

## 36-FOOT INSIDE STAKE GONDOLA Westerfield Model's 10600-series kits

By Steven Hedlund

Westerfield's kit of a 36-foot inside stake gondola is a brilliant model. It represents the typical turn-of-the-century wooden coal gondola that every railroad seemed to own. However, there are a number of differences that make this car unique.

The reason I am writing this article is my belief that there had to be a lot of railroads that operated this car... not just the versions that are being sold by Westerfield. So, let's take a look.

### SOME POINTS TO CONSIDER; Spotting features

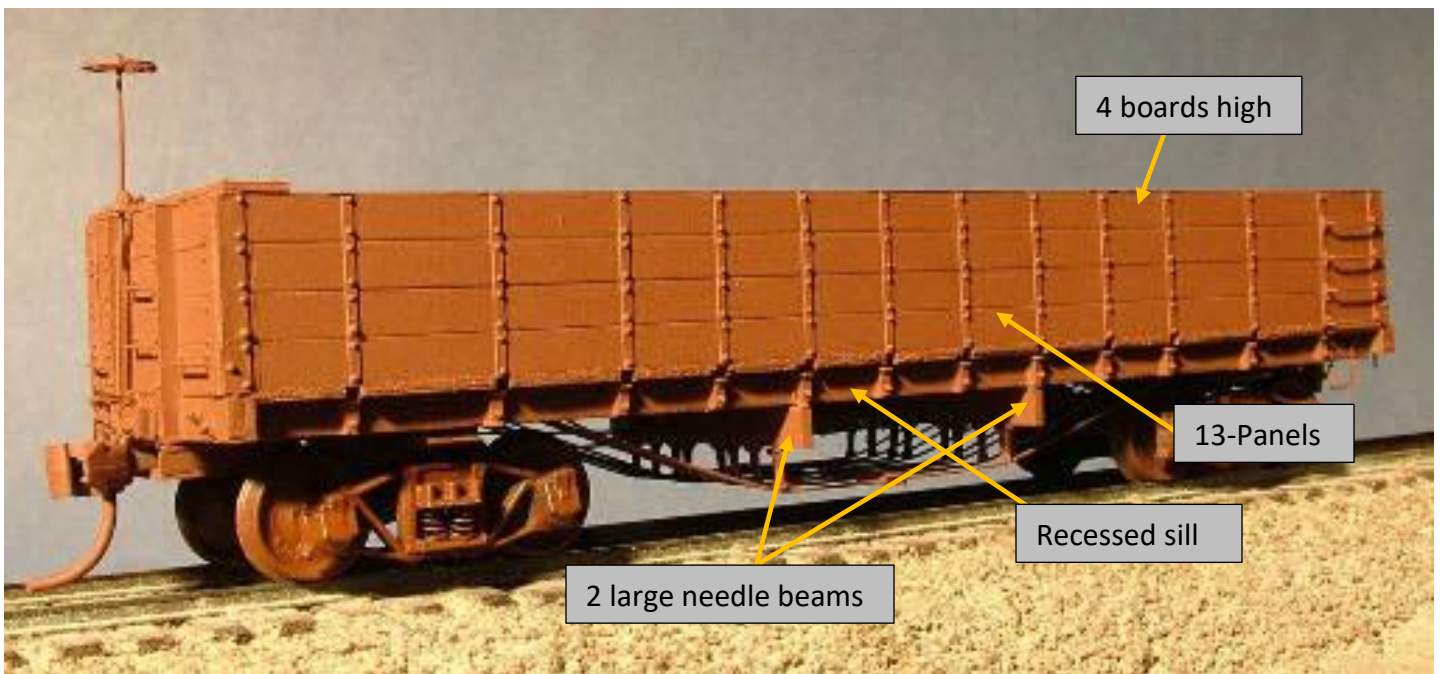
#1 -> Don't be fooled into thinking that the American Car & Foundry Company (AC&F) was the only car manufacturer to build this car. Other builders used this design to fulfill freight car orders placed to them by their customers.

#2 -> The car was generally a 35-foot 7-inch to 36-foot long car, give or take some inches.

#3 -> A lot of these cars didn't have 13-panels. Some had 10-panels and some had 14-panels. So, you need to actually have a photo in hand and then count the number of panels before you can match the car with the Westerfield kit.

#4 -> The car must have a recessed sill. Some cars have the 13-panels but not the recessed sill. You might get away with the number of panels but not the sill.

All of the AC&F builder's photos are from the [Westerfield's AC&F photo DVD](#) unless noted otherwise



Westerfield Models kit 10600 "36' Inside Stake Coal Gondola, Original, Undecorated"

Source: [Westerfield Models](#)

