

Livestock Operations
By Steve Sandifer

An Analysis of Stock Movements at the Purcell, OK, Feeding Station, 1939

Stan Hall has provided me with 62 copies of Form 822-A which details the unloading and resting of stock at the Purcell, OK, feeding station. These forms are all dated between August 11 and September 21, 1939, a total of 42 days. See an example at the end of this document. They reveal some interesting analysis of stock traffic on the ATSF from Texas to eastern destinations.

Purcell was a feeding station on the ATSF. In July 1945, it had the capacity for livestock from 75 cars. It boasted 30 pens, hydrant, feed racks, 3 one car capacity pens with water in each, 3 double deck chutes, 2 single deck chutes, 16' x 127' sheep shed, and electric lights. There was also a hay barn on site. This station was far less extravagant than the Emporia feeding station.

See the end of this document for: Track Plan (feeding station was in the wye), stock yard distant photo, close up photo. (provided by Stan Hall)

In these 42 days, assuming the records are complete, there were 62 (1.5 per day) switch jobs bringing stock into the feeding stations with a total of 281 cars (6.7 per day). The largest number of cars arriving in the same day was 24.

235 of the loads were of sheep (83%). These were labeled as *ewes*, *lambs*, and *sheep*. Five cars were labeled *horse cattle* (2%). The balance was *cattle* which also carried the labels of *steers*, *calves* (15%). This ratio may indicate that Purcell specialized in sheep or that the area it served primarily produced sheep, as these figures do not reflect the normal stock ratios of the time. No hog shipments were recorded.

Of special interest is the number of animals in a car. The chart below demonstrates this variance.

Stock	# of Cars	Low	High	Average
Calves	18	27	77	58
Cattle	21	31	67	45
Mixed cow/calves	1	27	27	27
Steers	3	36	56	43
Horse cattle	5	33	35	34
Lambs, single deck	8	123	167	145
Lambs, double deck	3	340	340	340
Sheep, single deck	82	101	162	135
Sheep, double deck	137	168	359	257

(Because of blanks in the reports, the numbers do not always total 100%)

Note that of the 230 loads of sheep/lambs, 90 (40%) were single deck cars.

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Some additional ATSF sheets for 1952 have been examined by the author, specifically for hog loads. 16 car loads were examined. 15 were double deck cars. The average deck load was 57 hogs, with a high of 63 and a low of 46. The single deck car had 46 hogs. The record keeping on the hogs is the same as on other stock.

Normally stock was reloaded into the same car they arrived in. The major exception was stock that arrived in foreign cars. 82 foreign cars were unloaded at Purcell and 51 of those were sent home empty as the stock was transferred to ATSF cars. In at least one case, two TNO cars of sheep were reloaded into one double deck ATSF car. In another case, a TNO car was unloaded and the stock moved to ATSF, but they evidently ran out of ATSF cars or needed to forward the TNO to a specific place so that a later shipment went out in the TNO car.

Railroad	Loads in	Loads out
ATSF	199	250
ESLJ	1	0
MP	4	4
PRR	1	1
SP	29	9
TNO	29	9
TP	18	8

Most of the stock arrived in the late afternoon, 4:00 - 6:00 p.m. Most were reloaded early the next morning, 1:00 - 4:00 a.m., after a 6-8 hour rest. Of the 281 car loads, only 13 stayed for most of a day or more.

Not all stock arrived in good condition. Of the 51,606 livestock mentioned in the sheets, 33 sheep arrived dead and 73 were crippled. Evidently some cars received some rough shipment along the way, as these 106 injured or dead were in 41 cars. Crippled animals were treated and forwarded with the rest of the animals when reloaded.

No point of origin or destination was stated for 152 (54%) of the loads. Below is a list of the known points of origin and destinations for stock handled through Purcell.

