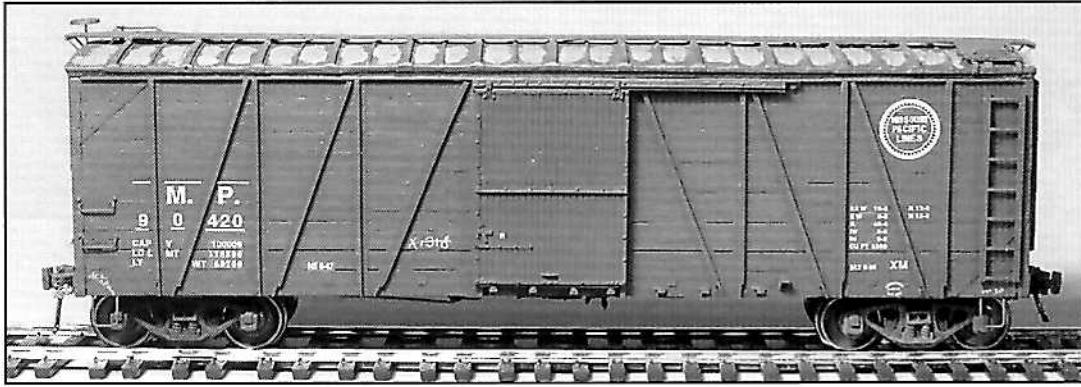


80.1-80.14



**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
- ___ Kit #80.2 MP 90000-90499 single sheathed box with Replacement Creco Steel Doors, Inverted Murphy Ends, white decals (late '40s-60s), \$34
- ___ Kit #80.3 MP 90500-90749 single sheathed box with Camel Wood Doors, Inverted Dreadnaught Ends, white decals (1930s-60s), \$34
- ___ Kit #80.4 MP 90500-90749 single sheathed box with Replacement Creco Steel Drs, Inverted Dreadnaught Ends, white dec. (late '40s-60s), \$34
- ___ Kit #80.5 MP 90750-91249 single sheathed box with Camel #50 Drs (rollers on dr bottom), Inverted D'naught Ends, white dec. ('30s-60s), \$34
- ___ Kit #80.6 MP 93000-95000 single sheathed box w/ Youngstown Drs (rollers on car side), Inverted D'naught Ends, white dec., (1930s-60s), \$34
- ___ Kit #80.7 SL-SF 150000 series wood side w/ 6' wood doors, Murphy ends, Hutchins roof, black and white decals (late 30's-1950s), \$34
- ___ Kit #80.8 SL-SF 150000 series steel resheathed w/ 6' wood doors, Murphy ends, Hutchins roof, large Frisco her., black and white dec. (1950s), \$34
- ___ Kit #80.9 SL-SF 151000 series wood side w/ 12'6" wd doors, Murphy radial rf, Dreadnaught ends, blk & wht dec. (30's-1950s), \$34 (Jan '07)
- ___ Kit #80.10 SL-SF 151285 series wd side w/ 10' wood drs, Murphy radial rf, D'naught ends, black and white dec. ('30's-1950s), \$34
- ___ Kit #80.11 SL-SF 151285 series wd side 10'8" raised rf w/ 13' drs, Murphy radial rf, D'naught ends, blk & white dec. (1939-1950s), \$34 (2007)
- ___ Kit #80.12 MKT 77502 series wood side former autocar w/ 6' wood doors, Murphy ends, Hutchins roof, black ltrng (1937-1950s), \$34 (2007)
- ___ Kit #80.13 MKT 77502 series wood side former autocar w/ 6' wood doors, Murphy ends, Hutchins roof, white ltrng ('50's-1960s), \$34 (2007)
- ___ Trucks TP 40 Black plastic ARA cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- ___ Trucks TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5