## EXAMPLES OF CARS THAT DO NOT MATCH THE WESTERFIELD CAR

### Wrong length

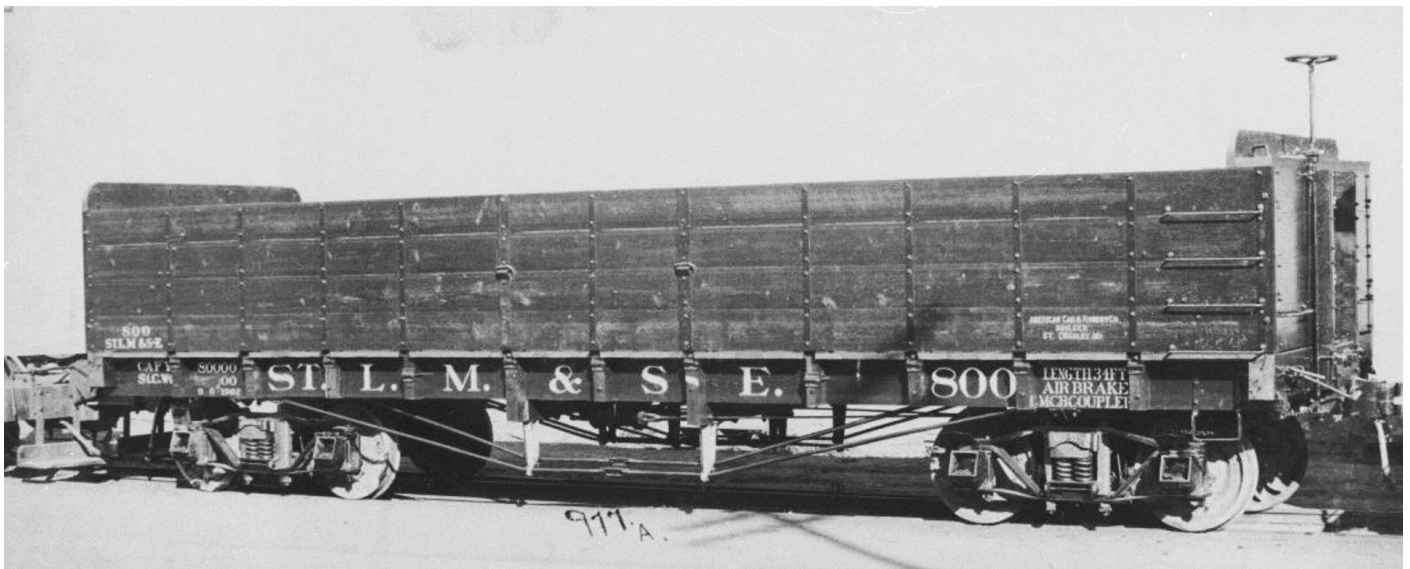
This car appears to have all of the correct spotting features except this car is at 40-feet long



**NOT&M 8868** at the American Car & Foundry Co in September 1917 (lot 8320)

### Wrong number of panels

Using the Westerfield kit as a starting point would have been great to model this car but it has only 12-panels and not the model's 13 panels.



**StLM&SE 800** at the American Car & Foundry Co in May 1902

### Wrong kind of sill

This car has 13-panels and is four boards high but it does not have a recessed sill.



**DNW&P 31012** at Utah Junction CO in May 1908

*Source: Denver Public Library; ZZR711003594*

### Too many large needle beams

This car has the right number of panels and a recessed sill but way too many large needle beams



**C&A 11038** at Joliet IL in about 1902

*Source: Library of Congress*



## CARS THAT CLOSELY MATCH THE WESTERFIELD CAR

### CHARLESTON CLENDENNIN & SUTTON (50 cars)

CC&S 2000 to 2049 series (1901 to 1903) -> CC&S 3000 to 3049 (1904 to 1910) -> Coal & Coke 3000 to 3049 (1911 to 1919?) -> B&O (unknown) All are gone by 1925 but it is possible that they may have been re-lettered and re-numbered into an unknown Baltimore & Ohio series. It is also a good possibility that the B&O used these cars in maintenance-of-way service after they acquired the Coal & Coke Railway in 1916.

- Series 2000 to 2049 were built by the American Car & Foundry Co in 1901 (lot 1626)
- Lot 1626: CC&S ordered (50) cars on May 24, 1901



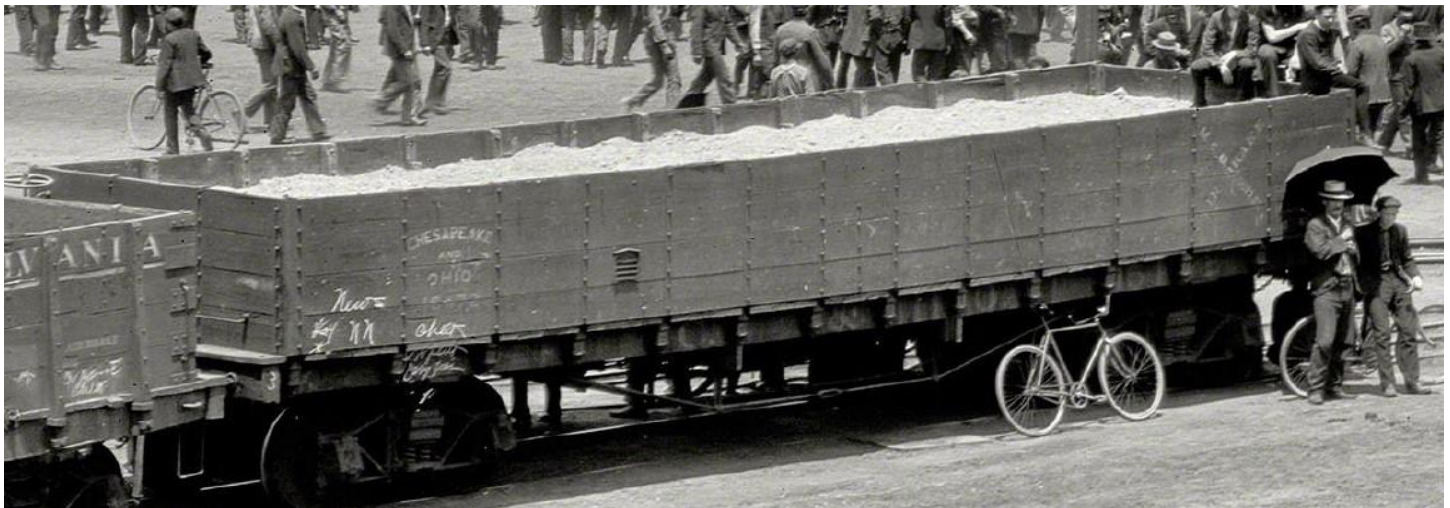
CC&S 2008 at the American Car & Foundry Co in 1901

Source: unknown; Collection: Ray Breyer

### CHESAPEAKE & OHIO (1,500 cars)

C&O 14500 to 15999 series (1900 to 1910) -> C&O 13600 to 15639 series (1911 to 1926)

This series is difficult to trace because it merged with another series in about 1910 to 1911.



