

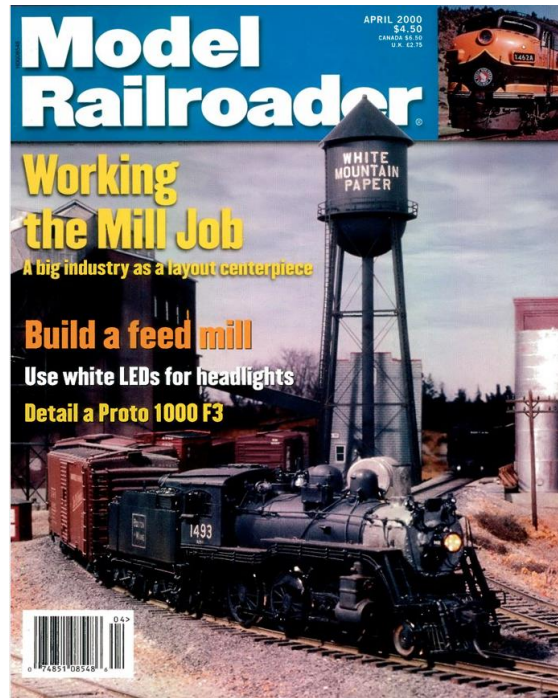


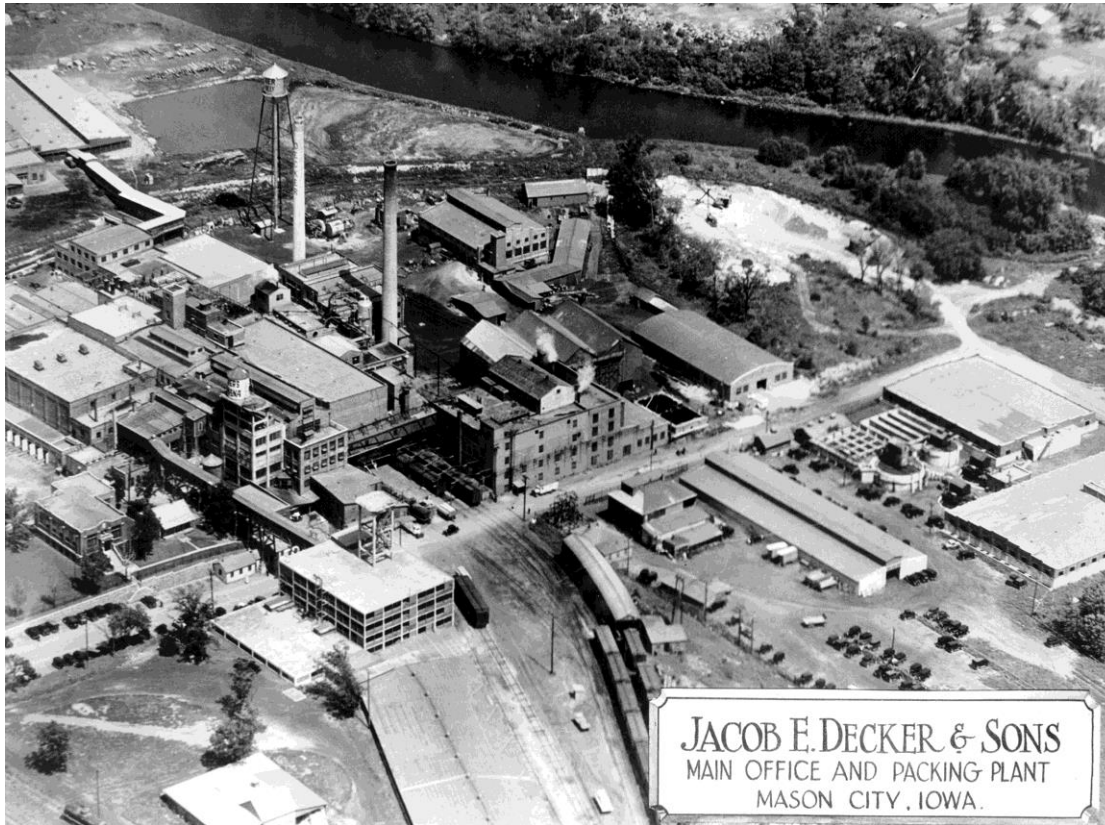
# Operations at a Meatpacking Plant

Mat Thompson  
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# In the beginning

- Paul Dolkos  
“Working the Mill Job” MR  
April 2000
- Doug Harding 2-part article  
“Modeling a Meat Plant and Its  
Operations” RMC Oct-Nov 2004
- Swift plant in north Portland





