

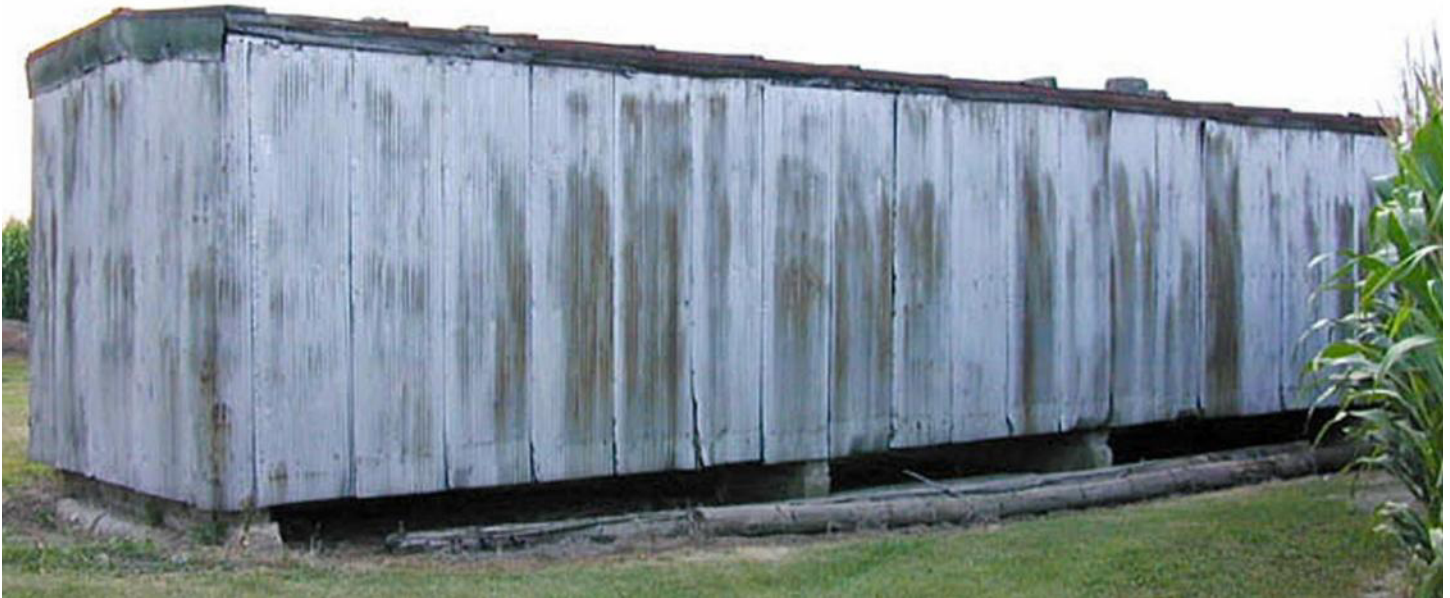
These two 50' steel boxcars were on the old Chicago and Alton in Illinois. Note that the boxcar door has a small door added to it for access to the interior. These two cars are still sitting on their trucks, but the track is not connected anymore.

By Glenn Guerra

Old boxcars make good storage sheds. They have been used by the railroads themselves, and have been sold to private owners. Some railroads had a policy of selling old car bodies, and they appear common in some parts of the country as out buildings around farms and feed stores. The SOO Line Railroad was one of those railroads. For a while, you could go to any SOO line depot agent and buy an old car body. Many SOO Line passenger car bodies were sold in Wisconsin, and became cottages in the woods. Today, some of these cars are in museums. Boxcars were commonly used as storage buildings; much like modern day shipping containers are used today. When I travel, I am always looking to see if there are some old boxcars around farms. In some cases, they can be used for measurements of cars that do not exist anymore. They can also add some interest on our layouts. Do you have an old box car or kit that does not fit your era or the details are not up to today's standards? Make a storage building out of it, and put it on the layout. Take the grab irons and other details off. Mount it on some ties or pilings. Put some small doors in it, then paint it, and you have added some interest to your scene.



This car is on the old Chicago and Alton just south of Jacksonville, Illinois. Today this line is owned by the Kansas City Southern. The railroad runs just behind the car.



These three views are of Chicago and Eastern Illinois car #2453 on a farm in central Illinois. The photo to the right is the center sills under the car. When looking at old cars, you can sometimes find the car number on the center sill or inside the car above the door if you can get in the car.