C&O 1454x

Source: unknown; Collection: Steven Hedlund

## CHICAGO & EASTERN ILLINOIS (3,010 cars)

### C&EI 11001 to 14010 series (1897 to 1935)

- Series 11001 to 11360 were built by the Haskell & Barker Car Co from 1897 to 1898
- Series 11361 to 13260 were built by an unknown company from 1900 to 1902
- Series 13261 to 14010 were built by the American Car & Foundry Co in 1903
- Lot 4657: Frisco Lines ordered (12) cars for the Chicago & Eastern Illinois on October 11, 1906
  - This is most likely a replacement car order



C&EI 13338 at the American Car & Foundry Co (lot 4657)

## CHICAGO ROCK ISLAND & PACIFIC (675 cars)

### CRI&P 86000 to 86674 series (1902 to 1926) -> RI 86000 to 86674 (1930 to 1940)

- Series 86000 to 86499 were built by an unknown builder in ?
- Series 86500 to 86674 were built by an unknown builder in 1902



Westerfield Models kit 10603: "36-foot inside stake coal gondola, original" (pre-1911 cars)

Source: [Westerfield Models](http://www.westerfieldmodels.com)





**Westerfield Models** kit 10653: "36-foot inside stake coal gondola, modernized" (post-1911 cars)

Source: [Westerfield Models](http://www.westerfieldmodels.com)

### COLORADO MIDLAND (100 cars)

#### CM 7008 to 7107 series (1901 to 1919)

- Series 7008 to 7107 were built by the American Car & Foundry Co in 1901 (lot 1534)
- Lot 1534: The CM ordered (100) cars from AC&F on April 12, 1901



**CM 7068** at the American Car & Foundry Co in December 1901 (lot 1534)

## DENVER NORTHWESTERN & PACIFIC (100 cars)

DNW&P 30000 to 30099 series (1904 to 1925) -> D&SL 30000 to 30099 series (1915 to 1930)

- Series 30000 to 30099 were built by the Pullman Co in 1904



DNW&P 30092 at Denver CO sometime between 1905 and 1912

Source: *Denver Public Library*

## EVANSVILLE & TERRE HAUTE (1,500 cars)

E&TH 12001 to 13500 series (1906 to 1917) -> C&EI 66200 to 67699 series (1913 to 1935)

- Series 12001 to 13500 were built by the American Car & Foundry Co in 1906



Westerfield Models kit 10602: "36-foot inside stake coal gondola, original" (pre-1911 cars)

Source: [Westerfield Models](https://www.westerfieldmodels.com/)



### **FORT SMITH & WESTERN (600 cars)**

#### **FS&W 5301 to 5900 series (1904 to 1935)**

The FS&W went bankrupt in 1939 and it is possible that some of these cars made it to the end. A small part of the FS&W was acquired by the Fort Smith & Van Buren, which is a subsidiary of the Kansas City Southern. There is no indication that any of the FS&W gondolas made it to the FtS&VB or to the KCS.



Source: <https://www.stiglernews.com/throwback-thursday/kinta-section-fort-smith-and-western-railroad>



