

Stock Car Models
By Steve Sandifer

Stock Car Models

This is a review of commercial livestock car models. Focus is on Santa Fe cars, but there is some coverage of other railroads. N-scale models and references are at the end of this document.

Stock Car Models - HO May 5, 2013

The Santa Fe modeler has many choices for prototype models. Three manufacturers produce kits for 15 different classes of Santa Fe stock cars.

Intermountain makes the SK-Q, R, S, T, and U in plastic. These represent 1800 cars built in the 1920s. For the rivet counter, only the K brake R and the AB brake U are 100% correct. The review on the Intermountain site below will go into detail.

Westerfield makes the SK-L, N, and P, with the M and O due in 2013. They also make the SK-2 and 3, and with the addition of a Branchline diagonal panel roof and Apex running board, the SK-5. The reason for this combination is that all were made from BX-3 and BX-6 box cars, cars that were virtually identical. The major difference between the SK-2, 3, and 5 is the roof: SK-2 has a Flexible Metal roof, SK-3 a radial roof, and SK-5 a diagonal panel roof. 2871 SK-2s and 3s were produced between 1942 and 1950. 1300 more SK-5s were added in 1952-53.

Sunshine makes the SK-Z and SK-4, nearly identical cars because they were made from FE-P/T furniture cars. The difference is the roof: SK-Z is Flexible Metal, SK-4 is radial. 200 SK-Zs were made 1941-42 with 200 SK-4s produced 1949-51. Their added height makes them stand out in a consist. Unfortunately, Sunshine is no longer in business.

Below is a review of HO models.

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AHM / Tempo (January 31, 2012)

AHM has produced at least five different stock cars.

40' Version 1



Version 1 is labeled AHM / Tempo and is marked Yugoslavia. It has a metal or plastic frame, metal door guides, 3/4 ends, and separate ladders. No known prototype.

40' Version 2



Bill Wright collection

Bill Wright believes this to be an AHM car but has no further details. Prototype unknown.

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Old Time Version, model 6113C



This is a humorously terrible car.

40' Double Deck, model 5275



These were made by AHM in the 60s, then released by Model Power and now by Roco. The early AHM had separate ladders but the later productions have cast on ladders. They are very common at swap meets and on eBay.

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The prototype is NYC 28000-28499 (Lot 757-S) convertible stock cars rebuilt from USRA SS box cars in 1947. The model has the deck lifting mechanism on both sides of the car; the prototype only had this on the left side of the car. It is also 15" too wide. A second group of cars, NYC 27200-27399 (Lot 766-S) were converted to fixed double deck cars in 1948. AHM offered this car in just about every scheme except NYC. An excellent kitbashing article by William Sharpe appeared in the March 1997 *RMC*. The NYC model pictured above has been built following the kitbashing article.



Narrowed end on left, original car on right.

The Warbonnet, 4/2001, shows how to use this car for the basis of an ATSF SK-Z, but it can't compare with the Sunshine kit.

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50' Car, Model 5421, also sold by Mehano



This double deck car says it was built in 1964 with hydra-cushion underframe. It appears to be a shortened and crude version of SP Class S-70-1 cars built in 1964. The SP units had 6 additional panels, three on each side of the center. Only two cars were ever built, SP 78000 and 78001. Photos can be found in *Southern Pacific Freight Cars, Vol. 1*, by Anthony W. Thompson.

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Accurail (January 31, 2012)



Jim Sands Photo, 1968



Based on GN 56050-56248 rebuilt in 1957 from USRA DS boxcars originally constructed in 1919 and 1923. However, the red paint represents a 1960s paint scheme. For a 1957 date, you should purchase the "data only" mineral red car and add the GN name and number, Champ decals HC-645.

This car was used as the basis for UP S-40-10 at the 2009 Shake-N-Take Clinic at Cocoa Beach and that project can be seen at the Shake-N-Take website (https://groups.yahoo.com/neo/groups/Shake_N_Take/info) as well as in the *RMC* March 2010.

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Ambroid (February 9, 2003)



Bill Wright Collection.

Ambroid made a series of craftsman kits in the 60s, composed of wood, white metal, and brass parts. Ambroid made stock cars both as regular run and in its 1 in 5,000 series.

Athearn (January 1, 2003)



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Jim Sands Photos, 1968, 1966. Note that 48859 is lined for grain hauling.



This car represents a 1951 Standard AAR design. It is closest to UP's S-40-12 class built in 1952. The first 200 had red sides, aluminum end and roof, and yellow lettering while the next 300 were yellow with red lettering. The yellow paint UP (kit 1779) were seldom seen off line, but the red painted version (kit 1770) were regularly off line. As is common with Athearn, the diagonal panel roof is backwards. These were double deck cars but could carry cattle or sheep/hogs because of the uneven floor spacing and tall car height. A modeler could easily add the second deck flooring.

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Bachmann (February 8, 2003)



This car is marked Bachmann, made in China. It appears to be a poor reproduction of the Athearn car.

