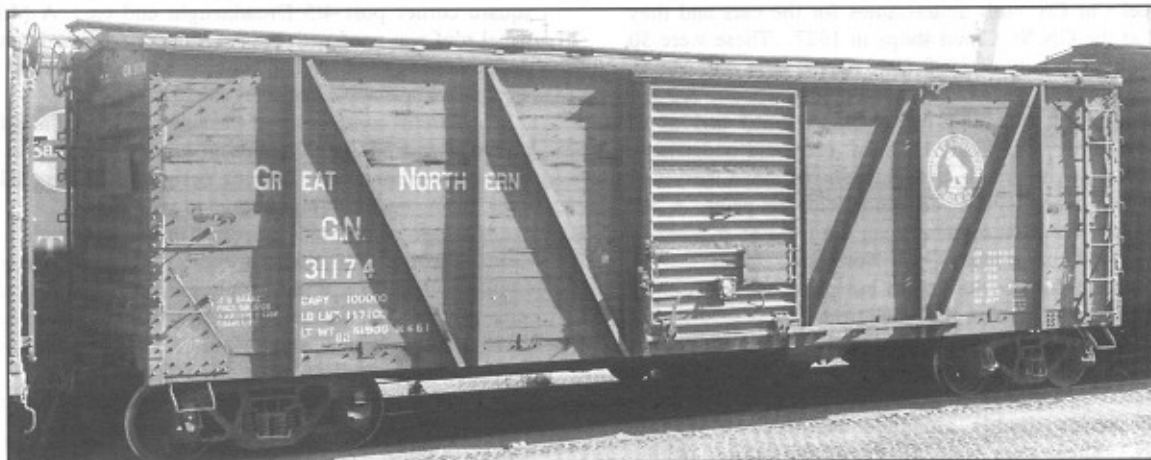




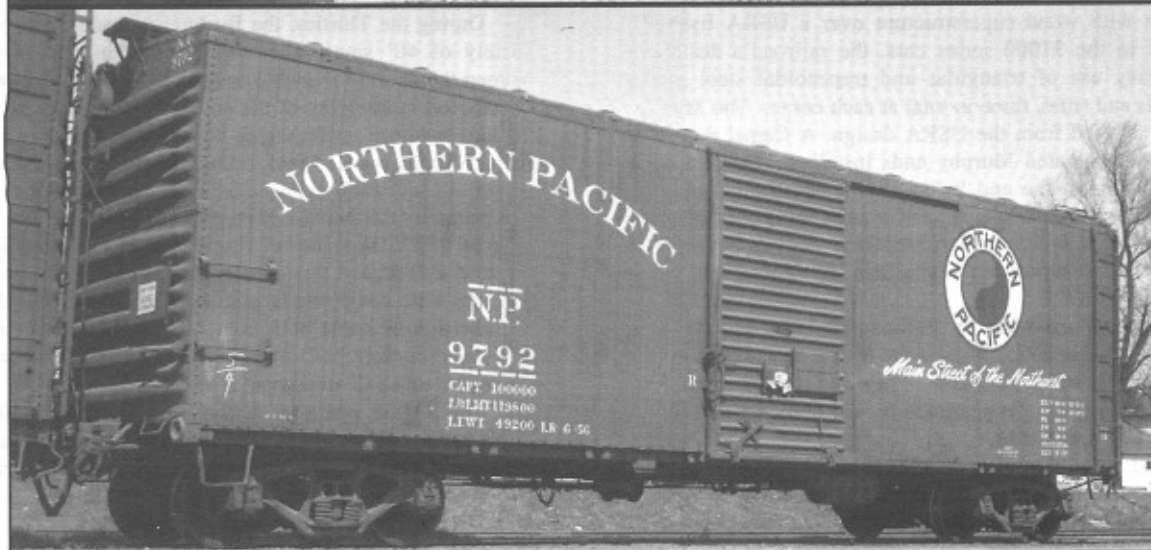
**SUNSHINE
MODELS**

Hill Roads Boxcars

GN 30000 & 31000, NP 9480, Q XM-31



Prototype
Photo



Prototype
Photo

Finding a single sheathed boxcar on the Great Northern is difficult. In fact, there appears to be only one block of this design of cars. The 9' IH 31000 series of 500 cars built in 1923 was this exception. Double sheathed boxcars offered better protection for the vast quantities of wheat shipped by the road.

The 31000 series cars got a Howe design steel outside truss with "Z" bracing, but the company designers exhibited some concern for

the strength of the structure. They added a massive triangle at the lower corners of the cars, along with the typical diagonal at the top corners. A horizontal plate from ends to first vertical "Z" brace further strengthened the structure.

The cars received a Murphy XLA roof--a wood lined, metal covered design. The ends were a 3/5 Dreadnaught design with outward facing corrugations. The doors were Camel corrugated steel.