These two cars are located at a feed dealer in Malta, Illinois. I photographed them in the 1990's, and just looked at the current satellite photos of Malta. The town of Malta is located on the old Chicago and North Western, and is the first town west of DeKalb Illinois. They are still there. I like the steel barrels filled with concrete for a foundation. How hard would this be to do on your layout? On the next page is the current satellite view of Malta. You can see the two cars as what appears to be an extension of one of the buildings. This would give you an idea of how this may look on your layout. If you are modeling an older era, you may want to put a siding in for the feed dealer. If you are modeling the contemporary era with no siding, the old car bodies would still be appropriate. I am not sure of the lineage of these cars. There are some similar cars on a farm west of Aurora, Illinois that are also on barrels.



This is the current satellite view of Malta, Illinois showing that the two boxcars are still there.



These two cars are on Route 47, just north of Route 24, west of Aurora, Illinois. I took this photo in the early 1990's. The cars are still there, but are in poor condition. The farm they are on is still active, but the homestead is no longer being kept up. Note the barrels for a foundation. These are the same type of car that are in Malta, Illinois, and are mounted the same way. It makes you wonder if the same mover installed both sets.



This old car was in Argyle, Wisconsin on the old Illinois Central line from Freeport, Illinois to Dodgeville, Wisconsin. The railroad ran just behind the boxcar. I took this photo in the 1990's also. In the current satellite view, the car is gone. The building with the windows is still there. Look for railroad street in Argyle and you will see the feed dealer and the old right of way.



This car is near Fond du Lac, Wisconsin. I have known about this car since 2000 when I moved to Wisconsin. It, and the home next to it were rather run down and you could hardly see the car in the brush. New owners bought the place and fixed up the house and boxcar. They use it for storage. Just behind the box car and parallel to it, is the right of way for the old Chicago and North Western line that ran from Fond Du Lac to Sheboygan, Wisconsin.



