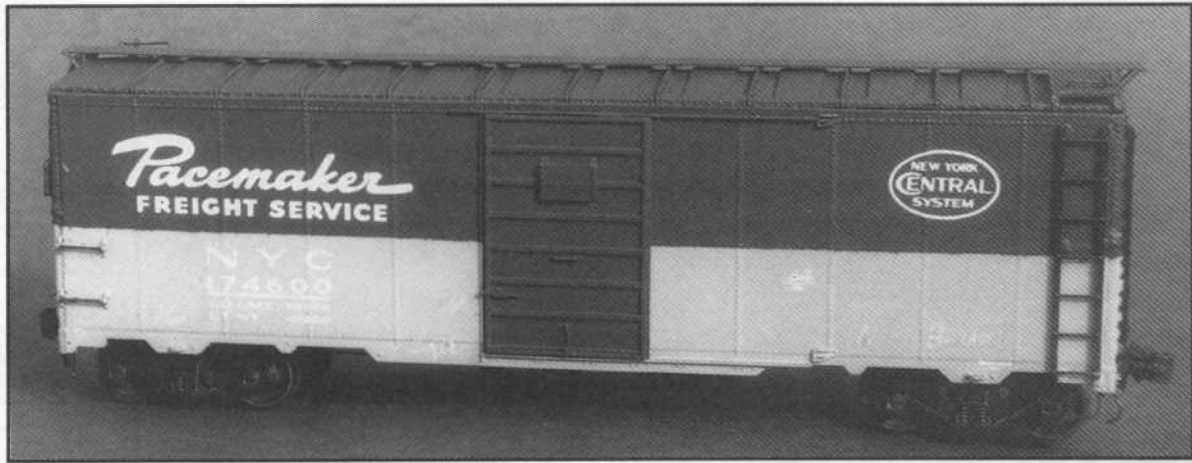




**SUNSHINE  
MODELS**

## Low Height AAR 1944 Boxcar

NYC 174000 *Pacemaker*, NYC 175000 Freight, D&H 17800  
DL&W 52000, C&O 14000, Clinchfield 5250,  
N de M 62910, NH 33100, KCS 17750 and 18050 Series



At the end of World War II, American railroads began a massive rebuilding program. The major purchases of rolling stock were for the universal 40' steel boxcar. The most recent standard design was the AAR 1944 design with 10'6" inside height, a 6' door opening, a new underframe, straight paneled steel roof and improved Dreadnaught ends.

On some railroads, the 10'6" height was not acceptable due to overhead restrictions. Therefore, a few railroads, typically Eastern roads, ordered the '44 design cars with the 10' IH of the 1937 design. Also, the first 10' '44 cars purchased during the 1945-47 period--best described as Phase I cars--retained some of the elements of the '42 design, such as the pre-war Youngstown and Superior doors and the straight panel roof. There was no stiffener at the top of the 3/4 improved Dreadnaught ends.

The New York Central 10' '44 cars arrived in early 1945 from its Despatch shops with oxide red paint and black roofs. These were 55 ton capacity cars. They were placed in the 175000

series, stenciled "Return to Buffalo" and given a restricted use star (in decal set) under the NYC herald. The first 250 cars got Youngstown doors and the final 750 received Superior doors.

The NYC created the *Pacemaker Freight Service* between New York City and upstate cities. These cars were repainted in Vermilion and Gray with all white lettering. A single spring was fitted to the outside of the trucks (in castings) and the load limit was reduced to 25 tons. They were placed in the 174000 series. By late 1948, 525 cars had been converted to *Pacemaker Service*. In 1953, only one car with oxide red paint remained.

The Chesapeake and Ohio steel cars were its 14000-14989 series, built in 1945 by Pullman. They received Youngstown doors. The cars had black paint applied to the ends.

The Clinchfield bought 300 reduced height cars in 1947, its 5250-5549 series. These also had Youngstown doors.