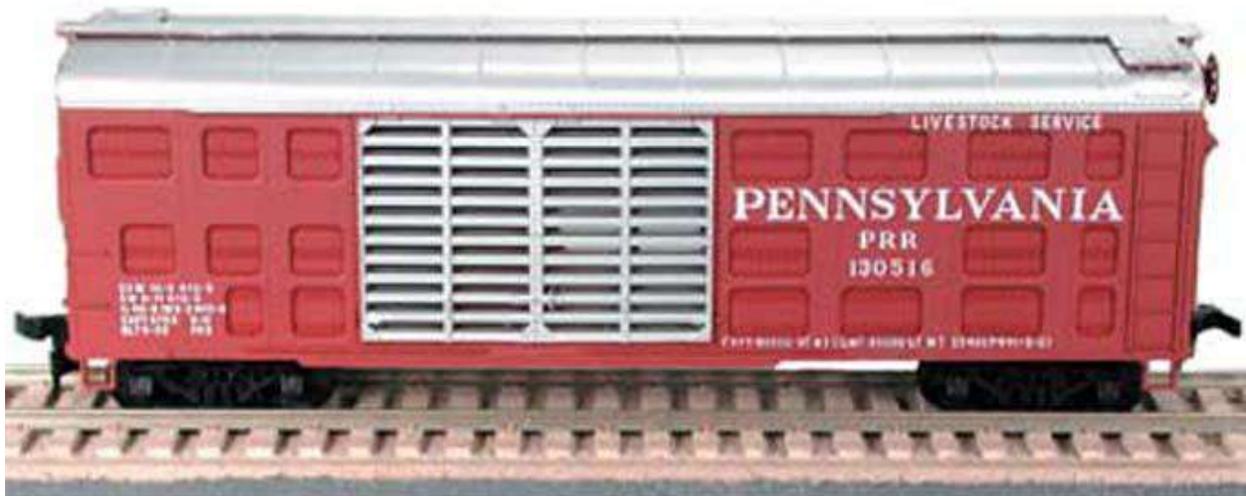
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Bowser (February 9, 2003)



From Bowser website

Model 55460: The 50 ft PRR cars were built in 1936 as Class X32A round roof automobile boxcars, rebuilt to PRR 131000-131094 Class K9 (single deck), PRR 130000-130103 Class K9A (double deck), and 131050-131299 Class K9B (single deck) starting in 1959. Variations in the ventilation hole pattern exist - be sure to work from prototype photos. Wabash had similar cars (WAB 16600-16615) rebuilt in 1963 but with a single door and a different ventilation hole pattern.



From Bowser Website

Bowser's 55450 series kits represent PRR 130501-130554, Class K11, double deck stockcars rebuilt from Class X31B automobile parts boxcars in early 1961. See Richard Burg's *The Last Stand of Stock Cars in the East* in the January 1993 *RMC*.

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Broadway Limited (January 31, 2012)



Broadway Limited has released an HO stock car of the double deck prototype PRR K7A. 1420 of these cars are listed in the 1944 ORER. The design is unique to the PRR. The model is available with or without sound. A review appeared in *The Keystone Modeler*, March 2005. The review also shows how to further improve an excellent car and how to make it into a single deck car.

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Central Valley #1001 (January 17, 2012)



Jim Sands Photo, 1966



This is a Northern Pacific stock car built between 1930-36. Many of these cars lasted in revenue service well into the 1970s and traveled very widely. Use Champ HC-112 or A-Line 21100 for decals - they're made specifically for this kit. See *Model Railroading*, October 1987.

NP 82500-82749, Built 1936, NP's Laurel shops; NP 82750-83249, Built 1931-1932, NP's Como shops; NP 83250-83499, Built 1930. Ryan Car Co. of Hegewisch, IL (later the Chicago factory of the Pressed Steel Car co.)

This is a highly detailed, flat, unpainted kit. You will need to supply your own decals. This makes this kit a little more difficult to build than the standard Red Caboose, Proto 2000 or Intermountain kit.



NP Society end on the left, CV end on the right.

A problem with the kit is that the body is about 1'3" too wide. If you are going to all the trouble to build one, go to the NP society website and purchase new ends that are of the correct width. You can cut down the roof and underbody to match.

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Intermountain



SK-Q from undec kit with custom doors, reworked sides, AB brakes with custom staff brake.



SK-R from undec kit, custom AB brakes.