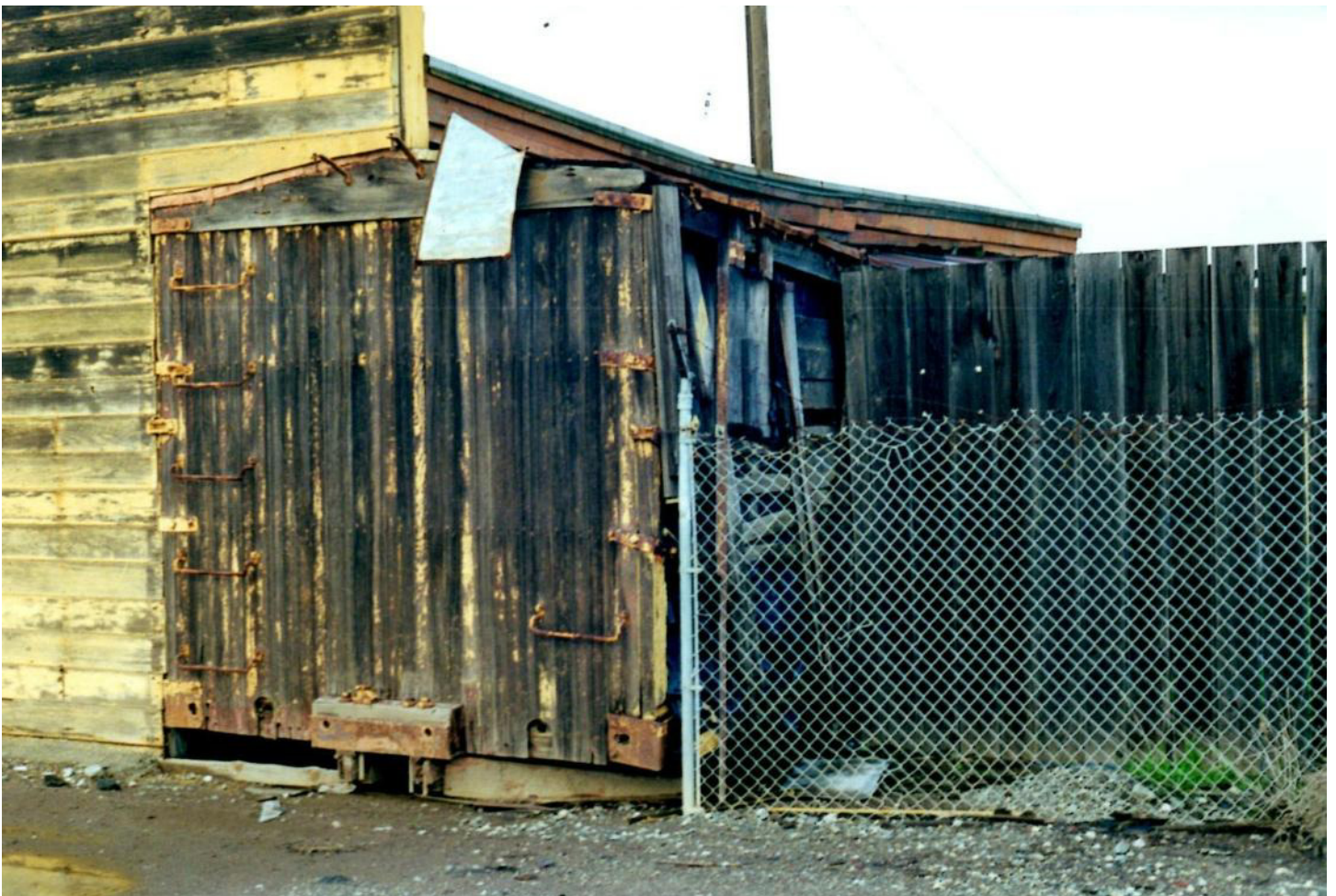
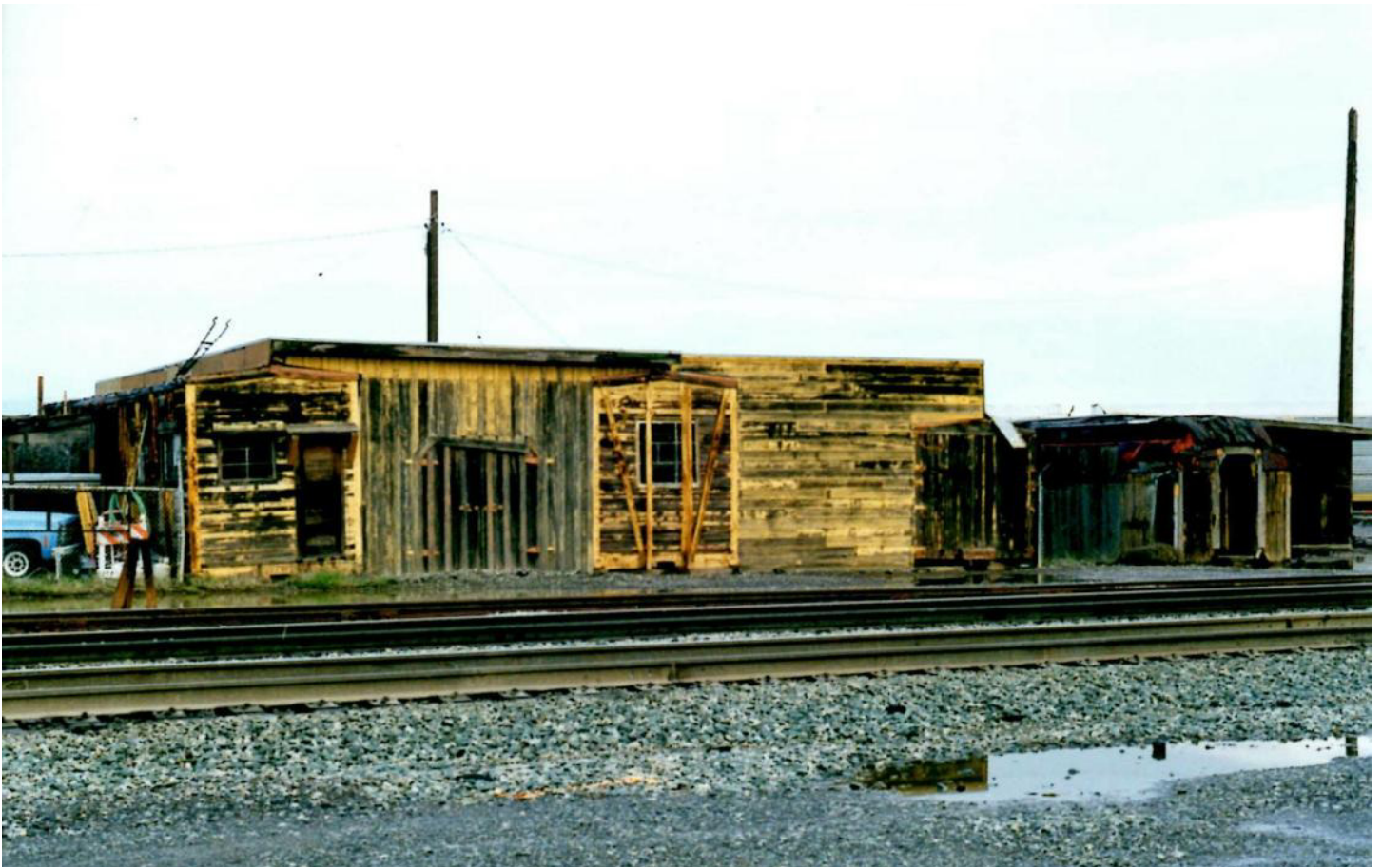
These two cars are located west and north of Fond Du Lac, Wisconsin. They are still there today, but have been repainted and resided to be billboards. I was never in them and do not know the numbers, but I suspect they are old SOO Line cars. The SOO Line had shops in Fond Du Lac, and this is only a few miles from there. These are on Ridge Road, and there were quite a few old boxcars at farms along this road. Most of them are gone now. Note the ventilators on the roofs of the cars. Details like this can be added to your model.