**FS&W 5751** at Fort Smith AR in August 1923

Source: <http://condrenrails.com/FS&W/Engine-Terminals.htm>



### **HANNIBAL & ST JOSEPH (627 cars)**

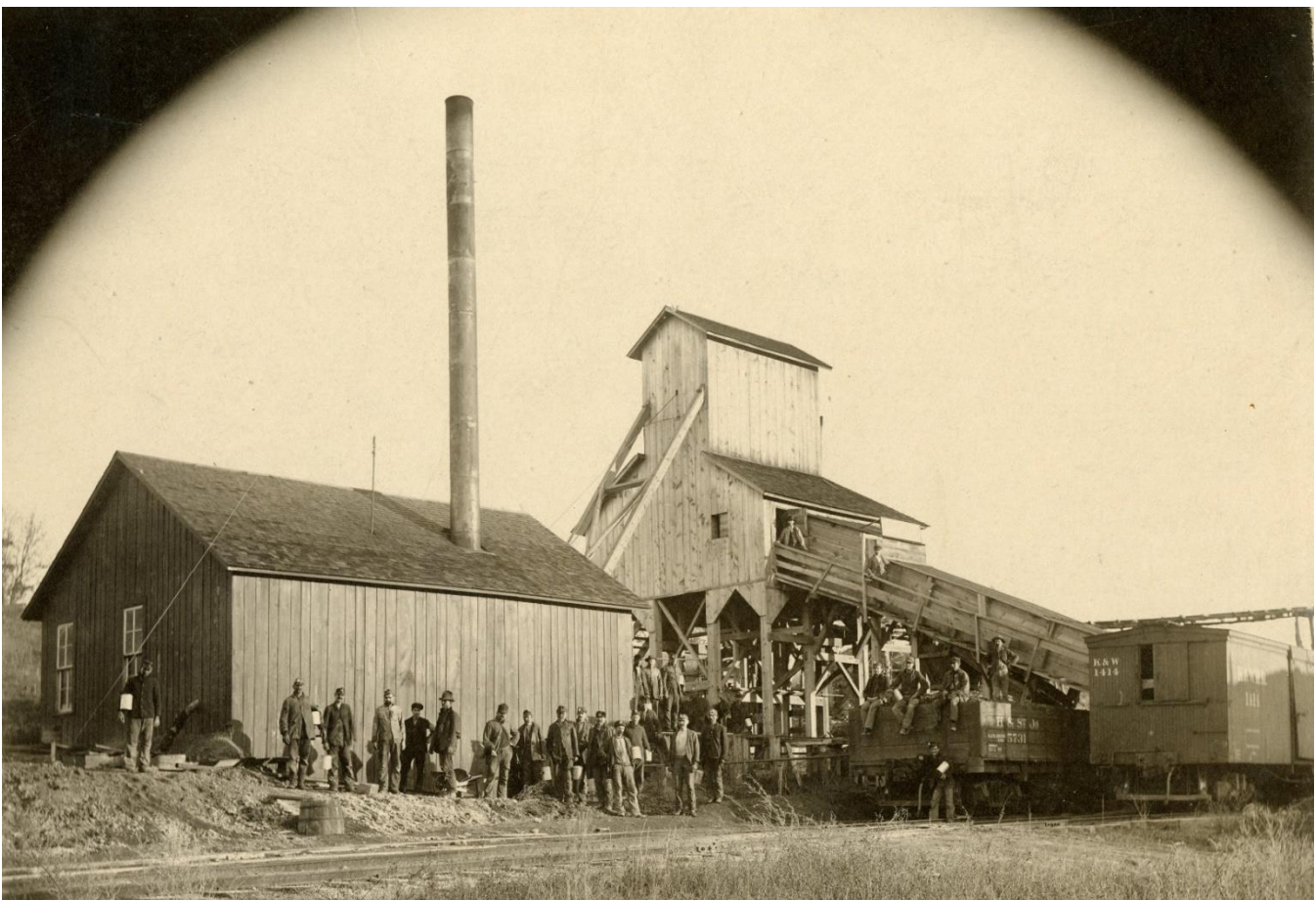
**H&StJ 5600 to 6226 (1900 to 1907) -> CB&Q (unknown)**

It is possible that the Chicago Burlington & Quincy re-lettered and re-numbered these cars into a CB&Q series sometime around 1908.



**H&StJ 5852**

*Source: unknown; Collection: Steven Hedlund*



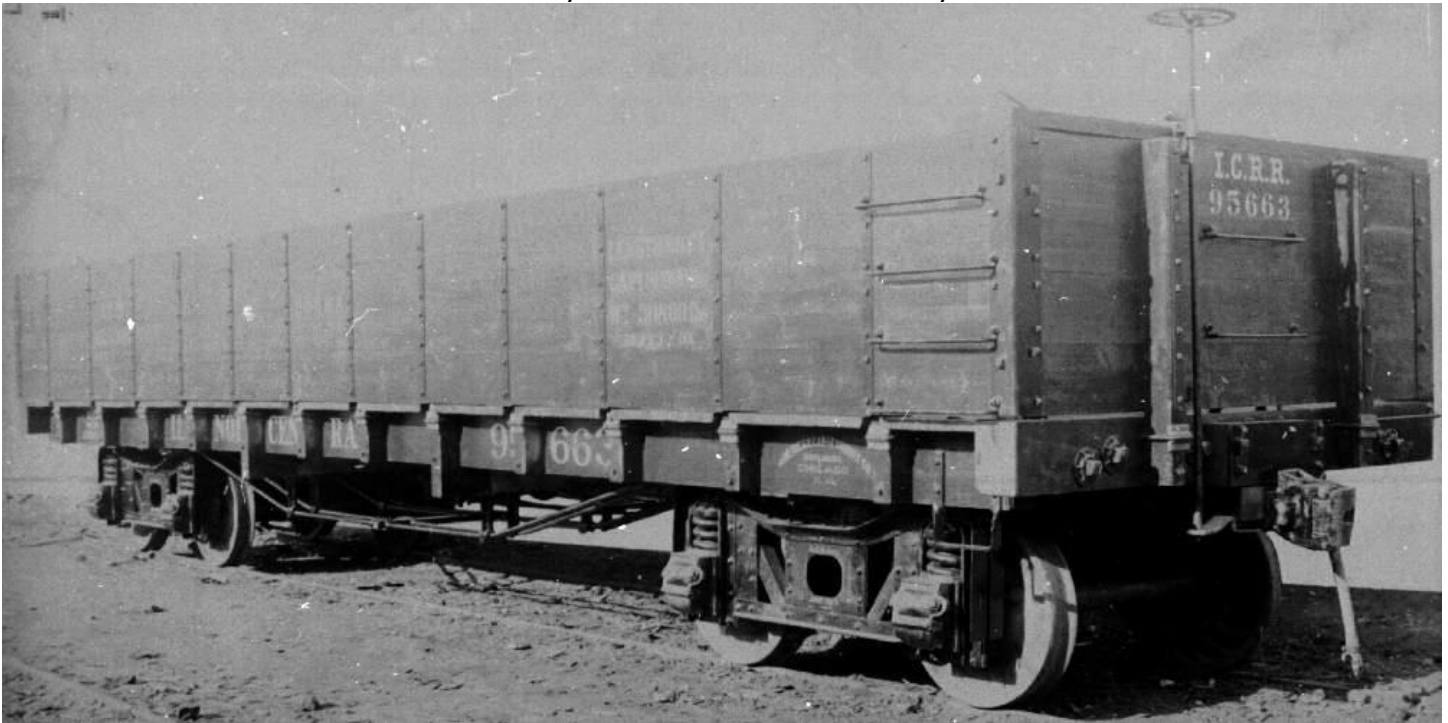
**H&StJ 5731** at the Emporia Coal Co in Unionville MO on around 1904

