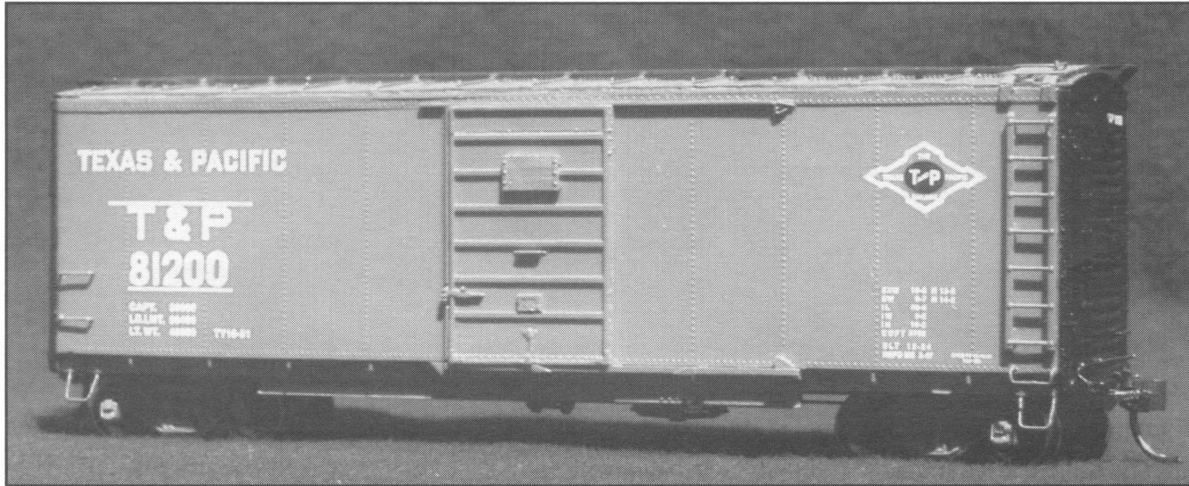


64.73 - 64.77



Unique Rebuilds T&P 80000, 81000 Boxcars



The Texas and Pacific purchased a thousand 10' IH, double sheathed autocars in 1924, its 60000 series. By the Thirties they were obsolete. In 1935 the road began a leisurely program of rebuilding the cars with steel sides at its Marshall TX Shop. The modification was simple. The old 5/5/6 indented Murphy ends and the radial Murphy roof were retained but new steel sides with a 4/4 pattern and triangular gussets underneath were applied. A reinforcing plate was added under the side sill. The four spring package cast side frame trucks were retained. Wood running boards were used except for the final seventy-five that received Morton steel running boards. The vertical brake staff was retained. In all 554 cars were rebuilt, becoming the 80000 series. There were 417 cars on roster in 1953.

Immediately after the war the T&P began anew rebuilding the remaining 60000 series wood autocars. The project lasted into the early 1950s. These 425 cars became the T&P 81000 series. This time the steel sides had a 5/5 pattern and trapezoidal gussets. The post war cars were 2" wider and 2" taller. (The postwar interior width was 5" greater.) The result was that the sides were wider than the ends, creating a notch at the corners of the cars. Morton running boards were

applied after the first 75 cars received wood. The first 200 cars received lightweight Youngstown steel doors with Camel door fixtures and the final 225 cars got seven panel Superior doors. Power hand brakes were applied: Miner was used on series 81000-299 and Superior on 81300-425. The four spring package cast side frame trucks were kept. In 1948 the ORER reported 200 cars had been completed. The remaining rebuilds arrived between 1949 and 1951. There were 414 cars on roster in 1953.

The pre-war T&P white lettering used a bold Gothic T&P and numbers on a boxcar red car with a brown tone. After an experiment with Railroad Roman in 1946, the road changed the car numbers alone to a bold curvilinear style. Also the T&P diamond emblem was added at this time. The pre-war cars that were repainted would have used this style, also. In the postwar period, the T&P practice was to apply black sealant to the car ends and underframe.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers), a steel running board where used and proprietary decals. Decals include the two color T&P herald. Full instructions and a Prototype Data Sheet are included. Trucks, assorted chalkmarks and reweigh decals are available separately.

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- ___ Kit #64.73 T&P 80000 series straight center sill steel rebuild, 8 panel sides, wood running board, white and black decals (1935-60s), \$38
 - ___ Kit #64.74 T&P 80000 series straight center sill steel rebuild, 8 panel sides, Morton running board, white and black decals (1935-60s), \$40
 - ___ Kit #64.75 T&P 81000 series straight center sill steel rebuild, 10 panel sides, wood r.b., Y'town dr., white and black decals (1945-60s), \$38
 - ___ Kit #64.76 T&P 81000 series straight center sill steel rebuild, 10 panel sides, Morton r.b., Y'town dr., white and black decals (1945-60s), \$40
 - ___ Kit #64.77 T&P 81000 series straight center sill steel rebuild, 10 panel sides, Morton r.b., Super. dr., white and black decals (1949-60s), \$40
 - ___ TP 40 Plastic, black, non-magnetic A.R.A. design five coil spring trucks with metal wheelsets, \$5.00
 - ___ E.21 Southwestern Chalkmarks, chalkmarks in very light gray from period photographs, \$4

Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.875%), Canada \$15.88 for six kits

Sunshine Models Box 4997 Springfield MO 65808-4997

2008