Sometimes you need to look close. This old boxcar is on a farm north and west of Fond Du Lac, Wisconsin. It has been covered with a steel roof to make it more water tight.



This photo, and the next two, were taken in Suisun City, California on the old Southern Pacific main line to Oakland, California. Look how many old cars are in this building. These were used by the railroad maintenance of way department. This complex is still in use today.



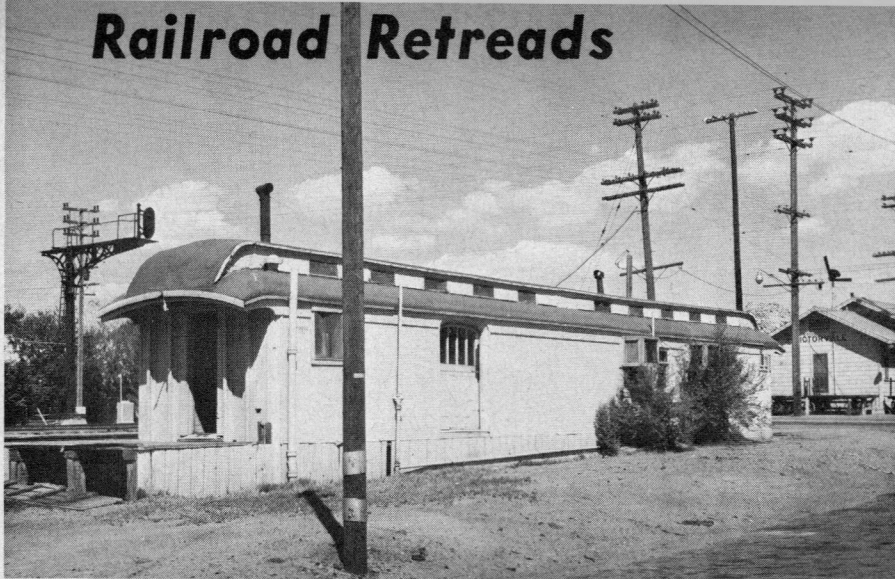


These two old cars are located next to the Escanaba and Lake Superior Railroad roundhouse in Escanaba, Michigan. They were used for storage for many years, and are starting to fall apart. A similar set of cars could be used by your roundhouse. Many times old boxcars were used for tool houses and oil houses around engine terminals.