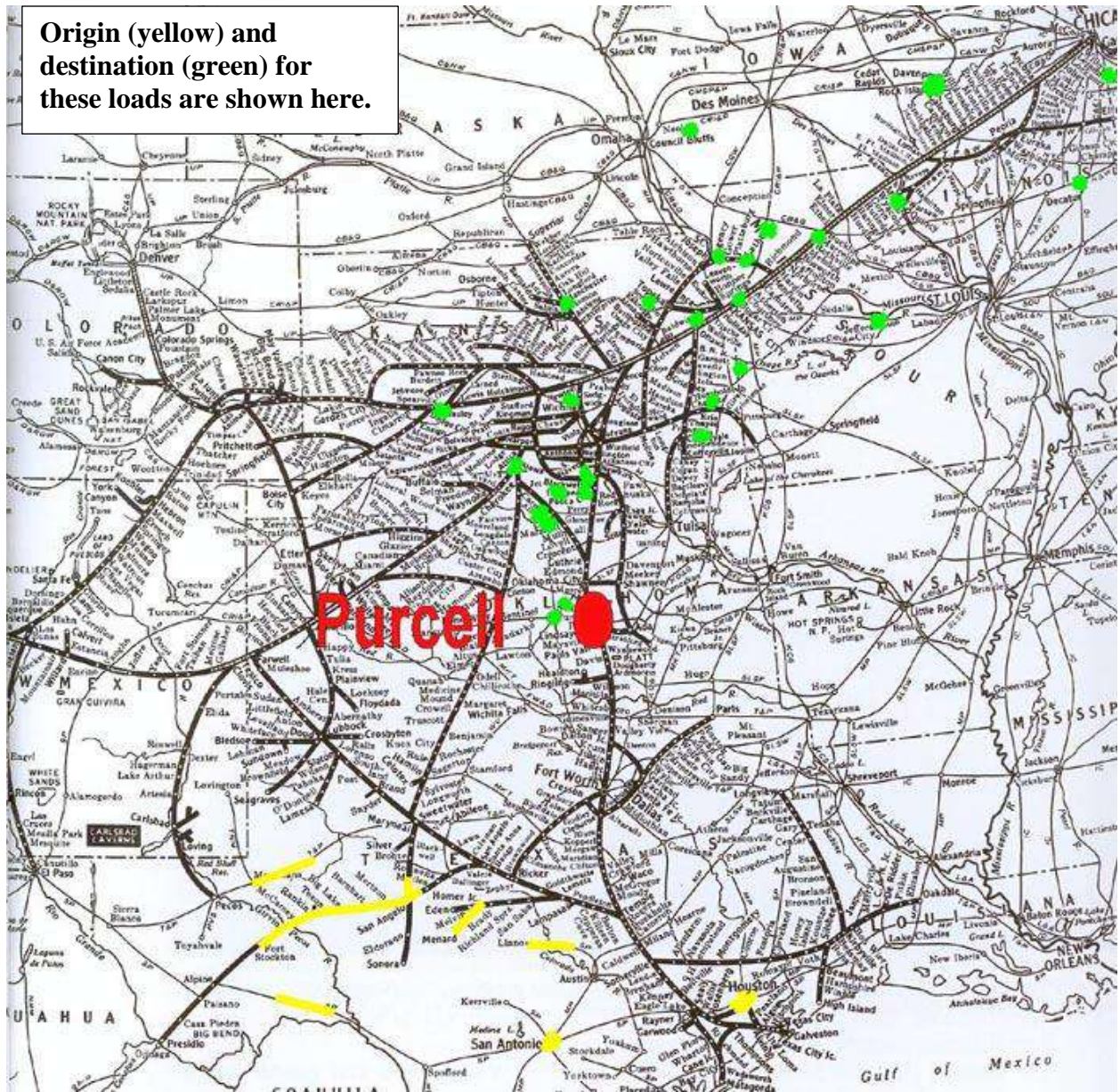
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Origin	Shipment
Barnhart, TX (Former Orient S. of San Angelo)	27 loads of sheep
Big Lake, TX (Former Orient S. of San Angelo)	11 loads of sheep (4 in SP/TNO cars)
Ft. Stockton, TX (Former Orient S. of San Angelo)	2 loads of sheep
Rankin, TX (Former Orient S. of San Angelo)	27 loads of sheep
Girvin, TX (Former Orient S. of San Angelo)	1 load of cattle
San Angelo (Former Orient)	3 loads sheep, 2 loads cattle
Miles, TX (Former Orient N. of San Angelo)	2 loads of sheep
Menard, TX (ATSF Brady Branch)	2 loads of sheep
Whiteland, TX (ATSF Brady Branch)	1 load of sheep
Llano, TX (TNO west of Austin)	2 loads of cattle
Del Rio, TX (TNO)	10 loads of sheep (in SP/TNO cars)
Longfellow, TX (TNO between Del Rio & El Paso)	6 loads of sheep (in SP/TNO cars)
Marathon, TX (TNO between Del Rio & El Paso)	2 loads of sheep (in SP/TNO cars)
Comstock, TX (TNO between Del Rio & El Paso)	5 loads of sheep (2 in TNO cars)
Midland, TX (TP between Ft. Worth & El Paso)	3 loads of sheep (in TP cars)
Allamoore, TX (TP between Ft. Worth & El Paso)	6 loads of sheep (in TP cars)
San Antonio, TX	1 load of calves
Houston, TX	2 loads of calves
Navajo, AZ	10 loads of cattle and horses