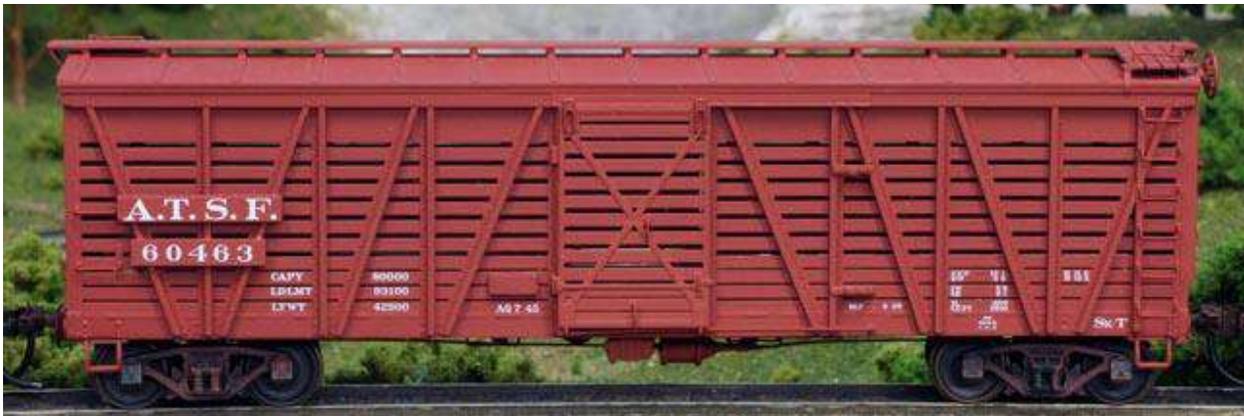


SK-R from undec kit with custom small animal side door, AB brakes with kitbashed vertical staff.

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SK-S, early production model with poor drop grabs. Lift mechanism was left off and added later with parts sent from Intermountain.



SK-T, stock RTR model



SK-U, stock RTR model

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Intermountain 47901-24, car # 60463



Details added by the modeler: Left to right SK-Q, SK-R, SK-S, SK-T and SK-U. Note how the modeler has changed the ladder, grabs and toe-holes to match the prototypes. Uncoupling bars and lower grabs have also been added.

Prototype

CLASS	NUMBER	DECK	NO. OF CARS	BUILT
Sk-Q	68600-68849	convertible	250	1928
Sk-R	50500-50999	single	500	1928
Sk-S	68851-69100	convertible	250	1929
Sk-T	60002-60501	single	500	1929
Sk-U	60502-60801	single	300	1930

Many of these cars lasted till the late '60s or early '70s.

All cars were painted Mineral Brown which includes sides, ends, roofs, doors, undercarriages and trucks. The exception is the doors on the double deck cars which are painted reefer yellow for easy identification.

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Lettering was all white. The sides carried only the reporting marks and the car number. Contrary to several model manufacturers, the name Santa Fe and the emblem never appeared on the stock cars. Dimensional data and car class were carried on the sill and reporting marks and road number were carried on the drover's door on the ends of the car.

The double deck cars were convertible to single deck cars by means of a winching mechanism on the side of the car which would lift the upper deck up to the inside of the roof to get it out of the way if the car was to be used to carry horses or cattle.

The Model

Intermountain Railway Company has released flat side models of the SK-Q - SK-U stock cars beginning in 2004. Because they are similar, most of the same tooling can be used for all these cars. Double deck side tooling was not produced (different board spacing at the roof line and safety latches), so the double deck cars are a compromise. The side that was produced does not match any of the single deck cars either in terms of board spacing, but the differences are small. The flat sides allow for relief on the inside of the slats. Both K and AB brakes are available. All grabs and piping are done in wire.

Intermountain notes, "We are offering these as "stand in" models for the CB&Q and MoPac, both had cars that had the same basic "look."

Intermountain has produced two undec kits:

- 42998 is the undecorated with SK-U ends, AB brakes, and Ajax brake stand.
- 42999 is the undecorated with SK-Q ends, K brakes, and vertical brake rod.

The kits come with the sub floor, chain lift mechanism, and double door parts included for modeling the convertible cars. Microscale decals 87-1254 will letter the cars.

The ready to run cars are based on one of these two kits. Intermountain has produced cars lettered as SK-R, S, T, and U, but only the AB brake SK-U and K brake SK-R are 90% correct in RTR form.

Basic time frames for ATSF paint are:

- Until 1940: A. T. & S. F.
- 1940-1947: A. T. S. F. (We have photo from at least 1955 which shows a stock car with this marking still in use.)
- 1947+: ATSF
- 1959: began using 4 small Scotch Lite circle/cross reflectors on the side of the cars
- 1969: began using ACI colored bars on the side of cars for automatic info readers. Running boards began to disappear at the same time.
- 1974: stock movements on the Santa Fe ceased.

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If you want cars with a Santa Fe prototype and are happy with the 2' viewing, you can stop reading here and go buy a bunch. If you are a rivet counter, continued to read.

Critical Detail

As built, SK-Q and R stock cars were equipped with K brakes and vertical staff brakes. SK-S, T and U had K brakes and Ajax equipment. In the 1940s many cars with K brakes were converted to AB brakes. After July 1, 1953, cars with K brakes could no longer be interchanged with other railroads. When the SK-Qs and Rs were upgraded to AB brakes, many (most, all?) retained their vertical staff brake wheels. The author has not seen a photo of an SK-Q or R without a vertical staff brake wheel. Modelers will have to do some kitbashing to have AB brakes and vertical staff since Intermountain does not offer this option out of the box in either kit or RTR form. Intermountain will sell individual sprues from their kits but the ends of the AB and K brake kits are different.



