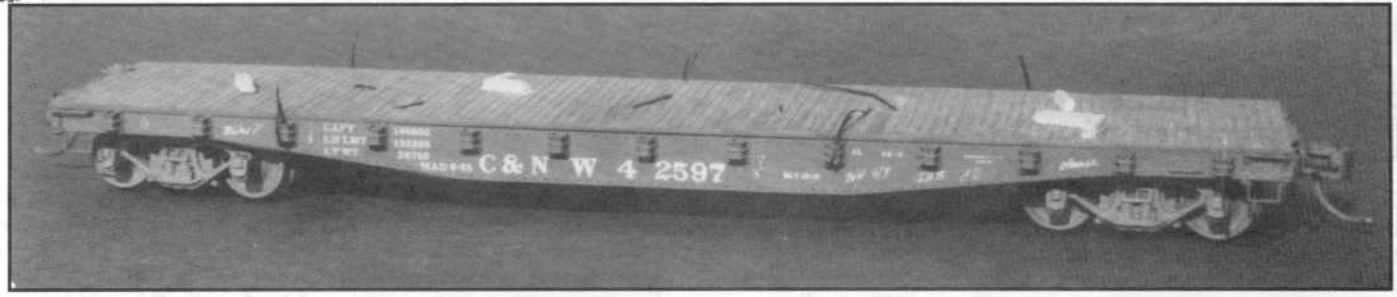




CNW, TC, SL-SF Flat Cars



CNW 46' flatcar

The Chicago & North Western/CMO combine had the third largest block of flatcars in the U.S. with 3668 cars. Its requirements came from traffic in farm equipment--tractors, implements, combines, etc.--and off-road vehicles. The manufacturing base for farm equipment largely lay in the states of Illinois, Iowa and Wisconsin, all served by the CNW.

From 1922 to 1925, the CNW re-equipped itself with steel flatcars. They followed in a general way the USRA design of WW I. These cars were 42' 1" deck length and used the common fishbelly side and centersill construction. They were the usual mass of rivets, typifying the construction of the era. They incorporated 12 cast steel stake pockets.

The CNW placed its cars in the 40001-42499 series, the odd numbers only being used. They totaled 1210 cars at purchase. These came to the CNW in 1922 from Western Steel Car and Foundry at

Hegewisch IL. and in 1925 from Standard Steel Car Co. in Hammond IN. In 1948, there were 1191 cars on roster. By 1952, there were 1056 cars in service.

The CNW also bought flatcars that were USRA look-alikes but 46' 8" in deck length. For practical purposes, they were elongated 40001 series cars. The increased length allowed for a thirteenth stake pocket. They used the same 3' 7 1/2" deck height, hand brake and Barber Lateral Motion trucks as the 42' cars. The first block was 99 cars in the 42501-42699 series, odd numbers only being used. They were built by the Bettendorf (IA) Co. in 1927. They were 50 ton cars and used the Carner cut lever. Ninety-nine cars remained in 1952. The CMO received 200 similar cars which were placed in the 59601-59999 series. There were 197 of these in 1948.



CNW 42' flatcar with cart load

- ___ Kit #45.1 CNW 42' flatcar, 40001-42499 series, with white CNW decals, \$23
- ___ Kit #45.2 CNW 46' flatcar, 42501-42699, 43001-43999 and 45001-45599 series, with white CNW decals, \$23
- ___ Load #F6 Six power carts w/ Waukesha (WI) ___, Ready Power (Detroit), ___ or Chicago Pneumatic ___ dec. (specify), \$20
- ___ Load #F7 Six full size tractors load, 1939-53 period, with white and black decals and AAR blocking and tie-down, \$30
- ___ Kit #45.3 Tennessee Central 42' flatcars, 2701 series, with white TC decals, \$23
- ___ Kit #45.4 Frisco 42' flatcar, 95300-95799 series, white decals for red car, \$23
- ___ Kit #45.5 Frisco 42' flatcar, 95300-95799 series, black decals for yellow car, \$23
- ___ Kit #45.6 Frisco 42' flatcar with side and end boards, 95300-95799 series, white decals for red car, \$27
- ___ Load #G3 Marble Load, in powdered limestone, prefinished as white/black marble with Carthage and Phoenix decals, \$12
- ___ Load #G4 Pig-iron load, three pig-iron ingots with blocking, \$5
- ___ Load #G5 Rail Load, five levels of 39', 112 pound rail with bottom four levels nested, top level open, Scullin Steel decals, \$15
- ___ Trucks #TP 40 Plastic, black, non-magnetic A.R.A. design five coil spring trucks with metal wheelsets, \$5.00 with kit
- ___ Trucks #TP 49 Plastic, black, non-magnetic, Dalman two level trucks with metal wheelsets, \$5.00 with kit

Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.1%), Canada \$8.55 for three kits

Sunshine Models Box 4997 Springfield MO 65808-4997

1998



SL-SF 42' flat, yellow

The CNW bought additional 46' flat cars in succeeding years, the 43001-43999 and 45001-45599 series. These cars differed dimensionally only in the reduction of brake wheel height from 5'5" to 5'3". The 43001-43999 series came from ACF, Madison IL in 1928 and the 45001 series from Pressed Steel Car in 1929. In 1948, there were 496 cars in the first series and 296 in the second. These cars used Dalman two level and Barber Lateral Motion trucks.

Taken as a whole, the 2082 cars in the 42' and 46' categories made up 56% of the system total of flatcars.

A common load on a CNW flatcar was tractors. The two big farm implement manufacturers in the U.S. were International Harvester and John Deere. Six tractors could be arrayed on a 42' flatcar. An additional 4' was available for a crate on a 46' flat. The AAR specified elaborate blocking to secure the tractors, since they were wheeled vehicles. In the late steam era, wire was used to tie-down the load.

A similar load was power carts used at construction sites. These could be either pneumatic or electric generators. Waukesha, Chicago Pneumatic and Ready Power of Detroit were familiar manufacturers. The carts were sheathed in plywood to protect them in transit.

The Tennessee Central received 27 flatcars which followed closely the CNW car. These were built in 1926. Dimensionally, the TC 2701-2795 series cars were 2" wider and 1" longer than the CNW cars. They used the same number and style of cast steel stake pockets as the CNW 42' cars, as well as Carmer cut levers. They used cast side frame trucks.

The Frisco's 42' flatcars varied from the USRA design in some notable respects. For example, the width of the deck was 9', rather than 9'4", being set back by two inches on either side. The deck length was originally 42' 1 1/2", however, the Frisco modified the decks in repairs to 40' 7". The wood over the ends was replaced by a riveted plate and an angle placed against the ends of the deck. This process seemed to proceed throughout the Forties. This modification appeared on some of the TC cars, also. The deck height was 3' 9 5/8" because the Frisco used horizontal boards under the decking.

The stake pockets on the Frisco cars were stamped steel, rather than cast. The cars used bottom mounted cut levers. The Frisco cars came with the Ureco hand brake. Some hand brakes were replaced with the Superior appliance over the years. Trucks were Bettendorf, Barber or a similar design from Scullin Steel, which was a St. Louis industry served by the road. The Frisco cars were 55 ton cars.

The Frisco flats were built by General American in 1928. The 500 cars were placed in the 95300-95799 series. In 1941, there were 411 cars. The reason for this decrease was temporary conversion of some cars to low side gondolas. Thirty-nine cars were converted by the addition of a pair of side and end boards of 1' 6" height, resulting in an inside length of 39' 9". An additional group of 25 cars received

a similar modification with 1'7" side and end walls and 40' 2" IL. The side boards were held in place with wood stakes through the pockets. This conversion occurred throughout the Forties. By 1956, all gondolas had been returned to flat cars.

