

Santa Fe Drovers' Cars

Compiled by Steve Sandifer

Drover Cars

Compiled by J. Stephen Sandifer February 12, 2012

Through the years Santa Fe had 71 drover cars.

D918 currently resides at the Orange Empire Railway Museum in Perris, CA. It was built in 1929 at Topeka from scrap materials. It operated into the 60s and was donated to OERM in 1969. Additional photos are presented later in this document.



D932 is now preserved at the Mojave River Valley Museum in Barstow, CA. This 40' steel car was built by ATSF in 1931 and operated through the 60s. Additional photos appear later in this document. It's sister, D938, was converted to a coach, baggage & caboose 2312 in 1942. Several of its class were then re-designated as drover cars. The D938 now resides at the Great Plains Transportation Museum in Wichita, KS. D932 and D938 were modeled (inaccurately) by Hallmark in brass.

Old coaches and waycars were also converted to drover work.

Lee Berglund wrote an excellent article on these "Cowboy Pullmans" in Frank Ellington's *Caboose Cars of the Santa Fe Railway*. He reported that the drover car was placed directly behind the locomotive and just in front of the stock cars. This placement made for a smoother ride and allowed them to stay in front of their odiferous cargo. These cars had bunks for the cowboys, but they were encouraged to sleep with their feet toward the engine in case of an emergency stop.

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After the end of stock movements by rail, some drover cars ended up as cabooses. Drovers cars were used as waycars (not in stock service) on the mine run between Hurley and Santa Rita NM. From in service photos they appeared unmodified from their drover's configuration. They served behind the little 2-10-2s as well as RSD4/5 2100 class diesels. They would pass through the rotary car dumper at Hurley where a cupola caboose would not. (John Moore)

A number of the steel drover cars were rebuilt into combines for use on branch lines. One of these has been preserved at in Wichita, KS and another was in a farmer's field near Americus, KS. (2012)

See Ellington's book for drawings, photos, and rosters. Another excellent source is John McCall's *Coach, Cabbage and Caboose*.

Hallmark produced two cars in brass, the drover version and the coach, baggage, caboose version. W & R Enterprises in 1988 offered three versions, the two above plus MOW car 190201 as pictured in Ellington, p. 71. Key Imports did a model of the D918 that is located in Perris, CA.

In researching to paint a pair of Hallmark models of the Steel Drover cars for 1950-53, the following were discovered:

Reference works listed below are:

Berglund, Lee. *Red Combines and Cowboy Pullmans*. *Railroad Modeler*, July 1976, p. 32-39, 74-75

Ellington, Frank M. *Caboose Cars of the Santa Fe Railway*. Panora, Iowa: Railroad Car Press, 1998.

McCall, John B. *Coach, Cabbage & Caboose...* Dallas: Kachina Press, 1979.

McCall, John B. *The Doodlebugs*. Derby, KS: Santa Fe Railway Historical and Modeling Society, 2002.

McMillan, Joe. *Wheat Lines and Super Freights*. *Santa Fe in Color Series, Volume 2*.

Woodridge, IL: McMillan Publications, 1992.

Stagner, Lloyd E. *ATSF Color Guide to Freight and Passenger Equipment*. Edison, NJ: Morning Sun Books, 1995.

Wayner, Robert J. *Santa Fe Diesels and Cars*. New York: Wayner Publications, 1974.

Metal Drover

Windows pattern: <o oooo OOOOOO>& <o OOOOOOoooo>. By way of correction, both Hallmark cars have a misplaced window on one side. The correct place for the end small window is opposite the side where the stove would have been. If you have a window under a smoke jack, it is at the wrong end of the car.

For the sake of photo identification, the A side will have the sleeping area (large windows) on the right, the B side will have them on the left.

Elevation drawing shown in Ellington p38

Interior layout shown in Ellington p38

Interior photos shown in Ellington p69

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Cars in service 1950-53:

- D930, built with a short stack but receiving a tall stack at a later date, at Ft. Worth, 1970 (B Ellington p68, CC&C p164,165, Wayner p64).
- D931, no photos available.
- D932 with heavy screens and black roof, with short stacks, seen at Leavenworth, KS, 1964, La Junta, CO in 1967. 1964 with black roof and white handrails. Preserved at Mojave River Valley Museum, Barstow, CA. (A Ellington p109, McMillan color p14) (B Stagner color p111, Berglund p39)
- D934 with short stack, at Great Bend, KS (A Ellington p69)
- D947 with tall stack, in Dallas 1947 (B CC&C p167)

The Hallmark model, with tall stack, needs to have the side window corrected and it can be numbered for D930 or D947. Since I have not seen a photo of D931, I cannot give an opinion on that. See below for a corrected model.

