Kit builds either the Barnhart log loader version (shown) or a skeleton log car version. The prototype for this model is on display at the Pennsylvania Lumber Museum and was developed from factory blueprints. Code 148 rail must be supplied by the builder for the Barnhart version or purchased for $1.50 from HARTFORD PRODUCTS (Part No. HP-15).

Imagine the Barnhart at work on your pike or as a display on your mantelpiece. This versatile machine served not only as a log loader, but as a yard and maintenance-of-way derrick. The model is exquisitely detailed, producing a truly awesome, museum quality masterpiece. Model development closely paralleled the restoration of a prototype at the Pennsylvania Lumber Museum.
K-09 Quincy and Torch Lake / Eureka and Palisades Z-Braced Ore Car, 1:20.3 Scale - Difficulty Level: 4, Kit Price $123.00

This kit is a faithful reproduction of cars used on the Quincy and Torch Lake Line in northern Michigan to haul copper ore and coal around the turn of the century. It features operating hopper doors and steel wheels.

K-10 Three Foot Gauge Logging Disconnects, 1:20.3 Scale - Difficulty Level: 3, Kit Price $80.00

Numerous plans and kits of 3 foot narrow gauge disconnect log cars have been available to model railroaders for many years, but virtually all are "re-gauged" versions of standard gauge or 42" narrow gauge prototypes. Fortunately, HARTFORD PRODUCTS located a nicely restored pair of true 36" gauge disconnects, which had been used by the L. E. White Lumber Co. in Mendocino County in northern California until about 1916. The kit includes un-sprung link and pin couplers and steel wheels.
K-11 D&RGW 3000 Series Box Car, 1:20.3 Scale - Difficulty Level: 3, Kit Price $190.00

A total of 750 of these box cars were built by the American Car and Foundry for the D&RGW in 1904 and 1905, and were rebuilt by the D&RGW yards at their Alamosa yards in 1924. The kit is an exact replica of the rebuilt version of this icon of narrow gauge boxcars, and will include the classic 3'7" D&RGW trucks with steel wheels and Ka-dee® 835 or Accucraft® knuckle couplers. A super-detailing kit, Product ID HP-46, which includes truck brake levers and clevises, is available separately.

K-12 New Mexico Lumber Co. Log Car, 1:20.3 Scale - Difficulty Level: 1, Kit Price $75.00

This kit replicates the "home made" log cars made from timber cut by the New Mexico Lumber Company and outfitted with used D&GR hardware - trucks, couplers, brake rigging, etc. It was operated on a number of logging lines, which supplied the D&GR system with ties and lumber for construction for quite some time in northern new Mexico and southern Colorado. With its low-slung profile it presents a quite unique appearance. We found it an unusual and intriguing prototype to present for your modeling pleasure. This kit includes un-sprung link and pin couplers.
K-13 Ely-Thomas 20 Foot Log Car, 1:20.3 Scale - Difficulty Level: 1
Kit Price $93.00

This kit is a highly accurate model of the only log cars used by the Ely-Thomas Lumber Co. on their narrow gauge logging operation in the mountains of West Virginia in the 1940's and 1950's. While its origins are obscure, it may have started its life as an American Car and Foundry Pattern No. 20 log car. Information to develop the kit comes from photographs and measurements taken by HARTFORD PRODUCTS of three examples restored at the Cradle of Forestry Museum. It is the perfect companion to your Ely-Thomas Shay, or other logging locomotive. This kit includes brake super detail.

