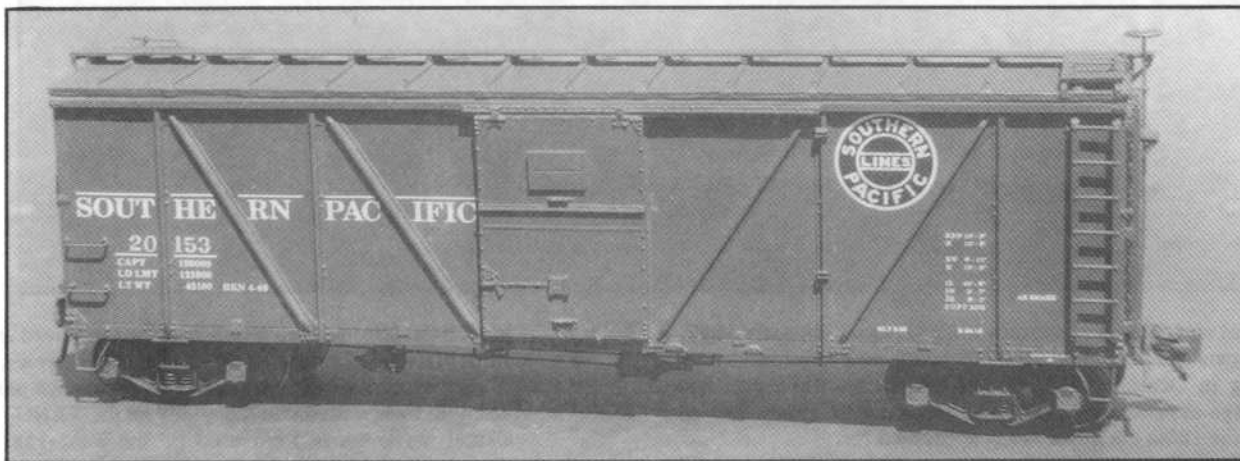




**SUNSHINE  
MODELS**

## S.P., T&NO B-50-15 Outside Braced Boxcars



During the Twenties, the Southern Pacific invested substantial capital augmenting its fleet of rolling stock with the B-50-15/16 boxcars. In the Thirties, these were to acquire a purely S.P. look with the removal of wood sides and replacement with steel sheet. Acquired from 1925 through 1928, the B-50-15/16s used the "hat" section posts and diagonals of the A.R.A. 1924 design but were 6" taller. The B-50-15/16s had a steel underframe, a nominal 50 ton capacity and 3138 cubic foot interior. The cars were fitted with KC brakes and horizontal brake wheels. Viking, Hutchins, and radial Murphy roofs; Camel, Allen and Youngstown doors and Murphy and Dreadnaught ends were applied. In all, 3900 -15s were built.

In March-April 1936, 95 cars became the first equipment assigned and repainted for merchandise (Pacific Motor Transportation or PMT) service, later called Overnight service. Beginning with the Coast Line's Los Angeles-Bay Area route, additional routes to the east and north were soon added. These routes used modified B-50-15/16 cars. Photo evidence shows these cars escaped to other roads, a common problem.

The PMT service cars received black paint with Daylight Orange trim around the car sides and doors. Lettering was in orange also. These first cars retained their wood sheathing but underwent other modifications. Many cars received steam lines and all got signal lines. From August to December 1936, 50 more cars--9095-9144-- **Over**

