

Santa Fe

Fort Madison Stock Yards

1957

Modeled by

Edward J Gabrielse

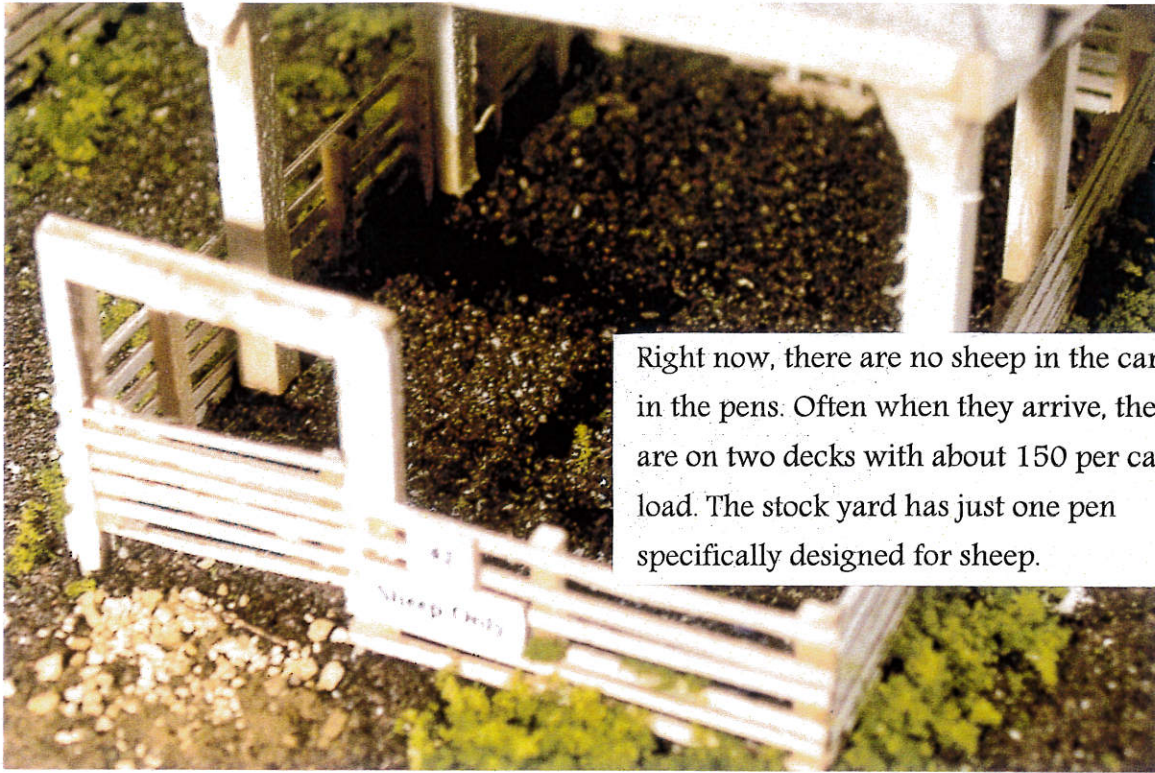
2013



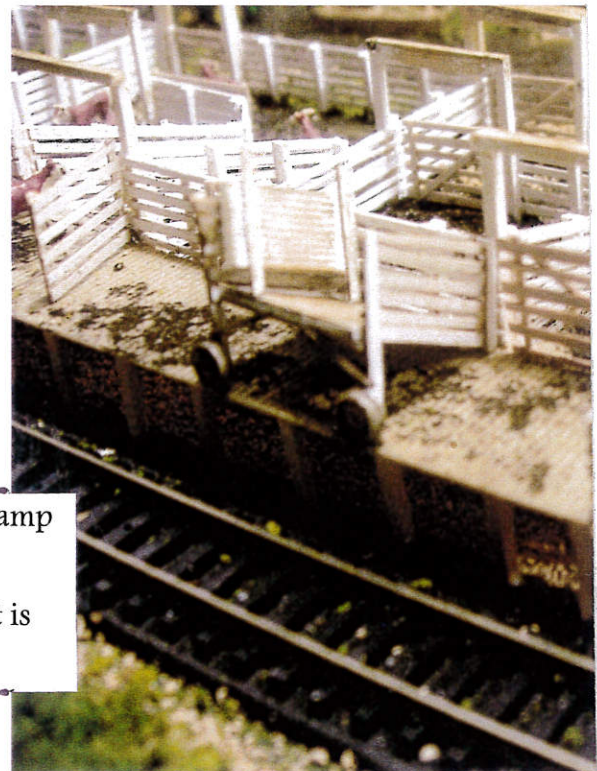
It is summer, 1957 in Fort Madison. Just west of the Shopton facilities, the recently renovated stock yard has received a load of white faced herefords bound for Chicago. Each car carries about 20 fattened animals.

Already in the pens are two car loads of calves. Each car carries about sixty calves.





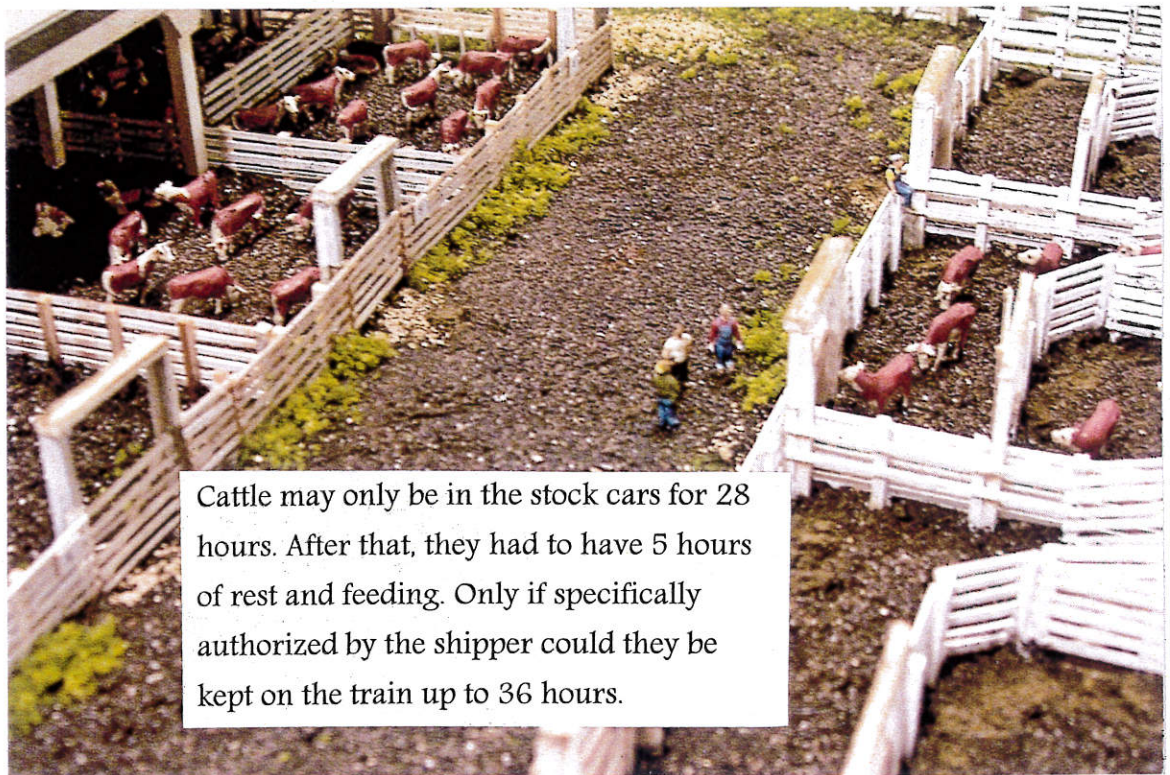
Right now, there are no sheep in the cars or in the pens. Often when they arrive, they are on two decks with about 150 per car load. The stock yard has just one pen specifically designed for sheep.