Brian Banks built a 1.5" scale model for the Comanche and Indian Gap. See below.

Coach, Baggage & Caboose conversion:

There are two window versions, some with tool box, some without. The toolbox was on side A:

3 window <o ooo () > & <o () ooo>

4 windows <o oooo () > & <o () oooo

For the sake of photo identification, the A side will have the baggage area (large windows) on the right, the B side will have it on the left. The same statement above about the w/c window applies to the Hallmark model of this car also.

Elevation drawing shown on Ellington p40

Interior layout shown in Ellington p39.

Cars in service 1950-53:

- 2309 - 3 window with box centered between window and door, tall stacks (A Ellington p122) (B Ellington p71, Berglund p37) Ex. D942. Preserved as a barn in Americus, KS (across from cemetery).
- 2310 - 4 window, short stacks (B Ellington p122) on the web. Used on Rice-Ripley branch until 1958.
- 2311 - 4 window, no photos available
- 2312 - 4 window, no box, short stacks, painted Santa Fe coach green with Santa Fe text, used on Alma branch, At Topeka, KS 1951. Also used as Doodlebug trailer. Renumbered D938. Preserved at Great Plains Transportation Museum, Wichita, KS. (A Ellington p40, *Doodlebugs* p221) (B Ellington p70, Wayner p65)
- 2313 - 4 window, no photos available
- 2314 - 4 window with box centered under window 4, short stacks, red roof, in La Junta in 1968 donated to a museum (A CC&C as D936 p165, Stagner color as D936 p111) (B Ellington color as D936 p17)
- 2315 - 3 window, no photos available

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- 2316 - 3 window, no box, tall stacks, w heavy screens around 1950, in use in Cushing, OK 1948, San Jacinto branch (CA) in 1949, south Texas in 1950, and Amarillo in 1953. Also used as Doodlebug trailer. (A Ellington 70, 71, CC&C p. 120)
- 2317 - 3 window with box centered between window and door, tall stacks, with heavy screens, at Salina, KS 1954, NM 1959, 1966, Emporia, KS 1966 (in green paint), destroyed Superior, NB, 1967. (A Ellington p71, McCall p166) (B Ellington p12)
- 2318 - 3 window, no box, tall stacks, (A Ellington p70, Burglund p38)
- 2319 - 3 window, no photos available
- 2320 - 3 window with box Black roof, underbody box, tall stacks, used on Superior branch in 1968. Used on the San Jacinto (CA) branch in 1952. The baggage room chimney was relocated at some point. (B Burglund p36)

The Hallmark model is an incorrect 4 window car, with W/C window wrong on the A side. It is a 4-window version with underbody box centered on the last panel before the baggage door. The underbody details are crude.

It can be corrected for 2312 or 2314 by changing the window, creating a short stack, and removing or relocating the underbody box. I have not found photo evidence for 2310, 2311, or 2313, which are the other 4 window cars. See below for corrected model.