## Meat Packing Plant (steam & transition era)

- 1947 – 50 Swift plants across the nation
- Multi-track large industry co-located with stockyards
- Parent company outbound reefers or leased cars
- Inbound rail - Stock cars and processing materials
- Outbound rail – hanging meat, canned meat and by-products
- Decker - 13,500 inbound and outbound cars in 1935 - 25 reefers outbound daily



Swift Reefers

# Swift & Company Is Diversified



Beef, Lamb, Pork, Bacon, Sausage, Canned Meats, Bonemeal, Hides, Tallow, Offal, Wool, Lard, Tankage



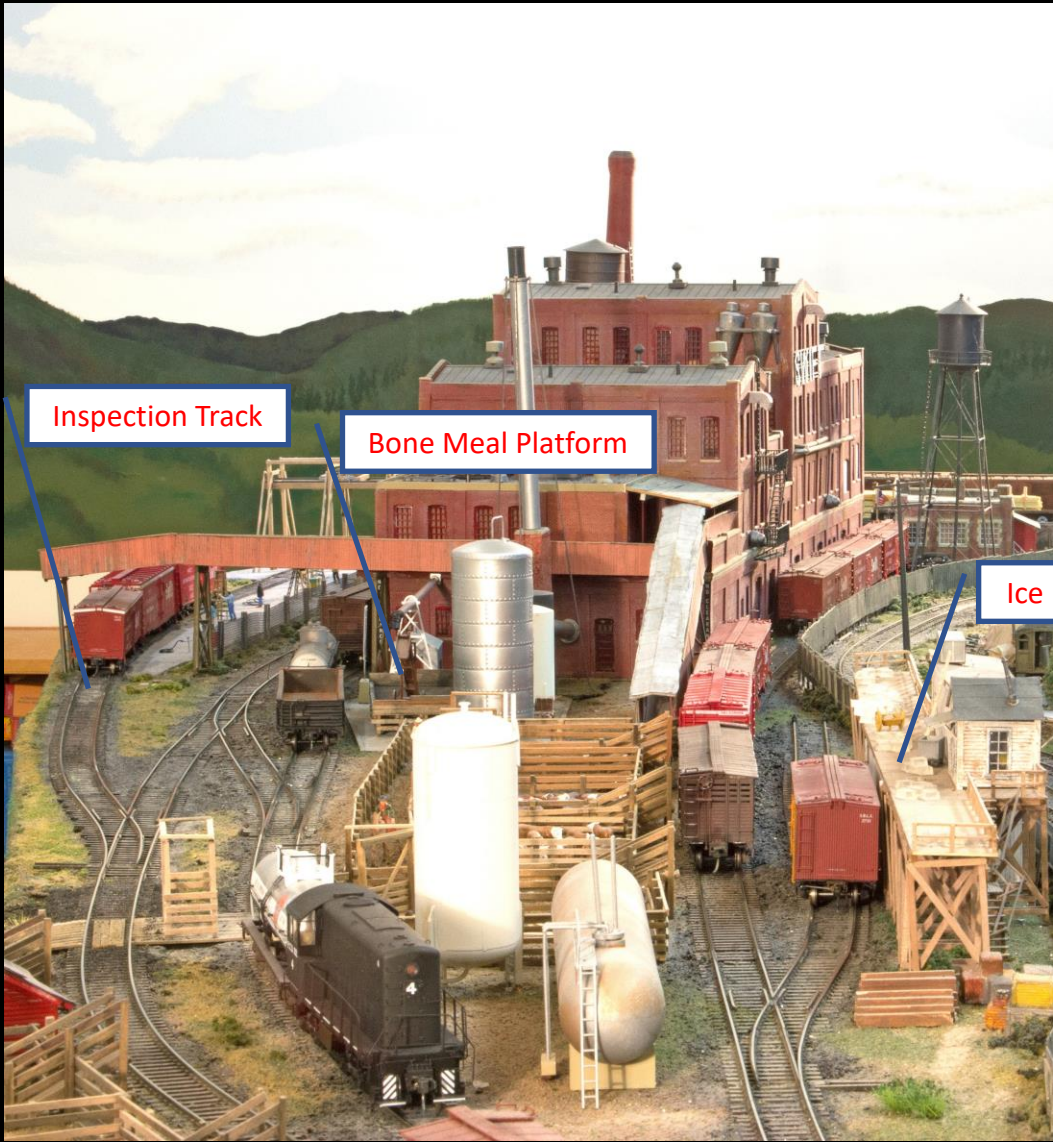
## Big Industry

- Space is 9' by 2'
- Swift located with Portland Union Stockyards
- Walthers modules, Campbell stock pens
- Traffic - holds 12-18 cars - multiple car types
- Multiple car moves within plant
- Occupies 2 operators for entire ops session