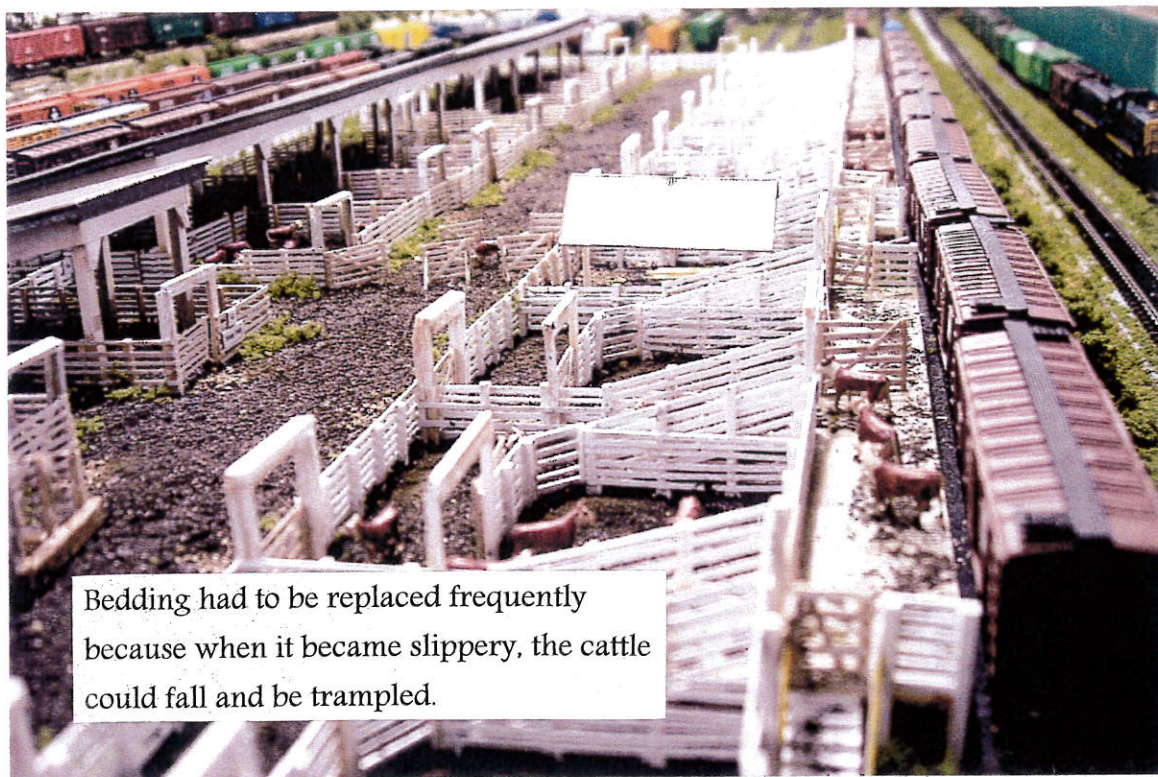
On the loading dock, there is a rolling ramp to let the sheep off and on the top deck. When a bull is shipped with the cows, it is tied and partitioned off.



Stock cars are always located as near to the engine as possible to reduce injuries from slack. If a loaded stock car has to stand still for even an hour, the cars must have air movement. They may not be positioned between other cars in a yard.

