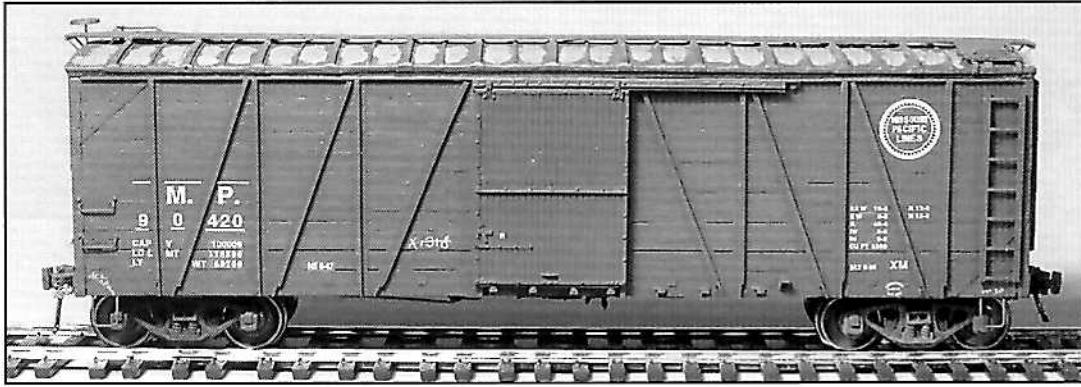


80.1-80.14



**SUNSHINE
MODELS**

New Tall Single Sheathed Boxcars MoP, SL-SF, MKT



Single sheathed cars from the Twenties generally came with an 8'7" IH, but many Midwestern roads opted for 9'3" to 10" IH cars, as well. In some cases, notably the Missouri Pacific, Frisco and Missouri-Kansas-Texas, these taller cars were more common and might be considered the roads' signature cars.

Between 1926 and 1930, MoPac ordered a total of 3500 composite single-sheathed boxcars and placed them in its 90000 series. There were five groups of cars in the series that shared common characteristics: 9'3" interior height and 40'6" interior length. They all had Murphy style all-steel radial roofs. The first series of 500 cars had inverted 7/9 Murphy ends and the rest inverted 3/5 Dreadnaught. The trucks were Dalman one level. Photos show that MoPac experimented with steel sheathing prior to World War II, but otherwise the cars kept their wood sheathing.

The variation in doors on the MoP 90000 series was widespread. The first 1250 were built with 10' door openings to be used as automobile cars. By 1933, however, all these cars were listed as having 6' doors, with the smaller 4' door likely sealed and then replaced by a regular side panel in the next rebuilding. The first 500 cars—90000 to 90499—with Murphy ends got a wood door and a half. Soon these became 6' wood doors. The steel door and a half on the 90750-91249 series received No. 50 Camel bottom hangers—claw-like devices. When the half door was removed, the 6' No. 50 bottom hanger doors made these cars another variation.

Most of the succeeding cars had Youngstown steel doors with door rollers built on the car sides. Cars between 93500 and 93999, however, received a steel strap lower door track with rollers built into the door bottom but without the No. 50 "claw" fixture. When replacement of wood doors was required on the Murphy end cars, they got Creco or Superior doors.

Concurrent with the MoPac acquisition, Frisco ordered a group of 1000 taller wood single-sheathed boxcars in 1926, numbered from 150000-150999. These cars had 10' IH, 50 ton capacity and were equipped with Murphy steel ends, wood doors, Hutchins roofs and ARA style trucks. Intended for auto service, they were built with 10' door openings.

Starting in 1939, these cars began to have their door openings reduced to 6 feet. In early 1942, 879 cars received steel sheathing so from that time, the common version of these cars was steel sheathed with 6' doors, although some cars retained their wood sides until they were scrapped in the 1960s.

In 1928 the Frisco ordered another 500 similar cars, Nos. 151000-151499. Although dimensionally nearly identical, these cars varied from the earlier series by having Dreadnaught ends, radial Murphy roofs and Ajax power hand brakes. This second series of cars was broken into sub groups based on modifications that were made over their lifespan. In summer 1936, the first 285 cars in the series

- ___ Kit #80.1 MP 90000-90499 single sheathed box with Camel Wood Doors, Inverted Murphy Ends, white decals (1930s-60s), \$34
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