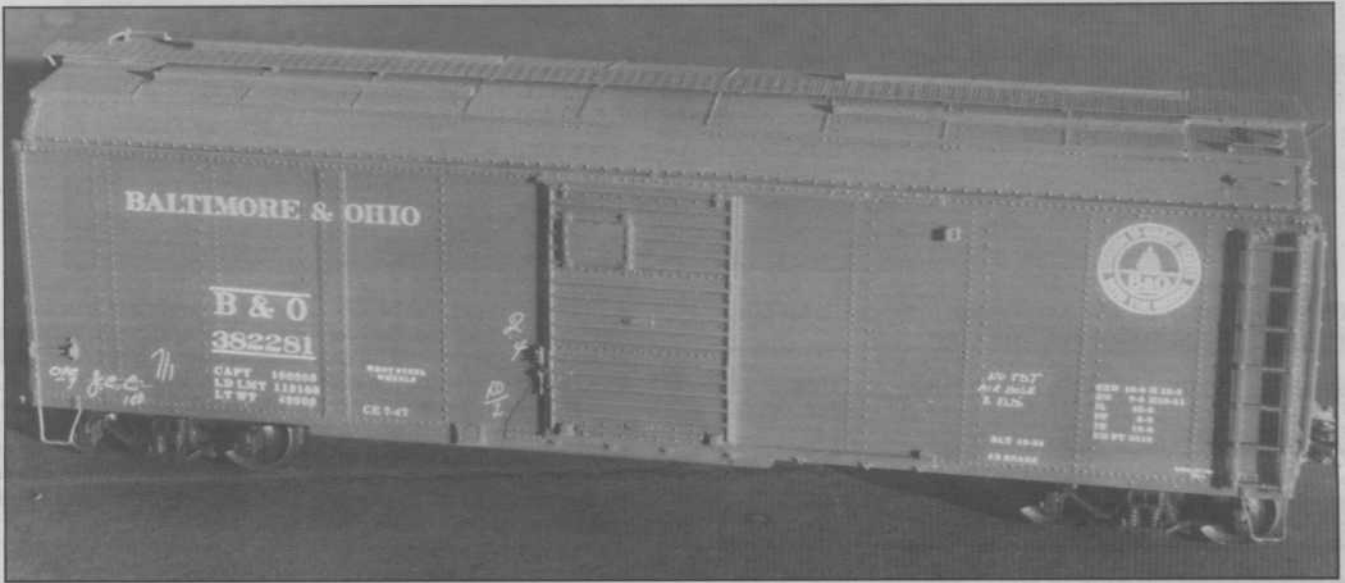




**SUNSHINE
MODELS**

B&O M-27 Mansard Roof, Original and Rebuilt Boxcar and Autocar



During the mid-Twenties, the Baltimore and Ohio purchased 2000 9' IH cars which largely replicated the ARA 1923 steel design of 8'7" IH. These were autocars and had either a door and a half or double doors. They were classified as the M-27 and M-27A.

Within a few years their 9' IH became inadequate. The advent of the Evans auto loader for storage of four cars (angled one above another) required a taller car. The B&O salvaged what it could in 1934. It removed the old lap seam roof from 501 M-27As and built a unique roof with two slopes. This came to be called the Mansard roof after the French roof design with a similar appearance. A steel tread running board was added and an Ajax power hand brake. The new car became the M-27B series.

The new 10' IH provided adequate space for the Evans loaders and the roof slopes--steep near the car sides and shallow in the center--fitted the clearance diagram with precision.

By the late Thirties, the automobile trade was depressed while the size of autos continued to grow. The major railroads were forcing the acceptance of 10' 6" IH for autocars and the M-

27s were given over to general service. The B&O began converting these cars to single doors, creating the M-27C from the M-27, M-27D from the M-27A and M-27F from the M-27B. This process would continue until 1956. In 1939, when the first M-27Fs were created, the conversion from B to F simply consisted of sealing the left door. Later, the left door was removed and a sheet of steel was installed.

Thus were created six versions of the M-27 design:

Characteristics and Dates			
Class	Roof	Door	Year Created
M-27	Lap Seam	Dr /half	1926
M-27A	Lap Seam	Dbl Dr	1926
M-27B	Mansard	Dbl Dr	1933-36
M-27C	Lap Seam	Sgl Dr	1935-56
M-27D	Lap Seam	Sgl Dr	1935-56
M-27F	Mansard	Dbl/Sgl	1939, 1950-55

