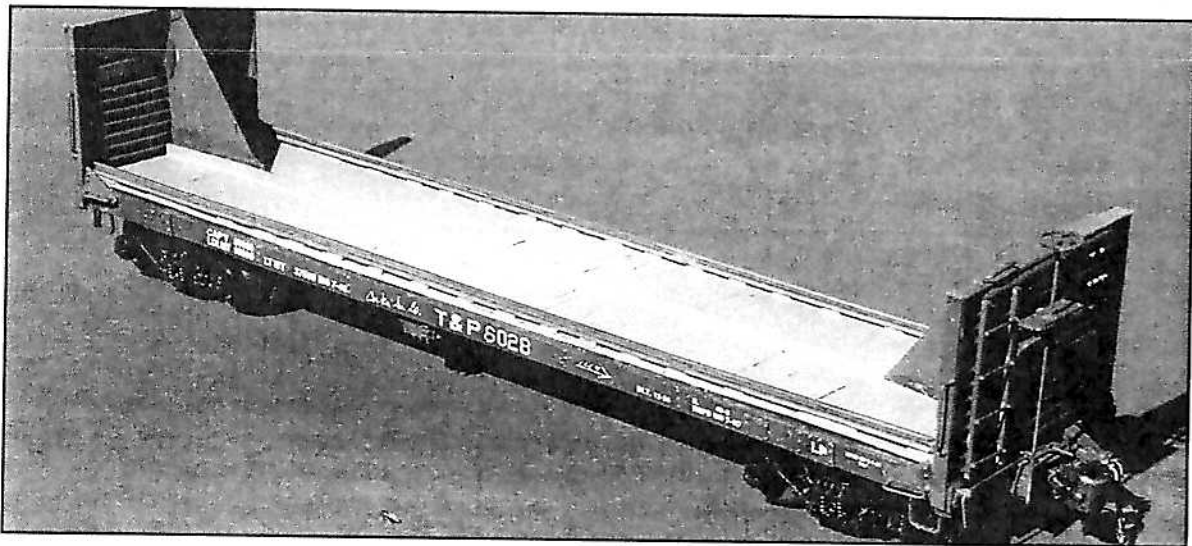
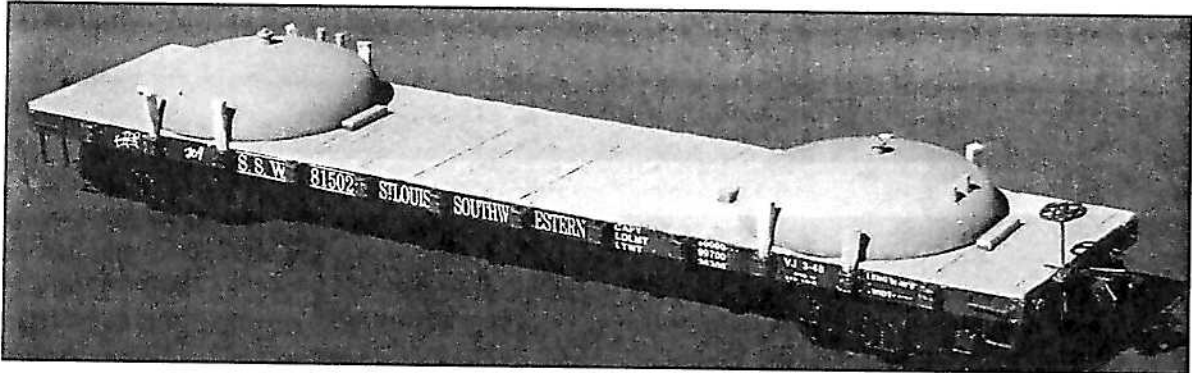


# T&P, SSW Flats and Racks and MoP Rack



Cars from an earlier era often provided railroads the raw material for construction of utilitarian rolling stock. Such was the case of three examples of Mid-South freight equipment:

Texas and Pacific, Cotton Belt and Missouri Pacific rack cars. These rack cars along with related T&P and SSW flatcars provided some "down-home" equipment.

