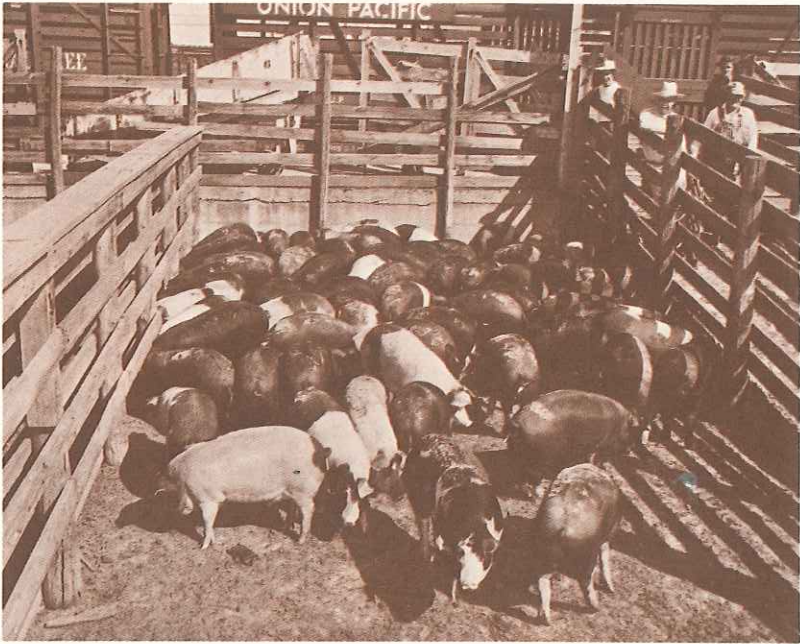
Every sheep rancher should have good loading and unloading chutes and should make good use of them when loading for transporting to the railhead. By trucking lambs from the range to the railhead, the shrink can be reduced as compared to trailing and the ewes can be left on the range for a longer period.

LOADING CARS In loading cars it is well to know the recommended loading numbers and load accordingly. Overcrowding in cars is one of the primary causes of crippling and mortality. As a guide in loading the lower deck and single-deck car, lambs and sheep weighing 75 pounds can be loaded 125 per deck in a 36-foot car and 138 per deck in a 40-foot car. Lambs weighing 100 pounds can be loaded 105 per deck in a 36-foot car and 116 in a 40-foot car. Sheep weighing 150 pounds can be loaded 85 per deck in a 36-foot car and 94 in a 40-foot car. Generally it is desirable in loading a double-deck car to load a few head less in the upper deck than in the lower deck.

Sheep, particularly lambs, should have time to rest before loading into cars.



(Left) Interior of double-deck car with floor sanded, ready for loading hogs. (Right) Loading hogs in upper deck; note stair step loading ramp which reduces slipping.



Fat hogs ready for shipment to market.

SPECIAL FOR SHIPPING HOGS

HANDLING As has been pointed out, hogs should be marketed when they reach market weight. Too often after the hogs reach this weight, the producer does not give proper attention to the handling of his product. Hogs bruise rather easily. Care should be exercised in loading and unloading trucks in hauling hogs to rail loading station. Sturdy, well-built loading chutes should be used and the trucks backed up squarely to the loading and unloading chutes. Hogs should be given sufficient time to move by themselves rather than to be rushed. **Canvas slappers or electric prod poles will move hogs without damage whereas clubs, pitchforks or other sharp implements seriously bruise the hogs causing considerable loss of pork.** Hogs forced to jump from upper decks are often severely bruised or crippled. Cleated inclines should always be used. Steps instead of ramps are proving to be more desirable for all animals.

Hogs suffer from heat probably more than other types of livestock. Rough, rapid handling or overexertion in hot weather often causes serious death losses. Hog cars in transit are drenched without shipper's instructions when temperatures exceed 75 degrees Fahrenheit. When hogs are overly warm never spray water on their backs but rather on the ground which will cause them

to cool down sufficiently. Never overcrowd hogs either in trucks or railroad cars. Numbers that can be loaded safely vary considerably with weight and shipping conditions. Livestock Conservation, Inc., suggests that the following chart can be used as a guide for loading numbers in cars:

Average weight	100	150	200	225	250	300
36-foot cars	130	100	79	73	68	59
40-foot cars	145	110	88	82	76	65

These figures are for single-deck cars. In loading hogs in double-deck cars, the number loaded in the upper deck should be a few less.