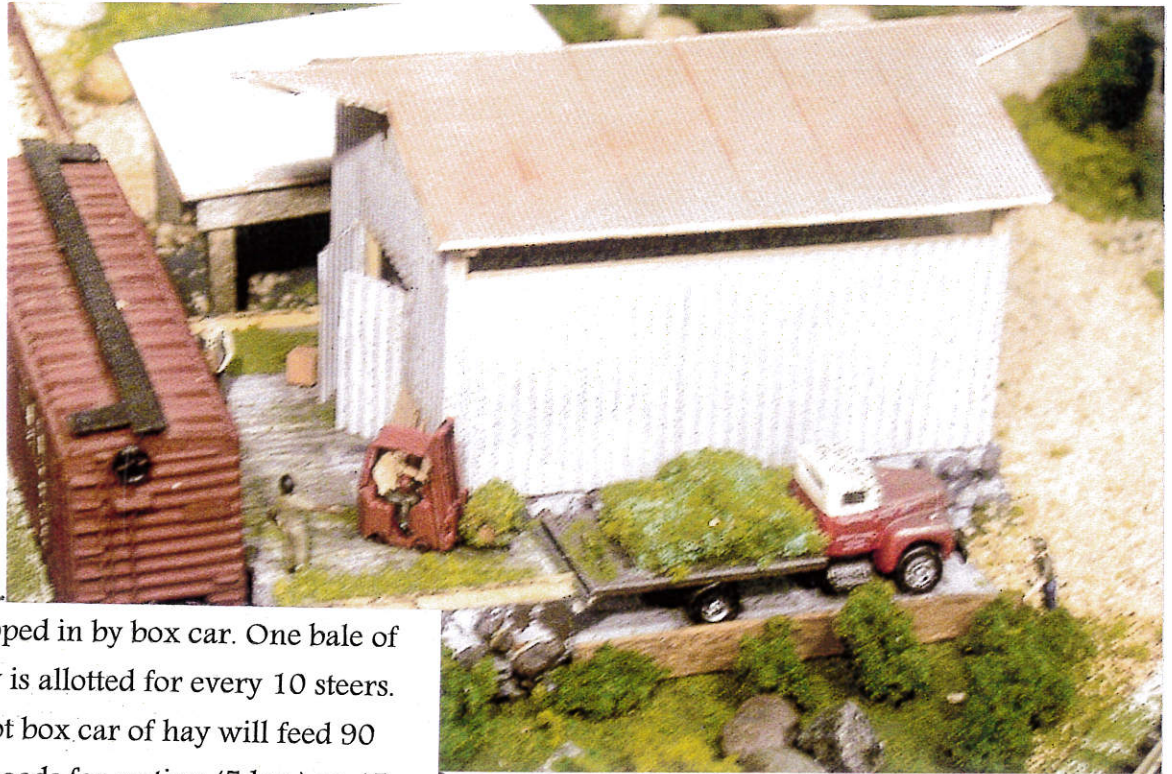


Cattle may only be in the stock cars for 28 hours. After that, they had to have 5 hours of rest and feeding. Only if specifically authorized by the shipper could they be kept on the train up to 36 hours.

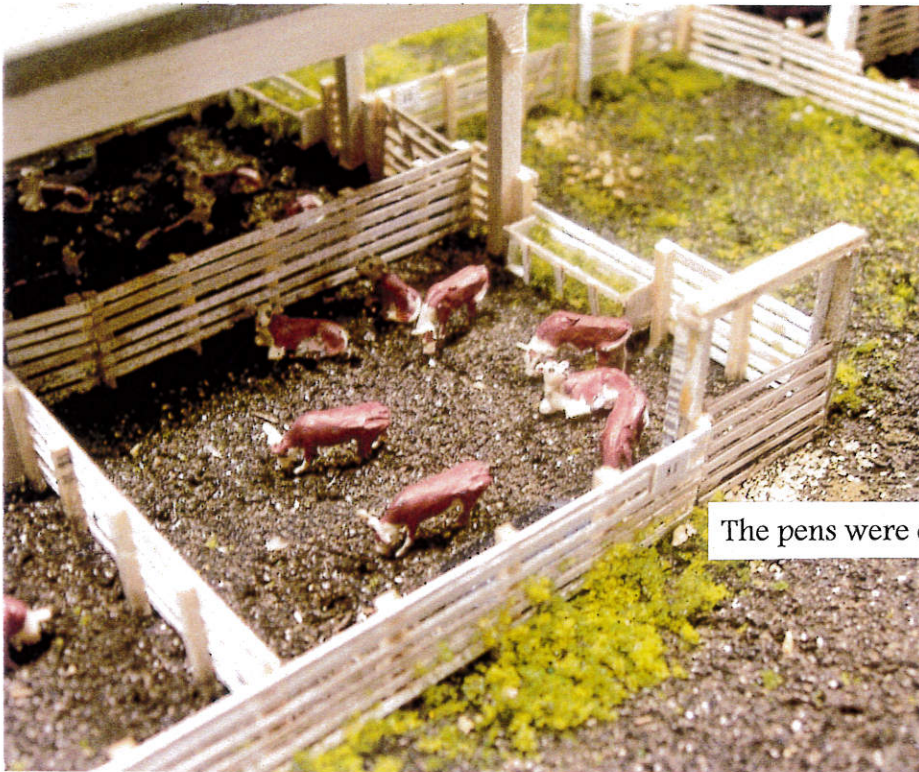


Bedding in the stock cars is sand. After unloading the cattle, the cars are pulled onto a side track to clean and replace the sand. Sand is shipped in by gondola. As each stock car requires about 3 yards of sand, one gondola is needed for every 10 – 12 stock cars. Sometimes, sand is shipped along with the cattle. After shoveling out the used sand along with the manure, the walls and floor are steam cleaned before replacing the sand.

