

Multi-Era Modeling

Following two Northern Pacific

system box cars from early 1950s to late 1960s

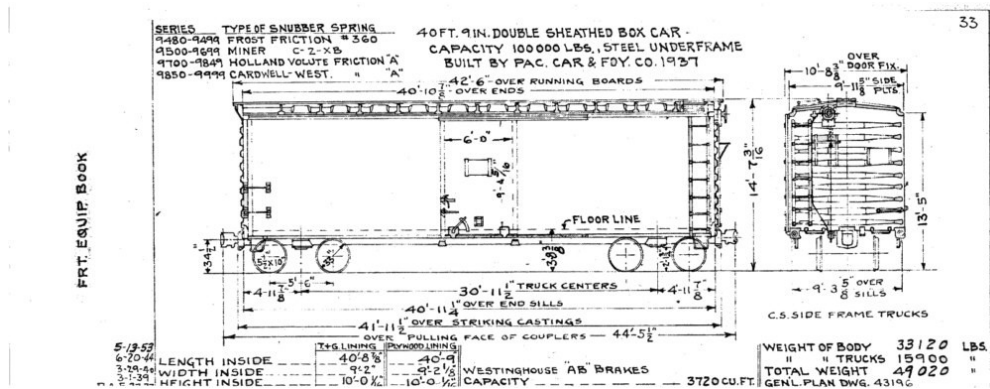
Presented by CHRIS VANKO

2025 Naperville/Chicagoland RPM

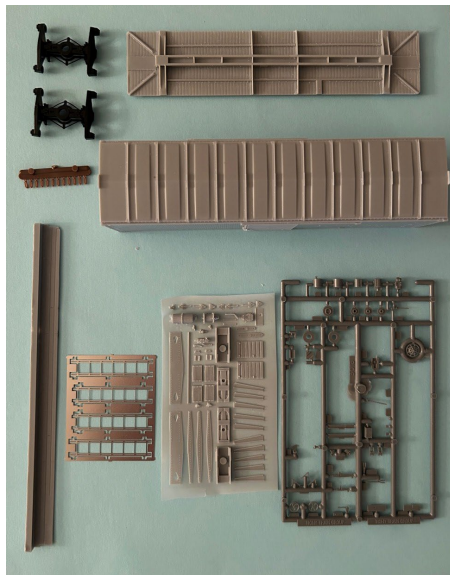
Multi-Era Modeling of two NP (SP&S) 40-foot box cars

- 1937 built 9480-9999 (520 cars) 40-foot DS cars acquired from Pacific Car & Foundry from 7/23/37 to 9/3/37
Sunshine Kit #77.5 or
Newly released RCW kit
- 1951 and 1953 built modified 1937 AAR all steel 40-foot cars built by the NP at their Brainerd Shops.
1951 build NP 24000-24499
1953 build NP 19000-19999
SP&S 12500-12999
Yarmouth kit #147 or
Intermountain kitbash

