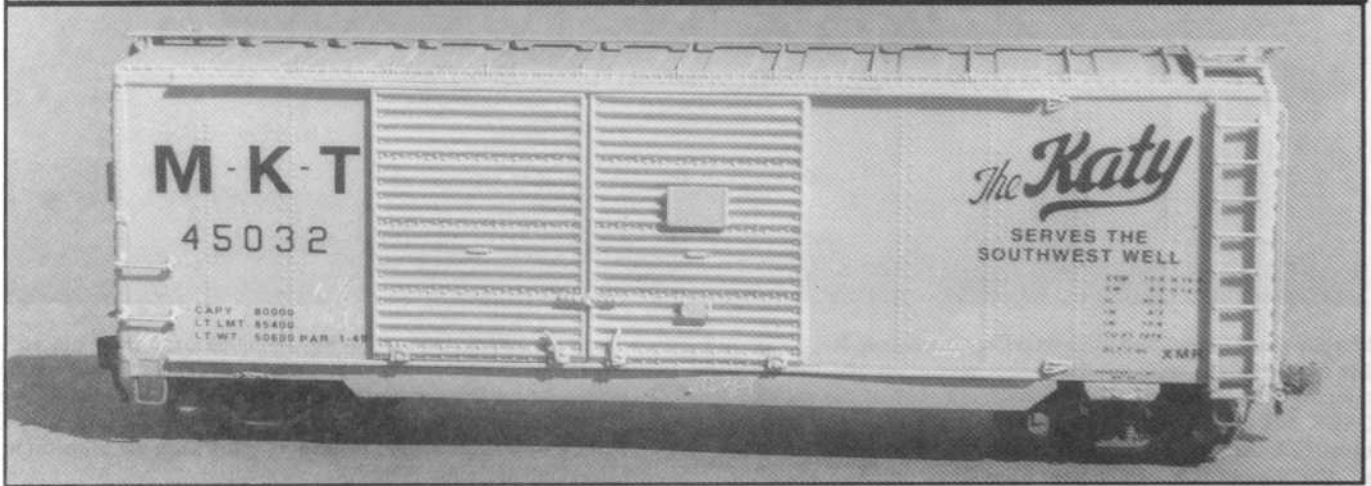
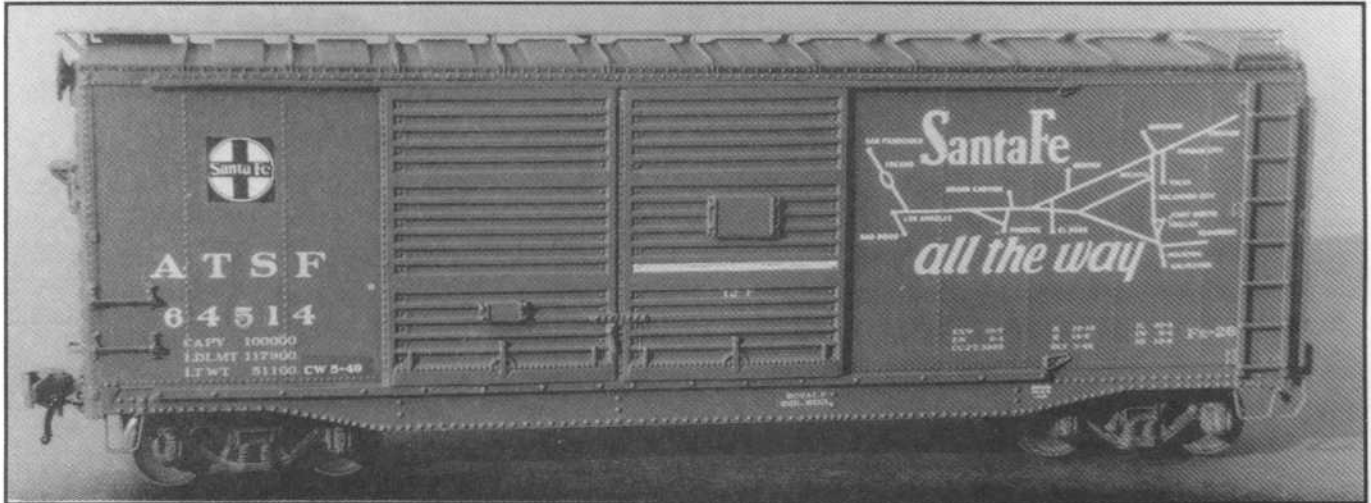




**SUNSHINE  
MODELS**

# 40' Double Door Autocars with Improved Dreadnaught Ends



Following World War II, the railroads moved to equip themselves to handle the burgeoning automobile boom. The deficiency of rolling stock for automobiles and the auto parts trade was attacked by the purchase or construction of 40' double door cars with 10' 6" IH.