*Source: unknown; Collection: Ray Breyer*

## ILLINOIS CENTRAL (5,500 cars)

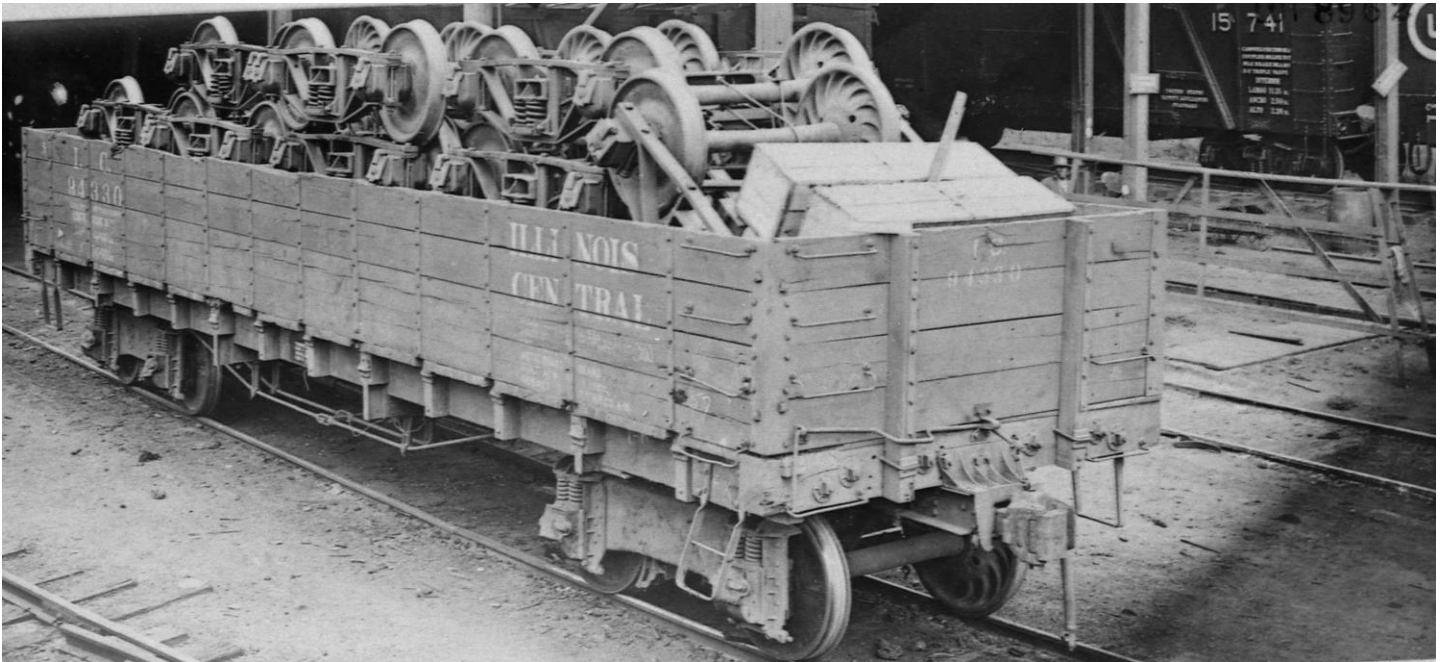
**IC 91001 to 96500 series (1898 to 1919) -> IC 291001 to 296500 series (1925 to 1930)**

- Series 91000 to 91500 were built by Haskell & Barker Car Co in 1898
- Series 91501 to 91750 were built by the Wells & French Car Co in 1898
- Series 91751 to 92000 were built by the Mount Vernon Car Manufacturing Co in 1898
- Series 92001 to 92800 were built by the Illinois Central RR in 1898 and 1899
- Series 92801 to 92900 were built by the St Charles Car Co in 1899
- Series 92901 to 93400 were built by the American Car & Foundry Co in 1900
- Series 93401 to 93900 were built by the Haskell & Barker Car Co in 1900
- Series 93901 to 94900 were built by the American Car & Foundry Co in 1900
- Series 94901 to 95200 were built by the Illinois Central RR in 1900
- Series 95201 to 95400 were built by the Haskell & Barker Car Co in 1901
- Series 95401 to 95610 were built by the Illinois Central RR in 1901
- Series 95611 to 96500 were built by the American Car & Foundry Co in 1902



**IC 95663** at the American Car & Foundry Co (lot unknown)





**IC 94330** at St Louis MO on June 1920

*Source: unknown; Collection: Ray Breyer*

### **MISSOURI KANSAS & TEXAS (2,100+ cars)**

According to Westerfield, the MK&T ordered over 2,100 cars from AC&F and Pullman between the years 1901 and 1909. With some of those cars being ordered for its subsidiary, the Missouri Kansas & Texas Extension (MK&TEx).