(left) K brake end, (right) AB brake end)

Intermountain's first runs had funky drop grab irons (see above SK-S). Later production has more to scale grabs. First runs of the SK-S convertible car did not have the lift mechanism and chains installed. These are on more recent runs. Modelers can contact Intermountain to obtain these at no charge and install and paint them themselves. Floquil Mineral Brown is a good match.

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The ends on the different prototype classes were all different.

- SK-Q (Intermountain K brake models) with no toe holes and short right-side end grab.
- SK-R had no toe holes and a short right grab. Photos also show long right grabs installed as a retrofit because the holes for the short grab are visible in the wooden end.
- SK-S one toe hole, straight grab above it, and short right grab.
- SK-T had two toe holes and short right grab.
- SK-U had two toe holes and long right-side grab.

The end ladders should really be free-standing, with angle-stock stiles mounted on standoffs. To do that you need to scrape off the stile molded onto the car end and redo the ladders. The SK-R and Q had end ladders that stopped below the bottom rung and large angle supports for the ladder. The SK-S, T, and U had ladders that continued to the end sill.

Intermountain chose not to include the bottom grabs on any of the cars. For the SK-Q-T these included a drop grab on the left (to avoid conflict with top operating uncoupler lever) and straight grab on the right of the rear base. The SK-U had straight grabs on both sides and bottom operating uncoupler. Nor did IRC include the uncoupling linkage. These originally were on top of the coupler but were later moved to the bottom on some but not all. The hanger for the bottom operating uncoupler lever is molded to the end and can easily be drilled out and used.

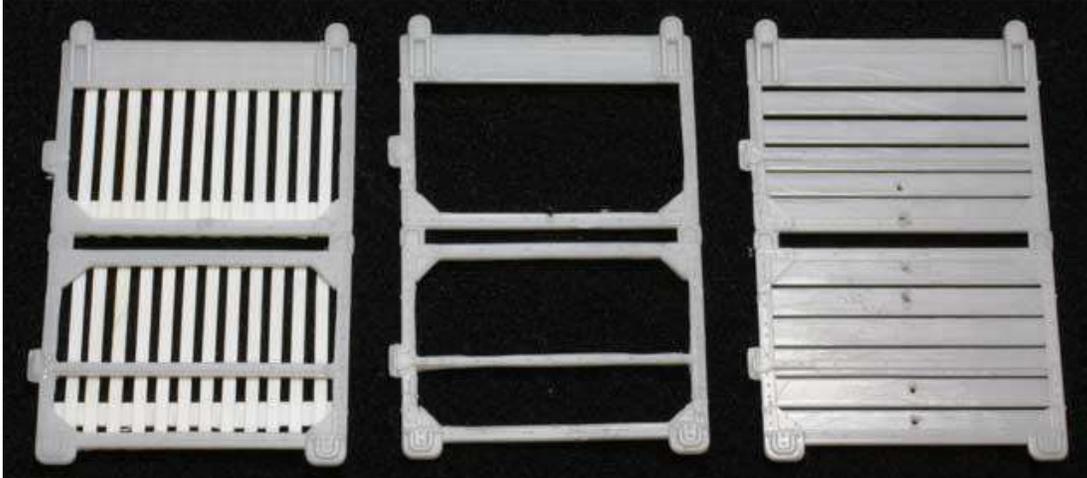
The cars were built with wooden drover doors in the end. Steel doors replaced these as needed. Some think the SK-U were produced with steel drover doors. Many cars went to scrap with the wooden doors. Both are included in the kits, but the steel doors appear on the AB brake RTR models.

As produced, the cars came with a single grab on the left end of the side. The upper or second grab was added in the 1940s. All RTR cars come with the second grab. Modelers of an earlier time will want to cut off the mountings for the upper grabs.

The SK-Q had no side door stops. The modeler will want to fill those molded locations. The SK-R had then on boards 4 and 9 from the sill, SK-S on boards 5 and 9, and the SK-T & U on boards 2 and 9 (as in the kit).

The double doors that come with the kits and SK-S are correct. However, the SK-Q had vertical slat doors which IMC has not produced. See the kitbashed door on the SK-Q photo above. The prototype had 12 slats. In the photo below, .010 x .030 Evergreen styrene was used for the vertical slats. This will not make a totally correct door as there are hardware differences, but it will be visually much more acceptable. The lower door runners are different on the SK-R and S from each other and from the single deck cars.

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Bashed Q door, frame with slats removed, stock Intermountain door

As mentioned above the sides on the model represent the single deck cars. The double deck cars did not have the uppermost boards butted against each other as on the model. They had separate boards like the rest of the side plus 6 "dogs" on each side which were used to hold the moveable deck in the upper position. Working with a kit, the modeler can remove those upper boards and apply evergreen strips appropriately. The photo above of the SK-Q shows this change. Compare it with the stock SK-S to see the difference.

The Kadee coupler pocket is black on the RTR models and needs to be painted Mineral Brown. The cars come with smaller scale Kadee #58 couplers. Some owners have reported the coupler being slightly high requiring the coupler pocket to be shimmed down from the car .10 - .30". Others feel the car is a little high and needs to be lowered. Some of this can be blamed on inconsistent assembly. Sometimes the bolster does not sit level end to end and requires some attention. If the cars derail, this is the first place to look.