While based on the AAR 1944 design of boxcar, these autocars were unique to each road. They varied in use of Close Alternate Center Rivet (CACR) sides or plain rivet patterns, a wide variety of doors and individually designed side sills. They shared only the **Over**

- Kit #40.1 ATSF Fe-26 autocar with Champ map and pre-1947 slogan decal set and proprietary 2' herald, \$32
- Kit #40.2 S.P. A-50-16 autocar with black and white circle herald decals for as built lettering, \$30
- Kit #40.3 CB&Q XA-16 autocar with "Way of the Zephyr" and "Everywhere West" decals, \$30
- Kit #40.4 Cotton Belt 46300 series autocar with "Blue Streak Fast Freight" dry transfers and blank decal paper, \$30
- Kit #40.5 Illinois Central 36000 series autocar with white decals for as built lettering, \$30
- Kit #40.6 Frisco 154000 series autocar with black and white decals with "LINES" in herald, \$30 (December 1996)
- Kit #40.7 MKT 45000 series autocar (freight) with black decals for Chrome Yellow cars, \$30
- Kit #40.8 MKT 45000 series autocar for mail storage with black decals for Chrome Yellow cars and steam and signal lines, \$31
- Kit #40.9 MKT 45000 series mail storage car with Dulux Gold lettering for Pullman Green cars, \$31
- Trucks #TP 40 Plastic, black, non-magnetic A.R.A. design five coil spring trucks with metal wheelsets, \$5.00 with kit
- Trucks #TP 46 ASF A-3 Ride Control trucks with metal wheelsets for ATSF, IC, SLSF, \$5.00 with kit
- Chalk Marks #E5 Chalk Marks from photos of post-war autocars in light gray, approximately 70 per set, \$4.00 with kit

Name \_\_\_\_\_ Street DISCONTINUED  
 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Add \$4.00 for shipping per five kits in U.S. ( MO residents add 5.975% ), Canada \$8.55 for three kits

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

1997



size, Murphy paneled roof and improved Dreadnaught ends.

The car variations were related to the application of a 14' to 15' door opening which reduced the structural integrity of the carbody. The CACR sides used on some cars reflect the use of channels instead of "Z" bars as the vertical member behind the steel side sheets. The double row of rivets at each seam attached the steel sheets to the two sides of the channel. This style was used on the MKT, CB&Q, SP and Cotton Belt.

There are no two side sills the same on these cars. The massive side sill, likewise, reinforced the door opening. Whether the product of the CB&Q Havelock shops or the Mt Vernon creations for the Cotton Belt and Southern Pacific, the side sills were unique.

The third major variation was the doors. Aside from a small difference in door opening width, the door designs were different on each car with distinctive rivet detail and hardware. During this time frame, railroad equipment was scarce and the builders took whatever was available.

The M-K-T 45000 series of 385 cars was the most colorful of the group released. Built in the company's Denison TX Shops in 1945-46, they were given the Sloan chrome yellow paint and black lettering scheme. Eighteen were assigned mail storage service and were eye catchers in Midwestern consists. Later, some of the head-end cars were repainted in a less conspicuous Pullman green with Dulux Gold lettering.

The 500 ATSF Fe-26 autocars, series 64200-699, were notable for the early application of modern Youngstown doors and massive, heavily riveted side sills. Built by Pullman in 1945, they got all of the Santa Fe's passenger train slogans, along with a compressed system map, but used a smaller 2' herald. They rode on ASF A-3 Ride Control trucks.

The Frisco followed the ATSF design for 300 autocars in the 154000 series in the fall of 1946, also from Pullman. The cars used pre-war doors but retained the massive side sills characteristic of the ATSF cars. They ran on A-3 Ride Control trucks.

The 500 Southern Pacific A-50-16 cars were placed in the 66175-66674 series. They served both in general freight service and auto parts loading service. They were built in 1947 by Mt. Vernon. These cars were employed in combination with the subsidiary Cotton Belt cars for scheduled movement of parts from the Midwest to West Coast auto assembly plants.

The 100 Cotton Belt 46300-399 series was built by Mt. Vernon in 1947, as were the parent's cars. The SSW autocars followed the successful 46200-299 series of similar design built in 1944 in the road's Pine Bluff AR shops. The classic "Blue Streak Fast Freight" symbol was applied. The Cotton Belt was owned by the Southern Pacific, though it operated independently. The SSW provided a gateway east at East St. Louis for the SP's Sunset Route and interchanged its West Coast traffic with the parent.

The CB&Q XA-16s were built in the company shops at Havelock NE during 1945-46. There were 500 cars in the 39000-499 series. Like other rolling stock of the period, they got the road's famous "Everywhere West" and "Way of the Zephyrs" slogans. By the early 1950s, a few were renumbered in the 9000 series and used in general service.

The Illinois Central, with considerable automobile business, was a big owner of 40' double door cars. It had over 3000 double door cars on roster in 1948. The 300 cars in the 36000-299 series were added in 1946 from the road's shops. These cars followed the successful 35500-999 series of double door steel autocars of the same design. The 36000 series used the ASF A-3 Ride Control trucks.

The Sunshine kits employ gray cast urethane parts and injection molded roof. All kits come with etched stainless steel running boards. Detailing parts (except trucks and couplers), decals, full instructions and a Prototype Data Sheet are included. Decals for the ATSF kit are the basic Champ set, early straight map and proprietary 2' herald. The Cotton Belt car uses dry transfers along with blank decal paper for transfer to decals, if desired. The remainder are proprietary decals. The appropriate trucks are available separately.

FRISCO