Paul Dolkos photo courtesy of Model Railroader – Great Model Railroads 2014

# Third Version



Inspection Track

Bone Meal Platform

Ice Plant

Interchange Track



Fourth Version - Additions





# The Oregon Coast Railroad - 1957

## HOYT STREET YARD



Bernerd Kempinski photo

# Working Swift

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- P.T.D RR works Swift & Stockyard
  - Swift is within Hoyt Street Yard limits – switch crew works for Hoyt Street Yardmaster
  - Switcher leaves Hoyt Street Yard with 8-12 cars each trick
  - Engine crew works Swift
  - Switch lists used for Inbound and Outbound car movements
  - Outbound cars return to Hoyt Street for further movement
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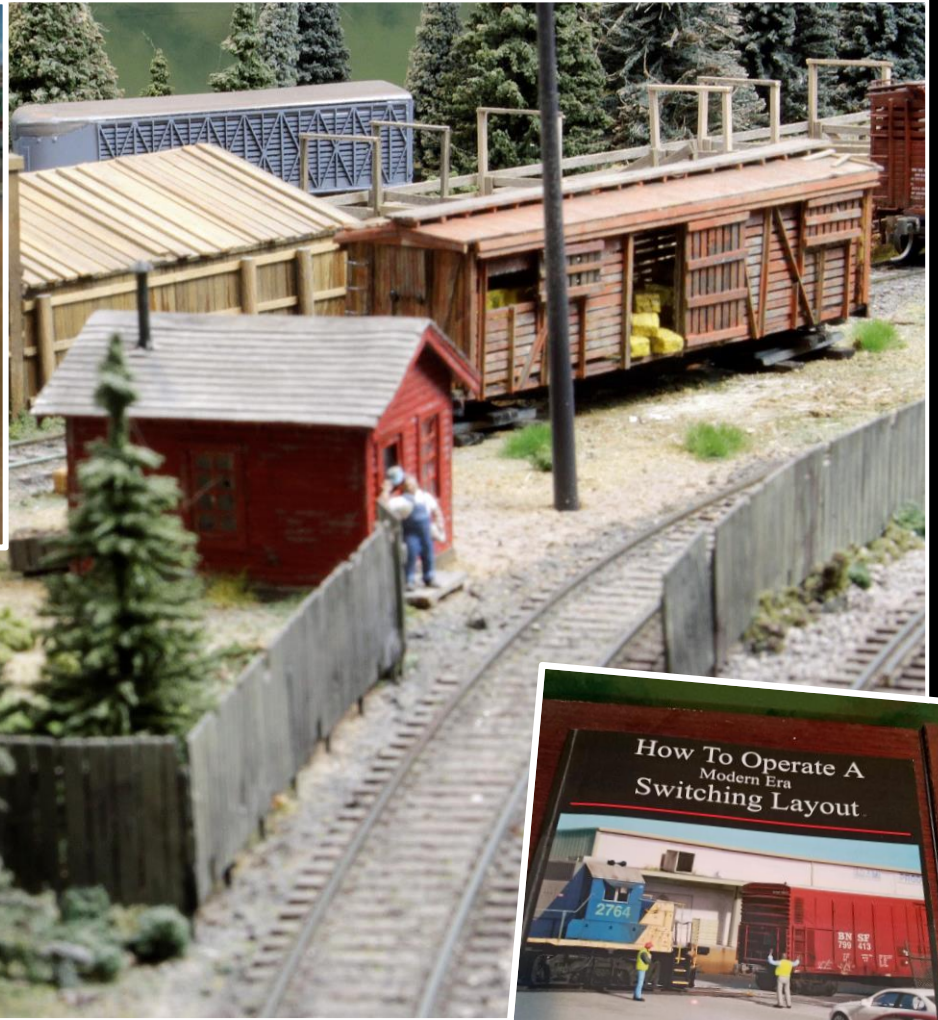




