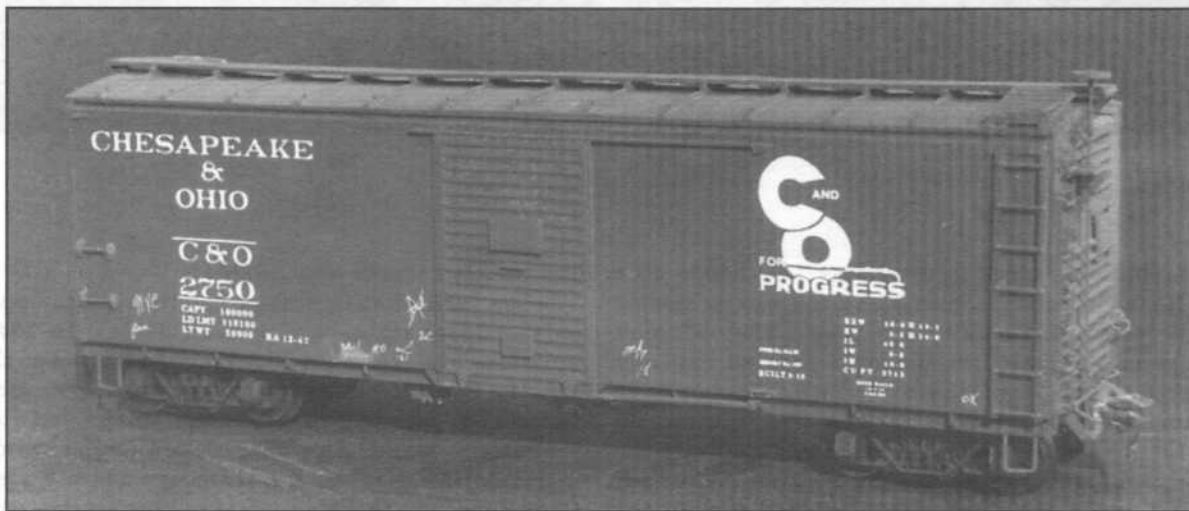
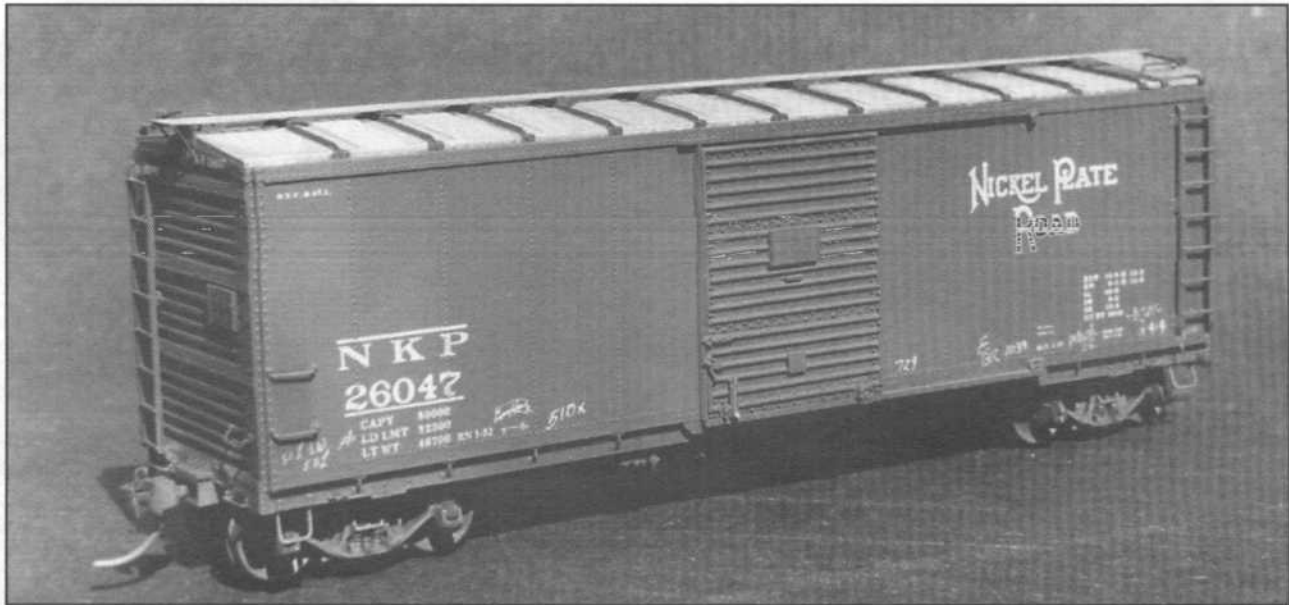




