

An Analysis of Stock Movements at the San Bernardino Feeding Station, 1943, 1945

Compiled by J. Stephen Sandifer

The evaluation below is based on records of stock activity at the ATSF feeding station in San Bernardino, CA, operated by G. V. Roberts Hay, Grain & Livestock. These include 256 car loads in January and February 1943, and 263 loads in October and November 1945. Some of these records had omitted information or were not readable in photocopy form. They were supplied by Stan Hall, Matt Zebrowski and Steve Sandifer but were purchased from the same seller on eBay.

Of special interest, these records were not on stock forms at all, but on switch list forms. Therefore, some special interpretation was necessary since the information often had no relation to the lines on the form in which it was contained. Matt Zebrowski has supplied a scan (right) which appears to be from the same group of records.

One must remember that these are not all the livestock which were handled by San Bernardino yard. These are only records of the stock which had to be unloaded and rested there due to the 36-hour limitation law. San Bernardino Feeding Station had capacity for 118 cars and included 36 pens, water, hayracks and troughs, and 24 privately owned pens.

The previous feeding stations utilized by these loads were:

- Barstow, CA (ATSF)
- Holbrook, AZ (ATSF)
- Louise, AZ (ATSF)
- Needles, AZ (ATSF)
- Seligman, AZ (ATSF)
- Winslow, AZ (ATSF)
- (Las)Vegas, NV (UP)
- Caliente, CA (SP)
- Yuma, AZ (SP)

Hail 2 42 700M 4995 Form 818-A Standard—Small
SWITCH CARS CAREFULLY AND SAFELY
AVOID ROUGH HANDLING
Santa Fe
Kramer Colo. CH 276-577-578
 (Insert Name of Railway Company)
SWITCH LIST

At _____ Station *1-3-48*

Train No. *350/p* Engine No. *470/p* Time *6/p* M.

CAR	CAR		Contents	Destination	Consignee	Tonnage
	Initials	No.				
1			<i>Williams Bros.</i>			
2	<i>40</i>	<i>468820</i>	<i>70 70 24</i>	<i>70 70 24</i>	<i>Lucas Co.</i>	
3	<i>144</i>	<i>69262</i>	<i>72 72 18</i>	<i>72 72 18</i>		
4	<i>127</i>	<i>68758</i>	<i>72 72 16</i>	<i>72 72 16</i>		
5						
6						
7					<i>Service</i>	<i>3.51</i>
8						
9						
10						
11						
12						
13						
14						
15						
16						
17			<i>Temp 70</i>			
18			<i>Feed OK</i>			
19			<i>Stock OK</i>			
20						
21						
22						
23						
24						
25						
26						
27						

unloaded & put at 36 hr law

Seligman 1-2-440/au

*Conductors will fill in the word "Left."

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Car IDs included:

Jan-Feb 1943		Oct-Nov 1945		
127	50%	ATSF	47%	123
72	28%	UP	23%	61
9	4%	SP	8%	22
5	2%	TNO	4%	10
0		GN	5%	12

Others, 1943: ASEX (Armour)(6), CBQ (6), CDX (11), CNW (7), GASX (2), MILW (1), MSCH (1), PRR (1), RI (6), SLSX (1)

Others, 1945: ASEX (Armour)(2), B&O (1), CBQ (4), CDX (2), CNW (2), LN (1), MILW (2), MKT (2), MP (3), NcStL (1), NP (4), NYC (1), PRR (1), RI (4), SLSX (1), TP (1).

Of the Stock being carried:

Jan-Feb 1943		Oct-Nov 1945		
76	31%	Cattle	80%	198
132	53%	Hogs	2%	6
35	14%	Sheep	5%	12
4	2%	Horses	10%	23
1		Mixed	3%	7

1943: 16 cars of Hogs and 3 cars of sheep were single deck. All other hog and sheep cars were double deck.

1945: only 3 cars of sheep were single deck.

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Where did the stock originate?

Jan-Feb 1943		Oct-Nov 1945		
87	34%	TX	27%	72
33	13%	UT	8%	22
30	12%	NM	4%	11
26	10%	NB	1%	3
19	7%	ID		1
14	5%	KS	3%	7
13	5%	OK		2
11	4%	CO	5%	14
9	4%	AZ	21%	55
4	2%	MT	22%	57
4	2%	SD		
2	1%	MO		1
1		NV		
1		LA		
1		OR		
		CA		1
		WA		1
		WY		1

How did they arrive at San Bernardino?

Jan-Feb 1943		Oct-Nov 1945		
151	59%	ATSF	58%	153
96	38%	UP	32%	85
8	3%	SP	9%	24

Largest destinations:

1943: Cudahy (83, 32%), Wilson (30), Coast Packing (24), Armour (20), Swift (11).

1945: Gaviota Lazy Ranch (42), Cudahy (22), H. A. Forster (22), Clyde Miller (horses)(17), George Sawday (14), Armour (9).

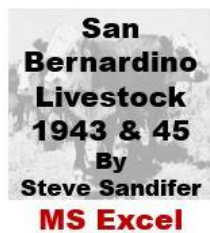
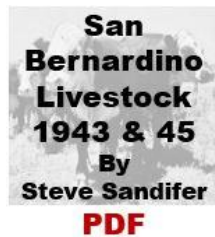
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How long were they in transit?

Jan-Feb 1943		Oct-Nov 1945
5-6 days	Amarillo, TX	3-4 days
6-7 days	Fort Worth, TX	5 days
4-5 days	Clovis, NM	3-4 days
6-7 days	Grand Island, NB	4-5 days
7 days	Kansas City, MO	5 days
3 days	Cedar City, UT	2 days
9 days	Divide, MT	12 days

Click the icons below to view detailed data used in this analysis. File is available in both PDF and MS Excel formats.



Former San Bernardino SF freight conductor Don Sheets reviewed this material and replied, "Steve wrote about the many feed, water and rest stops made enroute. That time period was during WW2 and trains couldn't get over the road because of delays occasioned by troop and military trains. When I started in 1947, the stock yard was handling next to nothing compared to that time period." Some have speculated that traffic volumes were unnaturally high in these reports because of the war in the Pacific and the need to feed the troops.