1937 40-foot DS cars acquired from PCF



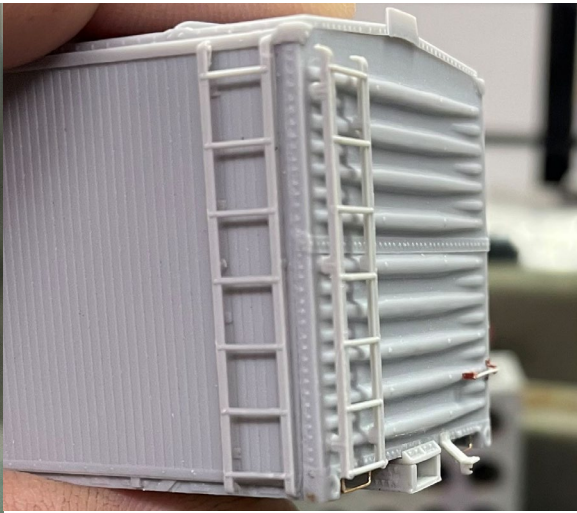
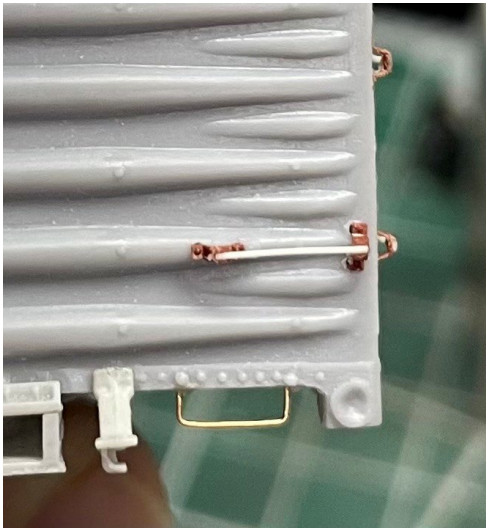
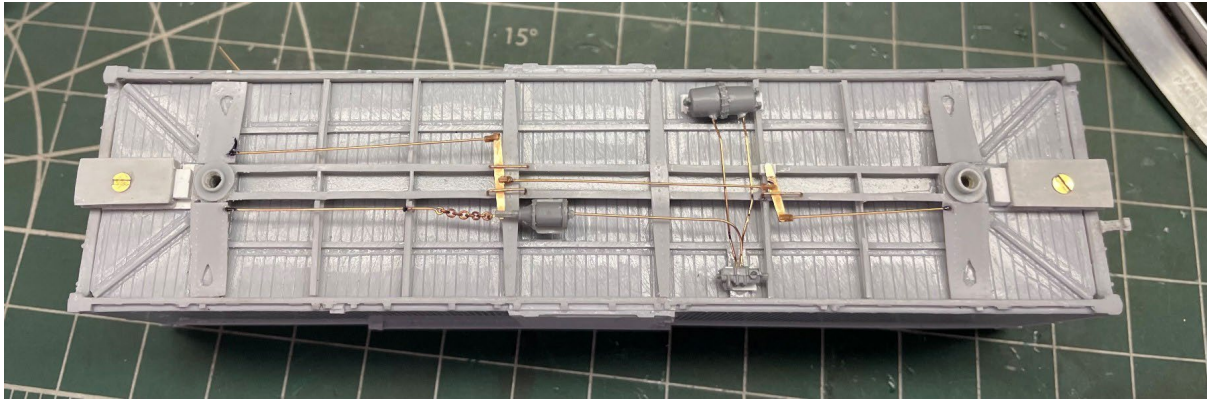
These 50-ton capacity double-sheathed box cars were equipped with Youngstown Corrugated Steel Doors having Camel fixtures; 4-5 Dreadnaught Steel Ends; Chicago Hutchins (Murphy) straight-panel, riveted-steel roofs; wood running boards; Westinghouse AB-schedule air brake systems; cast-steel, integral-journal trucks with 33" wheels; and power hand brakes (Ajax Type 13039). As noted on the diagram sheet above, truck snubber springs included Frost, Miner, Holland, and CardwellWestinghouse types.

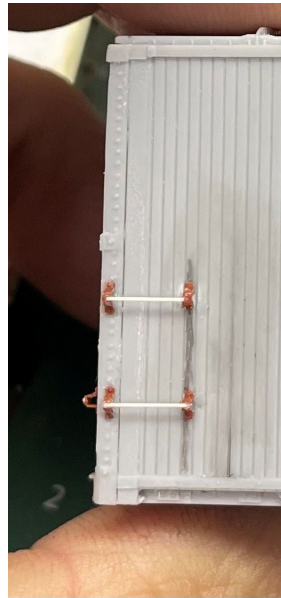
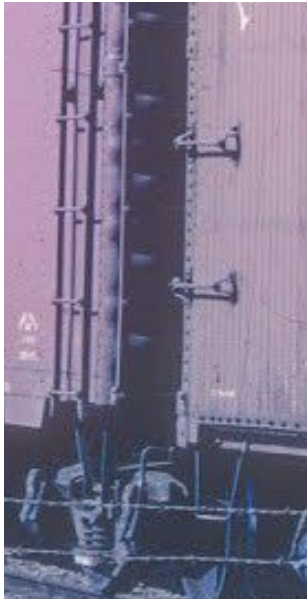


The Resin Car Works kit provides the basis for creating a model of the NP prototype car. Besides the decals included in the kit, the various parts provided are shown in the photo. They include (counterclockwise from upper left):

- Tahoe truck frames
- Tichy turnbuckles
- Wooden running board
- Plano etched side and end ladders
- Sheet of resin detail parts
- Tichy AB brake set
- One piece body
- Floor/underframe

