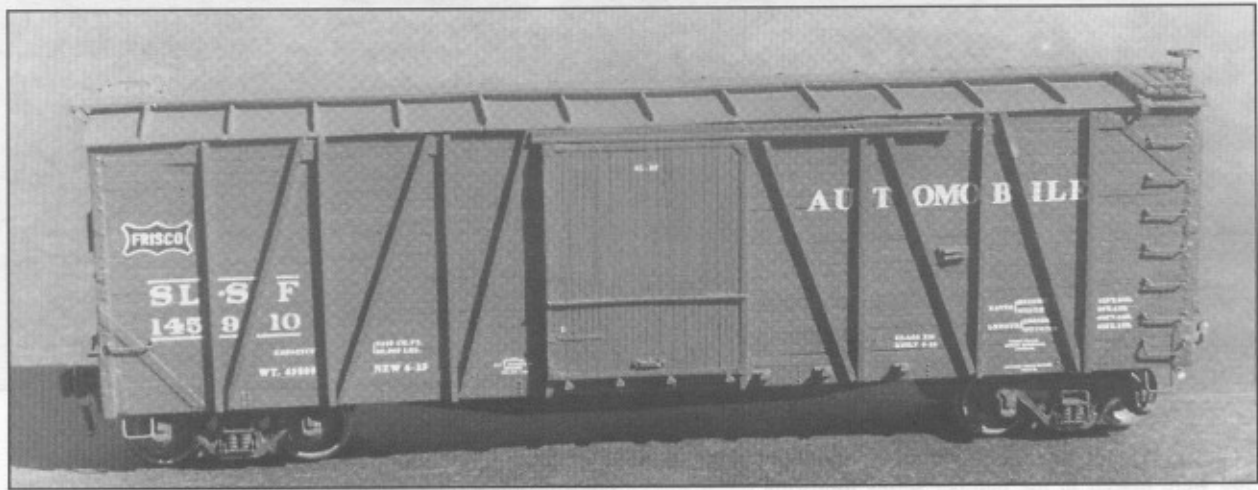
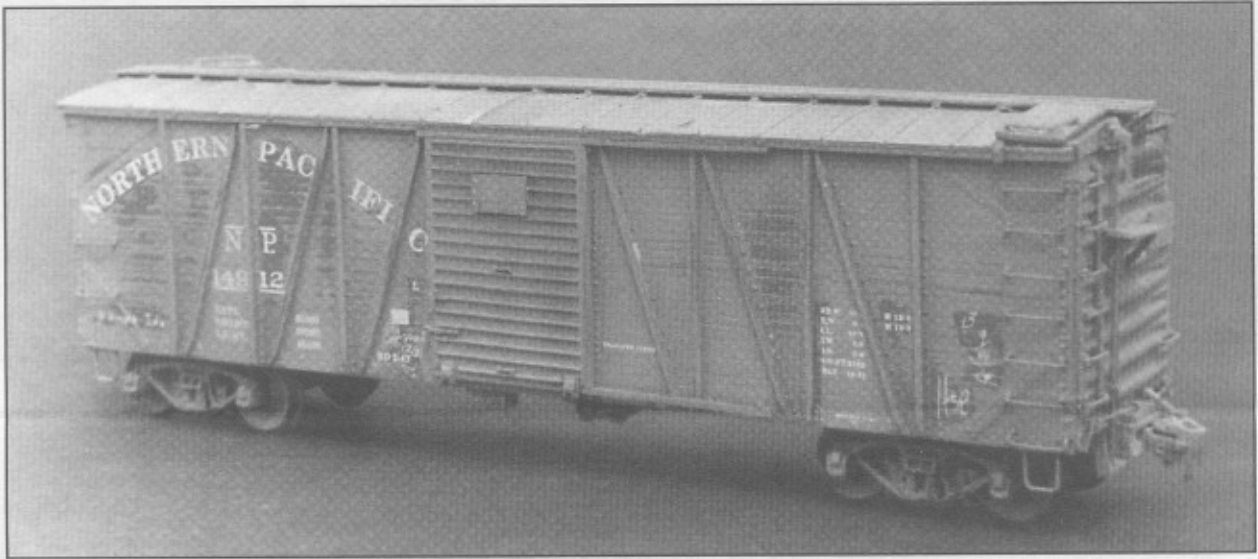


65.1-65.6



Outside Braced Boxcars Northern Pacific 14500 & 20000 SL-SF 145550, CB&Q XM-29



Single sheathed boxcars remained a staple on U.S. roads into the early 1960s. Outside braced cars, coming from an era before standardization, bore the marks of the roads' design department or the manufacturer, making them distinctive one from another.

sheathed boxcars in 1931, the Northern Pacific's Brainerd Shops turned to building 1000 40' single sheathed boxcars. The designers retained the road's proprietary radial roof, along with the 3/4 Dreadnaught ends found on the last five hundred double sheathed boxcars. The new cars employed a straight centersill and sides with 6 diagonal (over)

Following the purchase and construction of 4500 double

- ___ Kit #65.1 NP 14500-999, 20000-499 series with NP proprietary roof, D'naught ends, "A" lumber door, 1932-'60s decals, \$32
- ___ Kit #65.2 CB&Q XM-29, 25500-999 series with Hutchins roof, D'naught ends, Burlington Route box 1936-'60s decals, \$32
- ___ Kit #65.3 SL-SF 145550 series with Samson radial roof, 7' wood door, Murphy ends, 1923-'50s decals, \$32
- ___ Kit #65.4 SL-SF 145550 series with peaked Hutchins roof, 7' steel door, Murphy ends, 1938-'60s decals, \$32
- ___ Kit #65.5 SL-SF 145550 outside braced steel rebld w/ Murphy panel roof, steel plated doors, Murphy ends, 1941-'60s decals, \$32
- ___ Kit #65.6 SL-SF 145550 outside braced steel rebld w/ Murphy panel roof, original wood doors, Murphy ends, 1941-'60s decals, \$32
- ___ Trucks #TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets for Q, SL-SF, NP, \$5
- ___ Trucks #TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets for NP, \$5