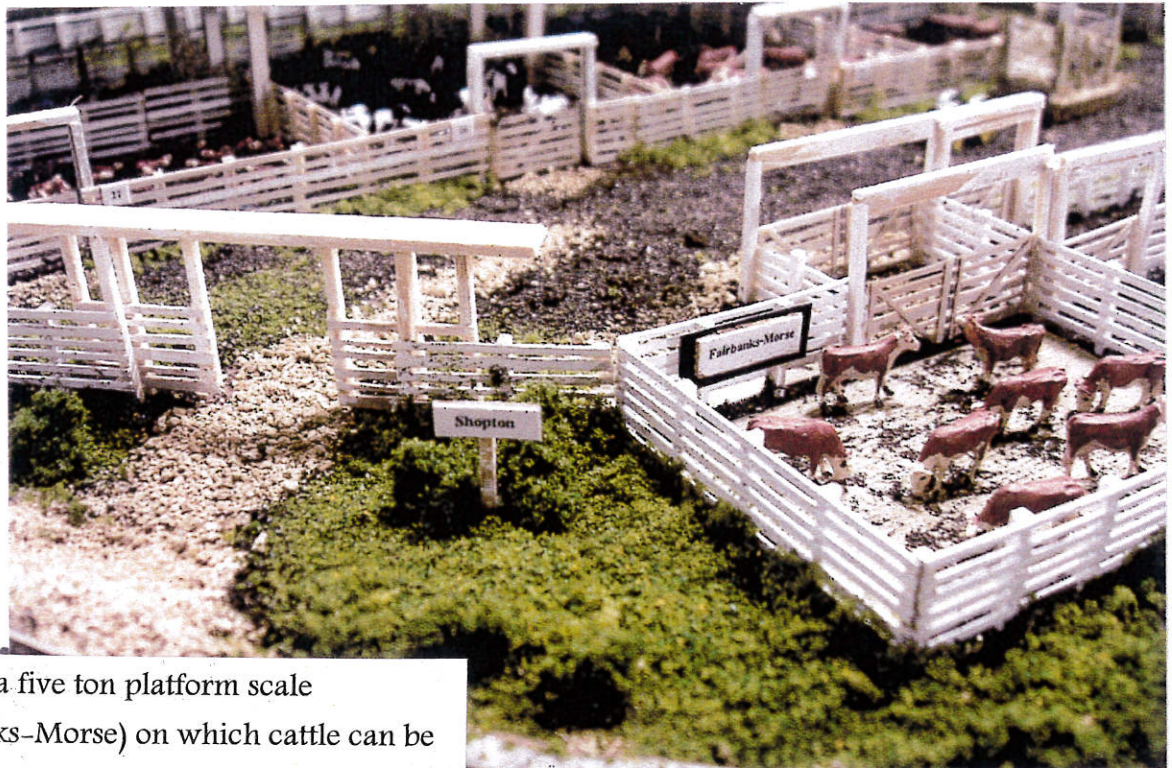




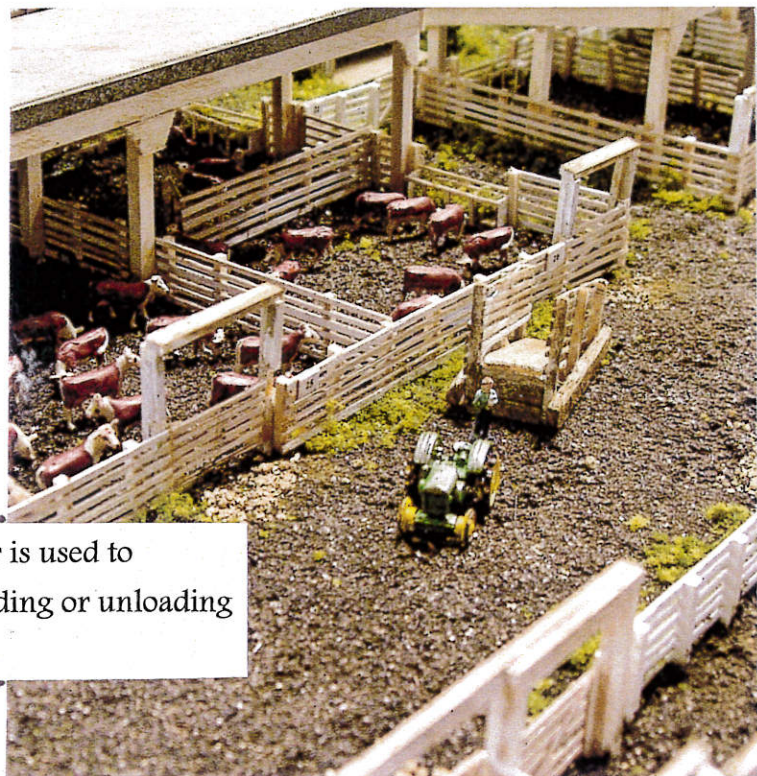
Hay is shipped in by box car. One bale of prairie hay is allotted for every 10 steers. One 40 foot box car of hay will feed 90 stock cars loads for resting (5 hrs.) or 45 stock car loads for 24 hour service.



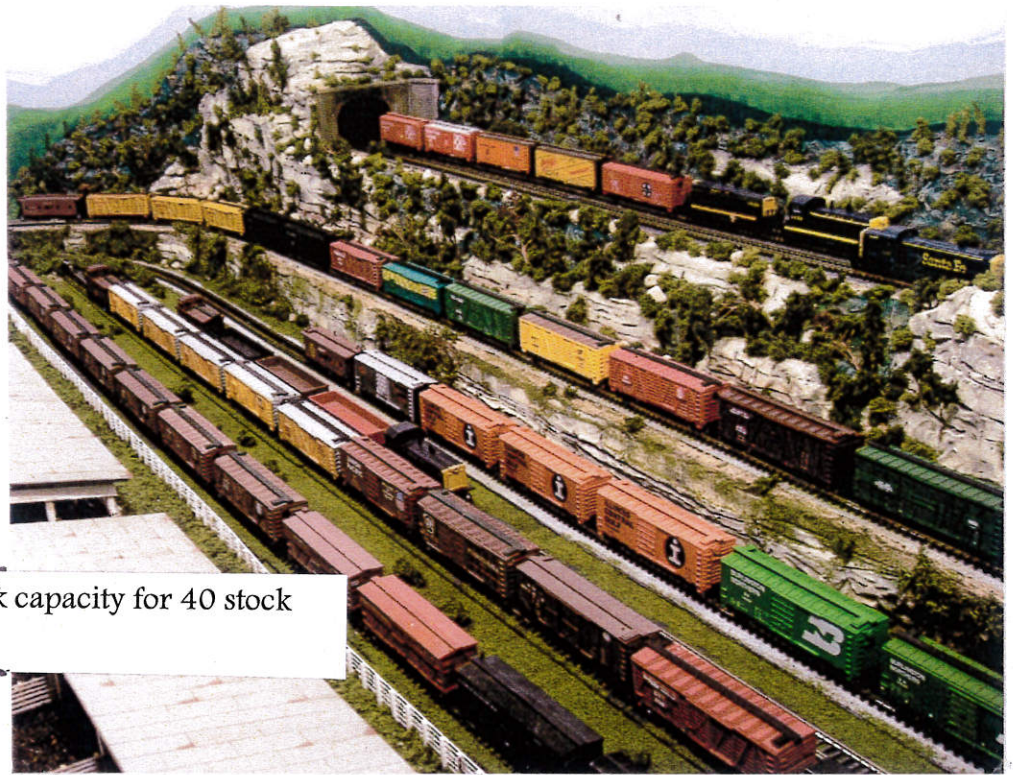
The pens were covered with cinders.



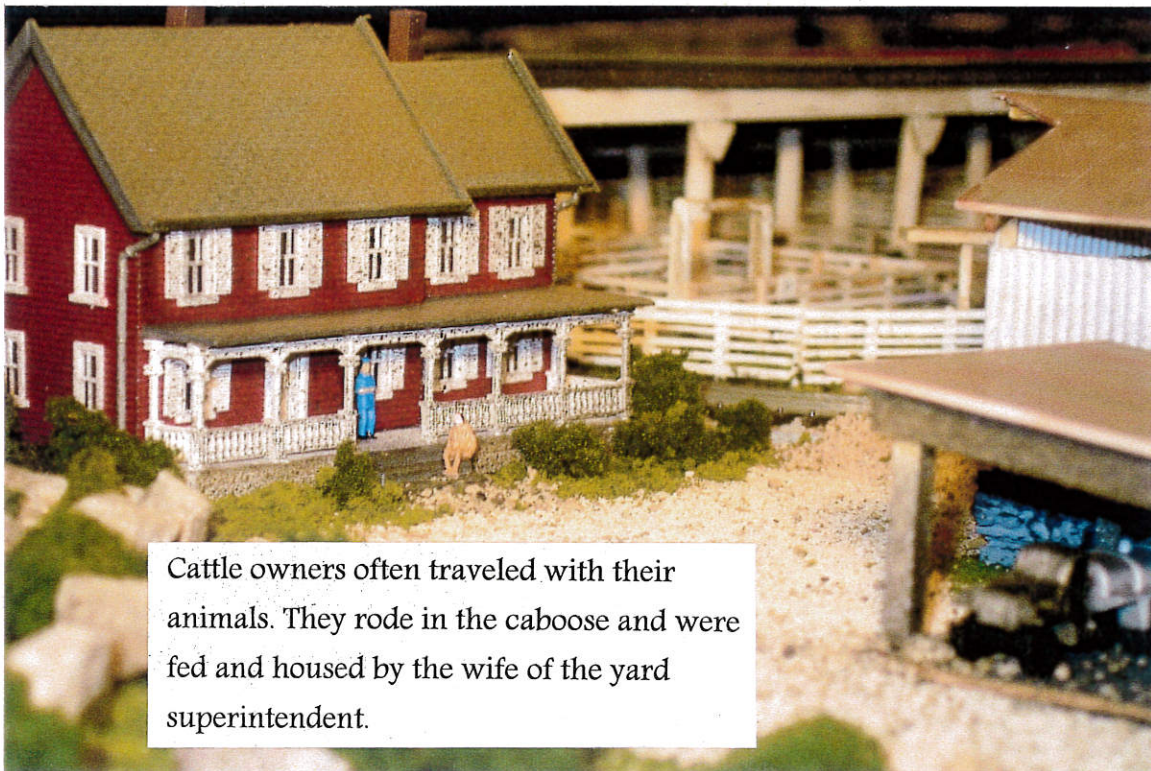
There is a five ton platform scale (Fairbanks-Morse) on which cattle can be weighed.