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Destination	Shipment
Davenport, IA	1 load of sheep
Nodaway, IA (CB&Q, E. of Omaha)	3 loads of sheep
Ficklin, IL (B&O)	2 loads of cattle
Creston, IN (CI&L)	1 load of sheep
Baldwin, KS (ATSF)	2 loads of sheep
Belvue, KS (UP)	2 loads of sheep
Bentley, KS (Frisco)	2 loads of sheep
Bucklin, KS (RI)	1 load cattle, 1 load sheep
Kiowa, KS (ATSF, SW Kansas)	3 loads of calves
LaHarpe, KS (MKT, MP, east Kansas)	2 loads of sheep
Lincoln Center, KS (ATSF, SE KS)	2 loads of sheep
Manchester, KS (ATSF, N. of Abilene)	1 loads of sheep
Parsons, KS (Frisco, MKT, SE KS)	1 load of sheep
Amsterdam, MO (KCS, S. of KC)	5 loads of sheep
Centralia, MO (GM&O, Wabash)	1 load cattle, 1 load sheep
Chula, MO (CMStP&P)	5 loads of sheep
La Grange, MO (CB&Q, nr. Quincy, IL)	4 loads of sheep
Larrabee, MO (GM&O, no longer on map)	1 load of sheep
Lathrop, MO (ATSF, nr. KC)	4 loads of sheep
Helena, MO (CB&Q, nr. St. Joseph)	2 loads of sheep
Marceline, MO (ATSF)	34 loads of sheep
Austin, MN (CGW, CMStP&P)	3 loads of sheep
Columbus, OH	2 loads of cattle
Elida, OH (PRR)	4 loads of sheep
Blackwell, OK (ATSF)	4 loads of sheep
Blanchard, OK (ATSF, SW of OKC)	10 loads horses and cattle
Chickasha, OK (ATSF, SW of OKC)	2 load cattle, 2 load sheep
Drummond, OK (Frisco)	3 loads of sheep
Manchester, OK (ATSF, S. of Harper)	4 loads of sheep
Ringwood, OK (RI, nr. Enid)	1 load of sheep
Tonkawa, OK (S. of Wellington)	5 loads of sheep

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The lists show the amount of hay consumed by the stock during their stay. A single deck stock car of sheep was allotted 2 bales of hay; a double deck received 4 bales. Calves and steers received a bale for every 10 head, which worked out to 6 bales for a car of calves and only 3 bales for a car of steers. Those that stayed 24 hours consumed double these amounts. Cattle generally received prairie hay, while sheep received alfalfa. A total of 896 bales of hay were consumed during these 42 days by 51,606 animals. Three cars of cattle (100 head) also received 300 pounds of cotton hulls and 100 pounds of cotton meal.

If the standard bale of hay is 4'x18"x18", a 40' box car would hold around 270 bales. A 50' car would hold 360. Assuming the 40' car would be the standard in hay service until the late 50s, one car load of hay would service 135 single deck or 68 double deck cars of sheep at a feeding station. If they stayed 24 hours, hay consumption would double. Cows would consume one third

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more per car than single deck sheep cars, therefore one box car of hay would feed 90 stock cars for resting or 45 cars for 24-hour service.

Based on these estimates, Purcell would have required 2.25 box cars of hay per month for feed.

Hogs were fed corn at \$5 per hundred pounds. Each double deck car was allotted 300 pounds.

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Example of Form 822-A used for this analysis provided by Stan Hall.

Form 822-A Standard 407

Santa Fe 341 alfalfa

Station Lusville Date Aug 15 1939

Origin Menard, Tex Destination Lawrence, Okla

W/B numbers and date 72 8/14/39

Consignor Tracy Roberts, Inc. Ketchikan, Alaska

Consignee T.W. Halgden, Hardtner, Salina, C.