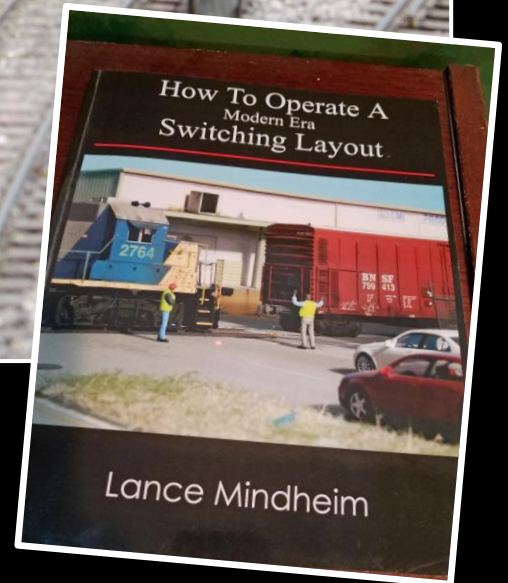
Operating Scheme – Yard Transfer

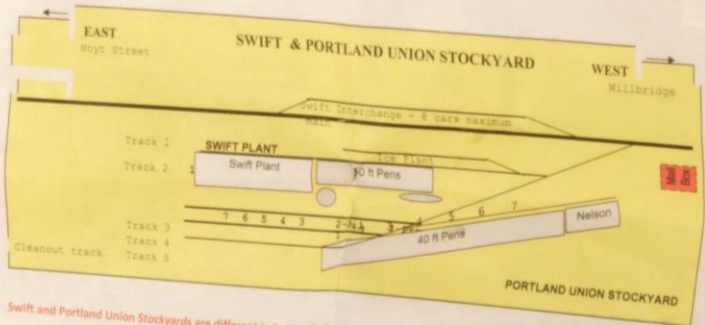


Operating Scheme – Backing In



The Mailbox (thanks Lance)





Swift and Portland Union Stockyards are different industries. Both are demanding – follow the instructions carefully.  
The OCR Switcher does all switching at both industries.

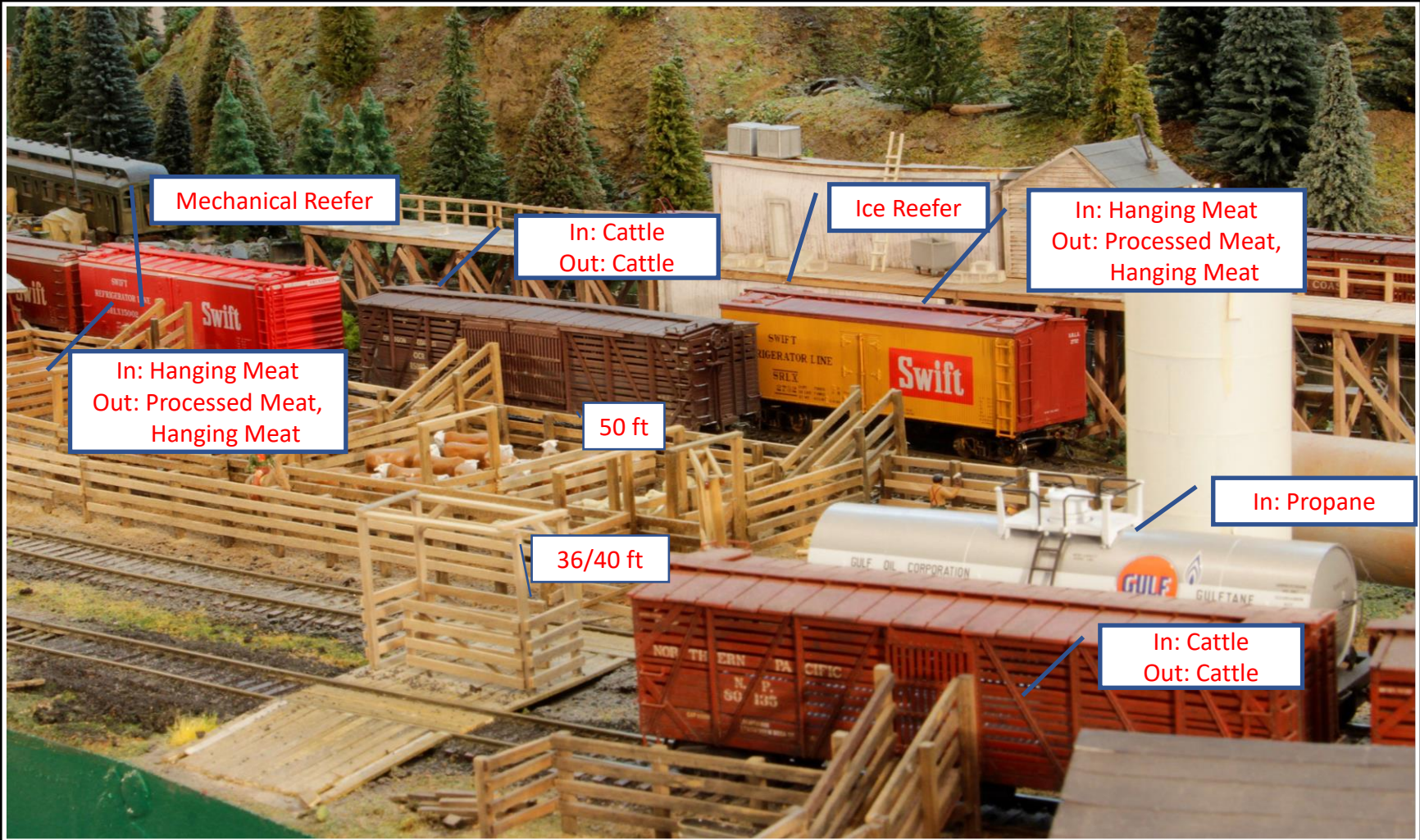
*NOTE: If car doors and gates don't line up – move cars until they do – gates have been spaced for different length cars.*