64.4-64.9
64.14, .15

New Steel Rebuilt Boxcars 10'6" IH NKP and 10' IH C&O



Steel rebuilds of former wood cars were an economical way of creating new rolling stock. Rebuilding had two added advantages: it used the railroad's workforce and furnished cars when factories were backlogged. All railroads were flush with worn out cars that made good candidates for rebuilding.

Following WW II, the Nickel Plate began a program of rebuilding almost 2,000 double sheathed boxcars built in 1923 into cars of the most modern 10' 6" IH design. In the NKP case, the outcome was a variety of cars, suitable for various assignments: 7' door boxcars, 7' door boxcars with end doors

and two varieties of double door cars.

Since the former double sheathed cars had indented Hutchins and indented Murphy ends (which included both 2/5/5/6 and 1/5/5/6 arrangements), the new cars bore these ends and the original fishbelly underframe. The roofs were

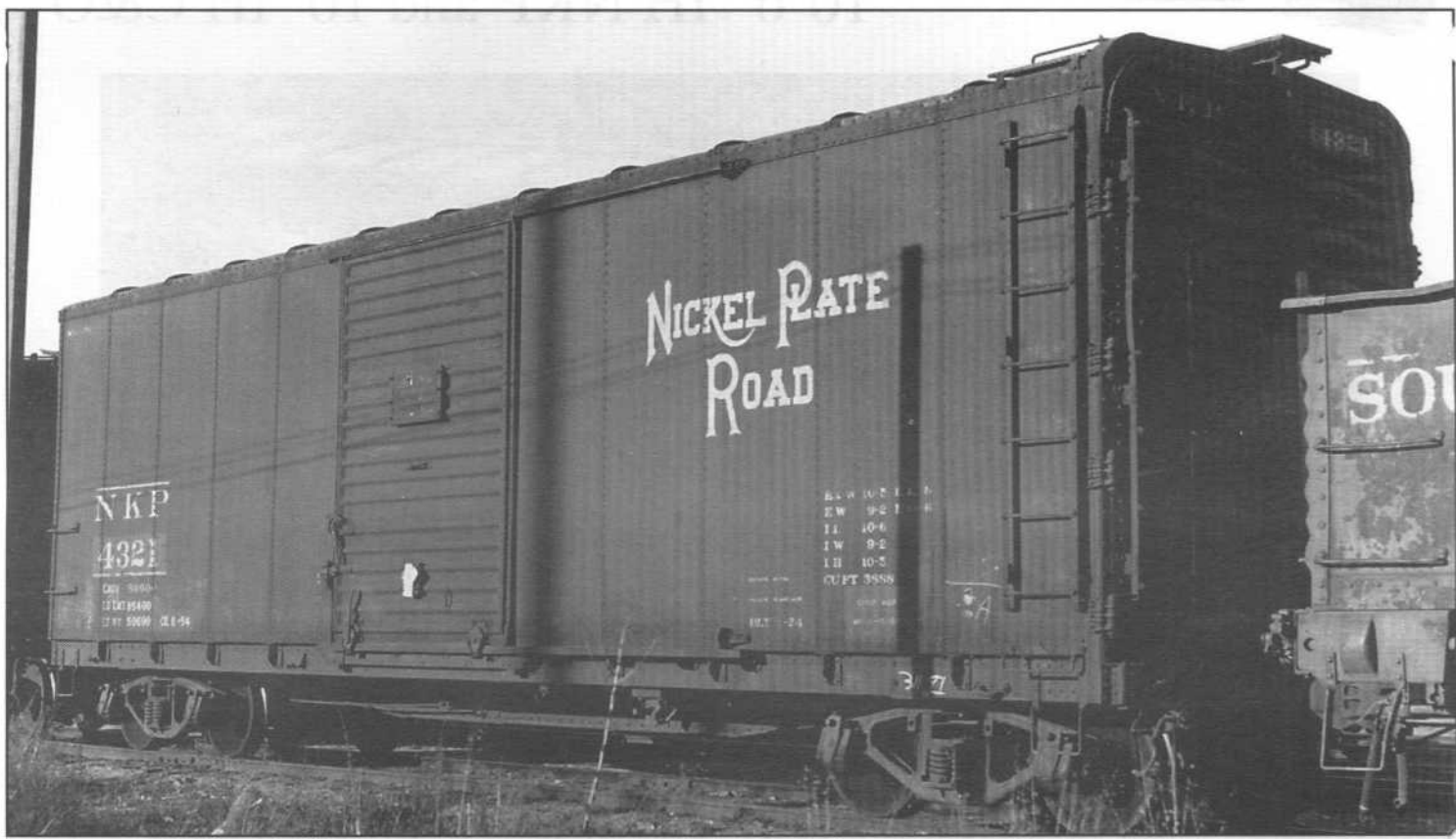
predominantly Murphy straight panel design, except for the two blocks of rebuilds which used the diagonal panel design.