An old John Deere tractor is used to position the chute for loading or unloading cattle from trucks.



Shopton has track capacity for 40 stock cars.



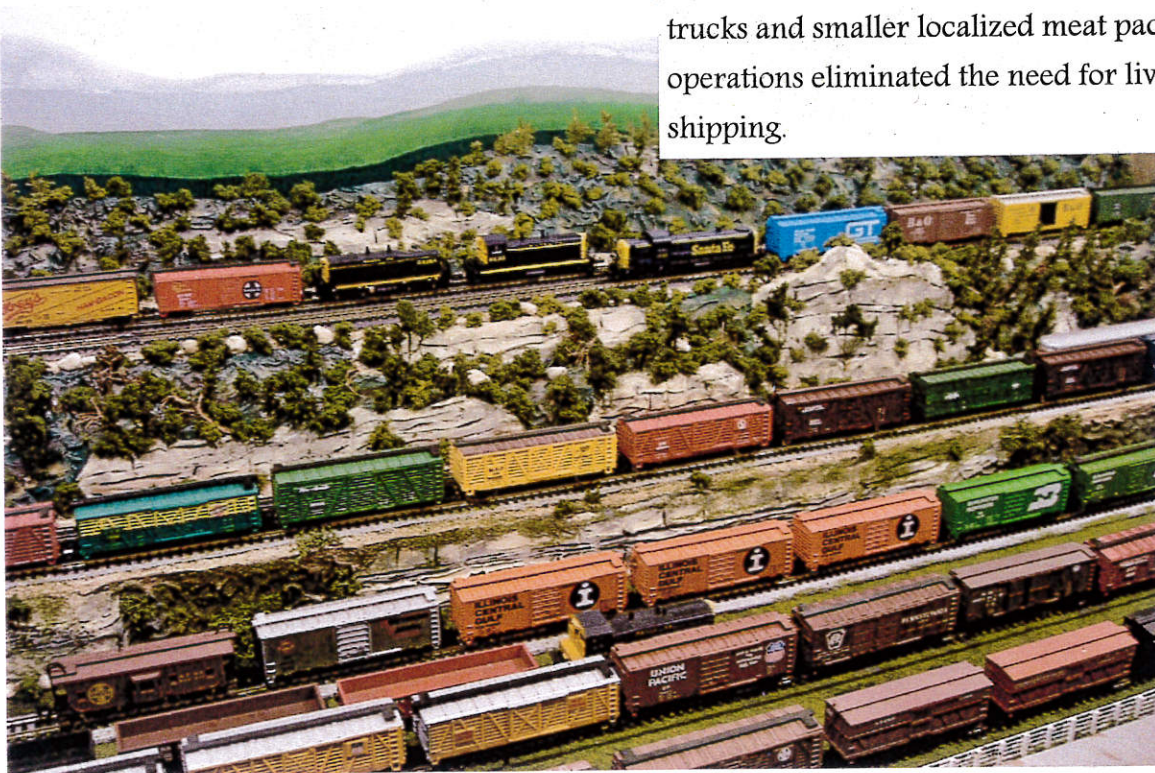
Cattle owners often traveled with their animals. They rode in the caboose and were fed and housed by the wife of the yard superintendent.

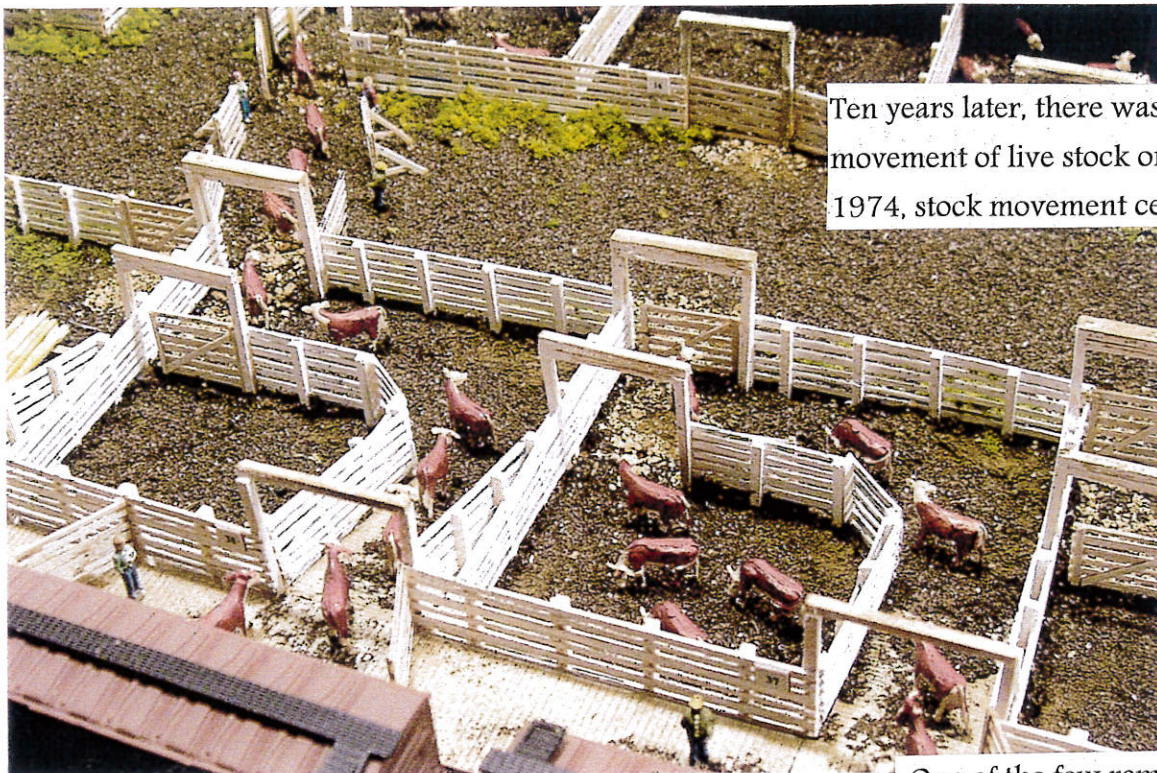
In 1931, Santa Fe had 9300 operational stock cars.