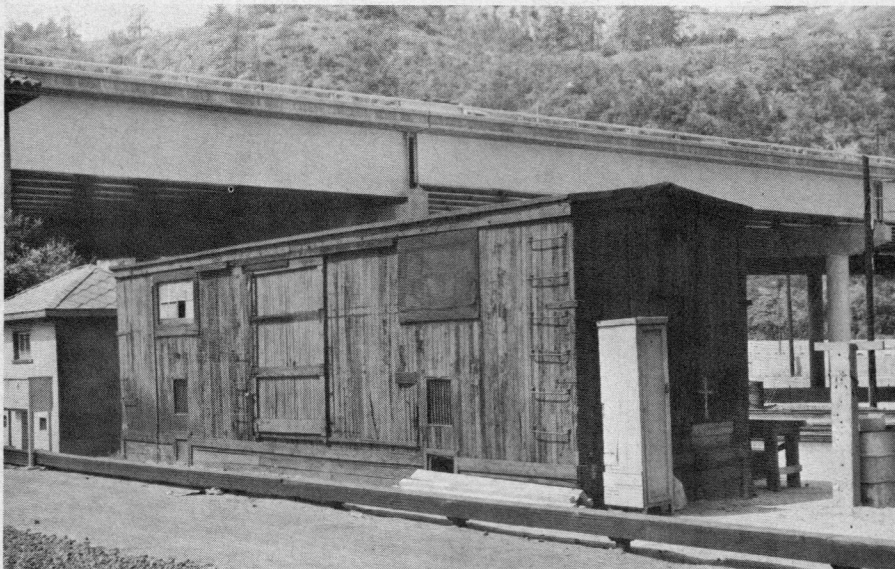


These two cars were in southeast Kansas. I was driving west on route 166 from Missouri. It seemed like every farm had at least one old boxcar. Some had as many as five. These two were next to the road in fields, so I stopped to take a photo of them. I am not sure of the railroad, but the Missouri Kansas Texas was big in this part of Kansas, and they had a big shop in Coffeyville, Kansas a few miles west.

Railroad Retreads



Old open end combine serves out her remaining years basking in the hot California sun at Victorville, as crew room on Santa Fe.



One time boxcar serves as storage shed on Southern Pacific at main yard in Los Angeles. Today, steel cars often replace wood.



An ignominious end, this old reefer ended up serving as a truck icing depot at Kingman, Arizona. Another is seen at Mahwah, N. J.

Old railroad cars often serve out their years as beaneries, railroad offices, private homes, stables, and other uses far removed from their original purpose.

by Sharpe Delaney

THE scrap dealer notwithstanding there's many an old railroad car that never quite makes it to the bone-yard. A stroll about any large rail terminal will quickly prove this point as you're sure to find many a one time box car or passenger car serving some useful purpose away from the rails. While railroads find plenty of use for freight and passenger cars which have outlived their traveling days the non-rail use of old equipment is equally broad, as broad as the imagination.

That's the subject matter for this bit prose-one time railroad equipment, especially rolling stock, and how its used about the countryside, both on the right of way and outside of it. Illustrations are provided for the more important points.

Tucked away at the foot of an embankment within sight of Union Pacific's main line near Green River, Wyoming is a stable. Neat, and carried to a fine degree it provides shelter for several horses. This stable is a sort of prefab version, conjured in some now forgotten railroad shop many moons ago. A rancher with a sense of imagination latched on to a surplus car at a rail auction and converted the thing into a stable.

Or take the utilitarian thoughts of an enterprising entrepreneur in Arizona. He purchased a reefer, painted it silver and installed it at the rear of his truck service station to store ice.

Near Globe, Arizona there's a diner car nestled at the summit of a mountain pass, perhaps thirty miles from the nearest railhead. Despite a few fancy trimmings and such there's no denying the architectural origins of this beanery. For many years it hauled wide brimmed hats and calico dresses across the southwestern deserts.

The use of one time trolley cars as eating places is a fairly common sight about the countryside. Generally speaking they are small, were put into use many years ago and have that homespun flavor which fits in so well with the model railroad scene.

Without question the most comprehensive use of senior citizen type rolling stock is made by the railroads themselves. The carriers particularly find the box car a useful object since it can be put in place cheaply to pro-

(Continued on page 54)