TRAIN	CAR NUMBER	TRANS-FERRED TO CAR	KIND OF STOCK	NUMBER UNLOADED	NUMBER RELOADED	PFN NUMBER	DEAD ON ARRIVAL	CRIPPLED	DIED IN PENS
24	68620		sheep	262	261	2/3	1		
24	68752		"	246	246	4/1			
24	3031	54742	Calves	71	71	8			
5									
6	Calves Unloaded								
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 22

Kind of feed Alfalfa hay 16 Weight _____

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

HALL-2-27-10-1938 B

- ### STOCK YARD FOREMAN'S RECORD
- (a) This particular train, or cut of cars, commenced unloading at 4:25 PM Aug 15 1939
(b) Was unloading continuous and uninterrupted? _____
 - This particular shipment finished unloading 6:00 P.M. See _____
 - This particular shipment began reloading 4:30 P.M. Note _____
 - (a) Time reloading various other cars, including this shipment, finished 4:30 P.M. Aug 16 1939
(b) Was reloading continuous and uninterrupted? _____
 - (a) Explain any delay in unloading _____
(b) or reloading _____
 - Condition of pens good
 - Condition of stock good
 - Condition of bedding good
 - 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 yes
(b) Were water troughs clean when filled with water? yes
 - (a) Explain any irregularity in unloading, (b) or reloading, which might cause damage, shortage or delay _____
 - (a) Name of employe who counted stock from car when unloaded J. Smith (b) When reloaded J. Smith
 - 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)

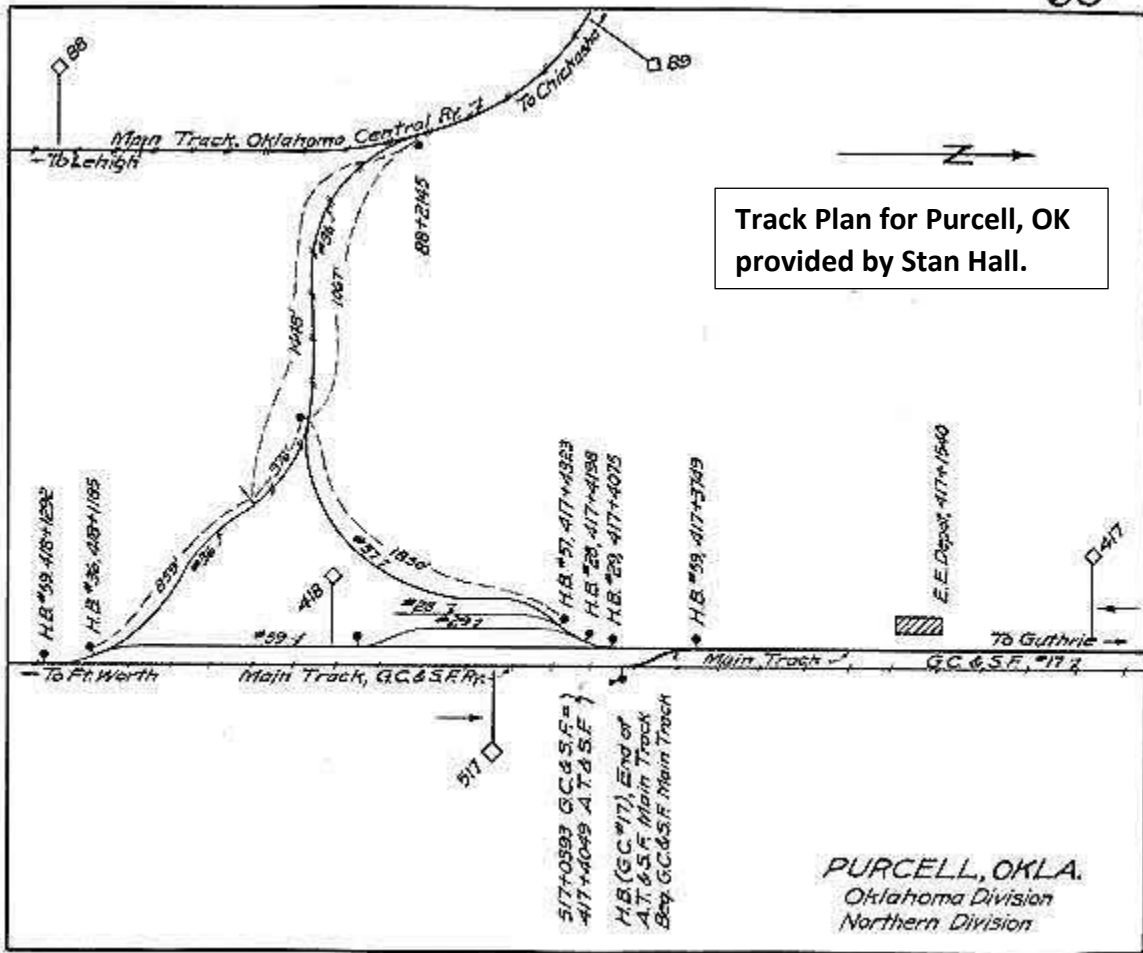
- If held beyond first connection after legal rest, explain why _____
- If shipment consisted of hogs, was car wet down? _____
- REMARKS (Additional information which might have bearing on claim handling) _____