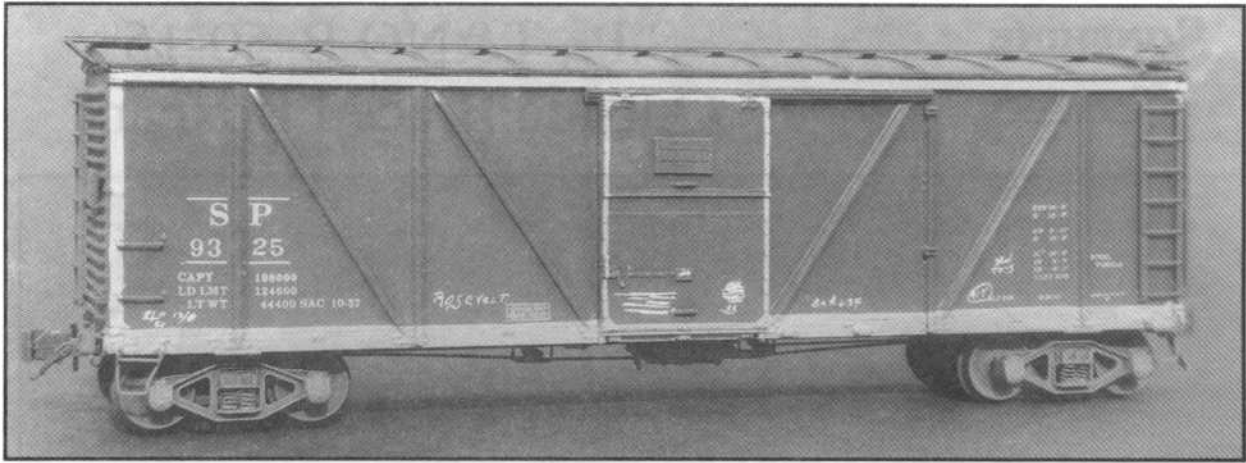
- .....
- \_\_\_ Kit #38.1 SP 14480-15229 wood sides w/ Murphy Radial roof, "A" end door, freight decals (1920s-50s), \$27
  - ✓ Kit #38.2 SP 14480-15229 steel sides w/ Murphy Radial roof, "A" end door, freight decals (1930s-50s), \$27
  - \_\_\_ Kit #38.3 SP 14480-15229 wood sides w/ Murphy Radial roof, end door removed, freight decals (1950s), \$27
  - \_\_\_ Kit #38.4 SP 14480-15229 steel sides w/ Murphy Radial roof, end door removed, freight decals (1950s), \$27
  - \_\_\_ Kit #38.5 T&NO 36210-36509 wood sides w/ Murphy Radial roof, no end door, Allen door, freight decals (1920s-50s), \$27
  - \_\_\_ Kit #38.6 T&NO 36210-36509 steel sides w/ Murphy Radial roof, no end door, Allen door, freight decals (1930s-50s), \$27
  - \_\_\_ Kit #38.7 SP 20000-20499, 32160-32659 wood sides w/ Hutchins peaked roof, no end door, freight decals (1920s-50s), \$27
  - \_\_\_ Kit #38.8 SP 20000-20499, 32160-32659 steel sides w/ Hutchins peaked roof, no end door, freight decals (1930s-50s), \$27
  - \_\_\_ Kit #38.9 T&NO 53060-53559 wood sides w/ Hutchins peaked roof, "A" end door, Allen door, freight decals (1920s-50s), \$27
  - \_\_\_ Kit #38.10 T&NO 53060-53559 steel sides w/ Hutchins peaked roof, "A" end door, Allen door, freight decals (1930s-50s), \$27
  - \_\_\_ Kit #38.19 SP 8950-9421 wood sides w/ Murphy Radial roof, no end door, orange PMT decals (1930s-40s), \$29
  - ✓ Kit #38.20 SP 8950-9421 steel sides w/ Murphy Radial roof, no end door, orange PMT decals (1930s-40s), \$29
  - \_\_\_ Kit #38.21 SP 8950-9421 wood sides w/ Hutchins peaked roof, no end door, orange PMT decals (1930s-40s), \$29
  - ✓ Kit #38.22 SP 8950-9421 steel sides w/ Hutchins peaked roof, no end door, orange PMT decals (1930s-40s), \$29
  - \_\_\_ Kit #38.25 SP 5800-5874, 5900-5923 steel sides w/ Murphy Radial roof, no end door, express decals (1942-early 50s), \$29
  - \_\_\_ Kit #38.26 SP 5800-5874, 5900-5923 steel sides w/ Hutchins peaked roof, no end door, express decals (1942-early 50s), \$29
  - \_\_\_ Kit #38.28 SP 14480-15229 steel sides w/ Murphy Radial roof, "A" end door, Overnight decals (1945-50s), \$29
  - \_\_\_ Kit #38.29 SP 14480-15229 steel sides w/ Murphy Radial roof, end door removed, Overnight decals (1945-50s), \$29
  - \_\_\_ Kit #38.30 SP 20000-20499, 32160-32659 steel sides w/ Hutchins peaked roof, no end door, Overnight decals (1945-50s), \$29
  - \_\_\_ Kit #38.31 SP steel sides w/ Hutchins peaked roof, no end door, Overnight dec. w/ NWP assignment stencil (1945-50s), \$29
  - \_\_\_ Part E3 Chalk Marks, approximately 70 marks, from Southern Pacific cars, \$4.00
  - \_\_\_ Part #TM 8 Kadee "T" section trucks, \$5.75
  - \_\_\_ Part #TP40 A.R.A. cast side frame plastic trucks with metal wheel sets, \$5.00

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

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received steel sheathing and went to PMT service. By early 1942, a total of 472 cars had been modified, 269 being the B-50-15s.

Starting in October 1942, 100 of the former PMT cars were made baggage-express cars (BX) and renumbered 5900-5923 and 5800-5874, the 100th car never being accounted for.

The BX cars were equipped with steam and signal lines, but did not receive passenger trucks. The cars were painted Dark Olive green with Dulux Gold lettering.

After World War II, merchandise service was freed of war time restrictions. Immediately after hostilities ceased, 150 B-50-15/16s received the new Overnight scheme, like the recently arrived 450 B-50-24s, all steel sheathed cars. They retained their freight numbers. More cars were assigned and repainted in succeeding years. Painting for the new Overnight cars consisted of all black body and white lettering with yellow SP herald on the left and red ball and yellow arrow on the right side. Some of the cars were assigned to the Northwestern Pacific in this Overnight scheme and received a 2" stencil "Return to NWP".

Most B-50-15s had their wood sheathing removed and steel plate welded in place over a span of approximately 20 years, through the Fifties. Not all cars were plated, however, and some wood side cars survived until their retirement, especially on the T&NO.

Camel wood doors were used on the S.P. -15s. The T&NO subsidiary applied "Allen" doors on most of its -15s with latches to the right side. Lumber doors were added on the "A" ends of the first -15s. End doors were added to many other cars at rebuilding, but the effort was never completed. In addition, many end doors were "removed" according to company records. Most cars got "T" section trucks at purchase with a few T&NO cars using Arch Bar trucks.

Sunshine now offers a variety of the S.P. and T&NO B-50-15s in cast gray urethane. Appropriate decals are available for each of the variations. A five page Prototype Data Sheet is included along with full instructions. All detailing parts except trucks and couplers are included. Appropriate trucks are available, also. Original decals for prototypical chalk marks are now available. These are taken from close-up photos of Southern Pacific cars of the late Thirties.