K-14-8 Hobart Estates Caboose, 1:20.3 Scale - Difficulty Level: 3, Kit Price $188.00

This kit is a faithful reproduction of the No. 3 caboose used on the Sierra Nevada Wood and Lumber Company (later renamed the Hobart Estates Co. in 1894) from some time prior to 1894 until cessation of operations in 1937. Originally built by Carter Brothers of San Francisco (or perhaps Hammond) as a four-wheel "bobber" with link and pin couplers, swing motion trucks and knuckle couplers were substituted later on. The only photographs we have been able to locate of the Hobart cabooses are of Nos. 2 and 3; we do not know if there ever was a No. 1. The No. 2 caboose is very similar to the No. 3, the primary difference being in the construction of the underframe and the cupola windows. As a result, No. 2 was some 4" - 6" taller than No. 3. Also, the cupola of No. 2 was replaced at some time with one with vertical sides. This kit includes Carter Bros. Trucks.
Little is known about the history of this truly unique skeleton log car; only one photograph is known to exist. It is believed that a string of these cars were hurriedly built and added to Carter Brothers 4 foot swing motion trucks after the 1906 earthquake that destroyed much of San Francisco. These cars were used to haul freshly cut logs from the Boulder Creek area - perhaps from the Dougherty's Mill - to a yard on the South Pacific Coast line, from where they were shipped on to San Francisco. HARTFORD PRODUCTS will greatly appreciate hearing from anyone who has more complete information and/or photographs of this car. This kit includes Carter Bros. Trucks.

Little is known about the history of this truly unique derrick car built by Billmeyer & Smalls in the late Nineteenth Century. The only historical record we have is a line drawing from a Billmeyer & Smalls catalog, a sheet of which is reproduced in Narrow Gauge Railroads in America. The car was produced for the Mexican National Construction Co. (a subsidiary of the Denver & Rio Grande) and it is possible that the D&RG also purchased some of these derrick cars for light yard maintenance work. HARTFORD PRODUCTS will greatly appreciate hearing from anyone who has more complete information and/or photographs of this car.
This intriguing little 17 foot car was one of several 4-wheel, original equipment cars used by the Denver & Rio Grande. Built by Billmeyer & Smalls of York, Pennsylvania, this design was supplied also to other narrow gauge railroads in Nevada, Pennsylvania, Tennessee and Utah. Ninety of these cars, numbered 1-90, were delivered to the D&RG in 1871. According to Sloan, the D&RG converted at least 31 of the cars to coal-carrying gondolas by adding two, 18" high planks to the sides and ends. Not only are they an ideal beginner's project, they will go well with light, live steam locomotives and they are ideal for small layouts with sharp radii curves.

The Carter Brothers 28 foot flat car had a long and versatile history and was used on a number of roads, such as the South Pacific Coast, Northwestern Pacific Railroad Co. (formerly the North Shore Railroad), The Carson & Colorado, The Southern Pacific and the Swain Lumber Company. Apparently the same car continued in production after Carter Brothers was bought out by the J. Hammond Co. of San Francisco and were used by the Sierra Nevada Wood and Lumber Co. (later renamed Hobart Mills) as log cars. The Madera Sugar Pine Co. also had some of these cars modified to their specifications to carry logs. The Carson and Colorado, the
This intriguing little 14 foot boxcar is another of several 4-wheel, original equipment cars used by the Denver & Rio Grande. Billmeyer & Smalls delivered the pattern car, numbered 1001, as well as parts for nine more cars to the D&RG in 1871. Prototypically, these cars are a perfect accompaniment to the Bachmann 4-4-0, lettered for the D&RG. Not only are they an ideal beginner's project, they will go well with light, live steam locomotives and they are ideal for small layouts with sharp radii curves.

A total of 400 of these gondolas were delivered by the American Car and Foundry to the D&RGW in 1903. They were rebuilt by the D&RGW Alamosa yards in 1924 to increase capacity and to add additional strength. The kit is an exact replica of the rebuilt version and includes the classic 7' D&RGW trucks with steel wheels and Kadee® 830 couplers. In addition to mortised frame components, drill jigs are provided to speed up construction time considerably. A super-detailing kit, Product ID HP-46, which includes truck brake levers and clevises, is available separately for static, display models.
K-21 D&RGW 5500 Series Stock Car, 1:20.3 Scale - Difficulty Level: 5, Kit Price $315.00

Deluxe kit includes: pre-cut wood with mortise & tenon frame, drill patterns, metal detail parts & Kadee® 835 or Accucraft® knuckle couplers, steel wheels, lettering set. A construction jig, Product ID J-21, which greatly simplifies construction and ensures accurate alignment of parts, is available separately.

