



Pennsylvania Car Co.'s ATSF Sk-Q thru U Stockcars



The 1800 ATSF Sk-Q, R, S, T, and U stockcars from 1928-30 were the last stockcars built new for the road and were the backbone of its livestock movement in the late steam era. This group of five subclasses includes two convertible deck cars and three single deck cars.

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. **(over)**

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- ___ Kit #56.1 ATSF Sk-Q convertible deck stockcar with chain, gear box and operating rod, \$33
 ___ Kit #56.2 ATSF Sk-R single deck stockcar with early modified ends, \$32
 ___ Kit #56.3 ATSF Sk-R single deck partition stockcar with small side doors, \$34 (available at the ATSF Convention, 7/01)
 ___ Kit #56.4 ATSF Sk-S convertible deck stockcar with chain, gear box and operating rod, \$33
 ___ Kit #56.5 ATSF Sk-T single deck stockcar with two "toe-hole" ends, \$32
 ___ Kit #56.6 ATSF Sk-U single deck stockcar with final end arrangement, \$32
 ___ TP 40 ARA style trucks, black plastic with non-magnetic metal wheelsets, \$5
 Chalk Marks in light gray, approximately 70 per set, \$4.00: ___ E7 Midwest, ___ E2 Santa Fe, ___ 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 53 Western 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

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

The cars were built by the Pennsylvania Car Co. Despite the manufacturer's name, these stockcars were built in Argentine KS. The location was close to Kansas City and near the road's large shop named after the town.

The Santa Fe was fortunate to span much of the cattle raising area of the Southwest while also serving directly the largest stockyard in the nation in Chicago. It also served other substantial ones in Kansas City, Ft. Worth, Denver, Wichita and Oklahoma City. Access to the East St. Louis yards was via the Missouri Pacific.

The railroad maintained stockyards throughout its system for the loading, feeding and watering of animals, since exercise, feed and water were required periodically on trips of any substantial length. The preponderance of these facilities were in Kansas, Texas, New Mexico, Colorado and California.

The Sk-Q, R, S, T, and U series followed the same design criteria: steel "Z" braced side truss, wood slats, wood ends, metal clad roof and straight center sill. The air brakes were a KC system. Trucks were of an ARA style cast side frame design. The cars had grab irons on their sides, but used ladders on the ends. Running boards were wood.

All cars came with inspection doors at the top of both ends. The doors allowed the company and shippers' agents to check the condition of the animals. As experience was gained with each class, the method of reaching the doors was modified on each succeeding class of cars. The Sk-Q had no steps to enable workers to reach the end inspection doors. On the Sk-R, the right side grab was widened from 18 inches to 2 1/2 feet. This proved inadequate, so on the Sk-S a single "toe-hole" was cut in the end and the grab iron narrowed again. On the Sk-T, two "toe-holes" were used. Finally, on the Sk-U, the right grab iron was widened again but the two "toe-holes" were retained.

Built over nearly a three year period, the classes progressively saw improvements in appliances. Beginning with the -S, Ajax power hand brakes replaced the Ureco vertical brake staff with geared take-up reel. Beginning with the -T, bottom mounted cut levers were used.

The -Q and -S classes had a convertible second deck with a split door, opening to an upper and lower deck. Their double doors differed in slat arrangement. The -Q sub-class doors had vertical slats and the -S horizontal slats. The mechanism to raise or lower the convertible deck was a system of chains, take-up reel and ratchet on the left side of the car. The array of vertical chains made the convertible cars visually notable.

In 1935, 10 Sk-R single deck cars were returned to Topeka for installation of moveable partitions and small doors on each side toward the "B" end.

The Sk-Q through -U cars underwent periodic refurbishing. Over time during the shoppings, the wood end inspection doors were replaced with steel doors.

Also, the top mounted cut levers were replaced by bottom mounted ones. The Forties saw the slow installation of AB brakes on most cars, until only a small number remained with KC brakes when the final mandate fell in 1953.

The cars had an inside height of 8'1" and length of 40' 0", making them visibly short cars in a consist. Cubic capacity varied from 2542 to 2774, though photos show other numbers such as 2800 and 2806 for single deck cars. All cars were 40 ton capacity. When new, the convertible deck cars had a light weight in the range of 49000 lbs., while the single deck cars weighed approximately 43000 lbs. Over time, these weights went up.

The cars were painted Mineral Brown. The wood (but not the metal strapping) on split doors of the convertible deck cars was painted yellow. When new, trucks were painted black, but this gave way to brown when repainted. Mineral Brown or black anti-skid coating was applied to some roofs, with black becoming predominant in the Fifties. (It is not clear that the anti-skid surface was always applied.)

Lettering was all white and no herald was used. The cars originally came with "A.T.&S.F." reporting marks. In 1938, the standard became "A.T.S.F." In 1944, the periods were dropped. The dimensional data on the right side was a simple four lines on two boards of the car side. Over time, the dimensional data was increased to a minimum of six lines on three boards. This progressive change took place in the Forties.

In 1948, the Sk-Q thru -U cars were 24% of the ATSF stockcars. The cars served well into the mid-Sixties. From then until 1974, the numbers diminished.

Some new resin techniques are incorporated in the kit. The braces on the car sides and ends are in fact "Zs". Some of the particular features include the Ureco geared take-up reel and the associated ratchet, pawl and carman's foot "dog", air hose brackets and compound "L" brackets for cornerwalks. Both wood and steel inspection door castings are included with each kit. Chain, gear box, supports and operating rod are included for the convertible deck cars.

The HO scale kits contain gray urethane castings. The kits include all the necessary parts except couplers and trucks, which are available separately. AB brakes are included. Appropriate decals are provided which span the late steam and early diesel era dimensional data. A four page Prototype Data Sheet and four pages of instructions with in-process photos are part of each kit.

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

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