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Railroad Retreads

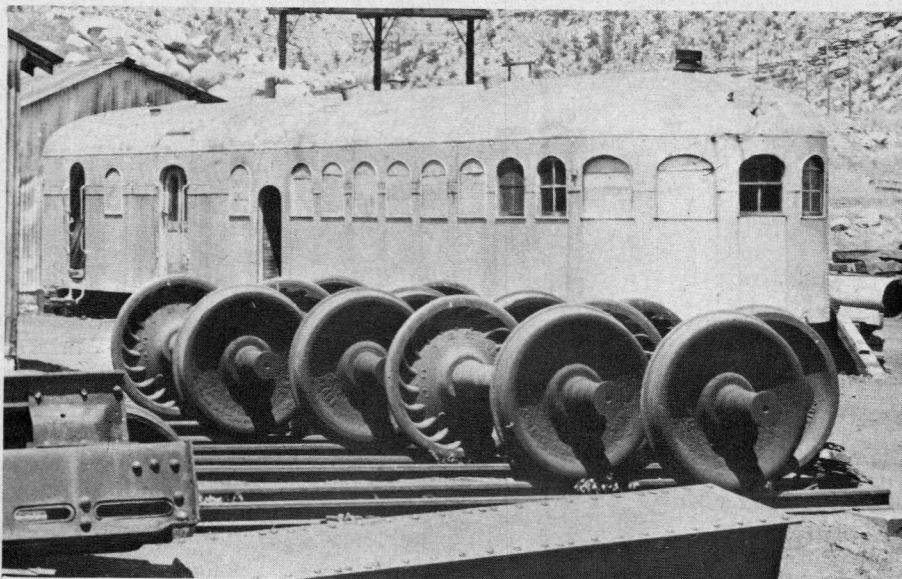
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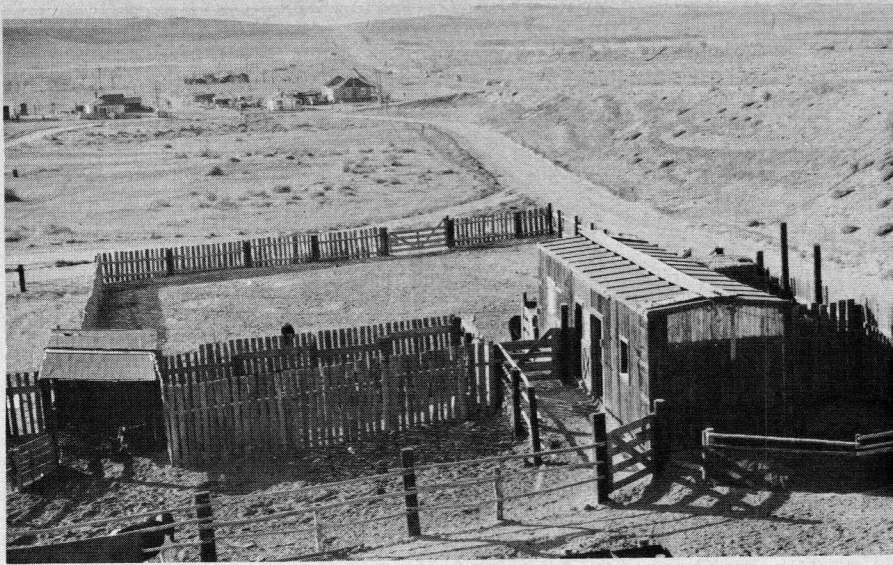
vide storage space. Box cars are a common sight in yard areas and along the right of way, and one time passenger equipment is frequently used to provide crew quarters and yard offices in terminal areas. As prime examples of this taste in building methods consider the following samples drawn from the railroad environment.

The Santa Fe discovered that an ex-varnish car works well as a locker room for crews at Victorville, Calif. This locale is primarily just a train order location, but in view of the fact that a couple of locals operate out of this spot, the need for limited crew facilities is served quite well by the wooden car.

At San Diego the Santa Fe maintains a yard office which consists of two one time box cars linked together with an overhead roof. What

The Utah Railway uses a well preserved McKeen car body as a storage shed at its Martin, Utah engine terminal. Its been many years since this early doodlebug rambled up and down the line.





Stable area on a ranch near Green River, Wyo., utilizes old boxcar.

cheaper way can be found for establishing office space and crew quarters around the yard?

Another illustration of box car use which is quite typical is Pacific Fruit Express Company's car department at Salt Lake City, Utah. Located just north of the passenger depot this facility is housed in a one time box car. The sides and ends have been altered somewhat, but nonetheless the origin of this car department shed is easily traceable.

Consider Southern Pacific's storage shed at Taylor Yard in Los Angeles. This car has real character as evidenced by its weather beaten exterior and the various doors which have been cut into the sides.

