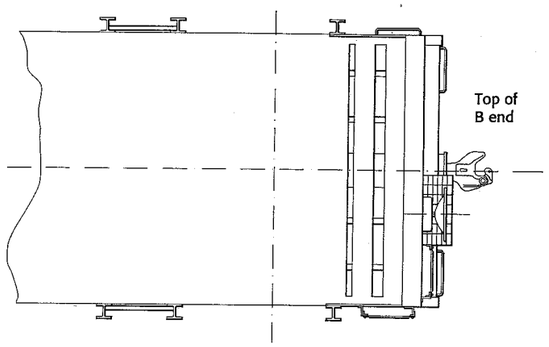
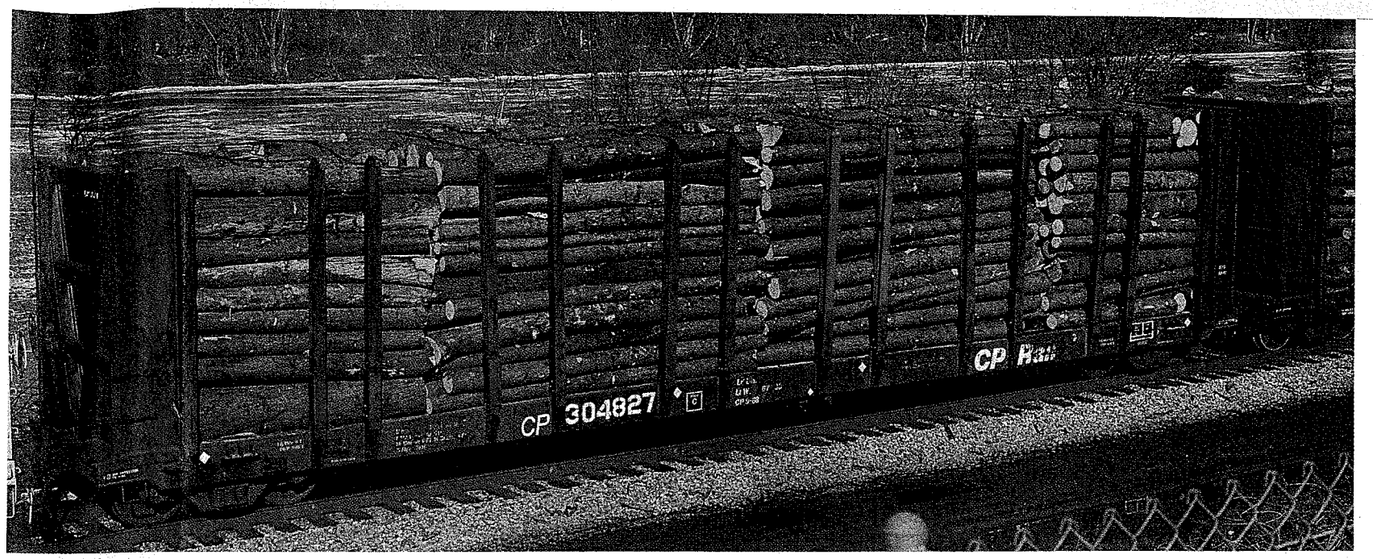
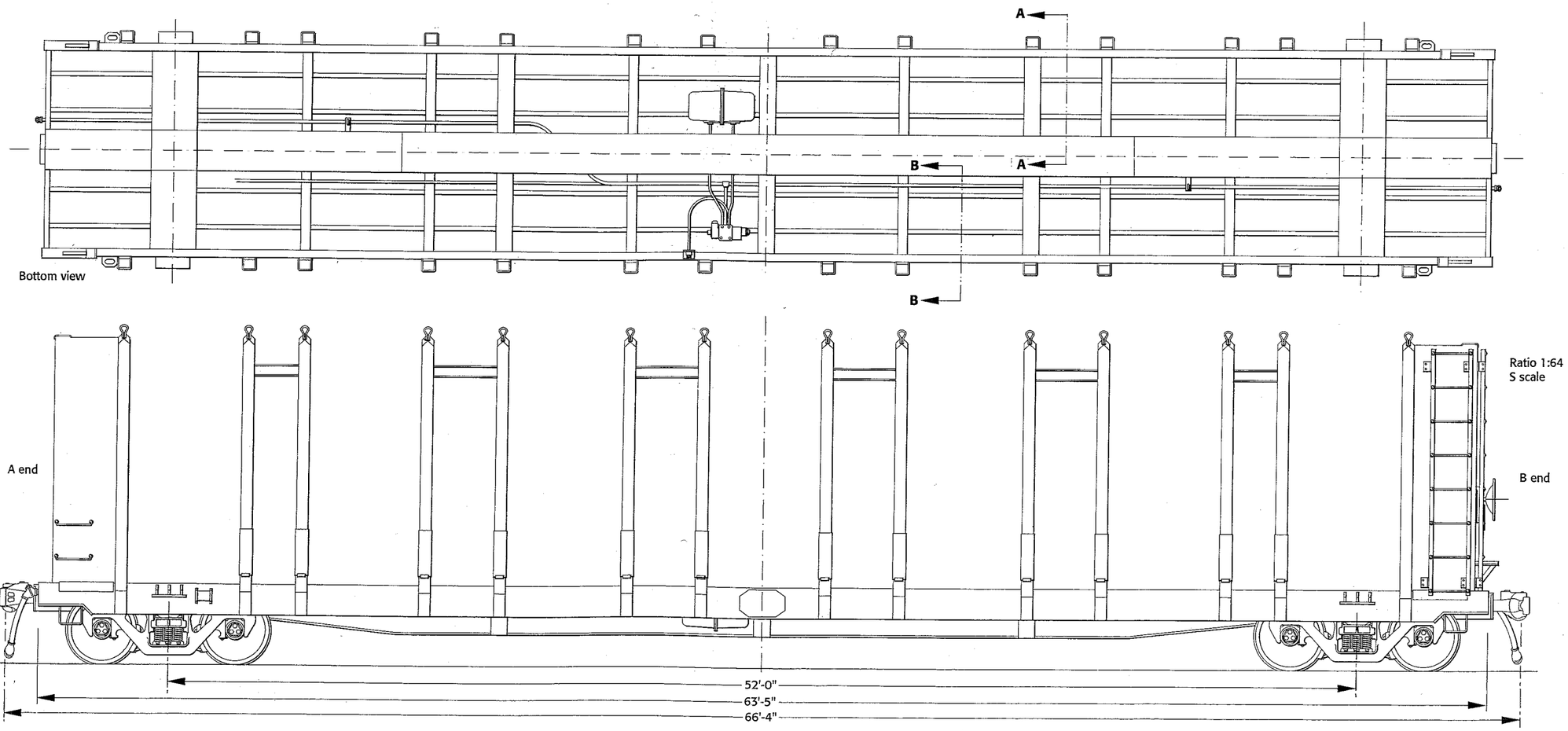




