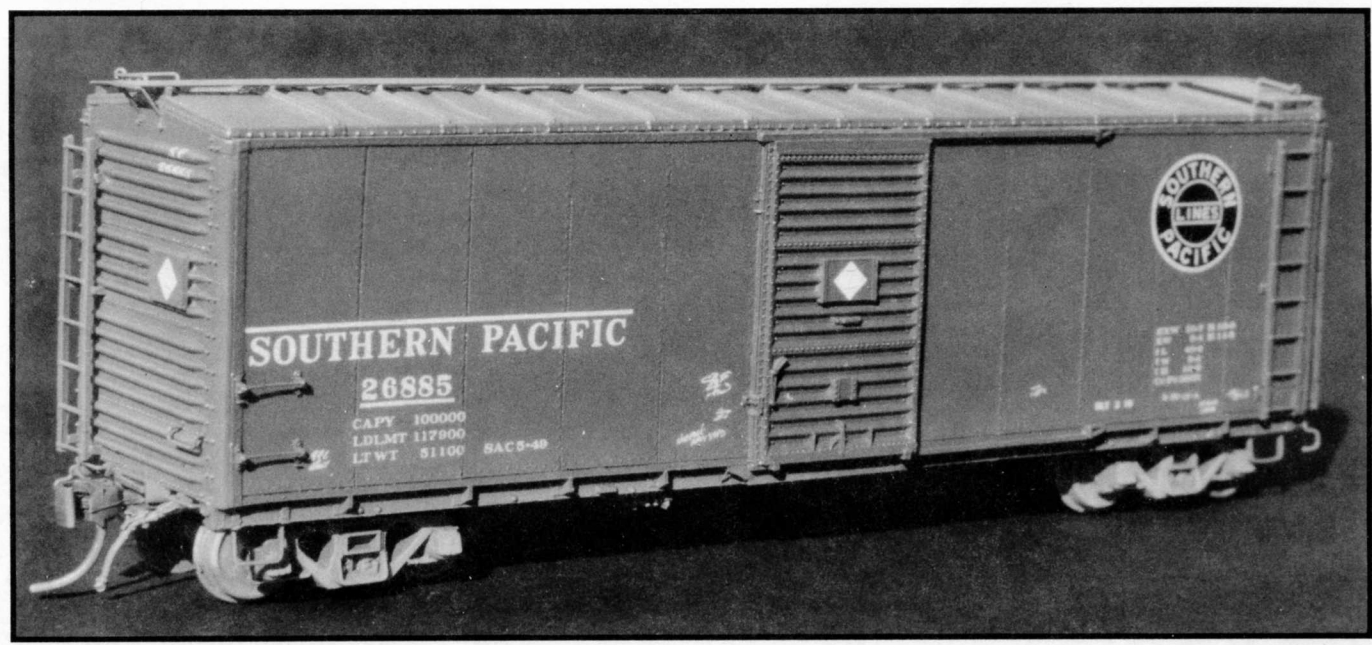




Southern Pacific's B-50-12A Steel Rebuild of USRA Boxcar



One of the last USRA boxcars to be subjected to rebuilding into all steel cars--and one of the most unique--was the Southern Pacific B-50-12A. These cars, products of Sacramento in 1949 thru '51, featured some of the most interesting modifications of the USRA's 5/5/5 Murphy corrugated ends. When they rolled out of the shops, the ends were arranged in a pattern of 5/4/5/3, reading from top to bottom. Since the ends had to be widened to fit the new steel carbody, an extension was added to each side. Uniquely on the SP's rebuilds, these extensions were curved, rather than the angle on all other such rebuilt ends.

were retained from the original cars unless scrapping was required, then they were replaced by cast sideframe trucks. Since these were 1949-50 products, the roofs were diagonal panel and the doors the post-war Youngstown style. Apex running boards were applied. Ajax power hand brakes and AB brakes were used. Thus, half the car had the most modern elements while the remainder showed typical World War I characteristics. The cars came out of the shop with lettering to the late forties standard. The full name of the road was spelled out and the 45" circular black and white herald was used on a boxcar red car.

The Southern Pacific received 1000 single sheathed boxcars from the United States Railroad Administration in 1919. These were 50 ton cars with vertical and diagonal hat section bracing. Roofs were the standard Murphy steel sheathed wood and the ends the standard Murphy corrugated ones. The underframe had a straight center sill construction. The SP was fond of single sheathed boxcars and these cars formed the vast majority of the road's boxcars until the large purchases of steel cars after World War II. (The largest complements of single sheathed boxcars were the B-50-13, -14, -15 and -16s. Models of the first two cars are also produced by Sunshine). By the post war era, however, the USRA single sheathed cars were outmoded and in need of repair. They were rebuilt into cars of the dimensions of the A.A.R. 1944 design boxcar: 9'4" IW, 10'6" IH, 40'6" IL. The original underframe, side sills and portions of the Murphy ends were retained. The Andrews trucks

The B-50-12A cars were placed in the 26360-27359 series, the same block used for the single sheathed cars. In 1956, 588 cars were classified XM. These were cars with 3968 cubic foot capacity. An additional 9 cars were classified XME, auto parts loading. Forty-eight cars were XAP, also for auto parts loading. The last car was an XM, but with a note that this car had thicker flooring.

Sunshine's model of the SP B-50-12A consists of finely detailed flat-back cast parts using gray urethane. Etched metal running boards are especially made for this kit, which gives the car a thin roof profile. All the necessary detailing parts are included, except couplers and trucks. Appropriate trucks and couplers are available separately. The Sunshine Prototype Data Sheet and full instructions are included.

- ___ Kit #23.1 S.P. B-50-12A with dia. panel roof, 6' post war Y'town door, etched metal running board, \$25
- ___ Part #TP 22 Plastic, red, non-magnetic, sprung Andrews trucks, \$3.50
- ___ Part #TM 1 Cape Line cast metal sideframe, metal wheelset Andrews trucks, \$6.00
- ___ Part #D.1 Kadee #5 couplers, one set, with kit \$1.25

Name DISCONTINUED Street _____
 City _____ State _____ ZIP _____

Add \$3.00 for shipping per five kits in U.S. (MO residents add 5.975%), Canada \$5.60 for two kits
Sunshine Models Box 4997 Springfield MO 65808-4997

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