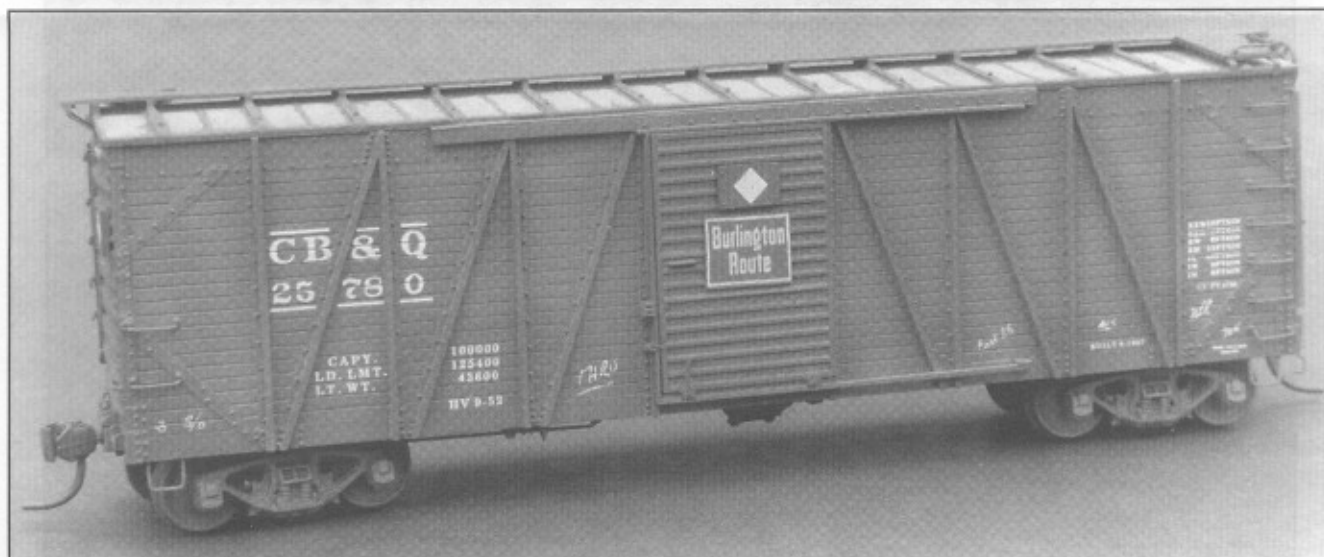
Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits

Sunshine Models Box 4997 Springfield MO 65808-4997

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and vertical posts. The cars came in two lots, differing in capacities. The first 500 were placed in the number series following the double sheathed boxcars, 14500-999. These were 40 ton cars, due to the initial application of a version of Andrews trucks. A second lot of 500 cars with 50 ton capacity had a heavier frame and rode on cast side frame trucks. These were placed in the 20000-499 series. The cars bore the familiar arched "Northern Pacific" but no Monad.

The SL-SF 145550 series boxcars had a couple of reincarnations, befitting a road of limited means, and loyalty to its Springfield MO shop workers. These 1200 cars, being the third largest block of boxcars on the road, were of sufficient value to undergo two rebuildings.

The 1923 built cars were a combination of unique features. A single sheathed design with 6 diagonals and posts, they had a sizable fishbelly to underpin the car. The door opening was 7', adequate for auto loading in the Twenties. Atop the car was a Samson radial roof, a rare bird indeed. The ends had Murphy 7/8 outward corrugated stampings. KC brakes and a vertical brake staff were applied.

By the early Thirties, the 7' door opening became largely inadequate for auto loading, but the car were perfectly suitable for general use. By the late Thirties, the Samson roof on some cars needed replacement and in 1938, 127 cars had Hutchins Dry Lading roofs applied. Along with this came steel doors with Camel door rollers, AB brakes and power hand brakes.

During 1941, most of these Frisco cars received their most

significant alteration. Nearly 1000 cars were rebuilt to all steel construction while retaining their outside bracing. The single sheathed wood was retained as a car lining and sheet steel cut to the triangles of the truss and welded in place. Some of the exterior bolt heads remained to hold the lining. The doors were likewise plated with thin steel.

The cars acquired Murphy paneled roofs with an overlapping eave. Ladders were applied to the sides of the cars, but not the ends. As with the Hutchins roof application, these cars gained Ajax power hand brakes and AB brakes.

For a number of years after WW II, the majority of cars were the steel sheathed ones, but a few of the Samson roof and Hutchins roof cars remained on the roster. The total of these wood sheathed cars was 175 in 1950.

The Burlington built its own boxcars during the Twenties and Thirties. After a hiatus from 1928 to 1936, the CB&Q Shops built a new series of single sheathed boxcars, the XM-29. The Q appears to have been replicating the ARA 1932 boxcar in a single sheathed design. The XM-29 had 4/5 Dreadnaught ends and Youngstown doors. The previously used Hutchins roof was retained. The Q placed these cars in the 25500-999 series.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct trucks--ARA cast side frame and Andrews--are available separately.