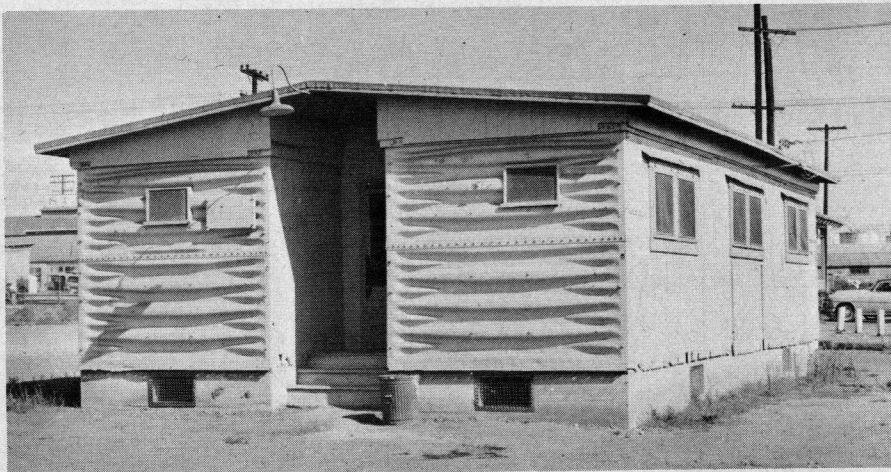
It is oftentimes fun to nose about the railroad scene and discover some old time piece of rolling stock which has been relegated to stationary use. Quite frequently you'll be surprised at what is discovered. For example the Utah Railway uses an old McKeen motor car as a storage shed back of the engine shop at Martin, Utah. It's a holdover from the mid-twenties when the road still provided first class service and the car is remarkably well preserved for its age

despite the loss of wheels and interior ornamentation. Another old McKeen car can be found buried in the middle of Southern Pacific's small Colton, Calif. yard, though its not as well preserved as the Utah Railway's artifact.

In closing this discussion let's examine one of the more unusual applications of obsolete equipment. This example doesn't involve rolling stock per se, but a one time water tank which serviced steamers in years gone by. The prototype can be found at Union Pacific's Riverdale yard near Ogden, Utah. The road, finding that it needed an additional tower at the west end of the yard discovered that the proper elevation could be obtained by removing the water tank but leaving the underpinnings. So the B&B gang merely hoisted a shed on top of the water tank's wooden framework and presto, there's a new tower in very short order.

Any tour of railroad right of way is certain to turn up something in the way of "antiquas ex-railroadus," pig latin for the theory that those who are tired of the kit variety of modeling project can find plenty of subject matter any old day.

Santa Fe ingeniously combined two old boxcars and made them into a comfortable center entrance yard office at San Diego, California.



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A Railroad Car Out Outbuilding



Tony Dixon saw this building near Crooked Lake Minnesota and was able to find it on Google Earth. It's a building that is made from two railroad cars with a roof over them. He decided to make one.

By Glenn Guerra

Our old pal, Tony Dixon, from Iowa has been scratch building farm models again and sent us some photos. Tony showed us a farm elevator diorama he was working on in the [August/September 2015 issue of *The S Scale Resource*](#). Tony likes farm scenes and all his work is in S Scale; a popular scale in farm modeling. He is a model railroader, but lately the farm theme models have been taking more of his time. In the [December 2015/January 2016 issue of *The S Scale Resource*](#) he showed us a Quonset hut building he built for an Oklahoma farm scene. The guy he built the building for installed it on his diorama and won an award at a farm model show. Wait until you see what Tony has done for this model.

Many old railroad cars get sold and used as out buildings. See the [April/May 2015 issue of *The S Scale Resource*](#) for some ideas. Tony had noticed this, and saw this building near Crooked Lake, Minnesota. He did a little snooping on the Internet and found the building using Google Earth. As you can see, this building was built using two old railroad cars with a space between them. There was a roof installed to cover them, and with the space between them, “bingo” you have a shed with storage on each side. Tony dug around the old train models and found a few old American Flyer car bodies he could use. Take a look at what he did.



The first thing Tony did was mount the two car bodies on a styrene base. No need to be too fussy. These were utility buildings, not palaces. Then he started making the roof trusses. This is typical framing for this type of building and it rests right on the railroad cars. Tony works a lot in styrene, and since the car bodies are styrene, there is good compatibility with glue. You could make the trusses from wood if you prefer. Sometimes the car bodies are mounted on wood ties also. Tony set his on the styrene, making it look like they are set on a concrete pad. There is no right or wrong way to make one of these buildings. Let your imagination run wild.



After you finish the roof trusses, put some metal siding on. These buildings were not viewed as permanent buildings; so when repairs were needed, the owners used whatever was cheap and handy. There are a lot of different patterns of simulated sheet metal siding available, and Tony takes advantage of that. He is using a lot of different sizes and shapes to create a patched look.



Even the doors are a patch job. We have seen repairs like this before, haven't we? Look real close at the hinges for the doors. Tony drilled a hole in some bits of styrene and glued them to the building. Then he drilled a hole in the door and put a piece of bent wire in it. This is very simple, and best of all, there is a prototype for it. Many farm gates are done this way. To remove the gate, you just lift up and the gate comes off.



Here is a view with the doors open. Nifty idea don't you think?