**MK&T 23100 to 23899 series (1901 to 1915) -> MK&T 20226 to 25374 series (1916 to 1919) -> MK&T 23000 to 25425 series (1925) -> M-K-T 23000 to 25433 (1926 to 1950)**

- Series 23100 to 23899 were built by the American Car & Foundry Co in 1901

**MK&T 24025 to 25374 series (1905 to 1915) -> MK&T 20226 to 25374 series (1916 to 1919) -> MK&T 23000 to 25425 series (1925) -> M-K-T 23000 to 25433 (1926 to 1950)**

- Series 24025 to 25374 were built by the Pullman Car Co in 1904

Both series became **MK&T 23000 to 25425 series** and then **M-K-T 23000 to 25433**.



**MK&T 24666** at Waco TX in August 1923

*Source: unknown; Collection: Steve Hedlund*

#### **Missouri Kansas & Texas Extension (MK&TEx) (59(?) cars)**

##### **MK&TEx 20226 to 24124 series (1909 to 1915)**

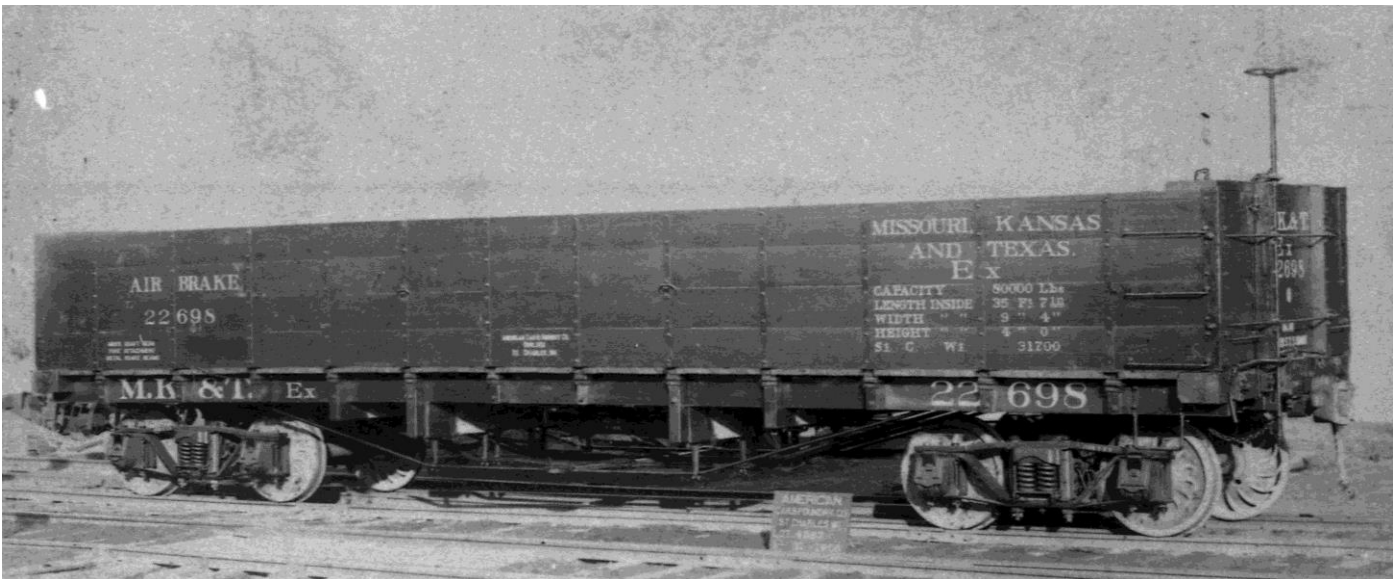
The MK&TEx was originally the Denison & Southeastern Railway (D&SE) and was chartered in 1877. The D&SE built some trackage starting from Denison TX going south plus it also acquired the Denison & Pacific Railway. The name of the D&SE was changed in 1880 to the Missouri Kansas & Texas Extension Railway. The MK&TEx completed 32 more miles from Whitewright TX to Greenville TX before finally being absorbed by the MK&T in 1881. (*Source: Texas State History Association*)

You might realize that the MK&TEx was absorbed by the MK&T in 1881 but these cars were built in the 1907 timeframe. So, you might think something is not right here but I think I know what happened. The MK&T was trying to buy 2,100+ coal gondolas and used its MK&TEx subsidiary, which only existed in paper at this time, as collateral with the banks to help finance the purchase. Once the bill was finally paid off during the following years, then all of the cars were eventually re-lettered from MK&TEx to MK&T. This may be true or not but this is my best guess.

Car number 22698 is the **ONLY** verified number for a MK&TEx car. During my research, it appears these car numbers were also assigned to the MK&TEx. But I am not 100% sure of this.

- Series: 20226, 20241, 20307, 20352, 20424, 21133, 21216, 21378, 21427, 21501, 21538, 21587, 21685, 21729, 21922, 21941, 21962, 22223, 22370, 22612, 22618, 22619, 22644, 22672, 22676 to 22680, 22682, 22691, 22692, 22698, 23030, 23166, 23358, 23455, 23533, 23550, 23627, 23651, 23717, 23748, 23750, 23781, 23811, 24124
- Lot 4827: The MK&T ordered (74) cars from AC&F on February 4, 1907