Ten of the SK-Rs received a steel door for small animals toward the brake end and was partitioned internally for mixed animal shipping. This door was located at the floor midway between the regular door and the end of the car, on one end only. Pecos River Brass and Sunshine Models offer this car. It is an easy addition to the model (see SK-R photo above). The door does require some creative placement of lettering. Those cars should also have 3 (possibly 4) partition anchor eyes located in the space between the topmost boards, another detail left off the model shown above.

Ted Culotta reports that "the Accurail "Bettendorf" is the best available truck for the IM ATSF stock cars." This was before Tahoe came out with their excellent trucks.

The authoritative book on Santa Fe stock cars is the out of print, *Stock Cars of the Santa Fe Railway* by Frank M. Ellington, John Berry, and Loren Martens. In 2012 it is being revised and rewritten by the society. Helpful photos can also be found in the *Stock Car Cyclopedia, Vol. 1*, by Robert L. Hundman.

These cars were also produced in brass by Pecos River and in resin by Sunshine.

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Lifelike / Varney (January 17, 2012)



This car is in the Lifelike toy line and is stamped "Hong Kong" on the bottom. It has no known prototype. This should not be confused with the Lifelike Proto series.

Lindberg / Mantua (March 5, 2003)



A different 40' car was the final one from Mantua. It had wooden ends. Mantua is now out of business. These are *heavies* similar to RDG 19000 series. John Swanson modeled MILW stock cars from this kit (*RMC* January 1991), and it is a decent match for the following car series listed by Swanson in his article in the January 1991 *RMC*: MILW 105007-105482, 105507-105706, 110150-110299, 110300-110799. It is out-of-production, but still on dealers' shelves and available through eBay.

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Main Line Models (February 8, 2003)



Bill Wright Collection

Main Line Models made these 36' "Cattle Cars" many years ago. They were craftsman wood kits and have very little detail. They came decorated for UP, D&RGW and T&P, possibly others.

Tyco / Mantua (March 5, 2003)



No particular prototype is known for this car. Roof is diagonal with 4/5 ends. Truck mounted couplers. The Santa Fe car was produced in the strange green color.

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MDC/Roundhouse (January 17, 2012)

Old Timer 36' - No Photo

The MDC (now Athearn) old timer 36' stock car is roughly based on a Colorado Midland design, but also the only 36' car on the market, without going resin. It is also very close to a Clinchfield car and is found in the Gregg reprints of the 1919 CBC. Most of these cars were retired in the 1930s and only a handful were still on the roster by 1950.

Early MDS:



Bill Wright Collection

In earlier days, MDC produced these metal kits. Andy Miller reports, "I think the old metal MDC cars were intended to be PRR K8s. The MDC car, while a cruder model, is closer to the K8 than the Train Miniature car. The MDC car has the correct doors and appears to have the wood roof."

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Roco / Model Power (November 16, 2007)

40' Double Deck



The Model Power car is marked as Roco Austria and is the same car produced earlier by AHM.

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Proto 1000 36' Fowler Stock Car (January 17, 2012)



This model has had underbody details added.

In 2006 Proto of Canada produced 36' Fowler stock cars. They were not imported into the US and were only available through Canadian dealers.

W. E. Fowler worked with the Dominion Car and Foundry to develop these cars with 75,000 36' single sheathed box cars being produced from 1909 - 1923. Approximately 8,070 stock cars were produced from those cars with several variations for the Canadian Pacific, Canadian National, Quebec Central, Toronto Hamilton & Buffalo, Pacific Great Eastern, Northern Alberta, Temiskaming & Northern Ontario and Ontario Northland. In 1945 nearly all stock cars in Canada were of the Fowler design.

The Proto 1000 car is correct for the Canadian Pacific and Quebec Central and close to the other roads listed. It features die cast chassis and separate ladders, grabs, and door latches, and is ready to run. Underbody details should be added since they are visible.

A detailed review was made in the June 2007 *Railroad Model Craftsman* by John Riddell.

Westerfield also offered the Fowler kits in their 4200 series. True Line Trains also announced this series of cars for release in 2012, with some of the advertising photos appearing to be the same molding.

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Proto 2000 Mather single and double deck (February 11, 2012)



These are accurate for all kits produced. They were built beginning in 1920s and ran into the 60s. In 1949 there were 2085 of these cars in service. These cars were Mather built and owned and leased to railroads, so the reporting marks varied from time to time. Most cars need minor work to open the slats near the reporting marks to match the specific prototype. To cover all road names, that area is tooled for the longest road name. These cars come in double and single deck, kit and RTR.

All the road names and numbers on these models are correct for their era, however one must remember that they were lease cars, so one needs to check the Original Equipment Register to see which ones were prototypical for the era being modeled.

