

The Sun

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Circumferential Rivet Tank Cars

A missing link in the tank car market was circumferentially riveted tank cars. Frank Hodina has developed the General American designs from the Teens and Twenties. These cars used the light-weight underframe design typical of the GATC.

The earliest design used smaller tank segments and was constructed with rivets around the circumference of the tank. By the early Twenties, larger segments of steel plate were available and only horizontal rivets were needed.

General American built large quantities of both designs for the vast expansion of oil movement during World War I and the early Twenties. The owning companies painted their cars with elaborate billboards, featuring the name of the company. Since tank cars lasted for years, these lettering schemes remained on the cars into the 1950s and even 1960s.

Cars for Cities Service (billboard with small trefoil or large trefoil), Barrett Tarvia (the large "Tarvia" and 1940s circle "Barrett, Tarvia", block Sinclair, DX (large DX and later Sunray lettering included), Deep Rock, GATC and UTLX (obtained in mergers of other tank car lines) letterings were very common.

The model includes a two piece tank casting with dome on the top segment. A finely detailed underframe is part of the kit. Decals lettering above are available. Mobilgas billboard, and others will be produced if demand warrants. Four pages of instructions and 5 pages of PDS are included. The kits sell for \$45, except simple lettering for GATX and UTLX, which are \$43.

New Kit Activity

ATSF Bx-40, Fe-25

Charlie Slater has produced the ATSF Bx-40 and Fe-25 50' rebuilt freight car masters. These cars from the Topeka Shop in 1942-43 were in the tradition of the Santa Fe's famous rebuilding efforts.

The cars retained their fishbelly underframe and Murphy ends, but acquired a straight panel roof and new side shared with the Fe-24.

After WW II, the cars were heavily devoted to auto parts and automobile loading, receiving assignments to specific auto makers and plants.

A wide range of map and S&T decals are available. The kits sell for \$43.

D&RGW Steel Box

From 1939 'til 1946 the D&RGW purchased 2400 steel boxcars of 10' 4" IH, 12 panel sides, full side sills and Duryea underframe in the 67500-69899 series. These lightweight cars defined the road's late steam and early diesel era boxcar fleet. Wood roofwalk kits (1939) are \$40 and steel roofwalk kits \$42. 1945/46 cars have Imp. D'nght ends. The latest addition to this series of unique cars is the 100 cars of grain/auto service with the distinctive 15' door opening. These sell for \$42 and have an etched metal roofwalk.

Armour Steel Reefers

Armour re-equipped its fleet in 1948-49 with all steel 40' reefers in the 1-1999 series. These cars by Frank Hodina have a unique steel roof with dual panel stampings and Dart-naught ends. Decals for both the original Armour Star and billboard

ARMOUR are available. They sell for \$44.

ATSF Cabooses

A 60 kit limited re-run of the ATSF 2201 and 500 series peaked roof cabooses began in March. Each kit with Morton steel running board only is available for \$45.

Steel Plate Load

Charlie Slater has also produced a new 70 ton gondola load. It consists of two large steel plates arrayed at an angle with heavy wood bracing to hold the plates on the diagonal. Heavy black tie-down chain is provided. The kit sells for \$25.

Piggyback Trailers

In mid-1954, U.S. railroads began their first comprehensive efforts to operate piggyback trailers. The Nickel Plate, Western Maryland, Reading, and Pittsburgh and West Virginia (often referred to as the alphabet route) created a pool service from the Mid-Atlantic states to Chicago and St. Louis and intermediate cities along their route. Simultaneously, the NKP and Wabash joined with the Lehigh Valley and Delaware, Lackawanna and Western for a similar linkage to these two major Midwestern cities from the East. At the same time, the Pennsy initiated its own service from the East Coast to St. Louis and Chicago.

The kits sell for \$36. Mini-kits to create the NKP and LV piggyback flats from plastic models are available for \$12 with an order for trailers.

Swift BMWB Reefers

Kits for the Swift Forties era lettering of "Buy More War Bonds" in orange with red, white and blue has been issued. All three Swift 36'

wood cars in the 2500, 5200 and 6700 series with BMWB are available for \$40. Also the post war Swift steel reefer is available for \$40.

ATSF Bx-41-49

The Santa Fe converted all of its surviving ARA 1924 design boxcars from the Bx-8, 9 and 10 series to all steel cars beginning in 1944. Out of the Topeka Shops came 2935 steel boxcars resembling the 1942 AAR 10'6" IH boxcar design, but with the telltale recessed side sills of a narrower car. This rebuilding was larger than the ATSF's USRA boxcars. The kits sell for \$42.