AGENT'S RECORD

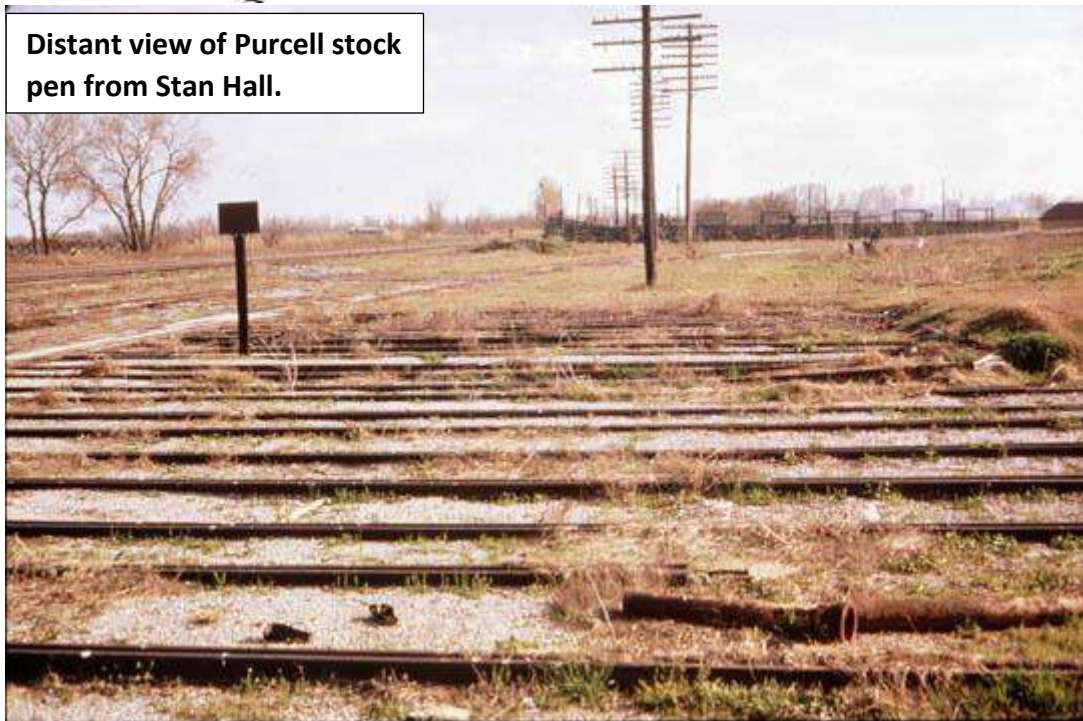
- Arrived train No. _____ Date _____ Time _____ M
Conductor _____
- Departed train No. _____ Date _____ Time _____ M
Conductor _____
- Why unloaded? _____
- (a) Was shipment released to 36 hours on arrival? _____
(b) Was release executed at your station? _____
- Authority for sale, and disposition of 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 reloading? _____
- Weather _____ Average temperature _____
- Foreman of stock yards Off Mess Signature of employe supervising unloading J. Smith
- Signature of employe Tracy Roberts supervising reloading
- Names of other witnesses _____

NOTE: Answers to questions and should not be confused with _____

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Distant view of Purcell stock pen from Stan Hall.



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