- ACY (Akron, Canton & Youngstown) Dbl Deck, 285-299 (3 cars in 1950)
- ACY Sgl Deck, 200-219 (10 cars in 1950)
- B&O Dbl Deck, 110001-111099 (647 in 1950)
- B&O Sgl Deck, 112000-112599 (595 in 1950) (in 1950, all B&O were Mather)
- C&NW Sgl Deck, 32801-32999, 36501-36899 (300 in 1950)
- CB&Q Dbl Deck, 50000-50199 (0 in 1950, leased in 50s)
- GM&O (Gulf, Mobile & Ohio) (former Alton) Sgl Deck, 108000-108199 (200 in 1950)
- GM&O (Gulf, Mobile & Ohio) (former Alton) Dbl Deck, 109000-109099 (75 in 1950)
- GN Sgl Deck, 55000-55199 (200 in 1950), the Accurail car replaced these.
- Gotham Stock Exp, Dbl Deck, 4000-5199 (Reporting mark out of use by 1950)
- L&N (0 in 1950),
- Mather (1 SD in 1950)
- NP Dbl Deck, 80050-80099 (50 in 1950, 46 in 1967),
- NP Sgl Deck, 80000-80049, 80100-80229 (150 in 1950, 226 in 1967)

See article in Nov. 1987 *Model Railroading* and the Feb. and May 1997 *Railroad Model Journal* by Richard Hendrickson. Robert Hundman's *Stock Car Cyclopedia* is also valuable. These cars are also useful for kitbashes of Armour and M&StL cars. See *Railroad Model Journal* May 2001 and the M&StL yahoo group website.

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Red Caboose (January 17, 2012)



Red Caboose released a 36' Harriman S-40-5 stock car in July 2007, which is modeled after the SP, T&NO, WP car, and some UP classes. Westerfield has had this kit in resin for a long time.

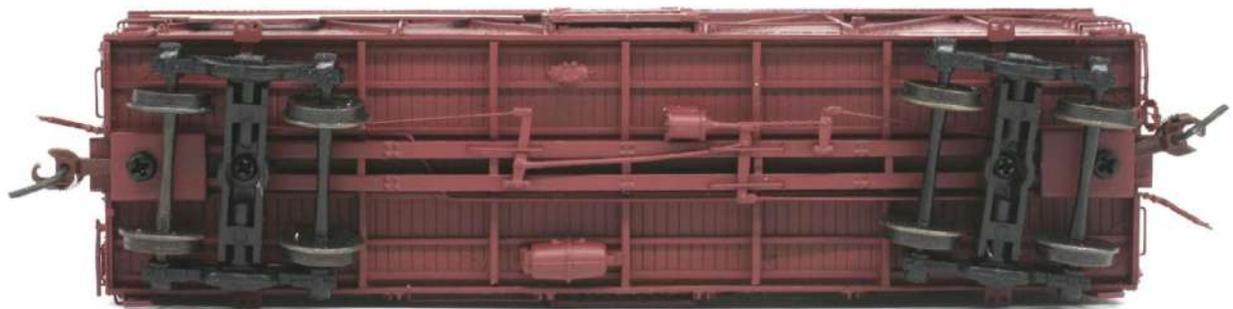
Originally built in 1915-17, these cars were modernized with AB brakes in the 40s and continued in service into until the end of the 60s.

The first release required 3/4 ounce of weight to bring it to NMRA standards. Because of the detailed underbody, truck swing was very limited on the "B" end of the car. In order to keep the car on the track, one brake rod was relocated. The couplers were also too low per the Kadee gauge, so the body was raised .030" using a styrene spacer.

These are beautiful cars and a welcome addition to the railroad. Richard Hendrickson reviewed these cars in the October 2006 *Railmodel Journal*, and they are included in Robert Hundman's *Stock Car Cyclopedia*. Model Railroading, January 1989, gives more information.

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Westerfield offered resin kits of the S-40-4 in the 5200 series and S-40-8/9/10 in the 5400 series. Sunshine makes the S-40-12/13 cars (#54.9/10).



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Star Line



Bill Wright Collection

Star Line advertised craftsman wood kits in *Model Railroader* in the late 1940s or early 1950s. At one time their address was in Fort Worth.

Sunshine January 31, 2013

Sunshine kits are resin kits and require a high degree of modeling experience. This kit will require 10 or more hours for modelers who already have experience with Red Caboose, Intermountain, or Proto 2000 kits and who are comfortable with air brushing and decaling. The pieces must be cleaned, trimmed to fit, glued with CA adhesive, painted and decaled. Trucks and couplers are not included. Accurail and Kadee make Andrews trucks.



SK-4 with Sunshine decals

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SK-Z with Microscale decals

The Santa Fe SK-4 and SK-Z are nearly identical cars. That is because they were all made from FE-P/T furniture cars. The major difference is that the 200 Zs produced in 1941-42 had Outside Flexible metal type 2 roofs and wooden running boards while the 200 SK-4s produced in 1949-51 had recycled radial steel roofs from BX-9s and 10s and metal running boards. The Zs had drover doors on both ends, the 4s did not have drovers on the brake gear end.