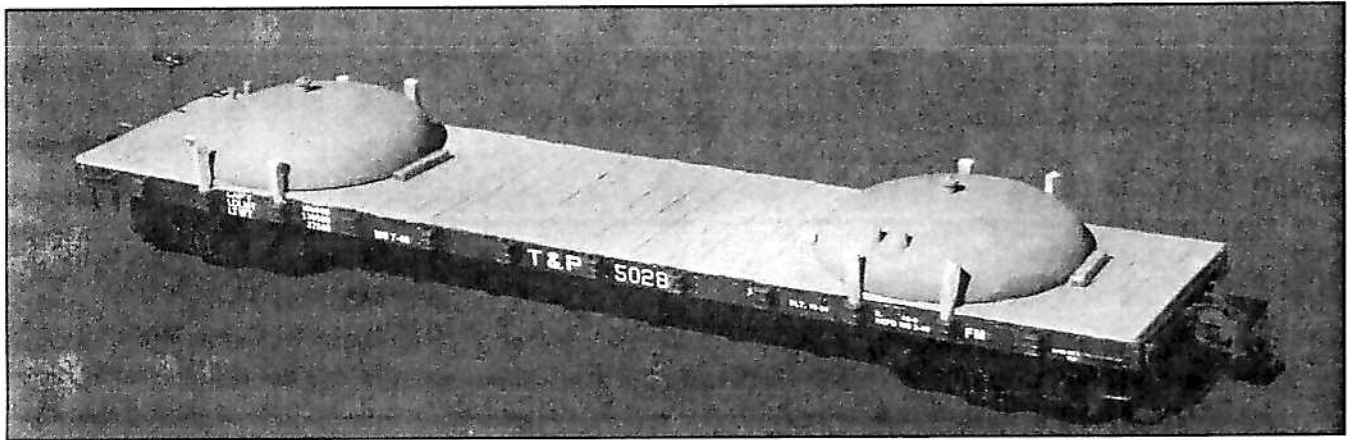
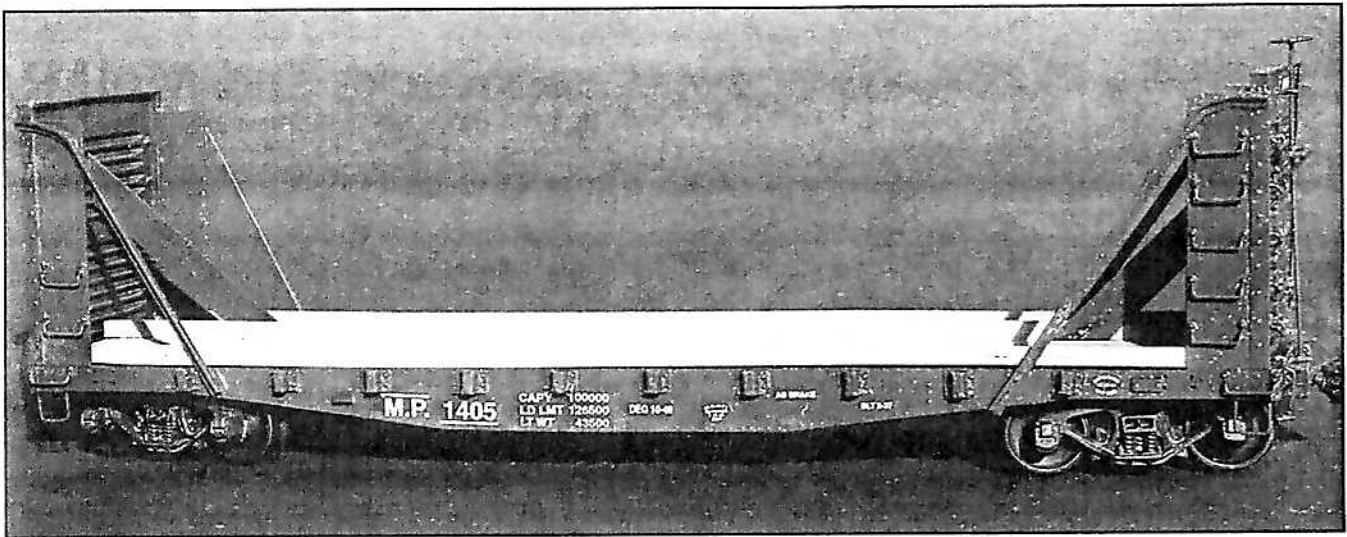
- .....
- \_\_\_ Kit #76.1 SSW 81000-81547 42'10" OL straight side sill, fishbelly 40 ton flatcar w/ two oversized hemispheric domes load, \$30
- \_\_\_ Kit #76.2 SSW 88000 series flatcars converted to rack (pulpwood) car, composite steel frame and wood ends, \$33
- \_\_\_ Kit #76.3 T&P 5000-5299 42'10" OL straight side sill, fishbelly 50 ton flatcar with two oversized hemispheric domes load, \$30
- \_\_\_ Kit #76.4 T&P 6000-6049 42'4" rack (pulpwood) car from USRA clones with fishbelly, two sided 4/7 Murphy steel ends, \$33
- \_\_\_ Kit #76.5 MoP 1400-1499 42' rack (pulpwood) car converted from flatcars with fishbelly, two sided 7/7 Murphy steel ends, \$33
- \_\_\_ Trucks TP 40 Black plastic ARA cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ Trucks TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ E.21 Southwestern Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- \_\_\_ E.28 New Western Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- \_\_\_ E.29 Large Western Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- \_\_\_ E.32 Fresh White Chalkmarks in white from classic era prototype photos, approximately 70 per decal, \$4
- \_\_\_ E.55 Southwestern Reweigh Stations, Dates and Repack Data with Colored Background Decals, \$6

