

# U. S. RAILROAD FREIGHT RULES

## INFORMATION FOLLOWING PUBLICATION OF TENTATIVE CHANGE OF RULES

Good Work of Secretary of Omaha Live Stock Exchange in Behalf of Stockmen and Shippers.

(Continued from a recent issue.)

### Rules Governing Market Privileges on Live Stock.

Carloads of live stock, consisting of cattle calves, hogs, sheep, lambs or goats, may be shipped to a designated market point, for the purpose of sale, and if not sold at such market point such stock may be forwarded to a market point beyond at the usual tariff rate applying from point of origin of the stock to the destination, provided the market point at which such stock was first stopped is directly into the line to the final destination, and further subject to the following conditions:

- (1) Live stock contracts must be issued and shipment ready for shipment to be tried and if forwarded to a market beyond, heading of way-bill will be corrected to such market.
- (2) Stock must not change ownership and no substitution will be permitted.
- (3) No greater number of animals may be forwarded than arrive at the market point in each car, EXCEPT that when two or more cars reach a market point on the same date that were shipped by one owner at the same time, and a part of the stock is disposed of locally at the market point, the remainder may be forwarded on basis of the through rate from point of origin to destination, being reloaded in the number of cars actually required to transport the stock safely.
- (4) Stock disposed of locally at the intermediate market point will be charged for at the actual weight and at the carload rate in effect from the point of origin to the market point at which such stock is removed from the possession of the carrier.
- (5) No charge in addition to the through rate from the point of origin to ultimate destination will be made for the market privilege.
- (6) Forwarding instructions must be placed in the hands of carrier's agent at market point within forty-eight (48) hours after arrival of stock at such point, exclusive of Sundays and legal holidays.

### Feed Charges Absorbed.

Published tariff authority now in effect covering the absorption of all or a part of the charge for feeding live stock in transit be cancelled, effective at the earliest date.

### Stopping in Transit to Complete Loading.

All tariffs authorizing the stopping in transit of live stock in complete loading will be cancelled.

### Allowances to Stock Yards.

All allowances now made by carriers to stock yard companies covering feeding, yarding, weighing, or handling live stock and similar service within the stock yards, and which are not a part of the service performed by the stock yards in the receipt and delivery of stock for carriers' account to be discontinued.

### Allowances to Public Stock Yards for Receiving and Delivering Live Stock for Carriers Account.

When carriers for their own convenience arrange with stock yards not operated by the carriers to provide facilities for the receipt and delivery of live stock for carriers' account, and when such facilities are designated by the carriers at their established stations for the receipt and delivery of live stock, the amounts that the carriers will pay

for the service performed by such stock yards in receiving and delivering live stock for carriers' account, including loading or unloading at the station, will be as follows: For the receipt or delivery of single deck cars, each, \$1.00. For the receipt or delivery of double deck cars, each, \$1.50. Note: The carriers' freight tariffs so specifically enumerate the stock yards with which arrangements are made in accordance with this rule, a definite agreement or contract to be made with each stock yard defining the service to be performed, both in the receipt and delivery of the stock.

### Yardage on Transit Live Stock.

When yardage charges are assessed by Public Stock Yards Companies on live stock stopped in transit at such yards, such charges will not be absorbed, but will be added to the way-bill and collected at destination.

### Bedding Charges.

(1) Live stock in carloads must be provided with suitable bedding. When the shipper performs the service, no charge will be made by carrier.

(2) When live stock is transferred en route for the carrier's convenience, bedding will be furnished by carrier without charge.

(3) When the service is performed by carrier, the charge will be \$1.50 per single deck car or \$1.50 per double deck car.

(4) When live stock is reloaded or rebilled in transit and a newly bedded car is furnished by carrier, charges will be in accordance with paragraph No. 3.

(5) Charges for bedding when not paid by shipper, must be entered on live stock contract and waybilled as "Bedding charges".

### Weighing Live Stock Moving Between Country Points.

On live stock, carloads, moving between points not provided with facilities for weighing, the shipper or consignee shall furnish actual weights and certify to their correctness. Agent will accept and bill at weight so obtained, subject to the minimum weight provided for the size of car ordered. If shipper at point of origin or consignee at destination cannot furnish weights, freight charges will be assessed on basis of minimum weight for the size of car ordered.

### Hoof Weights and Shrinkage Allowance.

The following rule will be established for uniform application by all lines, except where the rates apply "per car".

### Rules Governing Weights of Live Stock, Carloads.

(1) In no case will the charges be collected on less than the established minimum weight.

(2) Hoof Weights: Where proper facilities are provided at destination for obtaining hoof weights, the weights so obtained after the stock has been fed and watered will be the proper basis for assessing freight charges, with the following allowances:

Cattle, carloads enroute 12 hours or less, lbs.	500
Cattle, carloads enroute over 12 hours, lbs.	550
Hogs, single deck cars, lbs.	300
Hogs, double deck cars, lbs.	500
Sheep	No Deduction

If stock has not been fed and watered, destination hoof weights will be used without deduction for all.

(3) On mixed carloads of live stock, the full allowance as shown above for the class of stock governing the carload minimum weight, will govern.