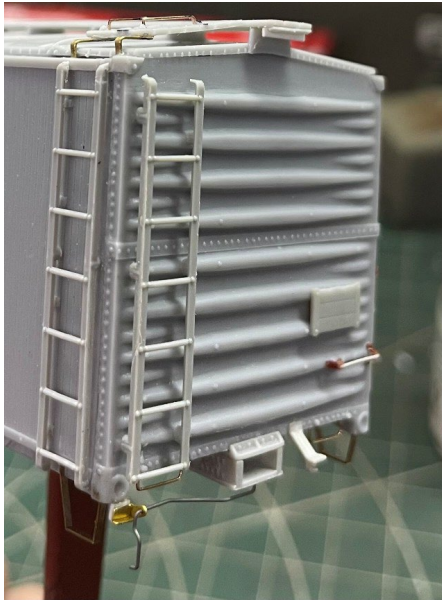
The modeler will need to provide wheel sets, couplers, brass wire for the plumbing and rods, grab iron material, sill steps, air hoses and brackets, coupler lift bars, and other bits of brass and styrene.





Creating 22" grabs.





Additional end details were added – tack board and uncoupling support and lever.

Also, the sill steps were added.





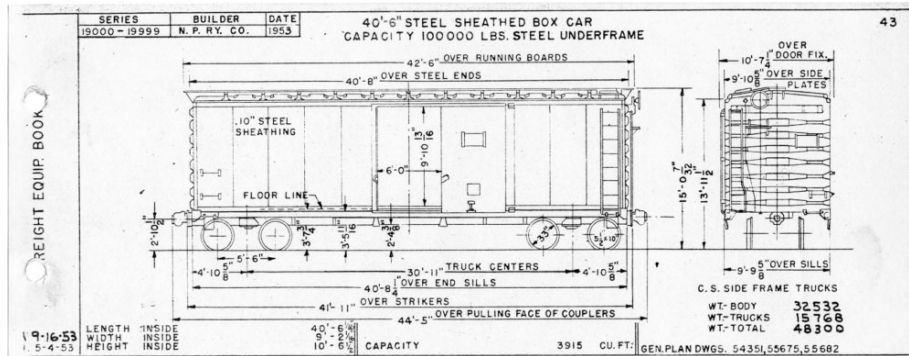
Cars in Service

ORER Date	Jan-38	Jul-42	Jan-46	Oct-50	Jan-52	Jan-54	Oct-55	Oct-57	Jan-61	Jul-65	Oct-69
In Service CAR # SERIES											
9480-9999	520	518	516	515	511	510	506	452 ¹	437	315 ²	72
40500-40599										100 ³	94
40100-40102										3 ⁴	3

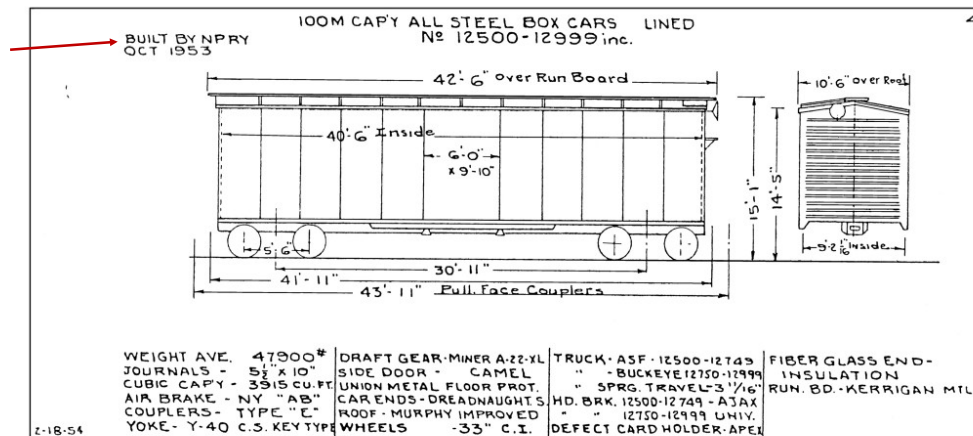
1. Between July and December of 1956, 50 randomly chosen cars were converted to TOFC service and renumbered into the 65060-65109 series.
2. Three cars are listed as having 110000 capy rather than 100000. They are 9607, 9688, and 9975. Possibly cars given new trucks but not "sold" to Cuyuna Realty Company.
3. Between 12/17/64 and 2/16/65, 100 cars from the series were "sold" to Cuyuna Realty Company and repurchased. The cars were renumbered into the 40500-40599 series.
4. Three cars are listed as having roof hatches for loading bulk and bagged feed. The cars were so equipped in December 1963, classed LC, and renumbered.