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ATSF Drover D918

Orange Empire Museum, Perris, CA

September 11, 2008 Photos by J. Stephen Sandifer



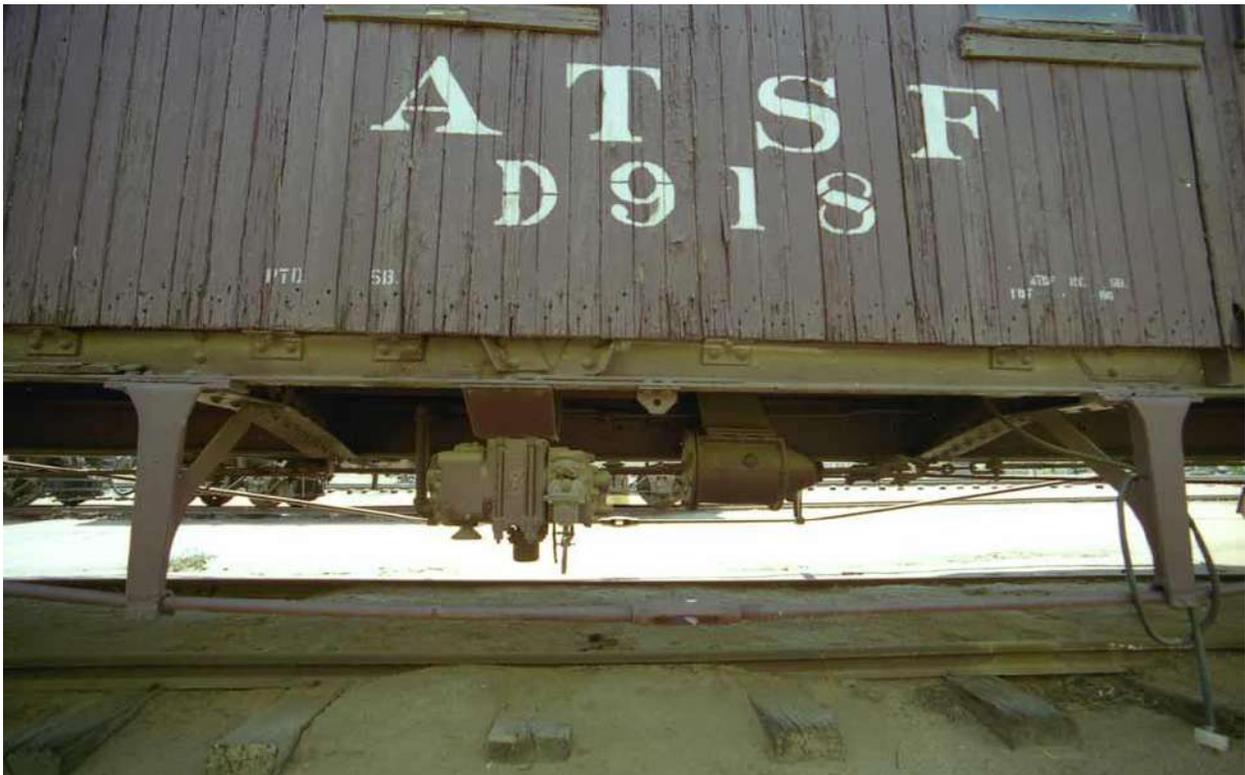
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ATSF Drover 932D

Barstow, CA

September 11, 2008 Photos by J. Stephen Sandifer



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ATSF Drover D942, ex 2309

Americus, KS (by cemetery)

February 12, 2012 Photos by J. Stephen Sandifer



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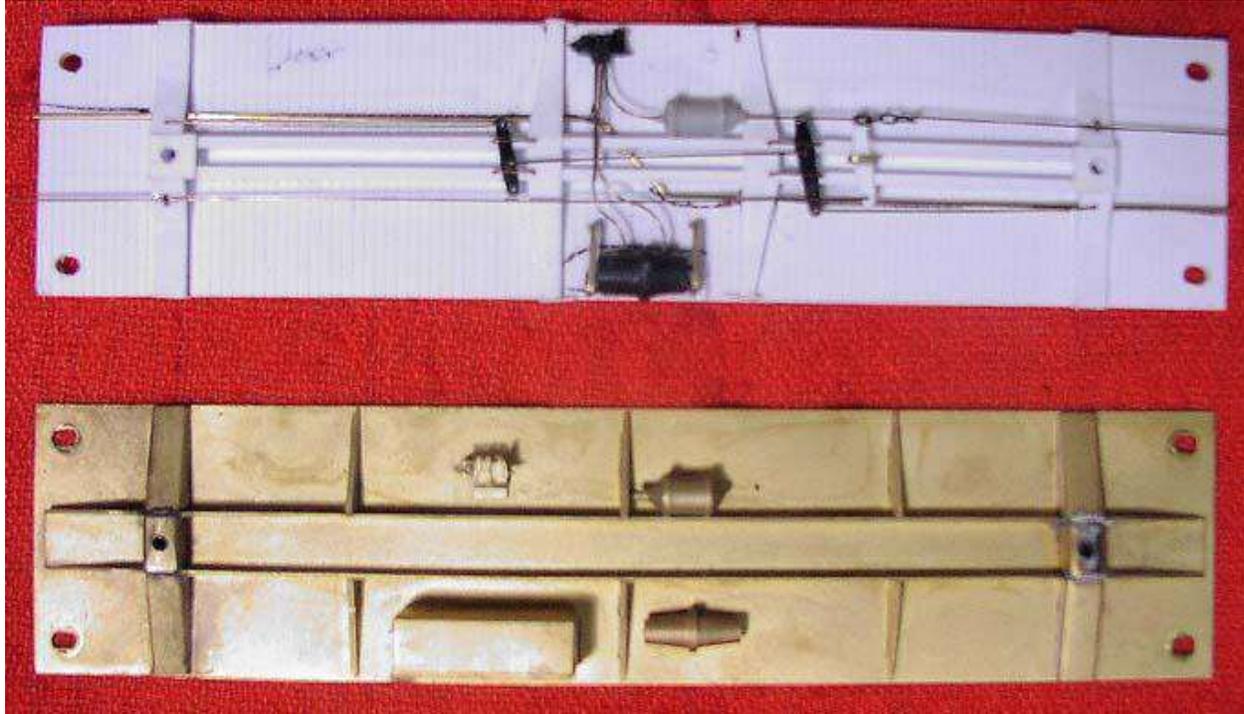
Hallmark Drover car

