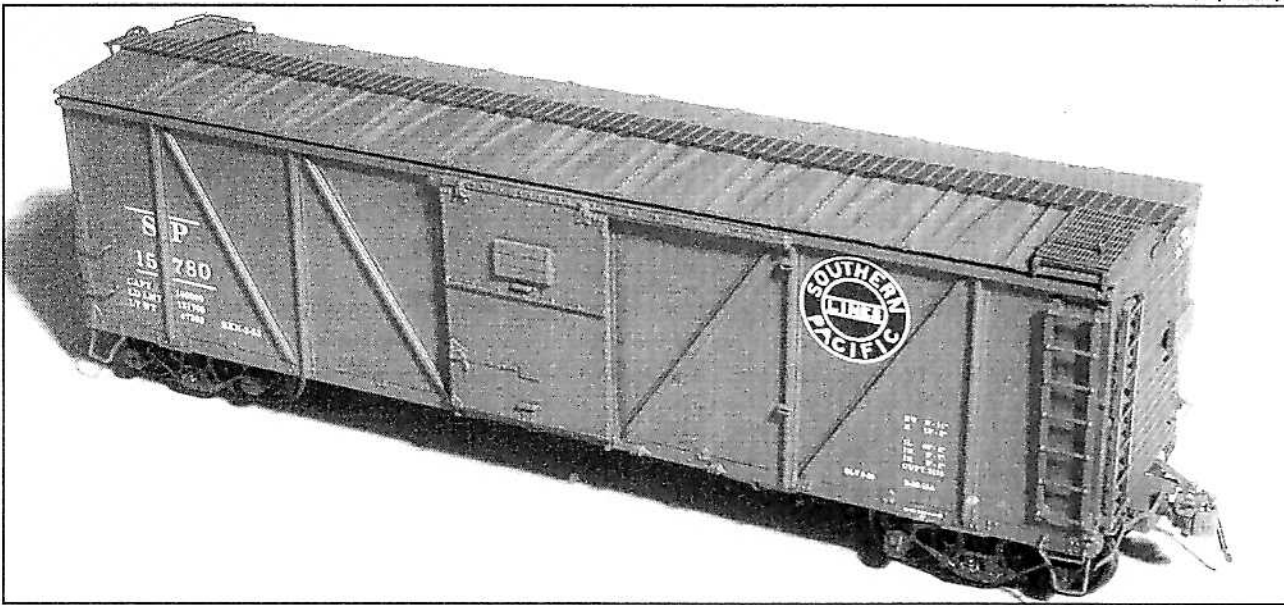


54.9
54.10



The largest block of SP and T&NO single sheathed boxcars was the B-50-13/14 classes, cars of essentially the same design. The parent got 2500 of the -13 cars in 1923-24, 2100 of the -14s in 1924. The T&NO received 1500 of the -13 class and 300 of the -14s. The Pacific Electric got 200 of the -13s and 600 of the -14s.

The B-50-13/-14 conflicted with the accepted designs of the era. The Howe truss design of the SP cars used six diagonals per side. The ends were of a composite design, generally with a 1'11" x 2'4" lumber door on the "A" end. When these cars were shipped in the 1930s, most received new steel Dreadnaught ends.

The T&NO completed the conversion of 100 B-50-13s to stockcars in April 1942. These became the S-40-12. Again in 1948, 515 boxcars from the B-50-13/14 classes were converted to the S-40-13 stockcars. The simple expedient used was removal of the boxcar side sheathing (and the top few slats in wood end cars) and replacement with spaced slats. A vertical slatted wood door was added. The stockcars were numbered into the 15000-15987 block, though not all numbers were used. The total was 614 cars in 1955, but it dwindled to 4 cars in 1960.

The T&NO used a distinctive door, called the Allen design, on its B-50-13/14s. This door, while sliding to the right, was locked on the right side. A hinged angle on the right pivoted over the right hand side of the door to provide a seal and lock the door.

The SP/T&NO B-50-13 and -14 cars had a variety of roofs. The -13s were all equipped with Murphy XLA roofs. These were wood roofs sheathed in thin metal. Within the -14 block three roofs were used: Hutchins Dry lading, Murphy radial and Viking. All these roofs were steel with interior support. One set of drawings shows the SP's -14s arriving with 1000 Hutchins, 1775 Murphy radial and 200 Viking roofs. The B-50-14 design was an early version of the multiple reincarnations of the Chicago-Cleveland built Viking roof.

The B-50-15 cars were the next block of unique SP designed boxcars. They had a hat section truss and steel Dreadnaught ends. One version was the Chicago-Cleveland Viking roof variation seen with both wood and steel sides. The -15s were rebuilt in the late 1940s/early 1950s with a diagonal panel roof—a 1948 innovation—and steel sides, creating a modern car in all but dimensions. This stretched the life of the cars for another 10 to 15 years.

The Sunshine B-50-13/14 kits have been upgraded to the current standards. Etched Carmer cut levers, rather than cast levers are included.

The Sunshine kits use gray urethane castings and commercial detailing parts. Full instructions and a Prototype Data Sheet are included. Proprietary decals are provided.

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- #38.11R SP B-50-15 with Chicago-Cleveland roof, wood sides, end door, freight decals (1930s-50s), \$33
 - #38.12R SP B-50-15 with Chicago-Cleveland roof, steel sides, end door, freight decals (late 1930s-50s), \$33
 - #38.13R SP B-50-15 with Chicago-Cleveland roof, wood sides, no end door, freight decals (1930s-50s), \$33
 - #38.14R SP B-50-15 with Chicago-Cleveland roof, steel sides, no end door, freight decals (late 1930s-50s), \$33
 - #38.34 SP B-50-15 rebuilt with diagonal panel roof, steel running board, steel sides, end door, black and white decals (late 1940s-60s), \$35
 - #38.35 SP B-50-15 rebuilt with diagonal panel roof, steel running board, steel sides, no end door, black/white decals (late 1940s-1960s), \$35
 - #54.9 T&NO S-40-12/13 stockcar with steel ends and metal clad wood Murphy roof, white decals (1942-60s), \$33
 - #54.10 T&NO S-40-12/13 stockcar with steel ends and radial Murphy roof, white decals (1942-60s), \$33
 - #17.19 T&NO Allen Door B-50-13 boxcar with wood ends and metal clad wood Murphy roof, black and white decals (1923-50s), \$33
 - #17.20 T&NO Allen Door B-50-13 boxcar with steel Dreadnaught ends, metal clad wood Murphy roof, black/white decals (1930s-50s), \$33
 - #17.2R SP B-50-13 boxcar with wood ends and metal clad Murphy roof, black and white decals (1923-50s), \$33
 - #17.3R SP B-50-13 boxcar with steel Dreadnaught ends and metal clad Murphy roof, black and white decals (1930s-50s), \$33
 - #17.17R SP B-50-14 boxcar with wood ends and Chicago-Cleveland early Viking roof, black and white decals (1923-50s), \$33
 - #17.18R SP B-50-14 boxcar with steel Dreadnaught ends and Chicago-Cleveland early Viking roof, black and white decals (1923-50s), \$33

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.675%), Canada \$15.88 for six kits

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