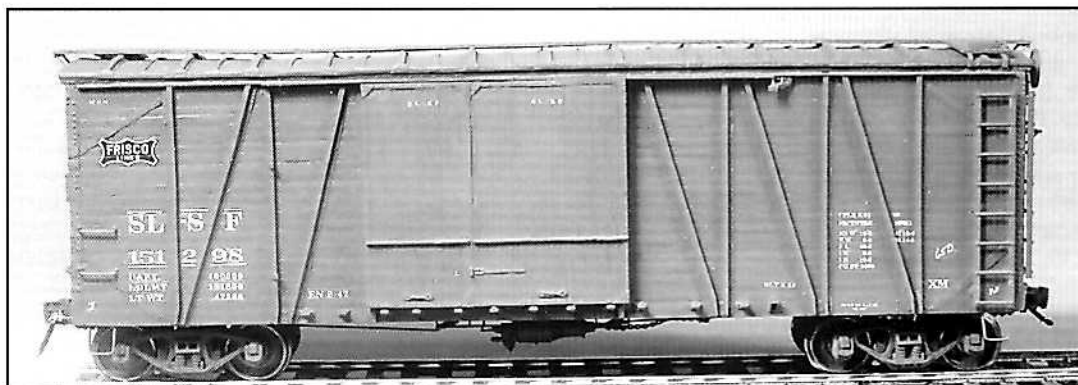
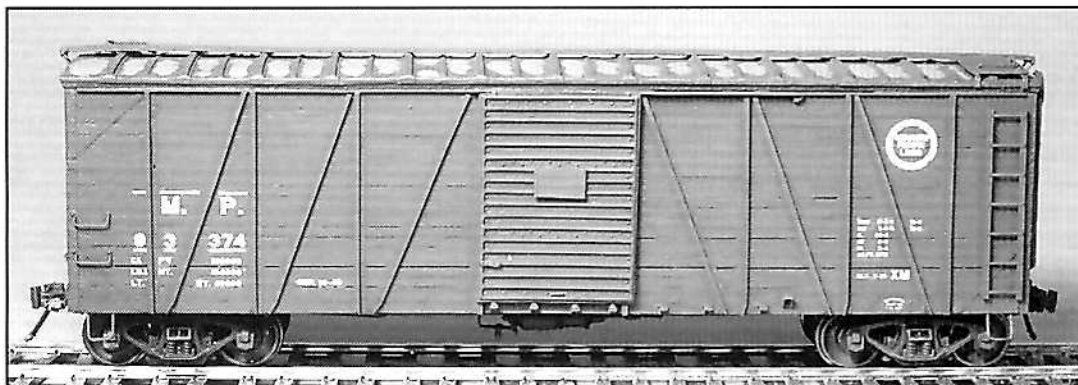
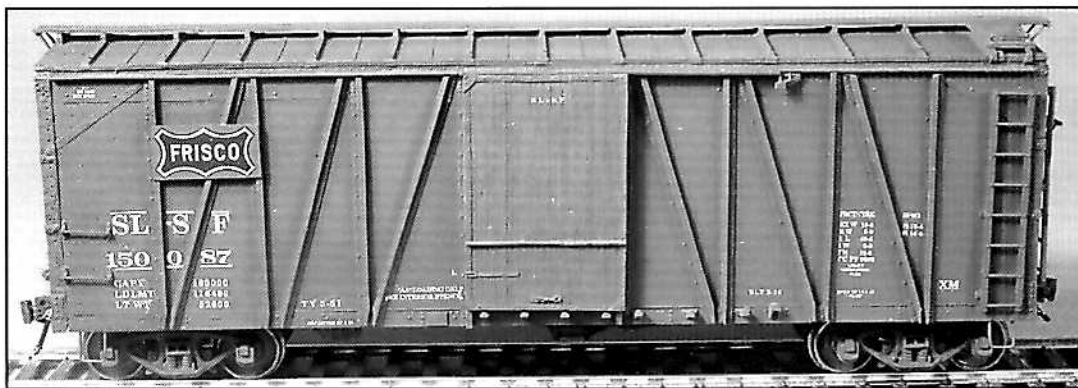
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were given 12'6" doors and auto racks. Most of the 151285 series got 10' doors., but 100 cars were given 13' doors in 1936. In 1939, 50 of these cars had their roof raised to 10'8" IH.

These were durable cars with large numbers surviving into the late 50s and stragglers into the 60s.

The MKT ordered 2000 taller Howe truss cars in 1923, the 76001-78000 series. The first 1500 cars had a single 6' door opening but the last 500 were equipped with a door and a half 10' opening. These auto cars differed from the boxcars with a fishbelly underframe, a door with bottom rollers, thicker top sill and reinforcement of the truss at the top sill. As with most railroads, the MKT very quickly learned that these cars were inadequate for hauling automobiles and modified the auto cars to 6' door boxcars. The modification left intact the left hand top door guide and the original construction characteristics, however.

The MKT 76001 series boxcars and auto cars used a 7/8 outward Murphy corrugated end and a Hutchins Dry Lading roof. Doors were wood. They had a 9'1" IH, but a rather narrow 8' 6" IW.

They were 40 ton cars with 3128 cubic foot interiors. Trucks were the cast side frame style with a four spring package and a plank.

There were 1970 total of the combined box and former auto cars in 1941. By 1948 the former autocars had been segregated into the 77502-78000 series and there were 480 of them on roster.

The MKT became enamored of chrome yellow paint on its boxcars in 1937, reportedly after it painted boxcars for the Wichita Northwestern in this color. The shade was called Sloan yellow after the company president. It was thought that the color along with large block lettering served to advertise the road. When shopped after 1937, the 76001 and 77502 series got this color with black lettering. Whether all cars got yellow is not known. By the 1950s the cars returned to boxcar red, but the large lettering was retained.

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.