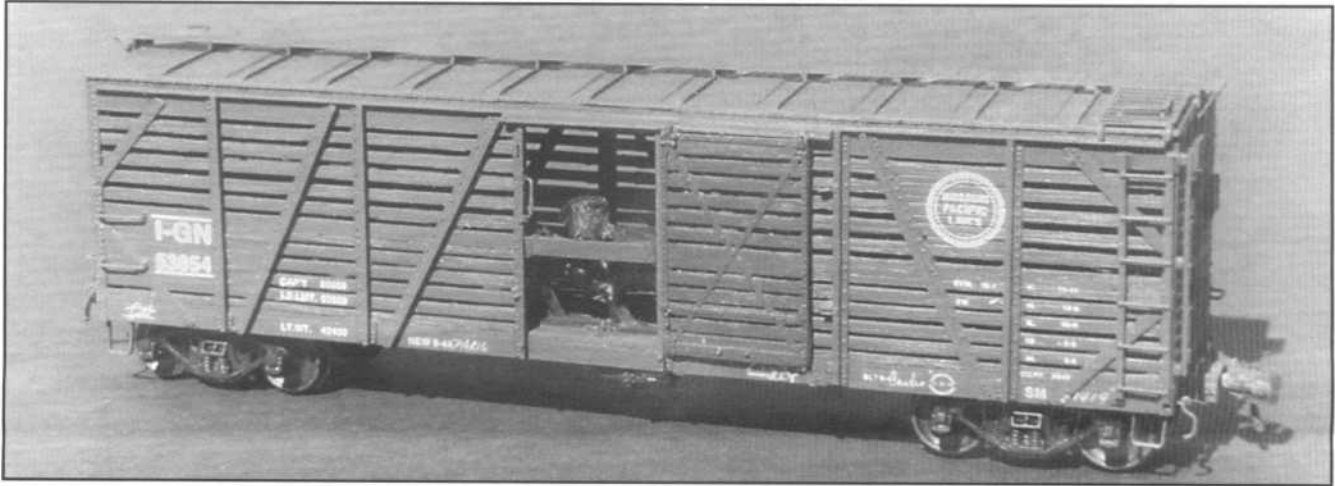




**SUNSHINE  
MODELS**

# Midwestern Stockcars

Milwaukee, Burlington, Ft. Worth and Denver  
Missouri Pacific and Frisco



The vast grass lands of the Great Plains were home to one of America's most legendary industries, cattle raising. The range--roughly defined by a north-south line from Minot ND, through Wichita KS to Houston TX on the east and the Rocky Mountains on the west--was a natural resource ideal for the grazing of cattle. Along with the hog raising area of the Corn Belt, this outdoor factory was larger than most nations.

The Union Stockyards of Chicago and the National Stockyards of East St. Louis were the two largest destinations for cattle, hogs, sheep, horses and mules. Other large yards were at Kansas City and Omaha, as well as those of Ft. Worth, Oklahoma City, Fargo, Morehead, Sioux Falls, Sioux City and Denver.

In 1948, the Santa Fe had the largest fleet of stockcars in the nation, some 7500 cars. Following were the Milwaukee, Burlington and Union Pacific, all owning approximately 3500 cars. The Southern Pacific owned 2500 cars. Next in line were the former Gould lines of the Missouri Pacific, Texas and Pacific and the MoP's Texas subsidiaries with 2000 cars.

The movement of stockcars was widely varied. The cars were used to move stock from winter to summer ranges, such

as from Texas to Montana or eastern Colorado to the high pastures of the Rockies. They moved stock from the ranges to feed lots in the Corn Belt and from feed lots to stockyards, or directly from ranges to stockyards. What was common, however, were the long distances traveled.

The assumption that stockcars seldom got off line is a common misconception. Stock movements often were over two or more roads. The Burlington hauled strings of NP and GN cars to the East Chicago Stockyards. The MoP and DRG&W shared movements from Colorado. T&P cars appeared in Montana with cattle for the summer ranges. Stock off the UP destined for Chicago or St. Louis had to use the CNW, Milwaukee, Burlington, IC, MoP or Wabash. Likewise, Milwaukee movements from Montana to East St. Louis required interchange.

Each summer, the Pennsy delivered multiple blocks of thirty cars each to Eastern Pennsylvania from the King Ranch in Texas for fattening and sale on Eastern markets. The cattle arrived in cars from Southwestern roads--MoPac, T&P, Santa Fe and Southern Pacific. Interchange regulations forbade empty movement of Pennsy cars to Texas.

