

# SP Freight Cars You Can Model

by Anthony W. Thompson

This list covers car classes presented in the clinic, and alternative routes to model some of them.

Car Type and Class (shown in talk)	Source
<b>Gondolas</b>	
W-50-3 ballast car	Silver Streak (oversize); Walthers/TM
G-50-9 through G-50-12 drop-bottom (GS) cars	Ulrich kit
G-50-13 mill gondola (2005 SPH&TS convention car)	Speedwitch kit; Athearn kitbash (stand-in)
G-50-18, G-50-23 Enterprise GS cars, steel & composite	Red Caboose kit, Detail Associates kit
G-50-17 (T&NO wartime)	Funaro & Camerlango kit
G-50-25, high-side car	Tyco conversion (stand-in)
G-70-9, 65-foot car	Athearn RTR
G-70-12, welded car	Tangent RTR
<b>Tank cars</b>	
CS-25 (in MW service as water car)	Westside brass
O-50-12, O-50-13, 12,500 gallons	Athearn modification; Pecos River brass
O-50-14, 8000 gallons	W.A. Drake brass
<b>Box cars (see other side for body styles)</b>	
B-50-12A rebuilt from USRA	Challenger brass; Sunshine kit
B-50-14	Sunshine kit
B-50-15	Challenger brass; Sunshine kit
Styles 1 and 2	Athearn modified (stand-in); IMWX, Red Cab.
Style 3 (B-50-24 Overnight)	Athearn metal kit; Sunshine kit
Styles 4 through 6	InterMountain; Sunshine; C&BT kitbash
B-50-22, 50-foot car	Proto2000 RTR or kit
<b>Automobile cars (see other side for body styles)</b>	
A-50-10	Oriental brass
A-50-12	Athearn modified (stand-in)
A-50-13, 40-foot car	Red Caboose modified; Sunshine kit
A-50-14	Proto2000 RTR or kit
A-50-16, 40-foot car	Sunshine kit; McKean (stand-in)
<b>Flat cars</b>	
F-70-6, -7; 53 feet 6 inches	Red Caboose RTR; SPH&TS
F-50-16, 40 feet	Athearn kitbash (stand-in); Red Cab. kitbash
F-70-2, 50 feet	Athearn (stand-in)
F-200-1, 4-truck car	Athearn (stand-in)
<b>Hopper cars</b>	
H-50-6 ballast	Athearn kitbash (stand-in)
H-70-11 ballast	Bruce's Train Shop
<b>Covered Hoppers</b>	
H-70-6	Kato kit; Intermountain RTR
H-70-14, 3-bay PS-2	Athearn RTR
H-70-16, 2-bay PS-2	Kadee RTR
<b>Stock cars</b>	
S-40-5	Red Caboose RTR
S-40-9	Westerfield kit
<b>Caboosees</b>	
C-30-1, wood car, cupola	Silver Streak (oversize), Walthers; brass
C-40-3, steel car, cupola	Balboa, Precision Scale brass; WrightTRAK
C-30-4, steel car, bay window	Precision Scale brass
box car conversions	Westerfield kit

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## House Car Styles

### Box cars

Style 1: sharp-corner Dreadnaught end, straight-panel roof, Youngstown door

Class B-50-18: SP 32770–34519 (1750 cars)

Class B-50-19: SP 37840–38839 (1000 cars)

Style 2: Same as Style 1 but W-corner-post Dreadnaught end, Youngstown or Superior doors

Class B-50-20: SP 83240–84739 (1500 cars)

Class B-50-21: SP 81990–83239 (1250 cars)

T&NO 54100–54849 (750 cars)

Class B-50-23: SP 95520–95863 (344 cars)

SP 96220–97619 (1400 cars)

Style 3: early Improved Dreadnaught end, Alt. Ctr. Rivets, st.-panel roof, early Improved Youngstown door

Class B-50-24: SP 97620–98069 (450 cars)

Style 4: same as Style 3, but 12-panel non-ACR sides, Improved Youngstown (IY) and Superior doors

Class B-50-25: SP 20500–22249 (1750 cars)

T&NO 54850–55699 (850 cars)

Class B-50-26: SP 58920–59479 (560 cars)

SP 60250–61189 (940 cars)

T&NO 55700–57199 (1500 cars)

Style 5: Improved Dreadnaught end, st.-panel roof, IY and Superior doors

Class B-50-27: SP 100000–102099 (2100 cars)

T&NO 58500–59749 (1250 cars)

Style 6: same as Style 5, but diagonal-panel roof, 7-ft. IY and Superior doors

Class B-50-28: SP 102100–103599 (1500 cars)

SP 104100–105599 (1500 cars)

T&NO 59750–61249 (1500 cars)

Class B-50-29: SP 103600–104099 (500 cars)

Class B-50-31 to -33: SP 105600–109099 (3500 cars)

### 50-ft. single door box cars

Class B-50-22: SP 81490–81989 (500 cars)

Essentially Style 2, 6+6 panel sides, 8-ft. Youngstown door

Class B-50-30: SP 109100–110099 (1000 cars)

Essentially Style 6, 6+6-panel sides, 8-ft. IY door

### Automobile cars

Class A-50-12: SP 64100–64924, 69530–70029 (1325 cars)

Essentially Style 1, 50-ft. long inside, 8-ft. Youngstown doors

Class A-50-13: SP 63330–63579 (250 cars)

SP 63747–64096 (350 cars)

Essentially Style 1, 40-ft. long inside, 7-ft. Youngstown doors

Class A-50-14: SP 64925–65424 (500 cars)

Essentially Style 2, 50-ft. long inside, 8-ft. Youngstown doors

classes A-50-15, -17, -18

Not easy to model: all had Improved Dreadnaught ends, 4 + 6 panel sides

## Web and Print Assets

Lee Gautreaux site: <http://www.railgoat.railfan.net/>

David Coscia site: [http://webpages.charter.net/altalair/sp\\_models\\_ho.html](http://webpages.charter.net/altalair/sp_models_ho.html)

Pat Bray, "How to Model a 1960s Erea MUG Train," *SP Trainline*, issue 97, pp. 28–38, Fall 2008.

Anthony Thompson, "Modeling SP Tank Cars," *SP Trainline*, issue 71, pp. 35–37, Spring 2002.

Anthony Thompson, *Southern Pacific Freight Cars*, 5 volumes, Signature Press, 2002 to 2008.

Anthony Thompson, blog, "Modeling the SP," at: <http://modelingthesp.blogspot.com>