The Lackawanna cars were its 52000-52499 series and came in 1947. The order was divided between light weight **Over**

- .....
- \_\_\_ Kit #32.4 NYC 175000 series 10' '44 boxcar, red sides, black roof, white dec. w/ "Return to Buffalo" and star, Y'town doors, \$30
  - \_\_\_ Kit #32.5 NYC 175000 series 10' '44 box, red sides, black roof, white dec. w/ "Return to Buffalo" and star, Superior doors, \$30
  - \_\_\_ Kit #32.6 NYC 174000 series 10' 1944 boxcar, *Pacemaker Freight Service* dry transfers, Youngstown doors, \$30
  - \_\_\_ Kit #32.7 NYC 174000 series 10' 1944 boxcar, *Pacemaker Freight Service* dry transfers, Superior doors, \$30
  - \_\_\_ Kit #32.8 C&O 14000 series 10' 1944 boxcar, oxide red sides and black ends, white decals, Youngstown doors, \$30
  - \_\_\_ Kit #32.9 Clinchfield 5250 series 10' 1944 boxcar, oxide red sides, white decals, Youngstown doors, \$30
  - \_\_\_ Kit #32.10 Lackawanna 52000 series 10' 1944 boxcar, oxide red sides, white decals, lightweight Youngstown doors, \$30
  - \_\_\_ Kit #32.11 Lackawanna 52000 series 10' 1944 boxcar, oxide red sides, white decals, Superior doors, \$30
  - \_\_\_ Kit #32.12 NH 33100 series 10' 1944 boxcar, oxide red sides, NYNH&H script decals, Youngstown doors, \$30
  - \_\_\_ Kit #32.13 KCS 17750 series 10' 1944 boxcar, oxide red sides, white decals, lightweight Youngstown doors, \$30
  - \_\_\_ Kit #32.14 KCS 18050 series 10' 1944 boxcar w/ 9' door, oxide red sides, white decals, lightweight Y'town doors, \$30
  - \_\_\_ Kit #32.15 N de M 62910 series 10' 1944 boxcar w/solid side sills, oxide red sides, white decals, Youngstown doors, \$30
  - \_\_\_ Kit #32.16 D&H 17800 series 10' '44 boxcar w/14 welded panel sides, lightweight Y'town doors, straight panel roof, \$30
  - \_\_\_ Decals E.8 Chalkmark decals taken from photos of Northeastern roads boxcars in light gray, approximately 70 per set, \$4
  - \_\_\_ Trucks #TP 40 Plastic, black, non-magnetic A.R.A. five spring trucks w/ metal wheelsets, \$5.00 w/ kit

Name \_\_\_\_\_ Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.1%), Canada \$8.55 for three kits

**Sunshine Models Box 4997 Springfield MO 65808-4997**



Youngstown and Superior doors. They arrived with the "Route of the Phoebe Snow" slogan on the right side.

The Nationale de Mexico's 1500 cars, the 62910-64409 series, from ACF in 1946 were the largest order of reduced height '44 cars. They differed in use of solid side sills. They used Youngstown doors. The cars had the N de M and national shield to the left of the door.

The New Haven's cars were built by Pullman in 1945. They were given Youngstown doors. These cars used the 33100-33499 numbers and received the large "New York, New Haven and Hartford" script logo on the left side.

The D&H built 10' 1944 boxcars in its shops beginning in 1947, its 17800-18049 series. The cars were unique in the use

of 14 welded panels on the cars' sides. The cars also used the modern or light weight Youngstown doors.

The Kansas City Southern got 300 cars with 6' doors and 100 cars with 9' doors in 1947. These were the 17750-18049 and 18050-18149 series. Both series came with lightweight Youngstown doors. The cars arrived without the KCS octagon herald, but it was added shortly thereafter (included in decals).

The Sunshine kits use gray cast urethane parts. An etched steel running board comes with the kits. Kits include detailing parts (except trucks and couplers) and proprietary decals or dry transfers with blank decal paper. Full instructions and a Prototype Data Sheet are included. The correct trucks and authentic chalkmarks are available separately.