CP Rail America car no. 304827 is one of 80 specialized pulpwood cars used by the railroad in the Northeast. It's shown here in East Binghamton, N. Y., in April of 1995.

CP Rail's side-stake pulpwood flatcar



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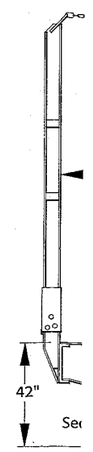
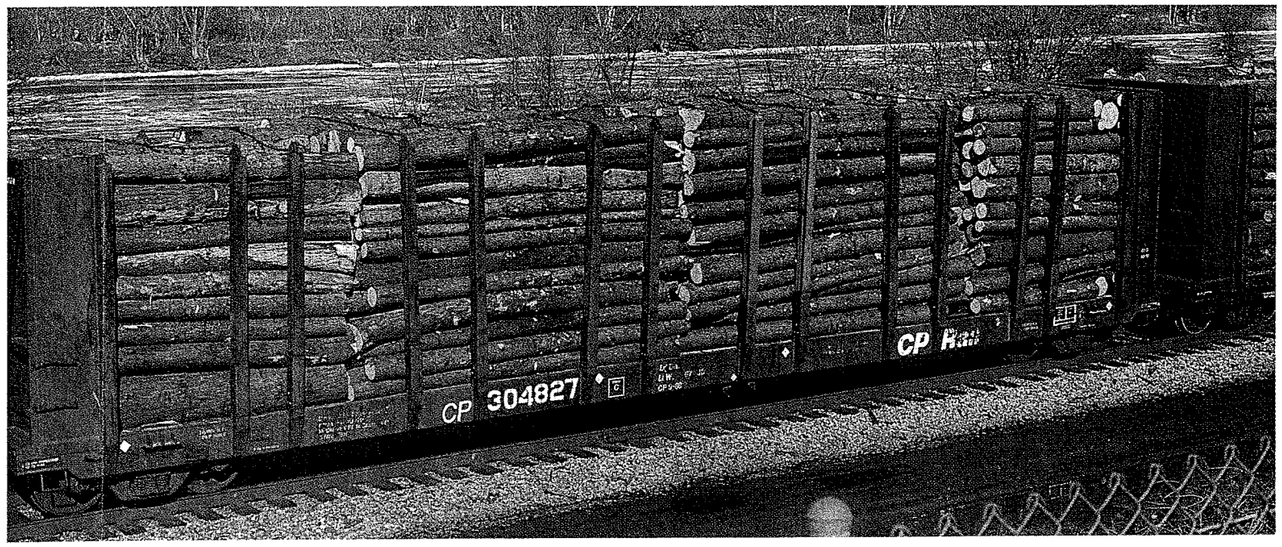
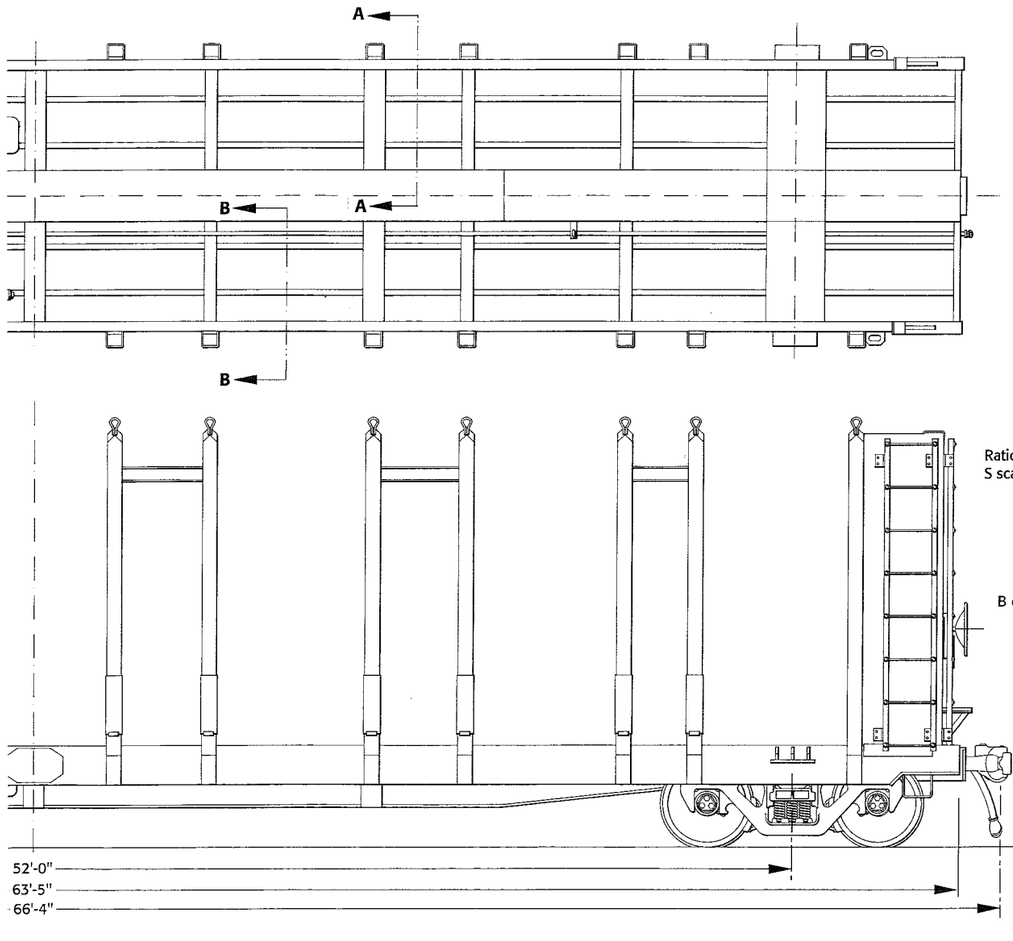
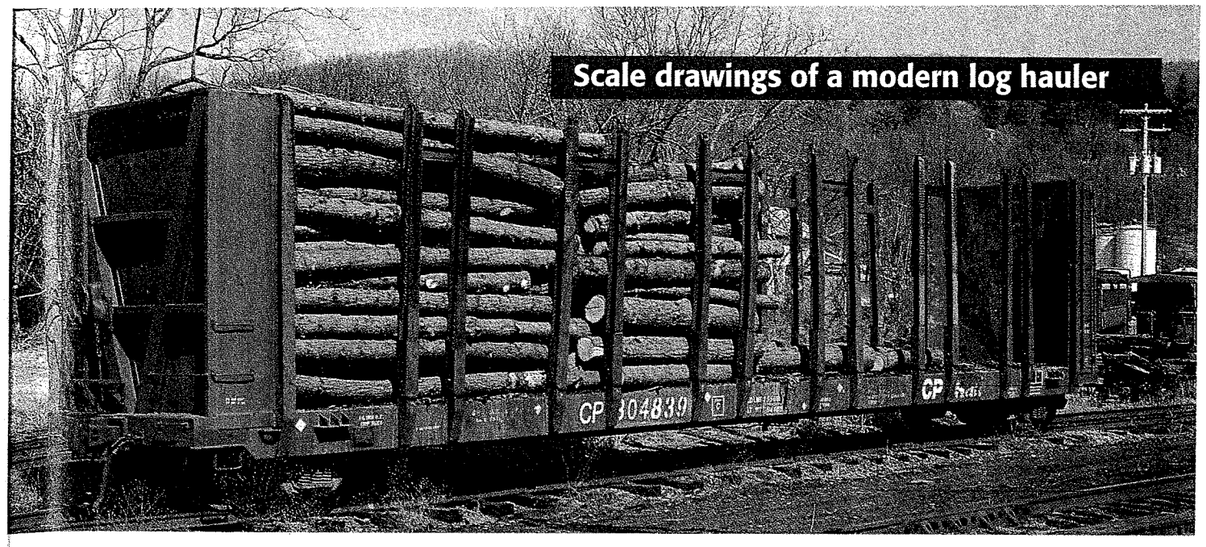




