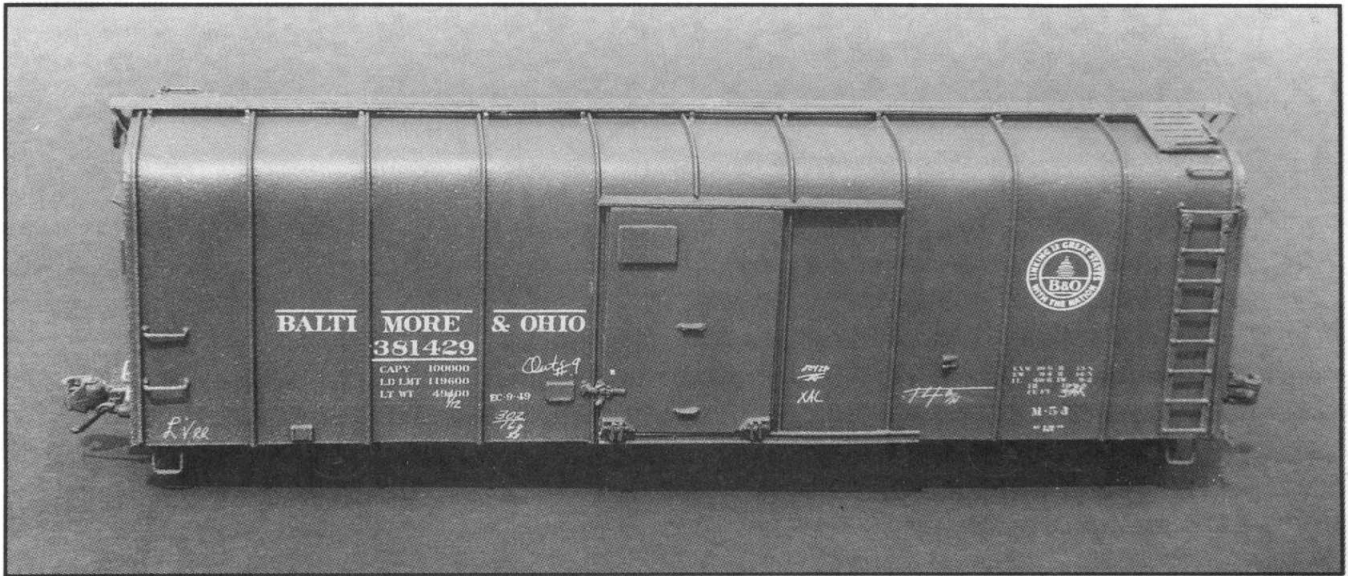




# B&O M-53 Wagontop Boxcar



The design of the Baltimore & Ohio wagontop boxcars was one of the few true innovations in boxcar design of the late Thirties. The B&O applied this unique structural design to boxcars, as well as cabooses and covered hoppers, creating the most unique freight cars of the late steam era.

The wagontop boxcars were created by attaching "U" shaped frames to the underframe and riveting steel sheets to them, forming one half a car side and roof. Running boards were wood placed on shallow "U" shaped brackets. AB brakes and Ajax power handbrakes were applied.

The M-53 used the Duryea cushioned underframe, a further unusual feature. The Duryea underframe consisted of a sliding centersill, buffered by large springs. The advantage of the design was the reduction of damage to lading during the abrupt collisions when cars were coupled.

Built in 1937-38 at company shops, the cars proved highly durable. The M-53 cars were placed in the 380000-381999 series. In 1960, 1897 of the 2000 constructed were still in use.

The standard lettering when the first M-53s came off the line was rather simple. "B&O" reporting marks and numbers were placed in the second panel from the left. The road name was spelled out over the four panels on the right side.

In late 1937, the road introduced the Kuhler circle herald with a capitol dome and small "B&O" in the lower quarter of the circle. Since it contained "B&O", the reporting marks were

dropped from the car sides. In early 1940, the reporting marks returned with the herald on the left side. In late 1940, the herald was moved to the right side and "Baltimore & Ohio" replaced the reporting marks. This was the so called "Wartime" lettering.

In mid-1945, a new herald was introduced, the famous "early 13 Great States", and a new lettering arrangement. In this scheme, "Baltimore & Ohio" and car numbers were painted on the left side and the "13 Great States" herald on the second panel from the right end. No reporting marks were used. In mid-1946, the "Baltimore & Ohio" was moved to the top of the left side and reporting marks returned. The new herald was modified slightly, but retained its spot on the right side. In mid-1955, a billboard lettering was introduced which featured a large "B&O".

All these lettering schemes used white paint. Trucks and underframe were painted black. The B&O paint differed from other roads oxide red in being a true red color.

The Sunshine kits use gray cast urethane parts. Etched metal running board supports, an open slot, thin running board and Duryea cushioned underframe detail are features of the kit. Either of the two main late steam era lettering schemes--Kuhler or "13 Great States" heralds are available. Kits come with the flat panel door as originally equipped. Kits include detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct trucks and authentic chalkmarks are available separately.

- \_\_\_ Kit #42.1 B&O M-53 wagontop boxcar with as built lettering, including Kuhler pre-war herald (1937-late 40s), \$32
- \_\_\_ Kit #42.2 B&O M-53 wagontop boxcar with postwar lettering, including "13 Great States" herald (1946-late 50s), \$32
- \_\_\_ Decals E.6 Chalkmark decals taken from photos of Southeastern freight cars in light gray, approximately 70 marks, \$4
- \_\_\_ Decals E.8 Chalkmark decals taken from photos of Northeastern roads boxcars in light gray, approximately 70 per set, \$4
- \_\_\_ Decals E.9 Significant B&O heralds and slogans including "Sentinel Service" and "Time Saver" slogans, \$4 with kit
- \_\_\_ 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**

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