NC&StL 36' Steel Rebuilt Boxcar

The famous NC&St.L 36' steel rebuilds from Frank Hodina with either Hutchins or Murphy ends and script with black and white heralds, brush "To and From Dixieland" (\$42) or Yellow Band with "To and From Dixieland" (\$44) lettering are available. A proprietary 36' steel running board is included.

ATSF Fe-24

In a rare move for a railroad that specialized in rebuilding its old equipment, the ATSF purchased 500 50', double door boxcars, classified the Fe-24, in 1941. The first 200 cars were placed in passenger service and painted Pullman green with Dulux Gold lettering. They received maps and slogans. The remainder of the cars were freight cars in Mineral Brown.

In 1943, 100 freight cars were converted to passenger service. Since it was the midst of World War II, the conversions were done without attention to detail. Some cars were put in passenger service with Mineral Brown paint. Others were given Pullman green paint, Dulux Gold lettering and black and white heralds.

Over time the original passenger cars lost their maps and slogans and received the word Express on the right side. The converts from freight service also received the abbreviated passenger lettering.

After World War II, the freight cars began to receive interior equipment for parts loading. The left door was secured shut and the cars were stenciled for their specific

use. Multiple assignments would follow, bringing auto parts to the new assembly plants in the West.

The freight cars began to receive Ship and Travel slogans from mid-1947 on when they were repainted, which was not immediately.

The ATSF Fe-24 in all its steam era variations was released at the ATSF Meet in Phoenix. Versions with the early passenger maps and slogans, the later passenger cars with Express only (including a black and white herald and off-line reweighs) and freight cars in map and S&T slogans are now available. The passenger versions are \$45 and the freight versions are \$43.

On the Drawing Board

A series of cars originally built as auto cars but later converted to boxcars is planned. Built to accommodate the height of Twenties and Thirties auto cars, when converted they made especially tall boxcars.

An example is the Soo Line 75400 series outside braced 1 1/2 door auto car. In 1950 the Soo began rebuilding the cars with 7' doors, first with a left opening door and then the more conventional arrangement. The Cotton Belt's double door, double sheathed auto car in the 45000 series is planned. The SSW sealed the left door and renumbered them into the 38500 series, before having it removed altogether in future rebuilding. The Central of Vermont had two series of outside braced auto cars with a 10' IH, the 41000 series with a door and a half, and the 42000 series with a 12' double door. The latter were rebuilt into 6' door cars and renumbered in the 43000 series. The last two series are planned.

The vast series of 10' IH Twenties era Wabash outside braced autocars, many of which were later rebuilt to bigger auto cars or converted to boxcars are in development. Similar single sheathed auto cars from the CNW, PM and MoP are being created.

More "Motor Special" cars, those specifically designed to haul parts, are planned. These cars frequently had special rivet patterns to secure the interior utility loaders. These cars complement the freight version of the ATSF Fe-24 that acquired utility loaders post-WW II.

The Cotton Belt 50', 8' single door boxcar with ACR sides, its 20000 series, is planned. These 200 parts cars included 15 with end doors. The cars moved into DF service in 1950 and acquired the DF loaders symbol. The Illinois Central 40' and 50' square corner auto cars are included also. The 1000 40' cars were in the 166000 series. Later 500 were renumbered to 36500 as auto rack equipped cars and 39000 for boxcars. The 200 50' cars were numbered into the 161501 series, but shortly after were given auto racks and renumbered in the 44000 series. In 1950 they were rebuilt as double door boxcars. The Pere Marquette purchased 100 50' cars from Greenville in 1940, 50 of which were designed from inception for Evans Utility Loaders. This 72000-72049 series required a double row of horizontal rivets the entire length of the car. They also had Duryea underframes and Viking roofs. Both the MoP and RI had 50' steel cars built prior to WW II. They were equipped with utility loaders. The RI cars, though new, had a recessed side sill and fishbelly reinforcement. Half of the MoP cars were converted to mail storage cars and were used to complement the ATSF Fe-24 on the service from St. Louis to LA.

Mather's tallest boxcar for AC&Y, GM&O, MRS, Trona and others is a project also in development. A slightly shorter version of the tall car for the Ball Line is in process.

New stockcars cars are on the way. The CNW rebuilt many of its 1927 outside braced boxcars with Viking roofs and Dreadnaught ends into stockcars. They were painted yellow and green. After World War II, the Rock Island converted many of its 8' IH Fowler design boxcars to stockcars, to replace its aging fleet. A new ATSF rebuilt stockcar is planned also.

The famous Thirties and Forties era grain bins are in development, as well. These dotted the landscape throughout the U.S.

A mini-kit to create the over 2000 NYC and Peoria and Eastern off-set side 34 foot steel hopper will be released in the fall. These cars followed the USRA steel hopper design, but had off-set sides. They were consolidated into the NYC system in the Forties, except for the P&E that lettered its cars in the P&E name and reporting marks.