Also, the kits extra page on the RCW website has many other photos and additional information.

1953 40-foot all steel cars built at Brainerd

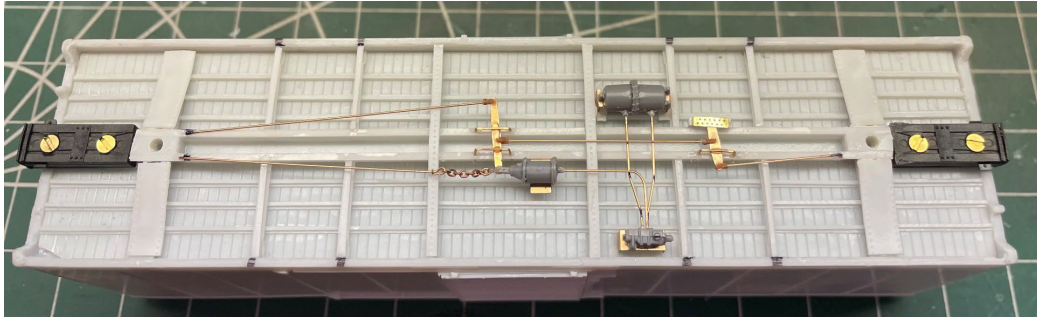


The Northern Pacific shops in Brainerd, Minnesota built 1500 box cars in 1953 that essentially followed the 1937 AAR standard design. 1000 of those cars were for the NP itself and numbered 19000-19999. The other 500 were constructed for the SP&S and carried numbers 12500-12999. These 50-ton cars had straight side sills with 6-foot Youngstown steel doors, R/3/4 early Improved Dreadnaught ends, diagonal raised panel roofs, 8-rung side and end ladders, Superior hand brakes, and ASF A-3 ride control trucks. The SPS cars were the same except for an Ajax hand brake on the first 250 cars and Universal hand brakes on the last 250.

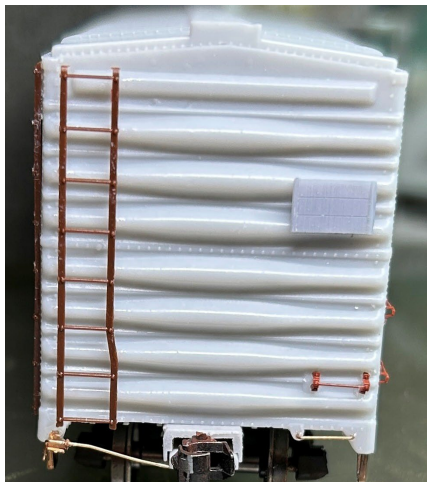


SPOKANE, PORTLAND & SEATTLE RAILWAY
12500 - 12999 BOX CARS, 1954 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, December 1, 2003.

