



Excess and Original Height Cars Cotton Belt's Signature Boxcars



The St. Louis Southwestern's (Cotton Belt) signature cars were its wood double sheathed boxcars in their original 8'6" IH and as rebuilt to an excess height 10' 2" IH car. In 1948, these cars were 68% of its boxcar fleet.

The Cotton Belt was acquired by the Southern Pacific in 1931 and became the S.P.'s independent subsidiary and connection to Northeastern railroads through the East St. Louis Illinois gateway. The SSW's *Blue Streak* fast freight service and *Blue Streak Motor* were extended to California and the SSW acquired the S.P.'s Imperial Valley produce and southern Texas produce, oil and chemical traffic.

The SSW purchased 2500 8' 6" IH double sheathed boxcars from ACF in the Twenties. They used a Hutchins Dry Lading roof and 7/7 Murphy ends, a shorter version of the USRA cars.

Beginning in the early Thirties, the Cotton Belt rebuilt over 80% of its 31000 series cars to an inside height of 10' 2", a size well beyond the 9' 4" IH standard. They kept wood sides—an extraordinary procedure—and the Murphy ends. Cars got a 20"

end spacer of either 3 Murphy ribs or steel sheet with former Hutchins roof car lines for stiffeners. Between 1932 and 1938, 1027 cars were rebuilt, becoming the 36000-38999 series. By 1941, 1958 cars had been rebuilt and by 1948, 2165 cars. There were 357 original height cars in 1953.

Both series of cars used the classic Cotton Belt Route logo, based on a 19th Century cotton gin mould. In the Thirties to late Forties, they bore a 62" wide logo, a widely spaced company name on the left and dimensional data against the left grabs. Beginning in about 1941 when the cars were repainted, they received a 55" logo, condensed road name and dimensional data under the logo.

The kits use vacuum cast, gray urethane castings with a solid roof. They include all the necessary parts except couplers and trucks. Decals for the 1930s-late 40s and 1940s-60s schemes are available. A Prototype Data Sheet and full instructions are part of the kit. Plastic Andrews trucks, chalkmarks and reweigh data are available separately.

- ___ Kit # 52.7 S.S.W. 31000-33499 series 8'6" IH Boxcar with 7/7 Murphy ends with large logo lettering (1930s-late 40s), \$31
- ___ Kit # 52.8 S.S.W. 31000-33499 series 8'6" IH Boxcar with 7/7 Murphy ends with medium logo lettering (1940s-60s), \$31
- ___ Kit # 52.9 S.S.W. 36000-38999 series 10' 2" IH rebuild with 7/3/7 Murphy ends with large logo lettering (1930s-late 40s), \$31
- ___ Kit # 52.10 S.S.W. 36000-38999 series 10' 2" IH rebuild with 7/3/7 Murphy ends with medium logo lettering (1940s-60s) \$31
- ___ Kit # 52.11 S.S.W. 36000-38999 series 10' 2" IH rebuild, 7/2(Hutchins roof stiffeners)/7 Murphy ends, large logo ltng (1930s-late 40s), \$31
- ___ Kit # 52.12 S.S.W. 36000-38999 series 10' 2" IH rebuild, 7/2(Hutchins roof stiffeners)/7 Murphy ends, medium logo ltng (1940s-60s), \$31
- ___ Trucks #TP 51 Black plastic Andrews cast sideframe, non-sprung trucks with metal wheelsets, \$5.00
- ___ E.21 Chalkmarks for Southwestern Roads, \$4
- ___ E.55 Reweigh and Repack Data with background colors for Southwestern Roads, \$6

Name _____ Street _____
 City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.475%), Canada \$15.88 for six kits

Sunshine Models Box 4997 Springfield MO 65808-4997

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