In 1950, Santa Fe had about 7500 stock cars, more than any other railroad and about 13% of the national total.

In 1955, 25% of all stock movements in the United States were on the Santa Fe.

1957, is near the end of stock movements via rail. Shortly thereafter, refrigerated trucks and smaller localized meat packing operations eliminated the need for live shipping.





Ten years later, there was almost no movement of live stock on the railroads. By 1974, stock movement ceased entirely.

One of the few reminders of this bygone era is the inclusion of a cattle car in the consist of nearly every model train set circling the Christmas Tree.

The yard engine used to move the stock cars is similar to the 12-44 FM switch engine actually used. All of the rolling stock and engines are commercial models of what could have been seen on the Santa Fe in 1957.

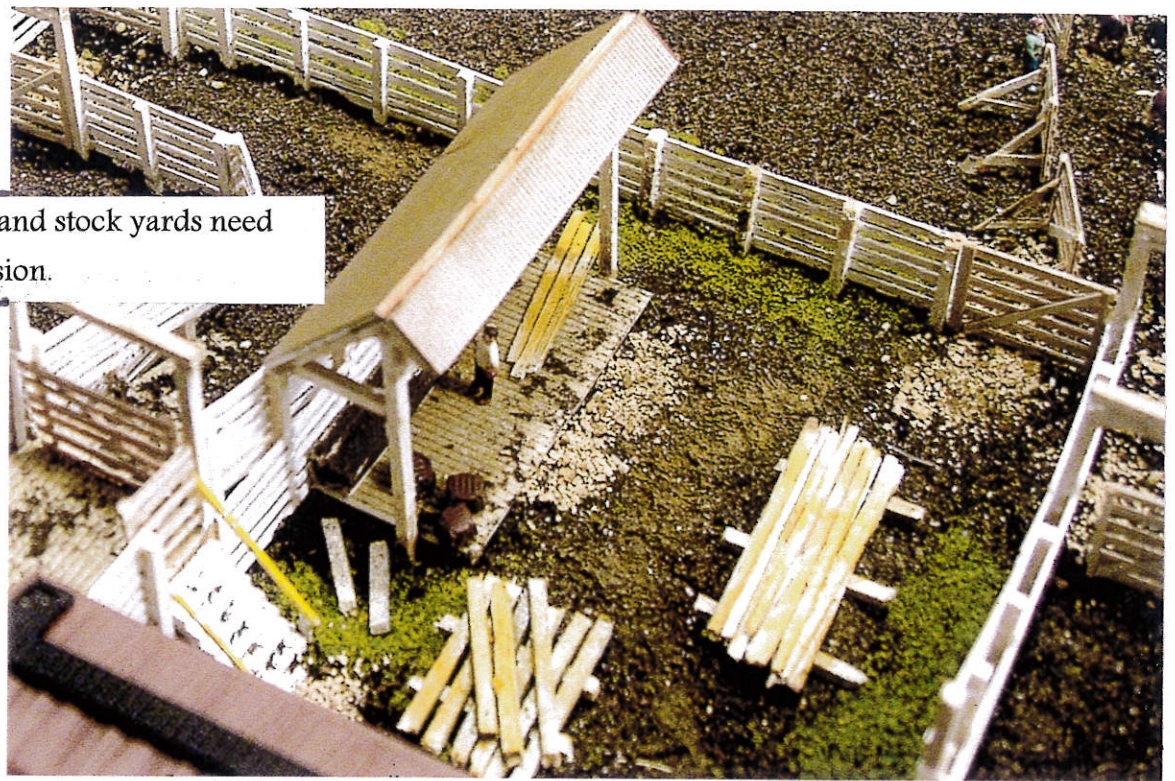


Note: There are few if any photos of the Fort Madison Stock Yards. It just was not the most attractive subject for photographs. The physical location of the resting pens, crowding pens, chutes, scale and loading docks are precisely as described on a 1956 blueprint given to me by Floyd Stout, who worked at Shopton at the time. He also described the design of the roofs covering parts of the pens.



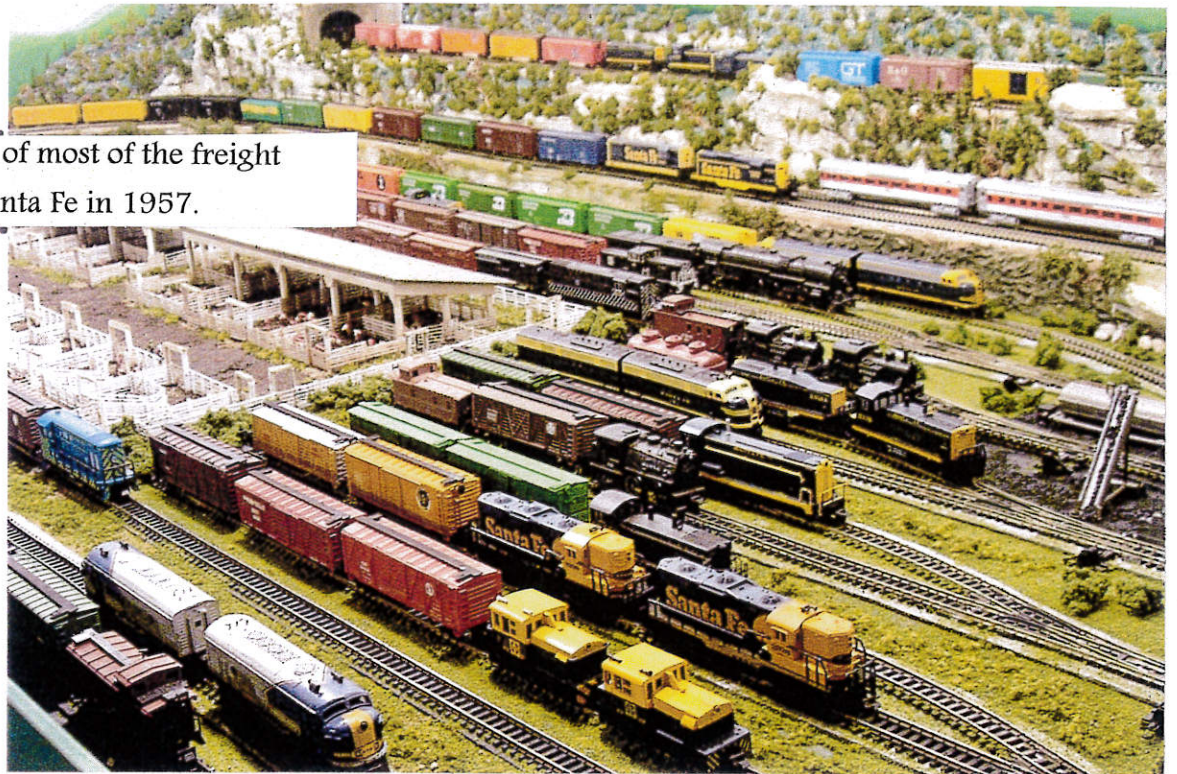
While the design of the stock yard is exactly as shown on the blueprint, the out buildings, rail yards, rolling stock and background scenery are a concession to the limits of space, the availability of models and the imagination and the interests of the builder.

