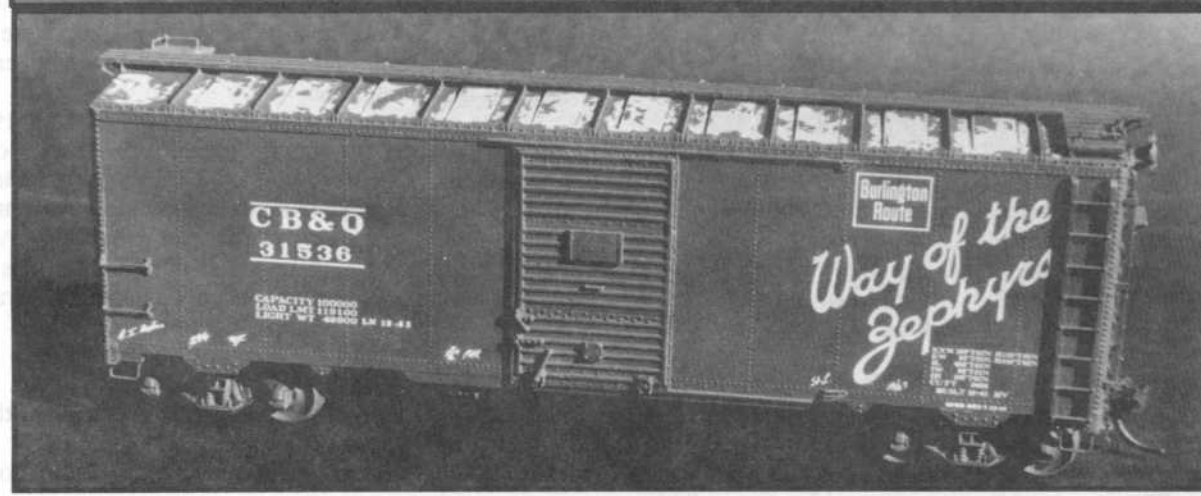




**SUNSHINE
MODELS**

Chicago and North Western Burlington AAR 1942 Design 10' 6" IH Boxcars



After the success of the AAR's 1937 design boxcar with 10' inside height, variations were bound to occur. The most obvious change was an increase in height. The 1942 design raised the inside height to 10'6". The most notable visual feature of these cars was the use of a Dreadnaught end with 5/5 stamping and greater spacing where the panels of the door were riveted.

Despite the standard design, the '42 cars varied one from another. For example, the CB&Q cars featured an elaborate set of rivets on the side tabs and the top corrugation of the ends was foreshortened, as was the CNW. The Cotton Belt cars used a welded underframe and the famous ACR sides. The Alton followed most of the practices of the Santa Fe. Most roads varied the doors, running boards, trucks and hand brakes within any given series and between series.

The Chicago and North Western began receiving '42 cars in October, 1941. Construction stopped in 1942 and resumed in 1945 with an additional 2000 cars. The 1945 built cars had Murphy paneled roofs--compared to pre-war Viking roofs. The CNW block Nos. 80252-81450 (Pullman built cars) had Superior doors, while the balance of the cars received

Youngstown doors. Most of the final 800 ACF cars (82652-84250) got Gypsum expanded metal running boards while all other post-war cars received the Apex style. GATC cars (81452-82650) received Universal hand brakes, Pullman cars the Miner and ACF the Ajax. These cars rode on AAR design cast side frame trucks.

The CNW/CMO utilized mineral red sides and black ends, roof and underbody on the 1945 cars. The CNW cars were carriers of the famous trains slogans. The CNW 80252-81450 got "Route of the Challenger" on both sides of the car. The 81452-82650 block got "Route of the Streamliners" on the right and "Overland Route" on the left. The Nos. 82652-84250 got "Route of the 400 Fleet" on the right and "Overland Route" on the left.