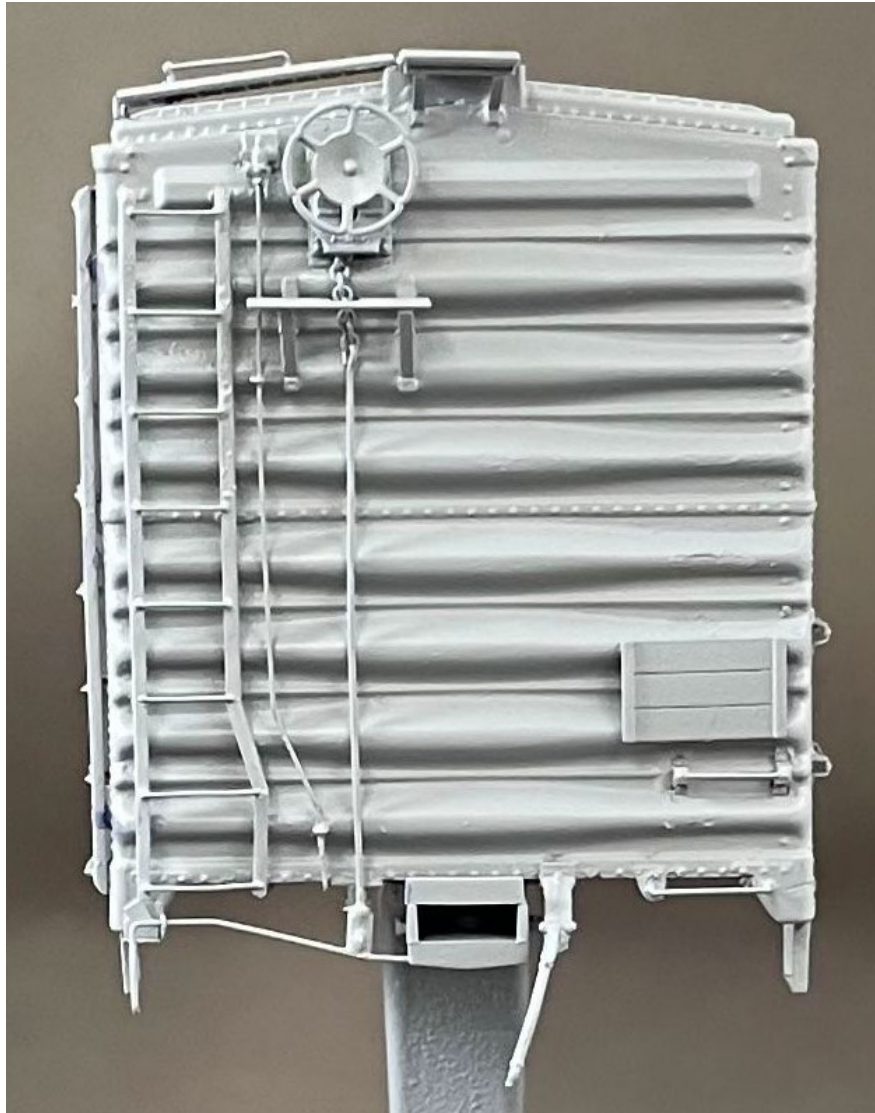
From the SP&S historical society materials, a car diagram of the 12500-12999 series shows that the cars were built by the Northern Pacific company shops and delivered in October 1953.



The floor casting was “shaped” to fit the body, and the cross ties, bearers and caps were added. The brake components are mostly those provided in the kit.



Here is the A and B end of the car mostly completed as it would be nearly new – circa 1955. The end ladders provided in the kit were to be bent to match the prototype – which was very difficult. In this photo Detail Associates ladders were substituted.





The car side as it would be circa 1955.



The roofs for the mid-1950s and late-1960s models as built here are exactly the same except for the paint treatment. Here the late version has had its roof painted the same as the body color.



For the earlier version, a car that would only be about 2 years old, continues to have an unpainted roof.



SP&S 12972 represents a car as it would appear in service in 1969.



SP&S 12691 represents a car as it would be in service in 1955.



Late 1960s modeled ends with weathering.

Cars in Service

ORER Date	1/1/1954	10/1/1955	10/1/1957	7/1/1961	7/1/1962	7/1/1965	10/1/1969
NP 24000-24499 Blt. 1951	499	498	498	495	494	490 ⁵	397
NP 19000-19999 Blt. 1953	1000	999	981 ³	933 ⁴	929	918 ^{6,7}	849 ⁸
SPS 12500-12999 Blt. 1953	1256 ¹	994 ²	989 ²	972 ²	967 ²	950 ²	906 ²

1. Series is shown as 11000-12999.

2. Series is shown as 12000-12999. In 1948, the NP also built 500 cars for the SP&S with the same dimensions. They were numbered 12000-12499.

3. Various random cars in the series were given DF loaders in April and May of 1957. These 15 cars were renumbered to 1010-1024. The cubic foot dimensions were reduced from 3915 to 3856 on these cars.

4. Various random cars in the series were given Sparton "Tri-Belt" loading devices in November and December of 1958. These 8 cars were renumbered to 1025-1032. The cubic feet noted for these cars and the previously DF'd cars is 3915.

Also, various random cars were given DF-2 loaders in 1960. Eleven of these cars retained all dimensions and were renumbered 1033-1043. Another random 21 cars were also given DF-2 loaders but their doors are now listed at 8-foot. These cars were renumbered as 1044-1064.

5. 16 of these cars are now listed as 110,000 lbs capy.

6. 38 of these cars are now listed as 110,000 lbs capy.

7. 2 cars in the renumbered group of 1025-1032 are listed as 110,000 lbs capy

8. 4 cars from series given DF-2 loaders - 2 in October of 1965 and 2 in February of 1966. They were renumbered to 1071-1074.

In the October 1969 ORER, no cars are listed as having a 110,000 lbs capy.