- ___ Kit #77.1 GN 31000 series Single Sheathed Box, Dreadnaught ends, Murphy XLA roof, black background herald (1930's-1950s), \$34
- ___ Kit #77.2 GN 31000 series Single Sheathed Box, Dreadnaught ends, Murphy XLA roof, red background herald (1930's-1950s), \$34
- ___ Kit #77.3 GN 30000 series Double Sheathed Box, Murphy ends, Murphy XLA roof, 68" side facing herald (1930's-1950s), \$34
- ___ Kit #77.4 GN 30000 series Double Sheathed Box, Murphy ends, Murphy XLA roof, 68" Great Northern Railway herald (1950s-60s), \$34
- ___ Kit #77.5 NP 9480 series Double Sheathed 10' IH Box, 4/5 Dreadnaught ends, paneled roof, simple arched NP, small monad (1937-50s), \$34
- ___ Kit #77.6 NP 9480 series Double Sheathed 10' IH Box, 4/5 Dreadnaught ends, paneled roof, "Main Street" and large herald (1951-60s), \$34
- ___ Kit #77.7 CB&Q XM-31 10' IH Single Sheathed Box with Murphy paneled roof, 5/5 Dreadnaught ends, white decals (1938-50s), \$34
- ___ 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

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Sunshine Models Box 4997 Springfield MO 65808-4997

The "A" end got a 1'6" by 1" lumber door, befitting a road operating through timber country. The underframe was a Bettendorf design with a shallow fishbelly. The cars received Dalman two level trucks. By the late Forties, Universal power hand brakes and AB brakes were replacing the vertical brake staff.

Pressed Steel Car Co. built underframes for the cars and they were completed at the GN St. Cloud shops in 1927. These were 50 ton cars with a cubic capacity of 3098 feet. There were 496 cars in 1951 and 474 in 1956.

The GN cars were painted mineral brown until arrival of Vermillion Red in 1956. Originally the roof, ends and underframe were black, but only the black trucks seem to have survived repainting. The roof, being galvanized, quickly lost its paint. A 24" herald was fitted into the right side between the truss members. In the classic era this goat herald read "Great Northern". Black was the standard background color for the herald but photo evidence from 1951 suggests that at one point the background was bright red. Beginning in 1950, the cars received a small "Great Northern Railway" herald with black background.

GN 30000 Series

The 30000 series double sheathed boxcars were more traditionally GN. These cars were clones of the USRA double sheathed design with wood superstructure over a USRA fishbelly underframe. As in the 31000 series cars, the railroad's designers opted for a heavy use of triangular and trapezoidal steel plates between the ends and sides, three in total at each corner. The Murphy XLA roof was retained from the USRA design. A Camel door was selected and 7/8 corrugated Murphy ends installed. Ladders were applied to the sides but the end ladders were constructed of drop grabs. A vertical brake staff was applied though some cars later got Universal power hand brakes and AB brakes. In the Forties and Fifties, trucks were either Andrews or a four spring package, plank cast side frame design.

The underframe was built by Pullman in 1924 and the cars completed at St. Cloud in 1925. These were 50 ton cars, unlike the 40 ton USRA double sheathed standard. They had a 3098 cubic foot capacity. Despite the wood superstructure, the 600 cars performed well and 10 cars lasted into 1964.

The original paint was mineral brown sides with black ends, roof, underframe and trucks. A 24" herald with "Great Northern" and black background was used. In repainting, the cars became all mineral brown with black trucks. A 68" front facing, then side facing goat herald was applied beginning the late Thirties. In the early Fifties, a 68" "Great Northern Railway" herald with black background was applied.

NP 9480-9999 Series

Just as the Great Northern did, the Northern Pacific purchased

40' tongue in groove sided facsimiles of the AAR 1937 10' IH boxcar. These were 520 cars from Pacific Car and Foundry, acquired in 1937 and placed in the 9480-9999 series. The cars were rated at 50 tons and had 3740 cubic foot capacity.

The design substituted tongue in groove siding for the steel on a square corner post 4/5 Dreadnaught end car. A Murphy all steel panel roof was used with the AAR underframe and Youngstown steel doors were applied. Wood running boards were used and the trucks were a five spring package cast side frame style.

A careful comparison of the side sill below the siding on the GN plywood and NP 1937 tongue in groove cars shows that the roads shared a common steel framing design. The diagonals form a Pratt truss, facing outward from bottom to top.

Cars were painted entirely Tuscan Red with white lettering. When new, the 9480 series cars got a simple application of the arched "Northern Pacific". Within a few years, the first or smaller red, black and white monad was applied when the cars were repainted. After 1951, a larger herald with "Main Street of the Northwest" in script underneath was used when the cars were shopped.

In 1960, there were 439 cars in service and 135 in two number series survived until the Burlington Northern merger.

CB&Q XM-31

During the Thirties, the Burlington made a fetish of building a variety of 40' single sheathed boxcars in company shops, well beyond the period for such a design. This production was no doubt a concession to retention of the company employees, as well as a cost savings measure. All classes bore the similar characteristics of all metal Murphy paneled roof, outward Dreadnaught ends and a straight center sill, but each changed in some modest respect. This change was primarily the increase in height over time.

By 1938, the utility of single sheathed cars had long passed so the road culminated this construction project with the XM-31 class. The cars were composite facsimiles of the AAR 1937 all steel boxcar. Termination of home built composite construction came after only 600 XM-31s were built and placed in the 28000 series. Thereafter the road went to all-steel cars.

The XM-31 was a 10' IH boxcar. These were 50 ton cars with 3710 cubic feet interiors. The cars had 5/5 Dreadnaught ends and Youngstown doors. The trucks were ARA cast side frame style with five spring packages in three designs—ASF, Barber and National. Painting was entirely brown with white lettering.

There were 598 XM-31s on roster in 1948 and 581 in 1956.

The Sunshine Models Hill Roads (because of their common ownership) kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included.

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



Prototype
Photo