K-22 South Pacific Coast Ventilated Box Car, 1:20.3 Scale - Difficulty Level: 3, Kit Price $208.00

First built by Carter Brothers in 1876 to fill the need for a car to carry perishables larger than their earlier 24 foot car, the 28 foot car was originally equipped with 3'-8" trucks and was rated at 10 ton capacity. This model represents a later version with 4' trucks rated at 15 tons. The kit includes mortised frame and other precision cut basswood, laser cut sheetwood with pre-drilled holes for hardware, interior detail, moving doors, cast metal hardware, and sprung Carter Brothers trucks with true swing motion and steel wheels. The lettering set is included. The kit can be built as an early version with hand brakes and link and pin couplers, as shown above, or
This model is of the D&RG Class 2 Caboose built between 1886 and 1890 at the D&RG shops. This was the first eight wheel Caboose on the D&RG. The last two Class 2 Cabooses were removed from service between 1951 and 1953. This kit uses extensive Laser cut wood, including mortise and tendon joinery. Leaf spring 3’7” Caboose trucks and lettering set are included as well as Kadee® 835 or Accucraft® knuckle couplers. A construction jig, Product ID J-24, which greatly simplifies construction and ensures accurate alignment of parts, is available separately.

This kit is a model of the oldest type of the D&RGW flat cars to survive to the present. One hundred of these 30 foot cars were built in 1887 at a cost of just under $400 each. The last 16 remaining in revenue service were sold to the U. S. Navy in 1942, while another dozen continued in work service. This kit includes trucks with steel wheels, Kadee® 835 or Accucraft® knuckle couplers, and lettering. All wood is laser cut except the floor planks. The frame has real mortise and tenon construction and most hardware holes are predrilled. This car can be kit-bashed into any one of several maintenance of way cars used by the D&RGW. A construction jig, Product ID J-25, which greatly simplifies construction and ensures accurate alignment of parts, is available separately.
While photographs of this car are extremely rare, it is believed to have been used to carry ore or coal by the Utah & Northern (a branch of the original D&RG line), the East Broad Top and the Lenora & Mt. Sicker road on Vancouver Island.

This kit is a model of the unique D&RGW Number 06092 wheel and tie car, which started life as flat car 6092. The original car has been nicely restored by the Friends of the Cumbres and Toltec Railroad in Chama, NM. To our knowledge this and Number 06051 rail and tie car are the only survivors from the original 6000 series flats. A construction jig, Product ID J-25, which greatly simplifies construction and ensures accurate alignment of parts, is available separately.
This kit is a model of the unique D&RGW Number 06051 rail and tie car, which started life as flat car 6051. Like the 06092 the original car has been nicely restored by the Friends of the Cumbres and Toltec Railroad in Chama, NM. These two cars accompanied Derrick Car OP to carry out major wreck cleanups. A construction jig, Product ID J-25, which greatly simplifies construction and ensures accurate alignment of parts, is available separately.

The D&RGW rebuilt five of these elegant cabooses from both the original 4-wheel cabooses and the second generation, 8-wheel short cabooses, the latter being the subject of HP-K024. While the body length of these round roofed cabooses was the same as the peaked roof version -- 25 feet -- the platforms were each 6" longer. All five still exist -- either on excursion railroads or at museums.
This is a model of a refrigerator car used by the Denver South Park and Pacific Railroad. Fifteen of these cars, numbered 1050-1064, were built under license from Tiffany by the St. Charles Car Company of St. Louis, MO in 1883. Subsequently the cars were re-lettered and re-numbered, first for the Union Pacific, then the Denver, Leadville and Gunnison, and finally for the Colorado and Southern. The kit features authentic DSP&P swing motion trucks and includes Kadee® 820 or Accucraft knuckle couplers.