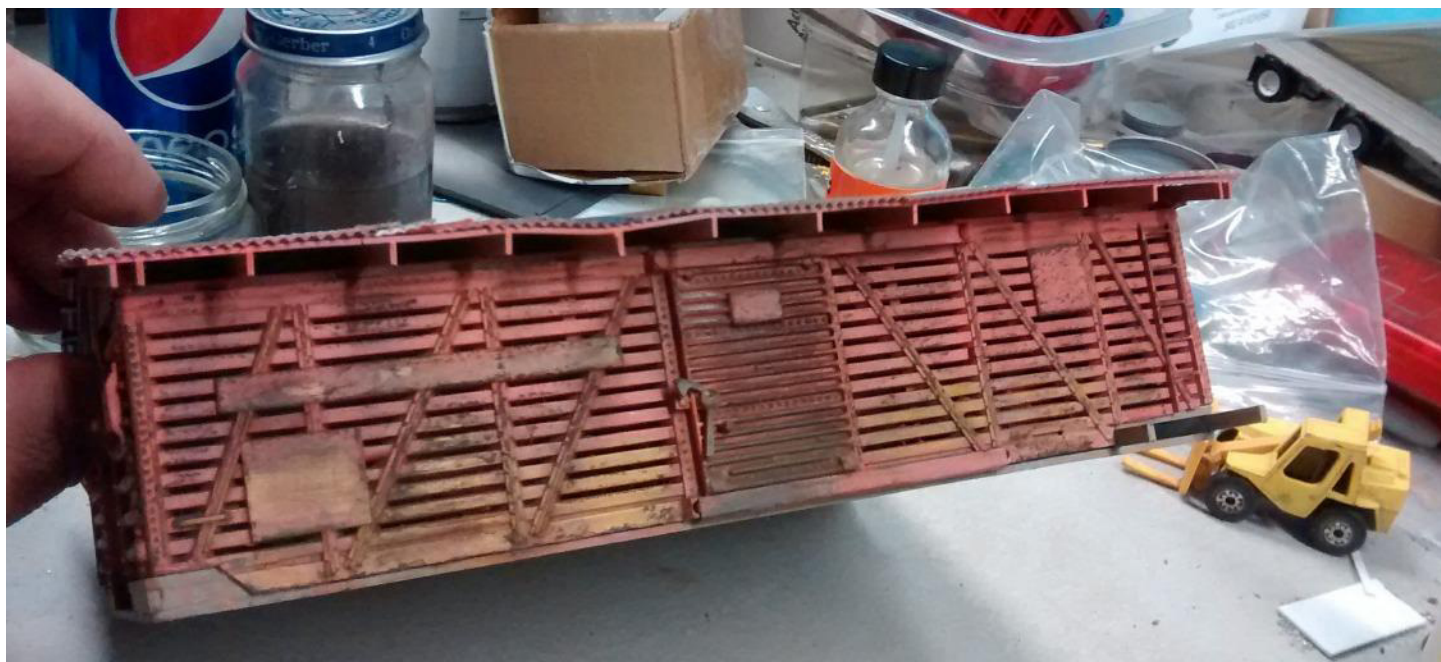
This is what the roof is starting to look like with the different types of siding on it. At this point, Tony painted the railroad cars a freight car color and painted the roof silver to look like metal. These will be the base colors, and weathering will be applied over these. Tony uses spray cans to paint his models.



Here is the end of the building after the base painting. Even the end of the roof is a patch job. This all looks good, but a little too well kept up at this point.



A lot of metal siding comes pre-painted. To get the look of “use what you have”, Tony paints some of the roof panels different colors with a brush. The effect also highlights the different panels. This is a good idea and helps to show that there are different types of panels used.



Here are a few views of the finished building. Tony like to use weathering powders a lot. I like the effect he gets with them. Look at the top photo. The sagging roof truss looks great. It really complements the rundown look of the whole building. On the end of the building, Tony has painted the metal siding different colors again and all the wood parts the same color. This really reinforces the patched nature of the building. The different colors draw your eye to them and you notice the different textures more. Tony left the yellow UP stock car unpainted inside the building. This would be typical. Being covered, this part of the car would have held up better to the weather and probably never would get painted.



This is the finished building complete with old tractor and dusty pick up truck. So, there you have it. Have any old models laying around you don't know what to do with? Make an outbuilding. No need to worry about prototype or neatness. Make it as well kept or as run down as you like. It looks good Tony – nice job!