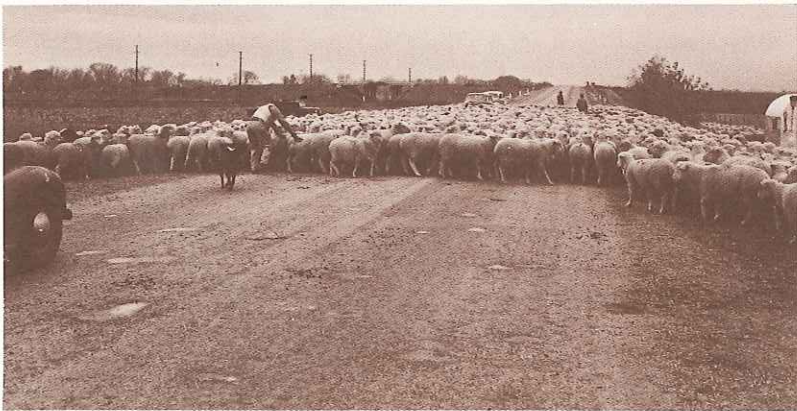
SELLING Usually hogs are sold on the buyer's estimate of the amount of yield of the dressed carcass. Excessive fills before shipping fool nobody. Normal shrinkage, however, can be expected, and it is definitely a part of the cost of marketing. The experienced shipper attempts to control shrinkage by reducing the feed prior to shipping, careful handling and keeping the hogs as quiet as possible during transit. Many hogs are bought on reputation as the various buyers soon learn what to expect from certain shippers and place their bid accordingly. Many hogs in the West are sold through a "pool" where one or



Using the electric prod pole and canvas slapper to route cattle into cars. Note the new type Union Pacific double-deck car that can be loaded with cattle in the lower deck and sheep or hogs in the upper deck.

several cars are made up by several producers for greater convenience in marketing. Under these conditions a committee composed of local producers may grade and weigh each man's hogs, or the pool manager may handle it. Under cooperative methods, this permits the small as well as the large producer to obtain carlot advantages and further permits continually topping the herd as they reach market weight. Regardless of method, **the hogs should reach the loading station in sufficient time for a good rest period before loading into cars. They should also have access to plenty of clean drinking water.**

Every shipper of hogs should be familiar with his responsibilities as well as those of the carrier when loading and shipping to market.

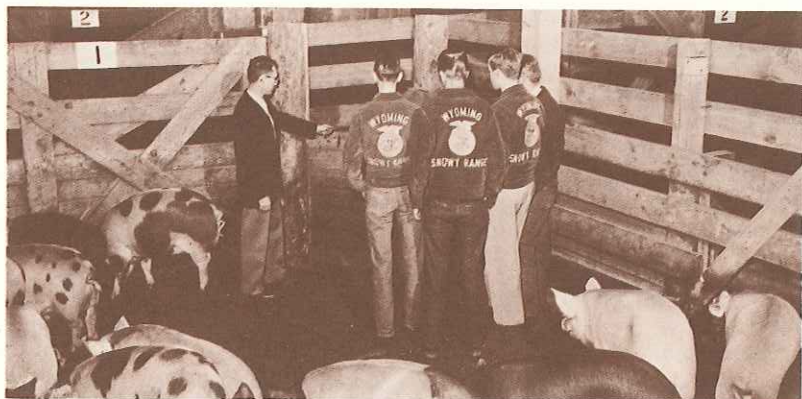


Trucking of lambs from the range to the railhead reduces shrinkage as compared with trailing, as is shown above, and congestion on the road is eliminated.