November 9, 2007 Modeled by J. Stephen Sandifer



The Hallmark model is an incorrect car, with W/C window wrong on the A side. The underbody details are crude.

***Santa Fe Drivers' Cars
Compiled by Steve Sandifer***



The model photographed above has been altered to more correctly show the prototype. In the lower photo, the small window set apart used to be on the other end of the car. A good eye can see where the windows was plugged. The handrails from the end ladders to the roof have been replaced with those of a Santa Fe style. End platform whistle/air brake castings were added. Couplers are Kadee offset to keep the car at its prototypical low height and the trucks are from ECW. The underbody was totally rebuilt from styrene and an interior was added. Brake detail comes from photos of D932 in Barstow.

The car is now ready for that stock special.

Santa Fe Drivers' Cars
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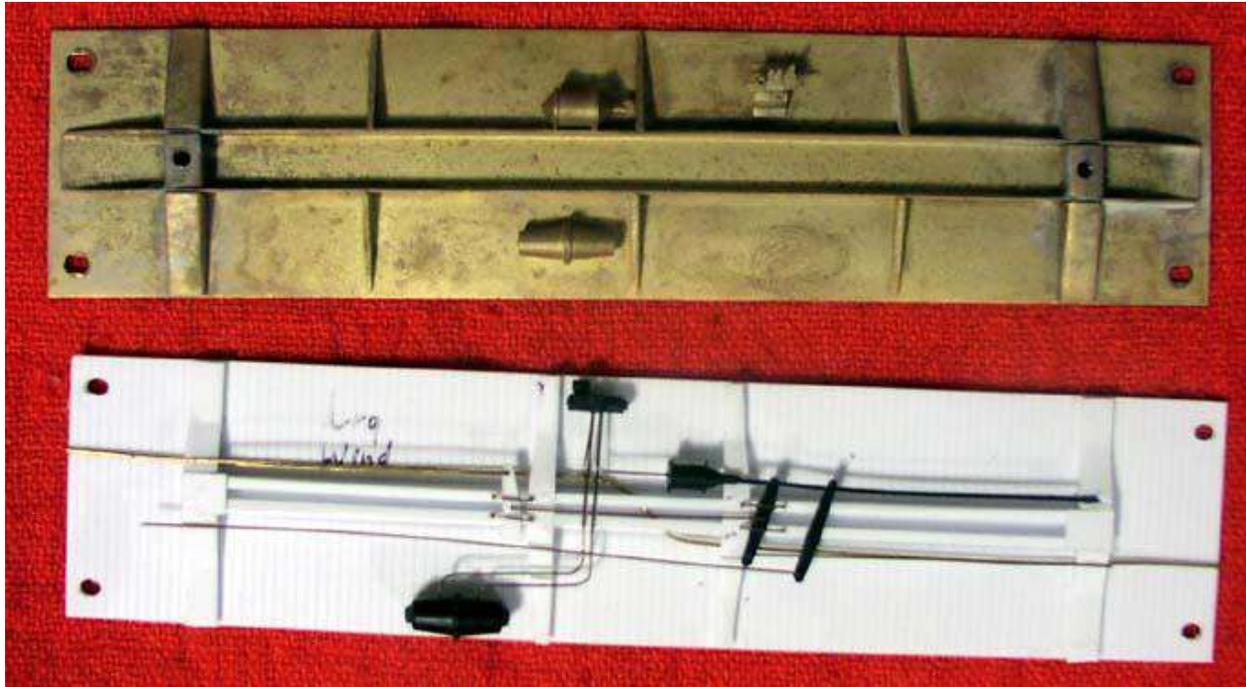
**Hallmark Coach, Baggage Caboose
from a Drover car**