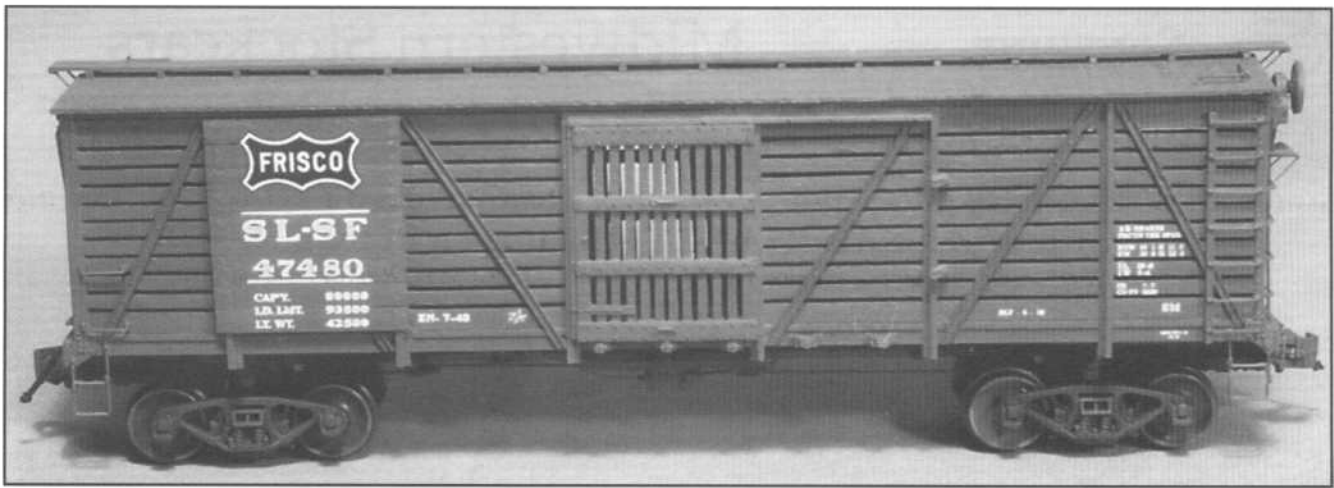
- \_\_\_ Kit #54.1 Milwaukee 105007-506 series wood end, wood roof, single deck 40' stockcar with end lumber door (1929-60s), \$30
  - \_\_\_ Kit #54.2 Milwaukee 110150-110799 series wood end, wood roof, double deck 40' stockcar (1929-60s), \$30
  - \_\_\_ Kit #54.3 M.P. (I-GN, NOT&M) 54000-199 series wood roof, D'night end stockcar w/ etched metal board (1940-60s), \$32
  - \_\_\_ Kit #54.4 M.P. (I-GN) 53850-999 series steel roof, Dreadnaught end stockcar w/ etched metal running board (1944-60s), \$32
  - \_\_\_ Kit #54.5 CB&Q SM-18, 18A 55950-57499 series wood roof, wood end 36' stockcar (1926-60s), \$28
  - \_\_\_ Kit #54.6 FtW&D SM-18, 18A 3001-3200 series wood roof, wood end 36' stockcar (1941-51), \$28
  - \_\_\_ Kit #54.7 Frisco 47200-47699 1943-44 rebuilt (1910 built) wood end, wood roof 40' stockcar (1943-60s), \$32
- Trucks, black plastic with non-magnetic metal wheelsets, \$5: \_\_\_ TP 51 Andrews cast sideframe, \_\_\_ TP 40 ARA style  
 Chalk Marks in light gray, approximately 90 per set, \$4.00: \_\_\_ E7 Midwest, \_\_\_ E15 Upper Midwest, \_\_\_ E21 Southwestern  
 \_\_\_ E 52 Midwestern Reweigh Stations, Dates w/ Corresponding Repack Data in white w/ 3 color background decals, \$6.00  
 \_\_\_ E 55 Southwestern Reweigh Stations, Dates w/ Corresponding Repack Data in white w/ 3 color background decals, \$6.00  
 \_\_\_ E 100 Three color Placard & Tag Decals w/ Warning, Hazardous Handling, Clean, Classification, Train Assignment, \$6  
 \_\_\_ Load J 1 Bas relief of cattle for single deck stockcar with simulated straw, \$8 with kit  
 \_\_\_ Load J 2 Bas relief of hogs for double deck stockcar with simulated straw, \$8 with kit

Name \_\_\_\_\_ Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Add \$4.00 for shipping per five kits in U.S. ( MO residents add 6.475% ), Canada \$15.88 for six kits

**Sunshine Models Box 4997 Springfield MO 65808-4997**



A stockcar might have either one or two decks. The full height of the car was not needed for sheep and hogs. Some cars were built with two decks and had two independently operating doors, but others were converted to double decks with the addition of a temporary upper deck resting on the rump rail and no change to the door.

Stockcars not only hauled livestock but also other commodities. The cars were used to carry melons by covering the floor with straw. Coke was a common stockcar load. Any lading not requiring protection from the elements was appropriate for stockcars.

With the war effort in full swing, in 1943-44 the Frisco rebuilt nearly 500 stockcars in its 47200 series. The cars were originally built in 1910 by ACF and they reflected their ancient pedigree even when refurbished. The underframe design, common for the single sheathed boxcars and stockcars of the era, used a shallow side sill which exposed the deep centersill and cross members. This gave the cars the appearance of being perched higher on their trucks than other cars.