In November, 1940, the Burlington's Havelock shops began building cars to the AAR's 1942 design. (It is axiomatic that roads were buying and building 1942 design cars two years before the design date of these cars.) Between then and 1944, the shops built 5000 cars to the 1942 design-with the "Q's" modifications. These cars began with the number CB&Q 30000 and ended with 34999 with some gaps for



numbers of currently rostered cars. Five hundred were assigned to the subsidiary Fort Worth and Denver, Nos. 8001-8500.

The "Q" cars, coming as they did in the midst of World War II, were widely varied in application of doors, trucks and power hand brakes. The first 100 cars received Allied Full cushion trucks, as did the 31000-31099 series. Cars Nos. 33750-34171 got National Type B-1 trucks. Car Nos. 30200-30499 received trucks similar in appearance. One hundred cars in 1944, Nos. 34900-34999, got ASF A-3 Ride Control Trucks. The remainder of the trucks were of the AAR cast side frame design from a couple of manufacturers. Superior paneled doors were applied to CB&Q 30750-30999, 31750-31999, 33500-33827 and 34000-34171 series and Fort Worth and Denver 8001-8500 series. The remainder received Youngstown doors. Ajax, Miner and Universal hand brakes were all applied. All cars received wood roof walks.

The "Q" cars followed the practice of applying the "Way of the Zephyrs" on the left side (when viewed from the "B" or brake end) and "Everywhere West" on the right.

Three small batches of cars were built for passenger service (30000-30049, 31000-31099 and 34900-34999) and received steam and signal lines and Pullman green paint. The first two groups and part of the third group received the freight slogans and dimensional data. In 1944-45 (midway through group three) these cars were renumbered to the 8000-8049, 8100-8199 and 8200-8299 series respectively. The freight slogans and data were removed and a simplified "BAGGAGE-MAIL EXPRESS" applied on the right side. In 1947-48, the cars lost their steam and signal lines and were repainted boxcar red. Between 1948-51, they were renumbered to their original freight numbers.

This continuing series of variations of AAR 1942 design 10'6" IH boxcars features the combination of gray castings for sides, ends and underframe with an injection molded plastic roof. The appropriate commercial detailing parts are included in the kits. Proprietary decals are provided. As usual, a Prototype Data Sheet and full instructions are included. Appropriate trucks and couplers are available separately.

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 ___ Kit 31.11 CNW 80252-81450 series, '45 Pullman built, Superior door, Apex etched metal running board, "Route of the Challengers" (both sides) decals, \$29
- ___ Kit 31.12 CNW 81452-82650 series, '45 GATC built, Youngstown door, Apex etched metal running board, "Route of the Streamliners/The Overland Route" (either side) decals, \$29
- ___ Kit 31.13 CNW 82652-84250 series, '45 ACF built, Youngstown door, Gypsum etched metal running board, "Route of the 400 Fleet/The OverlandRoute" (either side) decals, \$29
- ___ Kit 31.14 CB&Q XM-32 Havelock built (1940-'44), Youngstown door, wood running board, "Everywhere West/Route of the Zephyrs" decals, \$26
- ___ Kit 31.15 CB&Q XM-32 Havelock built (1940-'44), Superior door, wood running board, "Everywhere West/Route of the Zephyrs" decals, \$26
- ___ Kit 31.16 FW&D XM-32 Havelock built (1944), Superior door, wood running board, "Everywhere West/Route of the Zephyrs" decals, \$26
- ___ Kit 31.17 CB&Q XM-32 Havelock built (1940-'44), Youngstown door, wood running board, white express boxcar decals, \$27
- ___ TP 40 Plastic, black, AAR design five coil spring trucks with metal wheelsets, \$5.00
- ___ TP 46 Plastic, black, ASF A-3 Ride Control trucks with metal wheel sets, \$5.00
- ___ TP 47 Plastic, black, National Type B-1 trucks with metal wheel sets, \$5.00
- ___ Part #D1 Kadee No. 5 couplers, \$1.25

Name _____ Street _____
 City _____ State _____ ZIP _____

DISCONTINUED 2002

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