Rail's side-stake pulpwood flatcar





Car no. 304839 being loaded on the Owego & Hartford Ry. in Owego, N. Y. Note how the stakes flop around when they're not chained together.

BY KEITH THOMPSON
PHOTOS BY CHUCK YUNGKURTH

Most pulpwood cars carry their log loads stacked crosswise, using bulkheads to keep the timber from rolling. However, some modern pulpwood flats use side stakes so they can carry longer logs of varied lengths. Chuck Yungkurth's scale drawings on the foldout show one of these modern cars that's owned and used by CP Rail America.

Class history

The 80 cars in CP Rail's 304800-304879 series of pulpwood flatcars were built in mid-1970 by Hawker Siddley at its plant in Trenton, Nova Scotia, Canada. The latest *Official Car Registry* shows all of the cars are still rostered.

These cars are used on the eastern end of the CP Rail system and there's little evidence they have ever ventured out west. Mostly they travel between pulpwood landings in Eastern Canada and paper mills in New York state.

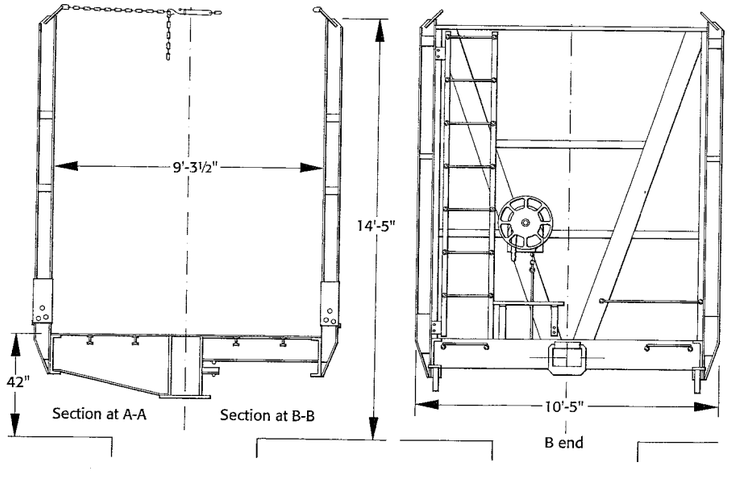
Making a stake

Longitudinal loading reduces the time required in the forest to cut the logs into lengths shorter than 10 feet. Allowing the log lengths to vary a little also speeds up the cutting.

The stakes are welded in pairs and originally they could be folded down and out one set at a time for unloading. Before the stakes could be folded they had to be lifted clear of the steel boxes along the side sills. Today, most of the stakes are welded in place and the logs are unloaded by hydraulically-operated log pickers.

Another interesting feature of the stakes is the chain used to cinch up the load. With a come-along ratchet positioned in the middle of the chain, workers can pull the stakes together after the logs are loaded so the car will meet railroad clearance requirements.

These flatcars also feature wrap-around ends with a stake-like strengthening member on each side to give them a little more brawn to handle shifting loads and rough handling. Angled braces on the ends also help.



Modeling this car

Building a model of this CP Rail car in any scale will be mostly a scratchbuilding project. Styrene would be the obvious material to use. Many of the styrene structural shapes made by Evergreen and Plastruct could be used for the stakes and underframe members. Don't forget to use plenty of scale chain between the stakes.

For the underframe you *could* use one from a commercial 60-foot flatcar as a starting point but the truck centers would be too close unless you sectioned and stretched the frame. You'd be better off building the underframe from scratch.

Because of the low-riding deck, you'll probably also have to run your car on broad-radius curves. Leave out a few of the underframe cross-members around the trucks for use on tighter-radius curves.