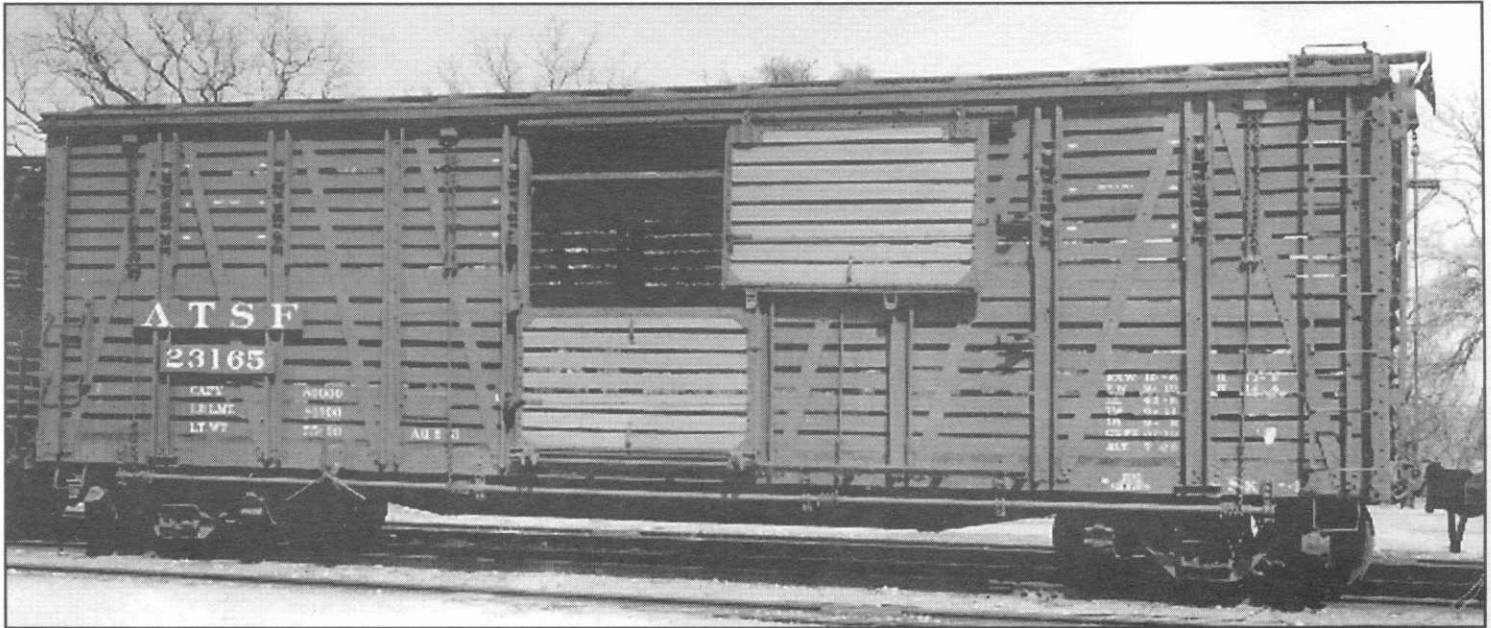




**SUNSHINE  
MODELS**

# ATSF Sectional Sheathed Cars Stockcars Sk-Z and -4



Prototype Photo, SK-4

The Santa Fe, in conjunction with Pullman, created a truly unique design of composite, double sheathed construction. The outside vertical sheathing was laid only between the vertical steel posts, leaving the posts visible. Opposing flanges on the posts held the tongue in groove sheathing in place, creating the appearance of a "U" section at each post. This design was commonly called sectional sheathing.

After proving the concept with 4000 40' boxcars, the ATSF had Pullman build 1000 taller door and a half cars for the burgeoning automobile trade. They had a 10' wide door opening and a 10' IH. They were further differentiated from the boxcars by use of a fishbelly underframe. The larger door opening weakened the steel frame, requiring a reinforced centersill. A wood roof with flexible steel overlay was applied and the steel ends were of a Murphy design with 7/5/5 corrugations. Simple steel plate doors were used. These forty ton cars rode on Andrews trucks. The 1923 cars were classed the Fe-P, later Fe-T.

In 1941-42, the ATSF was in need of more stockcars. Two hundred Fe-Ts from the 5600 series were rebuilt to convertible deck stockcars by stripping the interior and exterior sheathing and

installing horizontal slats. The cars were given split doors, a small feed door on both ends and a moveable deck. Four chains attached to a horizontal rod and crank below the left side sill managed the deck height. AB brakes and Ajax hand brakes were added. These became the Sk-Z class and were assigned the 69101-69300 series.

From 1949-51, 200 Fe-Ps were converted to stockcars and became the Sk-4. The Sk-4 varied from the Sk-Z by application of a steel radial roof from previously rebuilt boxcars and a steel running board. The Sk-4 became the 23000-23199 series.

On the stockcars, the unique steel frame of the original cars was clearly visible. The flanges of each vertical post that held the sectional tongue in groove siding and the flat diagonals between the posts were exposed to view. The stockcars became a rolling exhibit of the sectional sheathed frame until the early 1970s.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Brass chain for the deck mechanism is part of the kit. Full instructions and a Prototype Data Sheet are included. The correct Andrews trucks are available separately. New Western chalkmarks, as well as stockcar chalkmarks, are also available.

- \_\_\_ Kit #69.5 Sk-Z Convertible Deck Stockcar rebuilt from Fe-T 1941-42 with Murphy metal covered wood roof (1941-71), \$34
- \_\_\_ Kit #69.6 Sk-4 Convertible Deck Stockcar rebuilt from Fe-P 1949-51 with radial Hutchins roof, etched stainless steel roofwalk (1949-73), \$36
- \_\_\_ Trucks TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ E.22 Stockcar Chalkmarks in light gray from period photos, approximately 70 per set, \$4
- \_\_\_ E.28 Western Chalkmarks in light gray from period photos, approximately 70 per set, \$4 **NEW**
- \_\_\_ E.53 Western Reweigh Stations, Dates and Repack Data with Colored Background Decals, \$6
- \_\_\_ J.1 Bas relief of cattle with simulated straw for raised deck stockcar, \$8
- \_\_\_ J.2 Bas relief of hogs with simulated straw for lowered deck stockcar, \$8

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Add \$4.00 for shipping per five kits in U.S. ( MO residents add 6.6% ), Canada \$15.88 for six kits

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

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