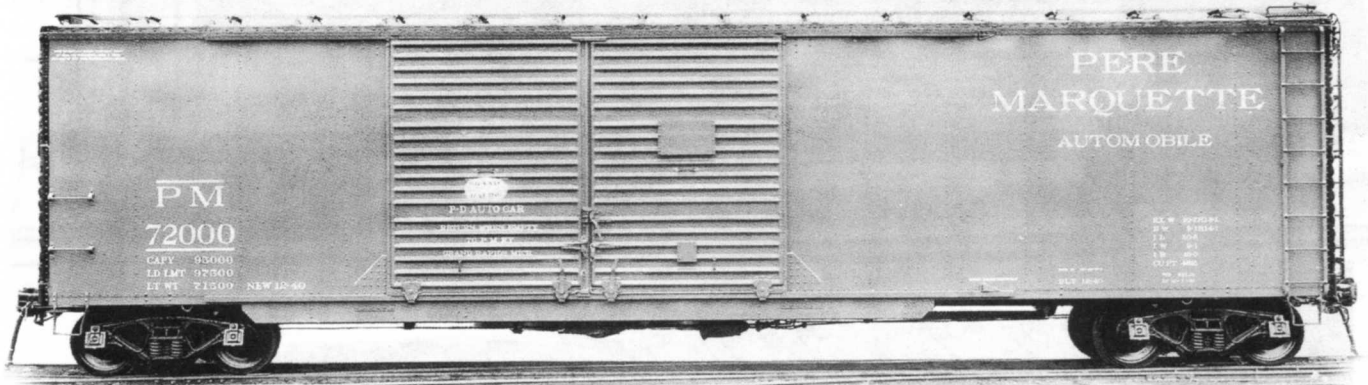
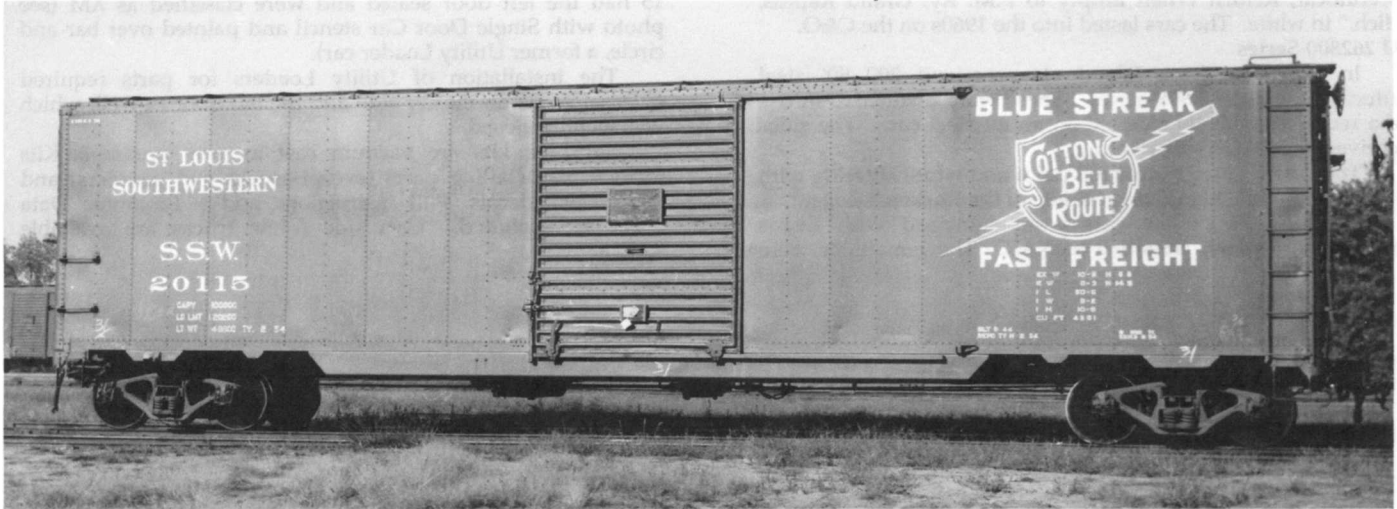




More Motor Special 50' Autocars



The lucrative market for the automobile trade required the railroads to design cars, often 50' in length, that were specifically equipped to handle the movement of parts. Successful handling of expensive parts meant the installation of interior equipment that minimized the shifting of the loads. The loading equipment on the inside was noted by extra sets of rivets on the car exterior, stenciling designating the assignment and increased lightweights in the capacity block.