Don't put more cars in a location than can be served at one time – as an example, only four cars can be inspected or cleaned at a time and the ice plant can only ice four cars at a time. If you have five cars, that will take extra movements to move the first four cars and then put the fifth car at a cleanout or icing spot.

- All cars at Swift when the Swift Transfer arrives at the beginning of a shift are ready for movement per their waybill.
- Inbound reefers at Swift are moved in the following order:
  - To Track 5 – Inspection



The Mailbox (thanks Lance)



Mechanical Reefer

In: Cattle  
Out: Cattle

Ice Reefer

In: Hanging Meat  
Out: Processed Meat,  
Hanging Meat

In: Hanging Meat  
Out: Processed Meat,  
Hanging Meat

50 ft

36/40 ft

In: Propane

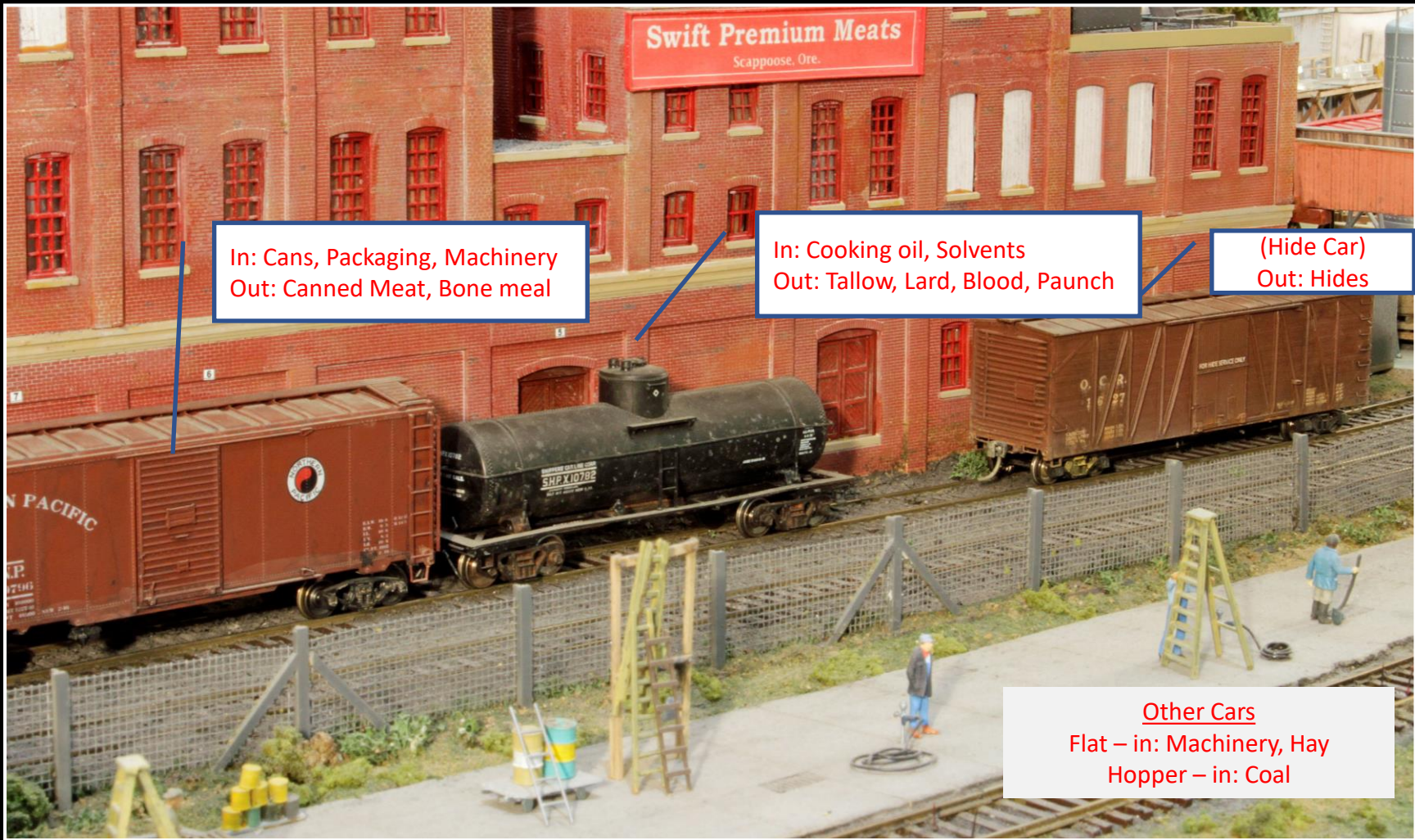
In: Cattle  
Out: Cattle

Products and Cars





Products and Cars



In: Cans, Packaging, Machinery  
Out: Canned Meat, Bone meal

In: Cooking oil, Solvents  
Out: Tallow, Lard, Blood, Paunch

(Hide Car)  
Out: Hides

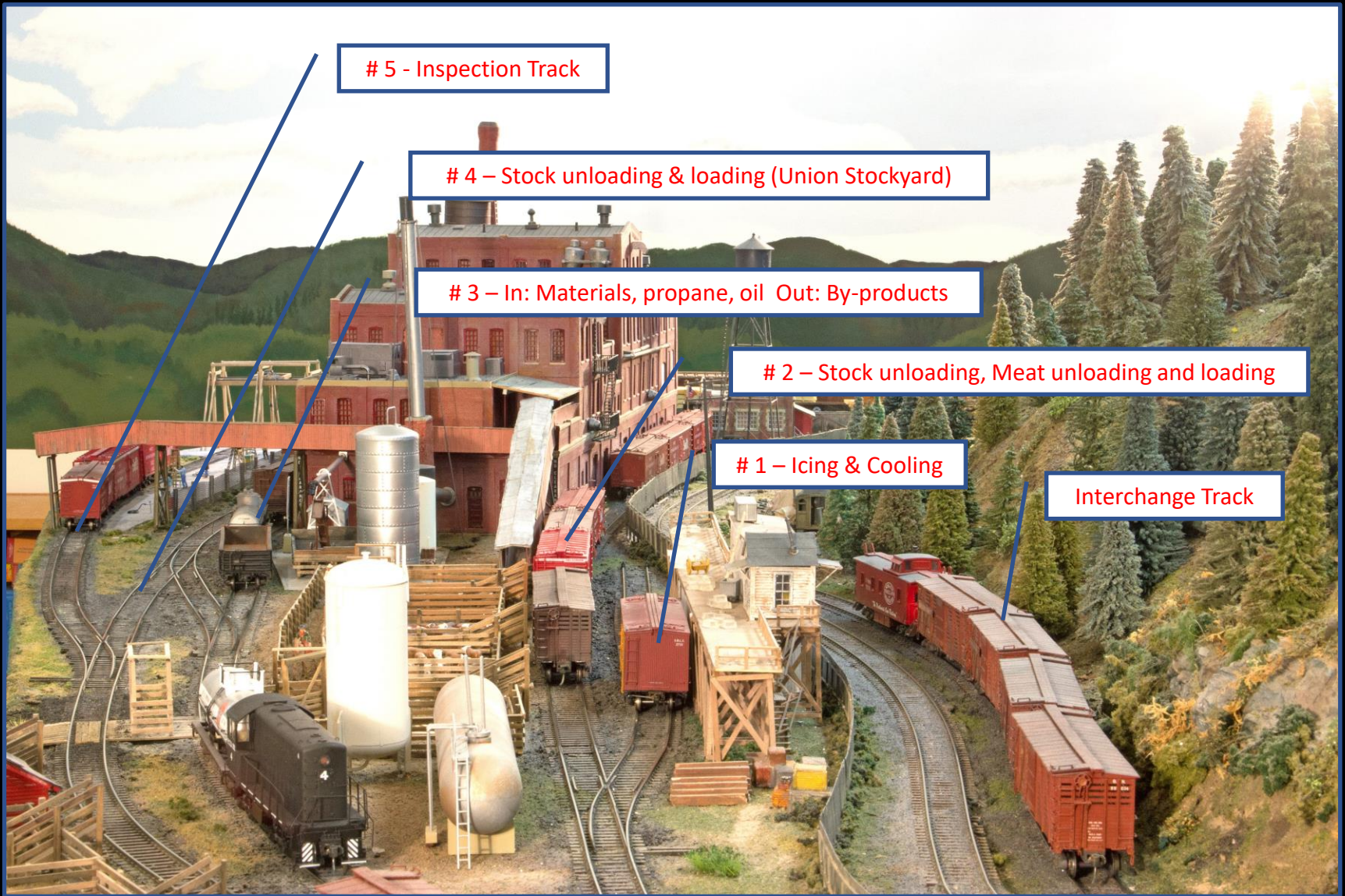
Other Cars  
Flat – in: Machinery, Hay  
Hopper – in: Coal