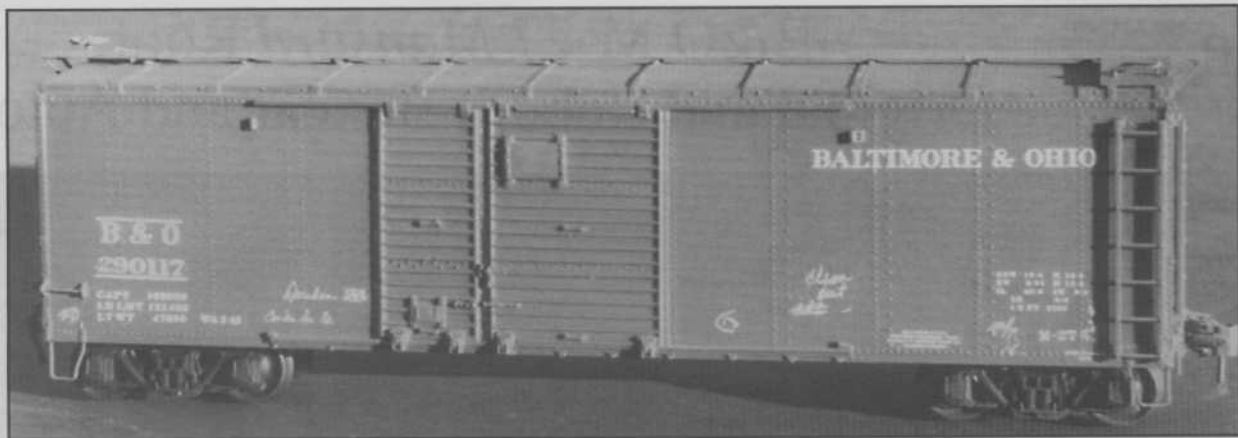
- ___ Kit #58.1 B&O M-27 9' IH door and a half, lap seam roof boxcar with 1930s-50s lettering, \$31 (1926-1960s)
- ___ Kit #58.2 B&O M-27A 9' IH double door, lap seam roof boxcar with 1930s-50s lettering, \$31 (1926-1960s)
- ___ Kit #58.3 B&O M-27B or F 10' IH double door, Mansard roof autocar, 1930s-50s lettering, etched steel walk, \$35 (1934-60s)
- ___ Kit #58.4 B&O M-27C 9' IH single door, lap seam roof boxcar with 1930s-50s lettering, \$31 (1935-60s)
- ___ Kit #58.5 B&O M-27D 9' IH single door, lap seam roof boxcar with 1930s-50s lettering, \$31 (1935-60s)
- ___ Kit #58.6 B&O M-27F 10' IH single door, Mansard roof boxcar with 1930s-50s lettering, etched steel walk, \$35 (1939-60s)
- ___ Kit #58.7 Side sill reinforcement, patch panel overlays and large B&O, Time Saver, Sentinel Service decals, \$8 (late '40s-60s)
- ___ Decals E.6 Chalkmark decals taken from photos of Southeastern roads boxcars 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", \$4
- ___ Decals E.51 Mid-Atlantic Reweigh Stations, Dates and Repack Data, with three colored fresh repaint decals, \$6
- ___ Trucks #TP 40 Plastic, black, non-magnetic A.R.A. five spring trucks w/ metal wheelsets, \$5
- ___ Trucks #TP 51 Plastic Andrews, non-sprung, black side frame trucks with metal wheelsets, \$5
- ___ Trucks #TP 52 Plastic Archbar trucks, black side frames with non-magnetic metal wheelsets, \$5

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



All six versions of the car lasted into the late '60s, however, the distribution changed over time:

Class	Number of Cars			
	1940	1948	1952	1956
M-27	784	767	517	260
M-27A	345	332	252	146
M-27B	309	315	285	168
M-27C	206	211	446	696
M-27D	149	158	236	341
M-27F	180	175	202	315

The painting and lettering of M-27s followed the changes of the B&O, from no herald to Kuhler to "13 Great States", all on a bright red car. When the M-27B was in auto service the white bar and "Automobile" were added. The use of a "T" inside a circle indicated a boxcar was used in Time Saver service. In 1955, the B&O adopted a "billboard" scheme. This used an enlarged "B&O" and "13 Great States" herald. The cars received this scheme for their final 10-15 years of service.

When new, the M-27s came with arch bar trucks. These quickly proved themselves unreliable and were outlawed in interchange service. The cars later acquired both Andrews and cast side frame trucks, more suitable for the late steam era.

It was a major failure of the ARA 1923 design that the sides of the cars rusted at the junction with the floor. The B&O M-27s were no exception. By the 1940s, the cars began to receive patches on the lower sides. Over time the stress on the carbody from loading and the deterioration of the side sheeting from corrosion weakened the M-27s. This necessitated the addition of a large channel side sill from bolster to bolster to reinforce the carbody.

The Sunshine kits use vacuum cast urethane parts. A proprietary etched metal diamond tread running board comes with the Mansard roof kits. The two main late steam era heralds-Kuhler and "13 Great States"-are in the decal set. Kits include all detailing parts (except trucks and couplers). Four pages of instructions and a four page Prototype Data Sheet are included. A modification kit of side sill reinforcement, patch panels and billboard lettering is available also.