July 28, 2003 Modeled by J. Stephen Sandifer



The Hallmark model is an incorrect 4 window car, with W/C window wrong on the A side. It is a 4-window version with underbody box centered on the last panel before the baggage door. The underbody details are crude.

Santa Fe Drovers' Cars
Compiled by Steve Sandifer



The model photographed above has been altered to more correctly show the prototype. In the lower photo, the small window set apart used to be on the other end of the car. A good eye can see where the windows was plugged. The handrails from the end ladders to the roof have been replaced with those of a Santa Fe Style. The stacks were replaced with short stacks. End platform whistle/air brake castings were added. Couplers are Kadee offset to keep the car at its prototypical low height and the trucks are from ECW. The underbody was totally rebuilt from styrene and an interior was added. The tool box is my own resin casting.

From information supplied by Richard Scholz, 2312 was rebuilt from drover car #D938 on 4/15/42 at Topeka at a cost of \$3982.78. Drovers #D938 had been built at Topeka in December 1931. No. 2312 was originally intended for the Western Lines Trains Nos. 53 and 54 between La Junta and Amarillo. Since it was to be used in Jim Crow territory it was equipped with a drop curtain to separate four seats from the rest in case it was needed. In May 1942 it went to the Coast Lines on the Wickenburg-Parker run, and in 1956 it was already on the Topeka-Pauline service that included the Alma branch. It was retired 3/7/68 and donated to the Wichita Chapter of the National Railway Historical Society. It now resides at the Great Plains Transportation Museum in Wichita.

The car is now comfortable at the end of a Kansas local.

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1.5" scale driver car by Brian Banks



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Banks built this model in the spring of 2008 for operation on the Comanche and Indian Gap Railroad. Here are this construction notes.

"I was originally going to build it from 1/8" aluminum sheet with real rivets, but after considering the cost of both money and time, decided to emulate the new owner's construction technique used on his waycar from the 1980's.

"After much time spent poring over Frank Ellington's caboose book and a couple of other photos on the Internet and via John Moore, I drew up some plans. The frame is 1 x 2 steel tubing for the center sill, 1" angle for the side and end sills, and crossmembers are 1" tube. This type of frame is similar to Mountain Car Company's product and is used by a lot of 1-1/2" scale builders. The steel underframe allows a lot of load to be put on the car when pulling a lot of cars, whereas a wood frame will tend to pull apart after a period of time. Plus, it can be cut with a bandsaw or hacksaw, and drilled and screwed together. Tom Bee trucks and couplers were used.

"Furniture grade plywood sanded on one side was used for the sides and ends, and the panels over the windows and rivet strips are basswood. Rivet holes were drilled and 3/16" escutcheon pins installed to resemble rivets. The sides were screwed to the side sills with 2-56 machine screws, and the ends glued and nailed to the sides with square pieces inside for strength at the joints. 1/2" and 1/8" plywood are the floor material. Roof purlins were cut from pine and the roof is 1/8" lauan primed and painted both sides. The end beams are also pine, and the ladders and handrails are 1/8" brass square tubing and round rod. The steps and 1/8" lauan although I originally intended to make them from sheet steel or brass for longevity. The windows were framed with 3/16 x 3/16 square basswood and acrylic is used for the glass. I did not make the windows operable as the car will spend a lot of time in an open barn and rodents and wasps tend to get into these cars.

"I primed it with Killz and painted it with Rustoleum Rusty Metal Primer. This is as close to Mineral Brown as I have found with a light coat of satin or gloss on top. Stencils were cut out from enlarged Microscale decals and lettering painted on with a brush. A light coat of Spar Urethane satin seals the car.

"It was fun. I would recommend any modeler looking for a challenge to try one of these large-scale models. It is a refreshing change to go out into the garage and build something with the drill press and table saw versus having to use a loupe to install handrails!"