This kit is a model in 1:20.3 scale of a 27 foot, 14 ton capacity gondola (“coal car”) used by the Denver South Park and Pacific Railroad (DSP&P). The kit features authentic DSP&P swing motion trucks and includes Kadee® 820 or Accucraft knuckle couplers.
This kit is a model in 1:20.3 scale of a 26 foot, 12 ton capacity flat car used by the Denver South Park and Pacific Railroad (DSP&P). 200 of these cars were built for the DSP&P in 1879 and 1880. In 1885 four more were turned into ‘lime’ (gondola) cars with the addition of two, 2” x 12” planks on the sides and ends.

This is a model of the 24 foot, 15 ton capacity flat cars which were used as logging flats by the West Side Lumber Company of Tuolumne, CA. 275 of these cars were still in service as logging flats in 1930, and many others had been converted to gondolas, sand cars, box, tool and reefers. Kadee® 820 or Accucraft couplers are included.
K-37 West Side Lumber Co. Logging Flat Car, 1:20.3 Scale - Difficulty Level: 1, Kit Price

This is a model of the 24 foot, 15 ton capacity flat cars which were used as logging flats by the West Side Lumber Company of Tuolumne, CA. 275 of these cars were still in service as logging flats in 1930, and many others had been converted to gondolas, sand cars, box, tool and reefers. Kadee® 820 or Accucraft couplers are included.

K-38 Russel No. 2 Pattern Log Car, 1:20.3 Scale - Difficulty Level: 1, Kit Price $90.00

This kit is a model of the Russel Wheel and Foundry Co. log car, which was sold to more than 300 logging railroads – both narrow gauge and standard gauge – all over the United States. Modelers familiar with the Ely-Thomas log car (HARTFORD PRODUCTS K-13) will note a striking similarity to this car. Ely-Thomas purchased their cars from the Pardee and Curtin Lumber Company of West Virginia, who in all likelihood made their cars by modifying No. 2 pattern cars. Kadee® 820 or Accucraft couplers are included.
This kit is a model of the classic Type I skeleton log cars purchased by the West side Lumber Co. in 1940 from the Swayne Lumber Company. These cars were equipped with bunks and trucks from the Pacific Car and Foundry and were numbered 1-100 and remained in operation until the West Side closed.

This kit is a model of the No. 5 caboose built on a 24 foot, 15 ton capacity logging flat car by the West Side Lumber Co. of Tuolumne, CA. Number 5 remained in service until the end of operations in 1960, and throughout much of its life it used link and pin couplers and had no air brakes, although they were equipped with through-line air connections. Knuckle couplers and automatic air lines were added with the purchase of the Swayne log cars in 1940.
This kit is a model of the 16 foot No. 4 caboose built by the West Side Lumber Co. of Tuolumne, CA in 1922. It was removed from logging work in the mid-40’s and was put in work train service, losing its number in the process. In 1950 the car was renumbered to “6” and later returned to logging work where it remained until the end of operations of the West Side.

This kit is a model in 1:20.3 scale of the No. 15 sand car, which was built on a 24 foot, 15 ton capacity flat car originally used as a logging flat by the West Side Lumber Company of Tuolumne, CA. According to Ferrell*, 275 of these cars were in service as logging flats in 1930. The first 16 were built by Carter Brothers in 1899 and the rest by Hammond. The numbers ranged from 1 to 313, although obviously not all numbers were used. The same design was also used as the basis for tank cars, box cars, reefers, wood block cars, gondolas (sand cars), parts cars, and cabooses. Equipment flats for carrying machinery were made by adding two, 2 1/2" X 12" lengthwise planks to each side of the top of the cars. The flats used in regular train service received knuckle couplers around 1940, while the flats used in maintenance-of-way service retained link and pin couplers until the end of operations. Some of these logging flats were equipped with bunks and others had rings attached to the side sills to secure logs.