**MK&TEx 22698** at the American Car & Foundry Co (lot 4827)

### **MISSOURI PACIFIC (6,000 cars)**

#### **MP 60001 to 66000 series (1906 to 1940)**

- Lot 4780: The MP ordered (5,500 cars) from AC&F on January 2, 1906



**MP 63500** at the American Car & Foundry Co on April 13, 1907 (lot 4780)



**MP 63249** in a wreck at Lawrence NE on April 6, 1909

*Source: unknown; Collection: Ray Breyer*



**MP 64828** at unknown location and date

*Source: unknown; Collection: Ray Breyer*





**MP 65458** at unknown location on December 11, 1912

*Source: unknown; Collection: Ray Breyer*

### **PERE MARQUETTE (1,350 cars)**

**PM 10250 to 10999 series (1907 to 1926)**

**PM 12000 to 12799 series (1903 to 1926)**

- Series 10250 to 10999 were built by the American Car & Foundry Co in 1907
  - Lot 5029: The PM ordered (750 cars) from AC&F on June 14, 1907
- Series 12000 to 12799 were built by the American Car & Foundry Co in 1903
  - Lot 2765: The PM ordered (800) cars from AC&F on February 26, 1903



**PM 10335** at the American Car & Foundry Co in 1907 (lot 5029)



**PM 12265** at the American Car & Foundry Co on June 1903 (lot 2765)

### **ST LOUIS & SAN FRANCISCO (992 cars)**

**StL&SF 11000 to 11991 series (1903 to 1930)**



**StL&SF 11469** at the American Car & Foundry Co on August 1907 (lot unknown)





**StL&SF 11299** at an unknown location and date

*Source: unknown; Collection: Ray Breyer*

### **ST LOUIS TROY & EASTERN (600 cars)**

**StLT&E 1001 to 1600 series (1903 to 1912) -> StLT&E 1001 to 1100 series (1913 to 1926)**



**StLT&E 1096** at the American Car & Foundry Co (lot unknown)

*Source: John W Barriger III National Railroad Library; Collection: Steven Hedlund*



### WEST VIRGINIA SHORT LINE (250 cars)

WVaSL 1000 to 1249 series (1901 to 1907) -> B&O 60350 to 60599 series (1907 to 1917)



WVaSL 1057 at the American Car & Foundry Co on March 16, 1901 (lot unknown)

### WICHITA FALLS & SOUTHERN (40 cars)

WF&S 501 to 540 series (1908 to 1935)

- Series 501 to 520 were built by the American Car & Foundry Co in 1908
- Series 521 to 540 were built by the American Car & Foundry Co in 1910



Westerfield Models kit 10601: "36-foot inside stake coal gondola, original" (pre-1911 cars)

Source: [Westerfield Models](https://www.westerfieldmodels.com/)





**Westerfield Models** kit 10601: "36-foot inside stake coal gondola, original" (pre-1911 cars)

Source: [Westerfield Models](http://www.westerfieldmodels.com)

## IN CONCLUSION

Unfortunately, I do not have access to photos of every railroad that used this car. So, my list of cars that the Westerfield model is based on is incomplete. I am sure that more prototype photos will turn up matching the kit, such as the B&O cars, so do not think that this is a complete list. Also, if you think that these cars are too old for what you are doing, I would not be surprised that many of these cars were put in maintenance-of-way service after they were retired from revenue service.

Keep in mind that these cars are only a starting point in modeling the Westerfield car. Every railroad's gondolas that are highlighted in this article are not exactly the same when compared to the basic model. There are differences such as the brake staff height, ends and the types of trucks.

Also, these cars were originally built before modern safety appliances were applied. So, there were definitely changes to these cars when they had to be upgraded to meet the new safety standards starting about 1911. Luckily Westerfield offers two kits, #10652 and 10653, with these modern safety appliances.

I hope you enjoyed reading this article and maybe it will inspire you to build one (or more) of these kits.

## LIST OF WESTERFIELD KITS CURRENTLY BEING OFFERED

Undecorated	10600 – Original
Chicago & Eastern Illinois	10652 – Modern (post 1911)
Chicago Rock Island & Pacific	10603 – Original
Chicago Rock Island & Pacific	10653 – Modern (post 1911)
Evansville & Terre Haute	10602 – Original
Missouri Kansas & Texas	10601 – Original
Missouri Kansas & Texas Extension	10601 - Original
St Louis & San Francisco	10604 – Original
Wichita Falls & Southern	10601 – Original



**Westerfield Models** kit 10601: "36-foot inside stake coal gondola, original" (pre-1911 cars)

Source: [Westerfield Models](http://www.westerfieldmodels.com)



The below list of dates is based on the Official Railway Equipment Registers (ORER) that I own. I do not have every single ORER and so there are significant gaps especially between 1919 and 1925, and from 1926 to 1930. But what I have listed should give you a general idea of the car series' histories.