The creation of temporary gondolas from the Frisco 95300 series flats was primarily intended to provide a special car for the transportation of marble from Ozark quarries, pig iron from mid-Ozark furnaces and steel rail from the Scullin Steel Mill in St. Louis.

There were two notable quarries on Frisco branches: one just north of Carthage MO, adjacent to the Kansas border, another at Phoenix MO, northwest of Springfield MO on a branch off the Kansas City-Memphis main at Ash Grove. These locations supplied marble to builders throughout the nation, but primarily in the middle of the country. Due to the weight of the marble, the cut slabs could be transported with minimal blocking, much as plate steel was.

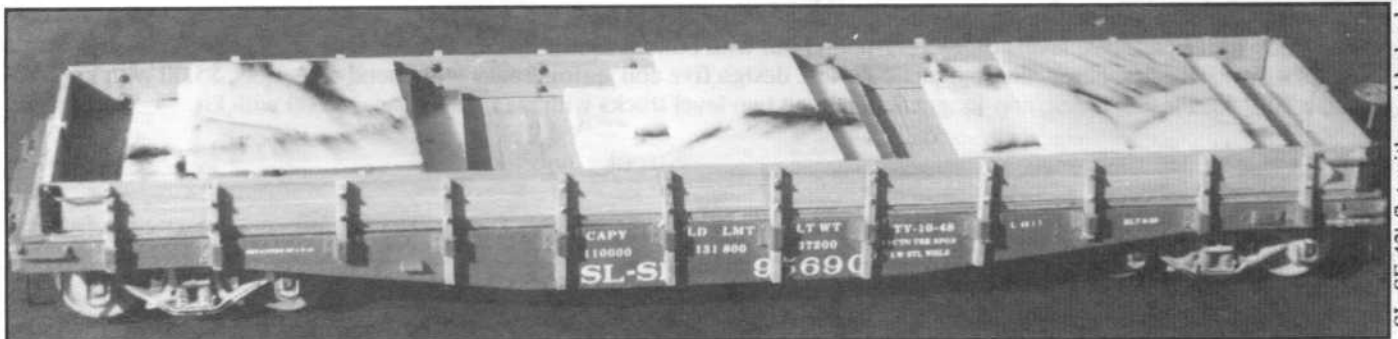
Pig iron came in rough ingots shaped by cooling in tubs. The ingot somewhat resembled an inverted bath tub. Due to their great weight, two ingots were carried on a 50 ton car and three on a 55 ton car. Ingots had a crude surface due to the repeated use of tubs.

The steel rails were likewise heavy loads, thus the load height was shallow. AAR recommendations suggested that the rail be nested, one row upright and a second row with the rail head between the rails of the lower row, however, rows of all upright rails were common, also. Though not required, a wood bar on top and tied to the deck by steel rods, was used.

The SLSF flatcars were painted the traditional boxcar red with white lettering. Beginning about 1950, the Frisco painted the cars yellow with black lettering, reportedly to improve the visibility at grade crossings. Photos suggest a sizable number got yellow paint. This continued for a number of years until the company returned to red. Yellow cars were photographed as late as the mid-1960s.

Sunshine kits have urethane cast parts, detail parts (except trucks and couplers), decals, 4 pages of instructions and 4 pages of prototype data. Etched stainless steel Carmer cut levers come with CNW and TC kits. Appropriate trucks are available also.

Numerous loads are available. The tractor load consists of six full size tractors which can be built to accurately model tractors of 1939-53 vintage with blocking and tie-downs, along with AAR instructions. Black and white decals are provided to finish the tractors lettering and simulate the grill. The power cart load of six comes with one of three manufacturers decals and necessary blocking and simulated wire tie-down material. The marble load is prefinished using powdered limestone and a white and black marble finish. Three 9 x 5 1/2 x 1 1/2 feet pig-iron ingots are the maximum load for a 55 ton car or two for a 50 ton car. The rail load is five layers of rail, the bottom four being nested rail and Scullin Steel decals. The necessary blocking is included with these loads, also, along with instructions.



SL-SF 42' flat with marble load