SSW 20000-199

In July 1941 and again in August 1944, the Cotton Belt assembled 100 each of 50' single door boxcars. The cars had welded underframes and lightweight side sheathing with center aligned alternate rivets. The cars had 5/5 Dreadnaught ends. They were assigned the 20000-99 and 20100-199 series numbers. An added feature was "A" end doors on the last 5 of the first series and the first ten of the second. The SSW 50' boxcars arrived with the blue and white Blue Streak Fast Freight logo on boxcar red bodies.

The cars proved ideal for handling parts. In 1948, one car was assigned to International Harvester. By 1950, the SSW installed parts loading equipment in some cars. By 1953, 25 of each series had Evans loading equipment installed and were labeled "DF", AAR classification XME. All of the 20095-99 end door cars had received auto parts loading equipment, XML, but were not "DF" designated. More loading equipment was

added in the next few years. Being modern 50' cars, they lasted into the Seventies.

IC 161501/44000 Series

In 1937 the Illinois Central purchased 200 50' double door 10'4" IH autocars in the 161501 series from GATC. They were early enough to have used square corner ends and solid side sills with an added reinforcement under the 14' door opening.

Within a year these cars were equipped with automobile racks, classification XMR, and were progressively moved to the 44000 series. Contrary to common practice, they kept the racks during World War II. In 1956, the remaining 196 cars were still equipped with auto racks.

The IC adopted the Mainline of Mid-America slogan beginning as early as 1948. It replaced the word "Automobile" on the right side. Lettering was white on boxcar red cars. They lasted into the 1960s.

PM 72000 Series

In 1940 the PM purchased 100 50' steel autocars, the 72000-99 series. The cars had a Viking roof and a Duryea underframe. The sides had a close ACR rivet pattern.

The first 50 cars had a perforated steel lining for the secure handling of auto parts moving to assembly plants. The left door was permanently shut. Three horizontal rows of rivets the entire length of the car attached the loading system. Their light weight of 71500 lbs. reflected the internal equipment.

In 1953, 44 of the cars with Utility Loaders remained. They were now classified as XML. The remainder of the cars were moved to the C&O. A "2" was added before the PM car numbers and the C&O grouped the 72000 and 72100 series.

The PM cars were boxcar red but the ends were painted black, in the PM tradition. They received white lettering and were stencilled with "Grand Rapids" in a yellow oval and "P-D Autocar, Return When Empty to P.M. Ry, Grand Rapids, Mich." in white. The cars lasted into the 1960s on the C&O.

RI 262800 Series

In 1941, the Rock Island also received 200 50' steel autocars, the 262800-999 series. These were distinctive in use of a recessed fishbelly side sill on an all steel car. The sides received close ACR side riveting.

They were given boxcar red paint and white lettering with a black and white herald and "Route of the Rockets" slogan.