## Products and Cars

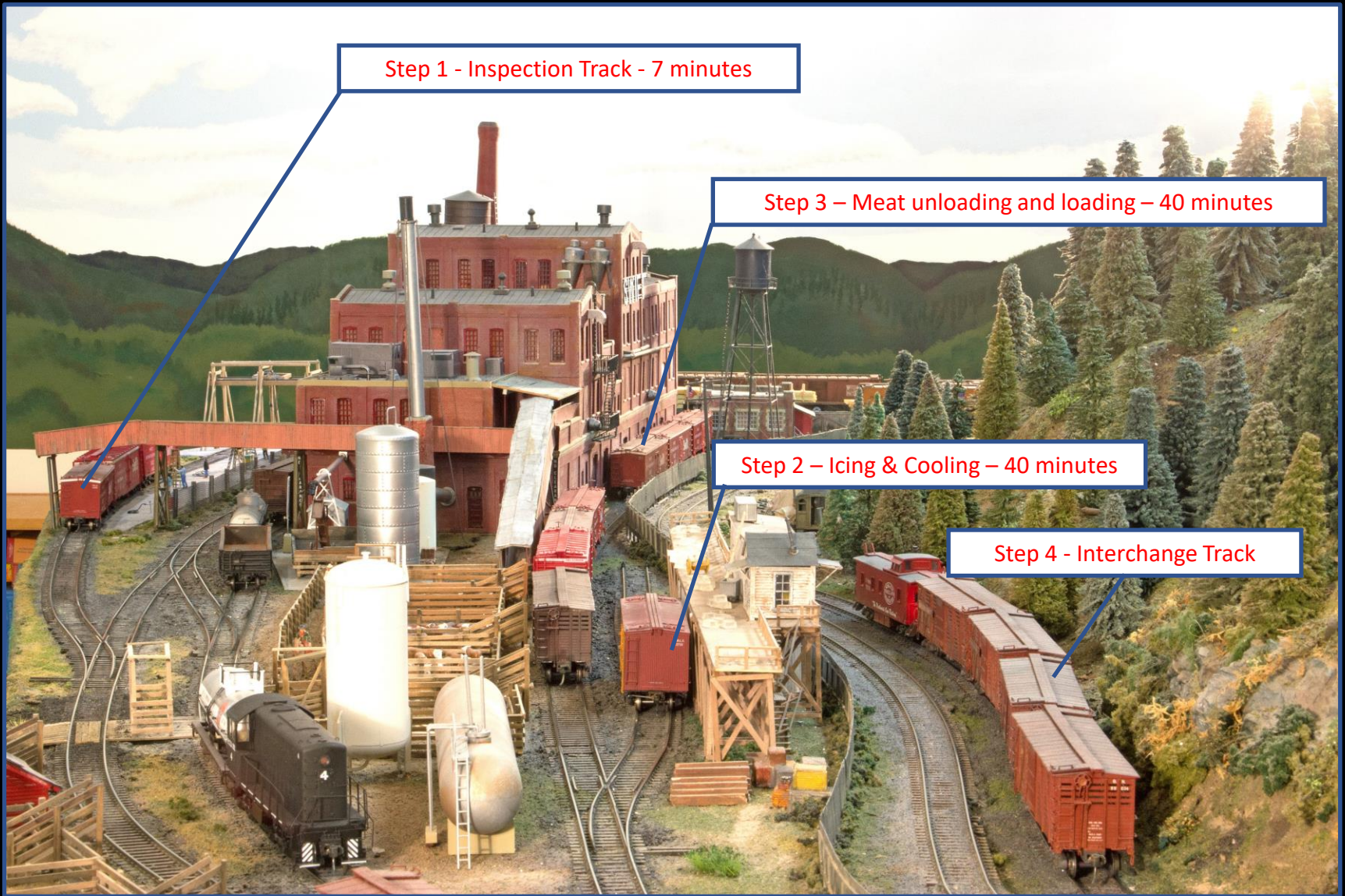


2 ½ Stock Cars = 1 Reefer so 50 stock cars per day = 20 Reefers  
20 Stock Cars = 1 car per day by-product or inbound material = 12-15 various cars