Both stock cars and stock yards need repairs on occasion.

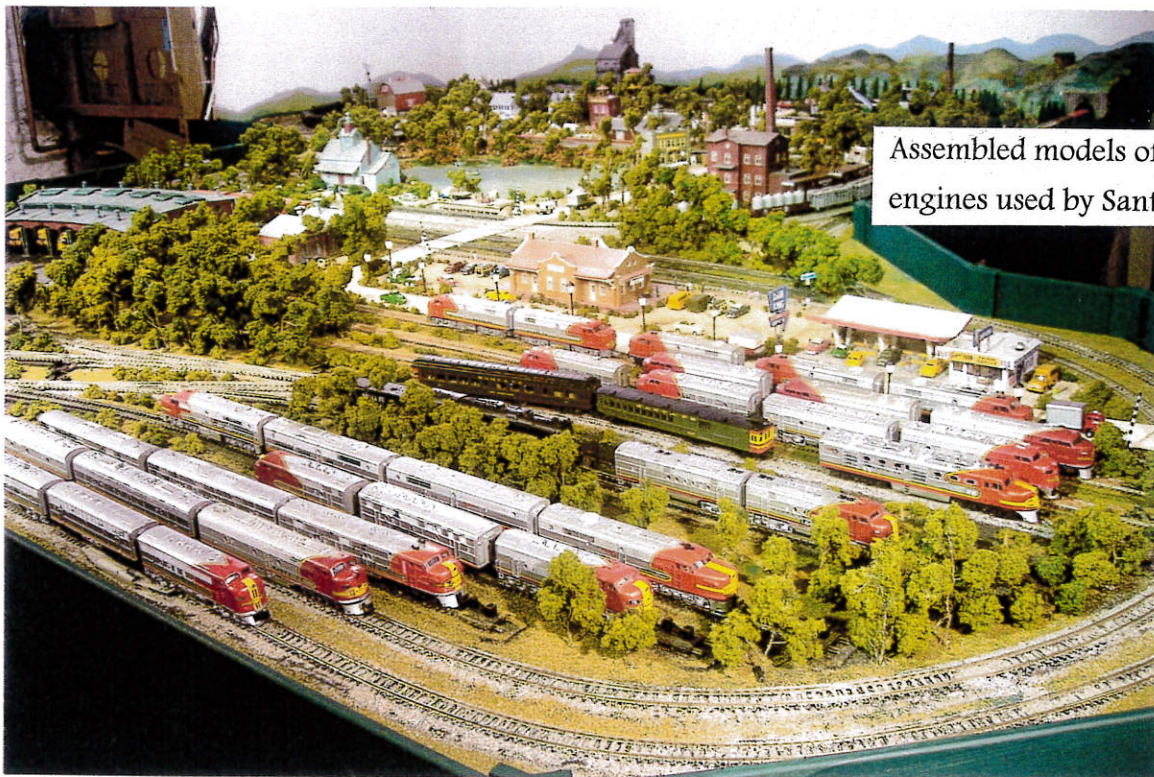


Yard goats, both steam and diesel need refueling.

Assembled models of most of the freight engines used by Santa Fe in 1957.



Assembled models of most of the passenger engines used by Santa Fe in 1957.