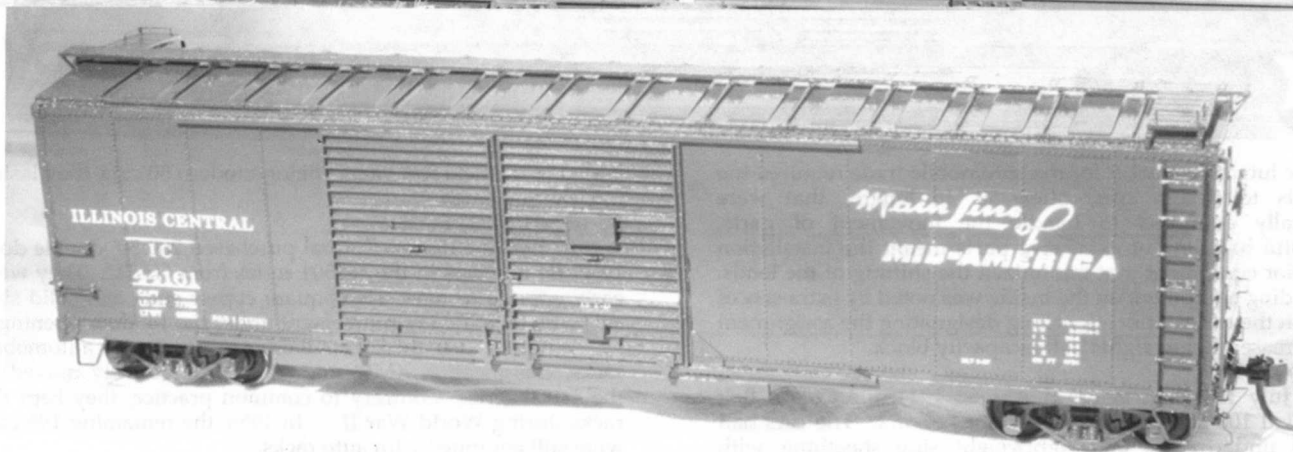
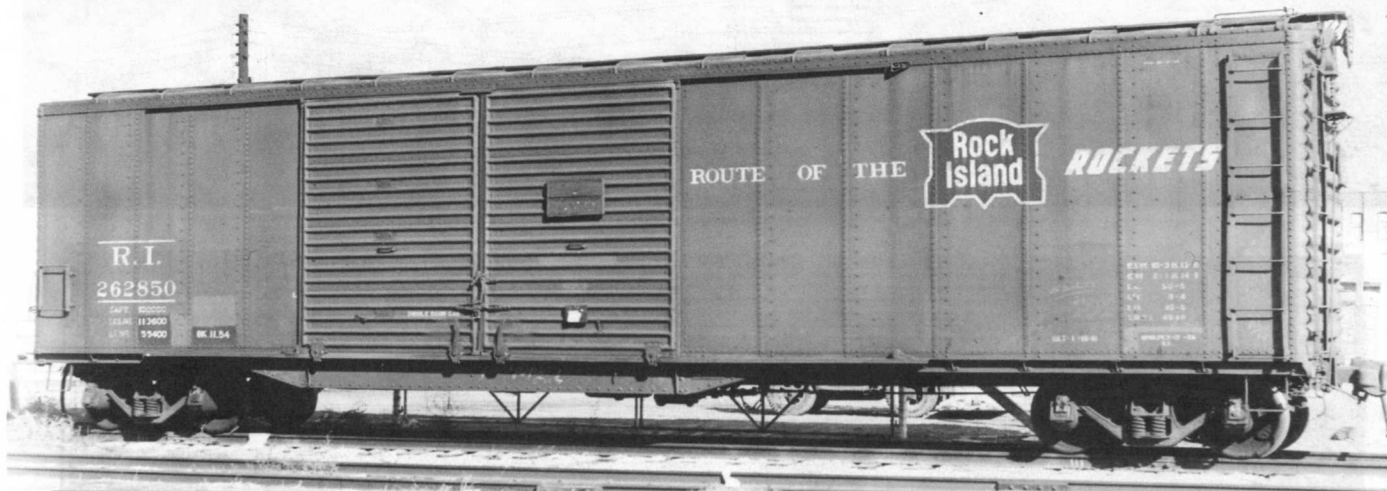
By 1946, 74 of the cars were equipped with Evans automobile loaders, classified as XAR. The remainder were

classified XA. By 1948 100 were auto rack equipped. Fourteen cars had parts racks for roofs and 7 for axles; 13 had the left door sealed; 2 had the left door sealed and Utility Loaders (including 262850 in photo) and 63 were boxcars.

By 1953, 100 cars had auto racks, while 28 were XM boxcars, 14 were classified XAP for hauling roof containers, 37 were XAP for general parts loading, 6 were XAP for axles, and 15 had the left door sealed and were classified as XM (see photo with Single Door Car stencil and painted over bar and circle, a former Utility Loader car).

The installation of Utility Loaders for parts required external rivets on the car side and the left door as well, which was secured closed.

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. Cast side frame trucks are available separately.



- ___ Kit#83.11 RI 262800 50' D.D. auto parts car w/ narrow panel sides, recessed fishbelly side sill, white lettering with black and white herald decals (1941-60s), \$46
- ___ Kit#83.12 PM 72000 series 50' D.D. auto parts car w/ close ACR sides, double horizontal rivets, Duryea u/f, Apex r.b., white and yellow decals (1940-60s), \$48
- ___ Kit#83.13 IC 161501/44000 series double door, square corner ends autocar, white decals including Mainline of Mid-American (1948) slogan (1937-60s), \$46
- ___ Kit#83.14 SSW 20000-199 50' Single 7' Door Boxcar with ACR sides, Blue Streak Fast Freight blue and white decals (1941-60s), \$46
- ___ Kit#83.15 SSW 20000-199 50' Single 7' Door Boxcar with ACR sides, end door, Blue Streak Fast Freight blue and white decals (1941-60s), \$46
- ___ Kit#83.16 SSW 20000-199 50' Single 7' Door Boxcar with ACR sides, Blue Streak Fast Freight blue and white, DF Loader decals (1950-60s), \$46
- ___ Kit#83.17 SSW 20000-199 50' Single 7' Door Boxcar with ACR sides, end door, Blue Streak Fast Freight blue and white, DF Loader decals (1950-60s), \$46
- ___ Trucks TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5

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