Car Ratios  
(Cattle packing plant - 2000 head daily)



Operating Scheme – Track Purposes



Step 1 - Inspection Track - 7 minutes

Step 3 - Meat unloading and loading - 40 minutes

Step 2 - Icing & Cooling - 40 minutes

Step 4 - Interchange Track

# Operating Scheme – Reefer Movements



# Working Swift (cont)

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- Cars at Swift when trick starts are ready for movement
  - Cars departing Swift go to Hoyt Street - can be moved to interchange track
  - During trick Swift engine or Hoyt Street switcher move inbound and outbound cars to and from Hoyt Street & Swift – Yardmaster call
  - Late In Trick stock Extra arrives
  - Swift works Extra stock cars – Extra re-orders train for return
  - At trick end Swift switcher departs for Hoyt Street with outbound cars
- 



## What to include – what to ignore

- Car cleanout
- Reefer car repair
- Car weighing
- Sheep (mostly), Hogs
- Ice reefers versus mechanical reefers
- Outbound stock
- Offal and other awful
- Hay and Feed
- ????????





# The Future

Increase Union  
Stockyard traffic

Additional/longer  
interchange track  
(NP, SPS, UP)

Meat Trains or  
adding cars to  
passing trains

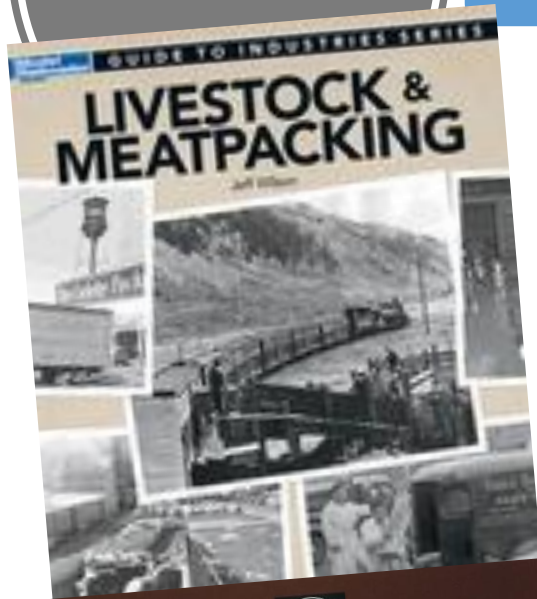
Add a scale track?



Information

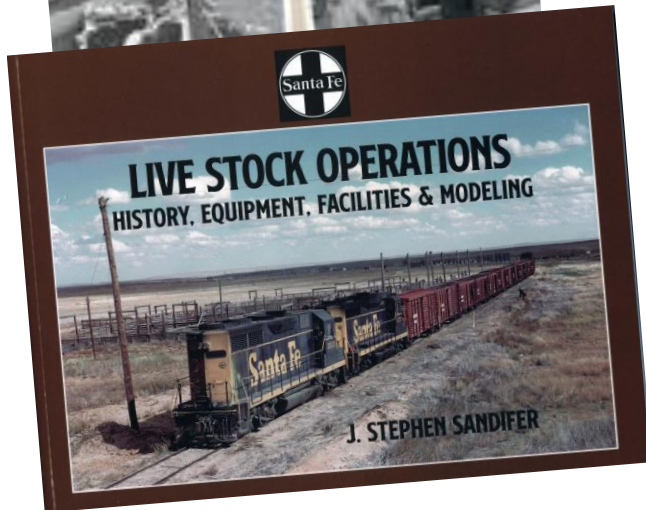
[RailwayBullShippersGroup@groups.io](mailto:RailwayBullShippersGroup@groups.io)

- Comments by Doug Harding and Bob Chaparro



Doug Harding "Modeling a Meat Plant and Its Operations" *Railroad Model Craftsman* Oct & Nov 2004

*Livestock & Meatpacking* by Jeff Wilson, Kalmbach, 2013



*Live Stock Operations: History, Equipment, Facilities & Modeling* by J. Stephen Sandifer

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