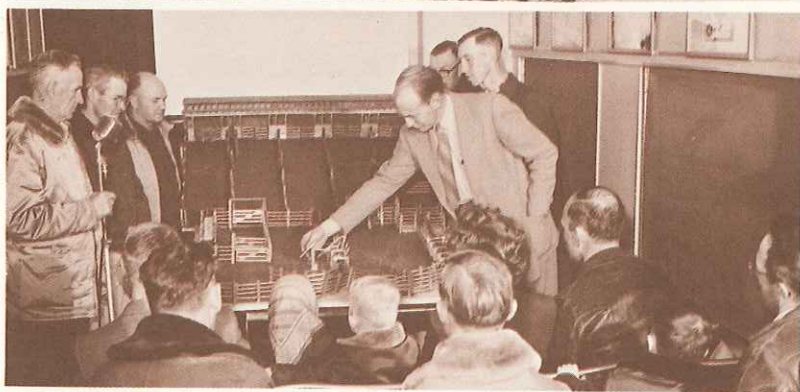
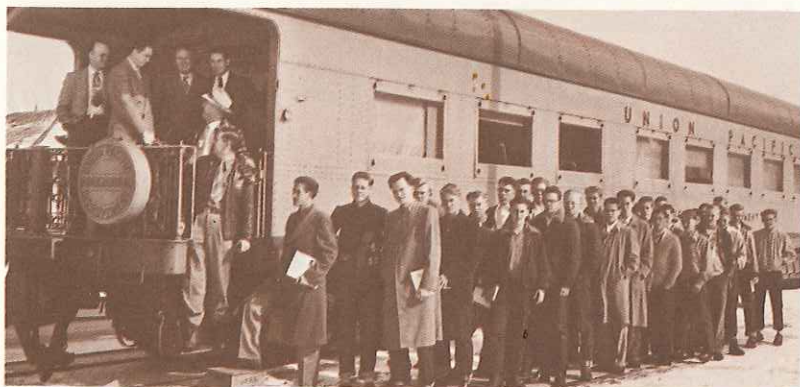
LOSS PREVENTION

Preventing losses to livestock has been discussed under various headings throughout this booklet. Careful handling cannot be overstressed. The meat or hide from an injured animal loses its full value. The estimated yearly loss in damaged meat and loss to livestock producers is several million dollars. One of the best ways to increase the stockman's income is to eliminate the sources of injury.

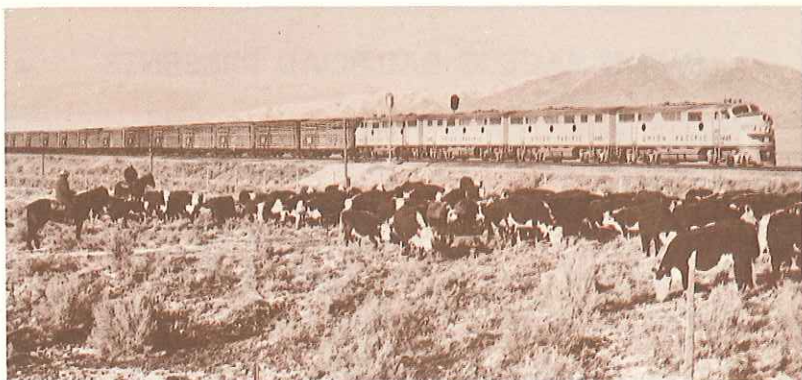
ON THE FARM Much injury to animals occurs on the farm. This can be reduced by keeping corrals and feed lots free of farm machinery, wire, pitchforks and other hazards; checking fences for protruding boards and nails; and placing gate latches and hooks where stock will not strike them. Stock should never be rushed. Handle them slowly and quietly at all times.



Safety corners constructed in stockyard pens prevent crowding in corners and trampling of animals.



Educational programs, featuring livestock buildings and facilities, production, marketing, shipping and loss and damage, are conducted aboard Union Pacific's Agricultural Improvement Car as a service to the industry.



Cattle ready for shipment and a trainload on the way to market, being pulled by one of Union Pacific's modern diesel-electric locomotives.

IN SHIPPING Those handling livestock in stockyards, loading on cars and on the market are becoming aware of the need for careful handling to reduce damage. However, there is still a need for some individuals to be properly instructed in the science of handling livestock. During the past few years, much progress has been made by Livestock Conservation, Inc., in working with packers, buyers, railroads, stockyard companies, commission firms, producers and others to eliminate the causes of injured livestock.

LIVESTOCK AND AGRICULTURAL AGENTS

The railroad has Traffic Agents assigned to handle livestock matters and help stockmen with shipping, routing, schedules and rate problems. Agricultural Agents are employed to aid in building a better livestock industry, improve production and increase income.

ADDITIONAL INFORMATION

Those who desire more information on any one of the phases discussed should consult their County Agricultural Agent or write the State Agricultural College in the state in which they reside or the U.S.D.A. at Washington, D.C., for bulletins dealing with various phases of livestock. Livestock operators will find many uses for F. B. Morrison's book "Feeds and Feeding" and the U.S.D.A. 1942 Yearbook of Agriculture "Keeping Livestock Healthy." Additional information may be secured by contacting or writing a representative of the Union Pacific Railroad.

ACKNOWLEDGMENTS

Acknowledgment is made to the many college and Extension Service personnel in the 11 states served by the Union Pacific Railroad for suggestions and help given in the preparation of this booklet.