Engine Roster – Freight

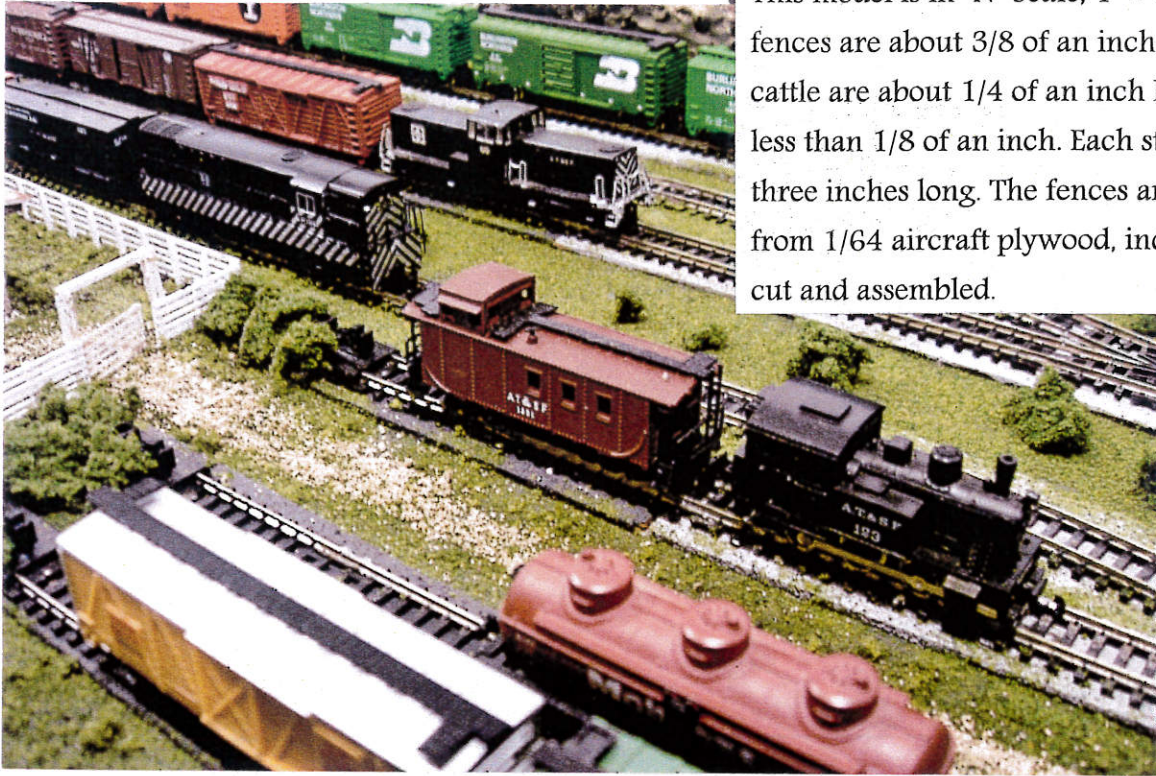
Left to Right, Top to Bottom

Type	Name	Yr. Built
TR4B	2418A Calf	'50-'51
TR4A	2418 Cow	'50-'51
RSD5	2157	'52-'53
H16-44	3011	'51-'52
GP7	2863	'50-'53
F7A	200 Series	'48-'53
F7B	200 Series	'48-'53
TR4A	2433	'50-'51
Northern	3780	'40
DT-6-6-2000	2606	'48-'50
H 16-44	Zebra	'52
Tea Kettle	123	
Tea Kettle	123	
TR4B	2418A Calf	'50-'51
TR4A	2418 Cow	'50-'51
FTB	100 Series	'40-'45
FTA	100 Series	'40-'45
VO1000	2225	'53
Tea Kettle	116	
SW7	2431	'53
GP9	2926	'56-'57
GP9	2926	'56-'57
44 Ton	Plymouth	'41
44 Ton	Plymouth	'41
H12-44	546	'55-'57
F7A		'48-'53
F7A		'48-'53

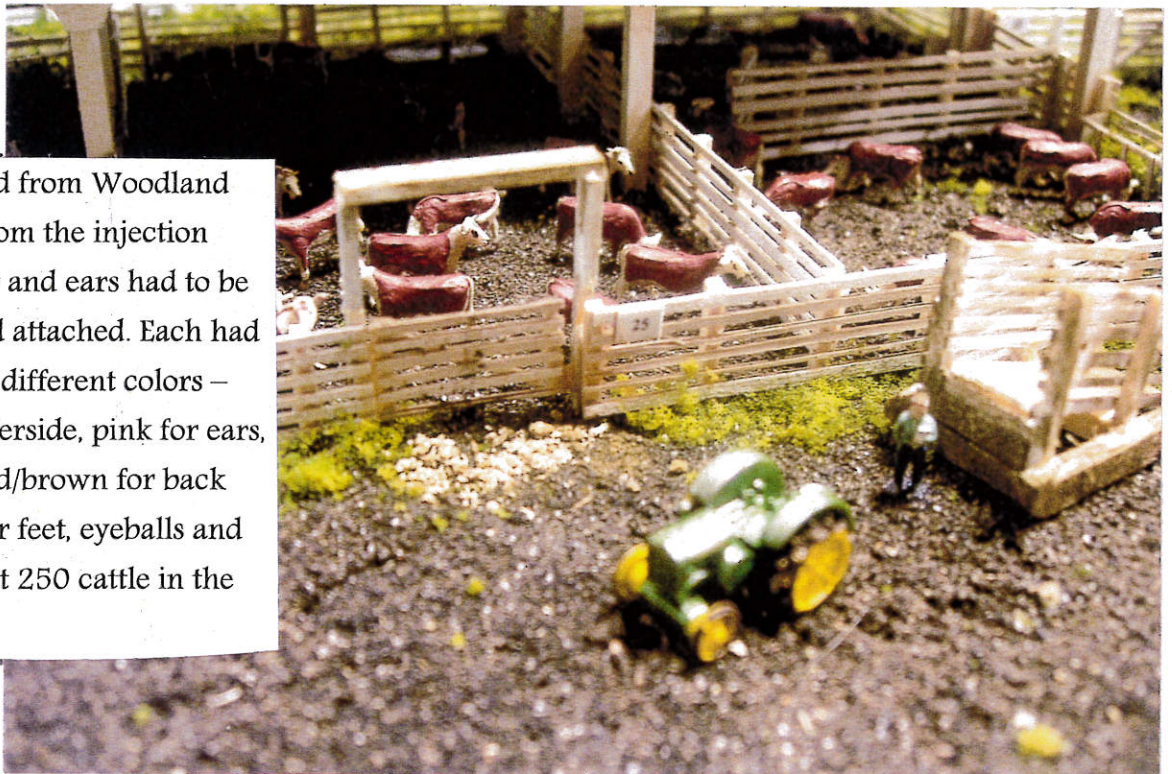
Engine Roster – Passenger

FA1	'47
FA1	'47
Erie A	'47
Erie A	'47
Erie A	'47
FM C-Liner	'50-'55
FM C-Liner	'50-'55
FM C-Liner	'50-'55
F7A	'48-'53
F7A	'48-'53
F7B	'48-'53
F7A	'48-'53
Doodlebug w/coach	'35
DL 109	'41
Northern	'40
FTB	'40-'45
FTA	'40-'45
PA1	'46-'48
PB1	'46-'48
PB1	'46-'48
PA1	'46-'48
F3A	'46-'49
F3B	'46-'49
F3A	'46-'49
E6B	'39-'41
E6B	'39-'41
E6A	'39-'41
F9B	'56
F9B	'56
F9A	'56
F7A	'48-'53
F7B	'48-'53
F7A	'48-'53

This model is in "N" Scale, 1" = 160". The fences are about 3/8 of an inch high. The cattle are about 1/4 of an inch high, calves less than 1/8 of an inch. Each stock car is three inches long. The fences are made from 1/64 aircraft plywood, individually cut and assembled.



The cattle were received from Woodland Scenics as they came from the injection molding machines. Feet and ears had to be cut from the sprues and attached. Each had to be painted with four different colors – cream for face and underside, pink for ears, noses and milk bags, red/brown for back and sides and brown for feet, eyeballs and nostrils. There are about 250 cattle in the stock yards.





Special thanks are owed to Floyd Stout,
former Santa Fe employee, Steve Rippeteau
and Andy Andrews of the North Lee County
Historical Society, Steve Sandifer, noted
writer and Santa Fe historian and Denny