Sunshine stock car kits include:

- 8.1, Mather 40', single deck (discontinued, the Proto 2000 car)
- 8.2, Mather 40', double deck (discontinued, the Proto 2000 car)
- 54.1-2, MILW 40'
- 54.3-4, MP/IGN/NOT&M
- 54.5, CB&Q 36' SM-18
- 54.6, FW&D 36' SM-18
- 54.7, SLSF 40' 47200 series
- 54.8, T&P 22000 series
- 56.1, ATSF SK-Q
- 56.2, ATSF SK-R, (discontinued, the Intermountain car)
- 56.3 ATSF SK-R with small door
- 56.4, ATSF SK-S
- 56.5, ATSF SK-T, (discontinued, the Intermountain car)
- 56.6, ATSF SK-U, (discontinued, the Intermountain car)
- 65-7/8, SLSF 47700 series
- SK-Z
- SK-4

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Taurus April 7, 2008



Taurus produced this craftsman kit in the early 1980s. The Prototype is an Oregon Short Line car of the early 1900s, a 40' car with steel underframe. The model above was built by Doug Harding who supplied the information.

Train-Miniature / Walthers May 21, 2007



Early version with Ajax brakes, cast on name boards, and 3/3/3 ends.

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Current model with brake stand, glue-on name boards, and wood ends.

Ben Hom reports, "The Walthers/Train-Miniature kits have been through three "phases" of tooling:

- The original Train-Miniature tooling featured separate letterboards. There were two end variations; a 3/3/3 Dreadnaught end, and a composite "braced" end. These models had underframes molded in black plastic with a single piece center sill, crossmembers, and press-fit coupler pockets.

- When Walthers re-introduced these kits in the mid-1980s, they retooled the Dreadnaught end version with molded-in letter and herald boards. These looked pretty silly for paint schemes that didn't require a herald - you had a big blank board on the car.

- Walthers later re-issued the composite "braced" end version with separate letterboards. These can be differentiated from the earlier Train-Miniature offering as the underframes are molded in a rust-colored plastic and have been retooled with separate coupler box covers.

"Car dimensions and Pratt Truss sides generally match PRR Class K8 double deck stockcars; however, side slat pattern, door, roof, and underframe do not match. Can be kitbashed into credible stand-in of PRR Class K8 with Red Caboose X29 underframe, PRR 2D-F8 trucks, and scratch-built doors. Prototype has a distinct narrow-narrow-wide-wide-wide board pattern as you count them from the bottom of the car side to the bottom of the upper deck."

Although this is designed as a "shake the box" kit, it is not. The current number boards do not fit properly without shaving the back side of them considerably. The coupler pocket cover is very thick and the retaining screws large so that the wheel axles may hit them. Replacing the coupler pocket cover and filing down the screw will solve this problem.

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Union Pacific Historical Society March 28, 2014



The Union Pacific Historical Society has produced a kit available in several versions for the UP S-40-6. Kits are available directly from the society website.

Westerfield

Westerfield kits are resin kits and require a high degree of modeling experience. This kit will require 10 or more hours for modelers who already have experience with Red Caboose, Intermountain, or Proto 2000 kits and who are comfortable with air brushing and decaling. The pieces must be cleaned, trimmed to fit, glued with CA adhesive, painted and decaled. Trucks and couplers are not included. Accurail, Tahoe and Kadee make Andrews trucks.



SK-N Original configuration

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SK-N after 1934 rebuild



SK-P Original Configuration



SK-P after 1934 rebuild

The SK-L/N/P car was a special 25th Anniversary Super kit run by Westerfield for one year only. It has been re-released by the new owner. They include the Caswell drop bottom mechanism and roof hatches when these cars were used in coke service. These cars were rebuilt

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with some variation. The original SK-L came with a different roof (available from Westerfield) which appears to have been replaced later in life. In 1943-3 more of the SK-L/N/P cars were rebuilt with steel structural members and radial roofs. Those masters are currently under construction for future release.



SK-2



SK-3

The SK-2 and 3 classes were identical except for the roof because they all were rebuilt from BX-3/6 box cars, themselves identical. They were the most plentiful design in the transition era, 4171 cars including the SK-5s. 1750 SK-2s were built between 1942 and 1946 with AB brakes, Ajax brake mechanism, and Flexible steel roofs. 1121 SK-3s were built between 1947 and 1950 with radial roofs from BX-8, 9, and 10 cars. 1300 SK-5s were built in 1952-3 which had diagonal panel steel roofs and apex steel running boards. These can be modeled from an SK-2 kit with Branchline diagonal panel roofs and Apex metal running boards. The SK-2 and 3 class had drover doors on the non-brake end; SK-5s had no drover doors. There were other minor differences. An article on doing the SK-5 conversion was published in *The Warbonnet*.

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Westerfield SK-2 kit bashed to SK-5 with diagonal panel roof and apex running board.

The production of the SK-M and O has been announced for the end of 2013.

Of course, Westerfield makes kits for other stock cars.