(4) When two or more carloads of the same kind of live stock are offered for shipment by one owner on the same day from the same stations destined to a market point at which the hoof weight is the basis for assessing freight charges the aggregate weight of the shipment will be divided between the number of cars in the shipment, subject to the es-

ablished carload minimum weights. In the event more than one kind of live stock is shipped, each class shall be dealt with separately. Cattle weights cannot be added to hog weights or sheep weights to either of the other classes.

(5) All weights furnished at market points will be subject to verification by the carriers.

(6) (a) Where arrangements are not made at destination for the use of certified hoof selling weights as the basis for determining freight charges, or

(b) Where shipments move between stations (not markets), upon which actual weights are not obtainable then

(c) the track scale, weight of cars loaded and empty will be used to determine freight charges.

(d) Corrections, however, will be made from track scale weight to the certified hoof selling weight when supplied by consignee, if such weight is greater or less than the net track scale weight by more than 500 lbs. per car. (See Rule No. 1.)

(7) (a) On carload shipments of live stock forwarded from market points, not markets, the hoof selling weight obtained after the stock has been fed and watered will be supplied by shipper and used as basis for collection of freight charges.

(b) The following allowances for all on live stock will be deducted from hoof selling weights before waybilling:

Cattle, per car, lbs.	500 lbs.
Hogs, single deck, per car, lbs.	300 lbs.
Hogs, double deck, per car, lbs.	500 lbs.
Sheep	No Deduction

(c) In the event the hoof selling weights cannot be obtained the carriers must track scale their car empty and loaded and use weights so ascertained for the collection of freight charges.

(8) When weights under the foregoing rules cannot be obtained at origin or destination, shipment will be subject to Rule No. 1.

Note: It is understood that "hoof weights" mean "hoof selling weights" whenever hoof selling weights are obtained.

### Mixed Shipments of Live Stock.

Live stock may be shipped in mixed carloads at the highest rate and minimum weight applicable on any of the species in straight carloads under the following rules:

- 1. Stallions or jacks will not be accepted for loading with other live stock.
- 2. Bulls with cattle must be securely tied.
- 3. Each mare with suckling colt or cow with suckling calf must be separately partitioned from other stock in the same car.
- 4. Horses and mules may be loaded in the same car without requiring partition.
- 5. Other kinds of stock may be handled in mixed carloads if separately partitioned.
- 6. Partitioning and tying as required above, must be done by and at

the expense of the shipper, without damage to the car and subject to approval of carrier's agent.

(a) When a full deck of hogs and a full deck of sheep are loaded in a double deck car, the single deck rates and minimum weight on each will apply.

(b) Cattle rate and minimum weight will apply on cow points accompanying shipments of cattle in straight or mixed carloads.

(c) Calves, not exceeding ten (10) head, six (6) months old and under may be loaded with sheep, lambs or goats in single or double deck cars and freight assessed on basis of sheep rate and minimum weight.

(d) The above provisions for mixed shipments will not prohibit the treating of any part of such shipment as a separate less-than-carload shipment.

### Slating or Lining Cars.

When shippers desire cars slatted or lined for the protection of live stock, such slating or lining shall be done by or at the expense of shipper.

Where this service is performed by carrier, the charge shall be actual cost to the carrier for material and labor and will be in addition to transportation charges.

Such charges to be paid at point of origin or entered on way-bills as advance charges for collection at destination.

Orders for Cars to be Given, in Writing.

Orders for cars must be placed with carrier's agent in writing, a reasonable time in advance, stating the number, size and kind of cars, destination and date wanted. For convenience, cars may be ordered by must be given in writing.

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Where this service is performed by carrier, the charge shall be actual cost to the carrier for material and labor and will be in addition to transportation charges.

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# TAGG BROS. & MOORHEAD

INCORPORATED

## Live Stock Commission Agents

### Union Stock Yards OMAHA

Our Facilities Our Service

- Expert Salesmen
- Competent Yardmen
- Our Own "Market Comments"
- Experienced Office Force
- Financial Strength
- High Sales
- Correct Weighing
- Up-to-date Information
- Prompt Remittances
- Loans to Responsible Parties

THE FIRM WITH A RECORD AND REPUTATION FOR HANDLING WESTERN RANGE STOCK

Our Experience and Ability are at your service

Write for our "Market Comments" at once

## A 320-Acre Tract of LAND

One mile east of Alliance

which was bought two months ago for \$7.50 per acre, sold this week for \$14.00 a clear gain of \$6.50 per acre. Figure the net gain yourself on a two months investment.

Can You Do Better With Your Savings?

This is only one of many land opportunities in Box Butte County that we can show you. These other bargains will net for you a substantial gain just as certainly as for other people.

We Have Sold 2,440 Acres of Box Butte County Land in the Last Thirty Days

# E. T. Kibble & Co.

Real Estate Office Phone 558 Residence Phone 617

# Farris, Marcy Co.

Live Stock Commission Co.

110-112 Exchange Building Omaha, Nebraska

THE BEST PROOF OF OUR ABILITY IS THE SUCCESS WE HAVE ALREADY ATTAINED. OUR BEST RECOMMENDATIONS ARE FROM OUR SATISFIED CUSTOMERS.

Most Miles per Dollar