The 47200-47699 series had a 39' 9" inside length and a height of 7' 7". This created 2600 cubic feet after rebuilding. Records suggest that 485 cars were rebuilt. There were 435 cars in 1948 and 375 in 1952. Scrapping reduced the series to 103 cars by 1956.

The rebuilding retained the wood ends, wood roof and running board. No corner walks were added to the roof. The combination of vertical "Z" braces and diagonal channels was kept, also. The underframe was rebuilt to lengthen the car life. The cars were equipped with AB brakes and an Ajax power hand brake, along with top mounted cut levers. The cars kept their 40 ton capacity. The series used Bettendorf or Scullin cast side frame trucks with a four spring package.

A photo of SL-SF 47622, taken in range land, reveals useful information about the use of stockcars. The car was reweighed at Hugo (southeast OK) and repacked at Argo (Seattle) on the Union Pacific where it had delivered watermelons.

The Burlington, including its subsidiaries Colorado and Southern and Fort Worth and Denver, was one of the largest owners of U.S. stockcars with 3537 cars in 1948. Of this fleet, two sets of nearly identical cars, the SM-16 and SM-18 and -18A made up the vast majority in the post war years. The SM-16s were built by ACF and were the first steel underframe stockcars on the Q.

The railroad built the SM-18s and -18As on former National Dump Car underframes. The SM-18s and -18As had a carbody of 36' 2" inside length and 2291 cubic foot capacity. These cars had a 7' 4" IH and were dwarfed by other cars.

As with the Frisco cars, the SM-18s/18As reflected a design from prior to WW I. The side sill was narrow and the underframe and cross members were exposed. Construction began in Aurora in 1926 with SM-18s and was completed with the SM-18As in Galesburg in 1926-1928. During the 1930s, the cars received Andrews trucks. A temporary upper deck was added to some of these cars without changing the door.

From 1941 through 1951, the subsidiary Fort Worth and Denver leased 200 cars from the CB&Q 56700-57447 block. These became FW&D 3001-3200 series.

In 1940, the MoP purchased 200 cars from ACF which incorporated 4/4 steel Dreadnaught ends and a steel running board, but retained the wood roof. In 1944 and 1948, the De Soto Shop created a total of 150 more cars. These added a steel Murphy paneled roof to the previous improvements. All MoP stockcars were 40 ton cars and had 8' 6" IH.

MoP stockcars, totaling 1531 in 1948, along with the jointly controlled Texas and Pacific with 495, gave the system a fleet of 2026 cars for serving the live stock industry.

Of the steel end, wood roof cars, the 54000-54099 series was owned by the I-GN and the 54100-54199 by the NOT&M. The steel roof cars were all lettered I-GN and had the numbers 53850-53999.

The MoP and its subsidiaries painted their cars oxide red with black trucks. Lettering was all white.

The design of the Milwaukee 705000 to 713999 series single sheathed boxcar was sufficiently successful and adaptable that a stock car was made following the same pattern. By placing slats in the side and substituting a wood roof in place of steel, the design was transformed into both single and double decked stock cars. There were 500 single deck cars in the 105007-105506 series. There were 650 double deck cars in the 110150-110299 and 110300-110799 series. The single deck cars had lumber doors, but the double deck cars did not. The cars were built in 1929 and 1929-30 respectively. The stock cars were painted and lettered and had the same appliances and trucks as the boxcars.

These 40' 6" IL stock cars had good longevity, also, with 443 single deck cars and 426 double deck cars on roster in 1956. The decrease in double deck cars was attributable to the conversion of approximately 200 of the cars into single deck cars in the 105507-105706 series between 1953 and 1956.

The Milwaukee Road was a big owner of stock cars, some 3750 cars in 1948. This made the road one of the largest owners of stock cars in the U.S., not surprising given the territory it served. Moving stock from the Great Plains to the feed lots and packing houses of the Upper Midwest was a big business.

The stockcars discussed herein form a representative sample of the equipment for the live stock trade on some of the major haulers in the Midwest. They also characterize a range of designs from 1910 to 1948 and from 36' to 40'.

The HO scale kits contain gray urethane castings. The kits include all the necessary parts except couplers and trucks, which are available separately. Appropriate decals are provided. A 4 page Prototype Data Sheet and 4 page instructions with in-process photos are part of each kit.

Bas relief of cattle for single deck cars and hogs for double deck cars are available to provide interior detail to the kits. Simulated hay is included with the animals.

Authentic chalkmarks, reweigh and repack data (with three color background) and three color Placard and Tag decals are available. Appropriate Andrews and ARA cast side frame trucks with metal wheel sets are available, also.

The Santa Fe's Sk-Q, R, S, T, and U single and double deck stockcars will follow in March, 2001.