- 4200 Fowler 36' Stock car, CNR CPR
- 5200 S-40-4 36' Stock car, SP, UP
- 5300 S-40-5/6 36' Stock car, S.P. NWP SPDEM U.P.
- 5400 S-40-8-10 36' Stock car, S.P. WP A.E. SD&A
- 7600 SK-2/3 Stock car, ATSF AT&SF
- 8200 36' Stock car, CM&STP CMSTP&P MILW
- 8700 KF and KFA Stock car, PRR VRR CA&C GR&I
- 8800 40' Stock car, MP
- 10700 1921-3 40' Stock car, NYC
- 12100 RI B-2 Stock car conversions



8853 40' Stock car, MP

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10752 1921-3 40' Stock car, NYC

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Stock Cars of the Santa Fe

For transition era modelers

Class	1951	1953	Note	Kit
SK-K	420	391	Coke/stock, most rebuilt	
SK-L	348	275±	Coke/stock, Most rebuilt	Westerfield 11501, 11552 - 2007-08 only
SK-M	482	481	Convertible	
SK-N	365	275±	Coke/stock, Most rebuilt	Westerfield 11502, 11552 - 2007-08 only
SK-O	488	485	Convertible	
SK-P	281	125±	Coke/Stock, Most rebuilt	Westerfield 11502, 11552 - 2007-08 only
SK-Q	242	242	Convertible	Sunshine 56.1, Intermountain
SK-R	490	484	Sgl deck	Sunshine 56.2, 3, Intermountain
SK-S	241	240	Dbl deck	Sunshine 56.4, Intermountain
SK-T	493	490	Sgl deck	Sunshine 56.5, Intermountain
SK-U	297	295	Sgl deck, last new	Sunshine 56.6, Intermountain
SK-Z	197	196	<FE-T	Sunshine
<u>SK-02</u>	1738	1700±	<BX-3, 6	<u>Westerfield 7601</u>
<u>SK-03</u>	1119	1100±	<BX-3, 6	<u>Westerfield 7602</u>
SK-04	---	198	<FE-P, T, Convertible	Sunshine
SK-05	---	1300	<BX-3, 6	<u>Westerfield 7601 with Branchline diagonal roof and Apex metal roof walk</u>

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N Scale February 9, 2003

I am not an N scale modeler, so I must depend on the wisdom of others for this information. Thanks to Ben Hom, Charlie Vlk, and Dan Stinson

Atlas: UP Class S-40-12 (current production). In the 70s Atlas produced 86 ft bi-level Northern Pacific "Big Pig Palace" cars (Atlas #3121) designed specifically for hogs (stencil date is 10-64). SP also had these cars. The cars have "ATLAS AUSTRIA" cast on the underframe. These HOGX cars operated into the early 90s.

Bachmann: Resembles the HO Varney low sided car. Dubious prototype.

ConCor: 40' car based on the 40' single sheathed boxcar in general. CB&Q had some forty footers with same general appearance.

Life-Like: They have had several cars over the years, but none known to be prototypical.

Model Power: The 40 ft car matches UP Class S-40-12. The roof's diagonal panels are oriented in the correct direction (unlike the Athearn HO car) but are rather crude. The 50 ft car's prototype escapes me. The 50 ft car (ex-Lima and copy??) is close in appearance to a small batch of late CB&Q stock cars, although the size is compromised to fit on the same die base as two other cars)

MDC: Same as their HO stock car, which sort of matches a Clinchfield prototype.

Micro-Trains: NYC 28000-28499 (Lot 757-S) convertible stock cars rebuilt from USRA SS box cars in 1947.

Revell/Rapido had a decent model of the St. Louis & Iron Mountain (???) car that was once an Ambroid kit. It had the curious offset from center door. The underframe is typical Rapido crude, but Ultimate N Scale offers a resin conversion to upgrade the car.

Roco/Atlas/Walthers had a 40' car which was somewhat the same prototype as the NYC convertible car.

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NEB&W Guide to Rolling Stock, via <www.union.rpi.edu/railroad/images/rolling-stock>

What's in Those Cars, Anyway? The Dispatcher's Office, January 2000, pp. 6-10.

The First Quarter 1989 issue of *Santa Fe Modeler* contained an article on building a Santa Fe Standard No. 1 stock pen on pages 12-17.

Email from Keel Middleton, Art Gibson, Richard Hendrickson, Jared Harper, Dave Nelson, John Moore, Ben Hom, Brian Carson, Bob Witt, Garth G. Groff, Tom Olsen, Guy Wilber, Stan Hall, Chester French, Charles Slater, Andy Sperandeo, Ed Dabler.

Other Railroads

For the UP and its *Daylight Livestock: The Streamliner*, 1:1, Jan 1959. The article focuses on the Daylight Livestock and on the S-40-10 rebuilds for that service.

For CB&Q, FW&D, C&S: *Burlington Bulletin* No. 25, Apr. 1992. 135 pages on the CB&Q and its sister roads.

For the MP: *The Eagle*, 28:1, Spring 2003. The 40-page issue is devoted to livestock operations and cars on the MP.

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Southern Pacific Freight Cars, Vol. 1: Gondolas and Stock Cars, by Anthony W. Thompson, 2001, Signature Press, contains 58 pages of photos, diagrams, and descriptions of stock cars on the SP and its relatives.