<u>RAILROAD</u>	<u>SERIES</u>	<u>6/00</u>	<u>3/01</u>	<u>5/03</u>	<u>7/04</u>	<u>6/05</u>	<u>3/07</u>	<u>1/09</u>	<u>4/10</u>	<u>12/11</u>
<b>C&amp;EI</b>	<b>11001 to 14010</b>	361	1,766	3,010	3,010	3,010	2,979	2,978	2,978	2,978
<b>C&amp;O (1)</b>	<b>14500 to 15999</b>	YES	YES	YES	YES	YES	YES	YES	YES	----
<b>- C&amp;O (2)</b>	<b>13600 to 15639</b>	----	----	----	----	----	----	----	----	1,422
<b>CC&amp;S (1)</b>	<b>2000 to 2049</b>	----	----	50	----	----	----	----	----	----
<b>- CC&amp;S (C&amp;C)(2)</b>	<b>3000 to 3049</b>	----	----	----	50	50	50	50	50	----
<b>-- C&amp;C (2)</b>	<b>3000 to 3049</b>	----	----	----	----	" "	" "	" "	" "	50
<b>CM</b>	<b>7008 to 7107</b>	----	----	100	100	100	99	98	98	97
<b>CRI&amp;P</b>	<b>86000 to 86674</b>	----	----	----	----	475	YES	629	628	634
<b>DNW&amp;P</b>	<b>30000 to 30099</b>	----	----	----	----	100	100	100	100	100
<b>E&amp;TH</b>	<b>12001 to 13500</b>	----	----	----	----	----	1,498	1,491	1,490	1,500
<b>FS&amp;W</b>	<b>5301 to 5900</b>	----	----	----	600	YES	YES	YES	YES	YES
<b>H&amp;StJ</b>	<b>5600 to 6226</b>	298	425	622	YES	YES	YES	----	----	----
<b>IC</b>	<b>91001 to 96500</b>	----	500	5,452	5,423	5,415	5,375	5,362	5,330	5,300
<b>MK&amp;T</b>	<b>23100 to 23899</b>	----	----	796	795	793	786	788	797	797
<b>MK&amp;T</b>	<b>24025 to 25374</b>	----	----	----	----	1,350	1,344	1,334	1,340	1,345
<b>MK&amp;TEx(2)</b>	<b>20226 to 24124</b>	----	----	----	----	----	----	59	59	59
<b>MP</b>	<b>60001 to 66000</b>	----	----	----	----	----	2,996	5,879	5,950	5,942
<b>PM</b>	<b>10250 to 10999</b>	----	----	----	----	----	----	746	735	735
<b>PM</b>	<b>12000 to 12799</b>	----	----	----	800	799	796	788	784	780
<b>StL&amp;SF</b>	<b>11000 to 11991</b>	----	----	992	992	984	794	770	756	741
<b>StLT&amp;E</b>	<b>1001 to 1600</b>	----	----	YES	596	596	596	596	596	595
<b>WF&amp;S</b>	<b>501 to 540</b>	----	----	----	----	----	----	20	40	40
<b>WVaSL (1)</b>	<b>1000 to 1249</b>	----	----	248	248	246	1	----	----	----
<b>- B&amp;O (2)</b>	<b>60350 to 60599</b>	----	----	----	----	----	243	238	234	222

(1) = original number

(2) = subsequent renumbering

(3) = This is a best guess on the MK&TEx cars based on the notes within the various ORERs

<u>RAILROAD</u>	<u>SERIES</u>	<u>4/12</u>	<u>2/13</u>	<u>1/15</u>	<u>6/16</u>	<u>6/17</u>	<u>10/19</u>	<u>1/25</u>	<u>4/26</u>	<u>12/30</u>
B&O (2)	60350 to 60599	221	207	73	37	4	----	----	----	----
C&C (2)	3000 to 3049	50	50	50	50	50	----	----	----	----
- C&C (B&O) (2)	3000 to 3049	----	----	----	----	----	38	----	----	----
C&EI	11001 to 14010	2,978	2,956	2,884	2,870	2,851	2,766	2,588	2,486	1,750
C&O	13600 to 15639	1,411	1,398	1,354	1,260	1,238	1,188	193	19	----
CM	7008 to 7107	97	97	97	97	97	94	----	----	----
CRI&P (1)	86000 to 86674	634	633	628	623	622	616	605	440	----
- RI (2)	86000 to 86674	----	----	----	----	----	----	----	----	348
DNW&P (1)	30000 to 30099	100	100	94	94	93	93	YES	----	----
- D&SL (2)	30000 to 30099	----	----	" "	" "	" "	" "	" "	86	79
E&TH (1)	12001 to 13500	1,500	1,500	1,456	1,450	1,441	----	----	----	----
- C&EI (2)	66200 to 67699	----	" "	" "	" "	" "	1,391	1,297	1,275	1,089
FS&W	5301 to 5900	YES	YES	573	572	572	555	446	443	398
IC (1)	91001 to 96500	5,294	5,252	5,170	5,134	5,100	5,055	4,471	2,845	932
- IC (2)	291001 to 296500	----	----	----	----	----	----	" "	" "	" "
MK&T (1, 4)	23100 to 23899	794	772	775	----	----	----	----	----	----
MK&T (1, 4)	24025 to 25374	1,342	1,310	1,306	----	----	----	----	----	----
- MK&T (2, 4)	20226 to 25374	----	----	----	2,156	2,138	2,107	----	----	----
-- MK&T (2)	23000 to 25425	----	----	----	----	----	----	2,077	----	----
--- M-K-T (2)	23000 to 25433	----	----	----	----	----	----	----	2,044	1,385
MK&TEx(3)	20226 to 24124	59	46	46	----	----	----	----	----	----
MP	60001 to 66000	5,930	5,920	5,865	5,831	5,803	5,735	5,470	5,415	5,294
PM	10250 to 10999	734	732	728	729	725	711	669	659	----
PM	12000 to 12799	779	777	772	771	769	741	678	670	----
StL&SF	11000 to 11991	739	732	718	710	698	688	646	YES	94
StLT&E (1)	1001 to 1600	586	----	----	----	----	----	----	----	----
- StLT&E (2)	1001 to 1100	----	98	97	48	46	45	43	4	----
WF&S	501 to 540	40	40	40	40	40	40	40	31	29

(1) = original number

(2) = subsequent renumbering

(3) = This is a best guess on the MK&TEx cars based on the notes within the various ORERs

(4) = MK&T 23100 to 23899 series was merged with MK&T 24025 to 25374 series to form the MK&T 20226 to 25374 series