The first series from 1945, 24500-901, was double door autocars. The large opening required a deeper side sill than the 7' door cars. These cars had 1/5/5/6 indented Murphy ends.

The next group, 26000-399 in 1946-47, had 7' doors and 1/5/5/6 indented Murphy ends. The program continued with the rebuilding of the double sheathed cars with 5 section indented Hutchins ends. These were 7' door cars that became the largest single block, the 27000-939 series. The first 650 cars got straight panel roofs, the later got diagonal panel roofs. Then came the most unique of all the rebuilds. In 1947-48, 100 cars came out of the shops with a straight panel roof, 7' doors, 2/5/5/6 Murphy "B" end and a Dreadnaught end door. These were the 25000-099 series.

(over)

64.4-64.9
64.14-15



The final rebuilding block in 1947 was 150 double door cars in the 24000-149 series. These, like the earlier double door cars, had deeper side sills. They used 1/5/5/6 Murphy ends. They also incorporated the diagonal paneled roof and modern lightweight Youngstown doors. The Chesapeake and Ohio created its 2000-799 series 10' IH steel boxcars, as an equivalent of the AAR 1937 boxcar. By adding a spacer to the 5/5/5 USRA Murphy ends, retaining the straight center sill underframe and radial Hutchins roof, the C&O produced a modern car from its double sheathed predecessor.

The Andrews trucks were retained.

The 1939 lettering scheme had the road name spelled out on the upper right hand side in white. In 1947, the road introduced the steam era "For Progress" herald on the right.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. An etched metal running board is included with the NKP cars. Full instructions and a 6 page Prototype Data Sheet are included. The correct trucks--ARA cast side frame and Andrews--are available separately

-✂.....
- ___ Kit #64.4 NKP 24500-901 1945 10'6" IH, 1/5/5/6 indented Murphy ends, 14' Y'town door, steel board, \$34
 - ___ Kit #64.5 NKP 26000-399, 28000-109, 24200-224, 1946-'47 10'6" IH, 1/5/5/6 indent Murphy ends, 7' Y'twn door, steel board, \$34
 - ___ Kit #64.6 NKP 27000-649, 1946-47 10'6" IH, indented Hutchins end, 7' Y'town door, straight panel roof, steel board, \$34
 - ___ Kit #64.7 NKP 27650-939, 1947 10'6" IH, indented Hutchins end, 7' Y'town door, diagonal panel roof, steel board, \$34
 - ___ Kit #64.8 NKP 25000-099, 1947-48 10'6" IH, 2/5/5/6 indented Murphy and D'naught end door, 7' Y'town door, steel board, \$34
 - ___ Kit #64.9 NKP 24000-149, 1947 10' 6" IH, 1/5/5/6 indented Murphy ends, 14' Improv Y'town door, diagonal panel roof, steel board, \$34
 - ___ Kit #64.14 C&O 2000-799 series, 1939 10' IH, 5/5/5 Murphy ends, radial Hutchins roof, 6' door, original lettering decals, \$32
 - ___ Kit #64.15 C&O 2000-799, 1939 10' IH, 5/5/5 Murphy ends, radial Hutchins roof, 6' door, 1947 "For Progress" decals, \$32
 - ___ Trucks #TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets for NKP, \$5
 - ___ Trucks #TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets for C&O, \$5

Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits
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