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

**Sunshine Models Box 4997 Springfield MO 65808-4997**



The Cotton Belt had accumulated flats from its own 1914 purchase and from nearly identical cars obtained in the acquisition of small timber roads during the late Twenties. These were fishbelly underframe cars with straight side sills. By 1948, the flats were placed in one series, 81000-81547, because the dimensions--42'10" outside length and 40 ton capacity--were similar. The cars used Andrews trucks. There were 170 flats in 1941 (in two series), 161 in 1948 and 101 cars in 1956. They slowly moved to company service.

A block of SSW 81000 series flats was given makeshift vertical steel end frames with wood wall when converted to pulpwood service. To handle the rough treatment of pulpwood loading, the new ends were given abundant diagonal bracing, securing the ends to the side sills. These cars became the 88000-88199 series.

The Texas and Pacific purchased 300 flats identical to the SSW cars, except for a 50 ton rating and minor details. These cars had ARA cast side frame trucks. These were the 5000-5299 series with 287 cars in 1941 and 280 in 1956.

The Texas and Pacific also had makeshift pulpwood cars. The origin of these was entirely different: some USRA design double sheathed boxcars. The T&P's USRA boxcar clones were stripped of their car body, except for the Murphy corrugated ends. The ends were cut down to 4/7 ribs and a floor modified for pulpwood loading was installed. Old rails were used for the outer risers of the car. This process left a

USRA fishbelly underframe, straight side sills, and 4/7 abbreviated Murphy ends. These were 40 ton cars of 42'4" OL. The cars received either Andrews or ARA cast side frame trucks. The T&P pulpwood cars were the 6000-6049 series, a total of 50 cars in 1941 and 1948 and 55 in 1956.

The Missouri Pacific also had rack cars derived from modification of older cars. In 1937, the MoP's De Soto Shop converted 100 42' OL flats for pulpwood service. These were fishbelly side sill and fishbelly underframe flats of 50 ton capacity. Murphy 7/7 corrugated ends from retired boxcars were used for the ends. Two car diagrams disagree as to whether the stake pockets were retained, though the only photo shows them removed. The cars got cast side frame trucks. These rack cars were placed in the MP series 1400-1499. There were 100 1400 series cars in both 1948 and 1956.

All three roads' cars received utilitarian white lettering.

The Sunshine kits are vacuum cast in gray urethane. The underframes and side sills are cast as a unit for easy assembly. The flat cars have two slightly oversized hemispheric domes for a load.

Kits include all detailing parts (except trucks and couplers) and proprietary decals for the 1930s-late 1950s time frame. Full instructions and a Prototype Data Sheet are included.

The correct trucks--ARA cast side frame or Andrews--are available separately.