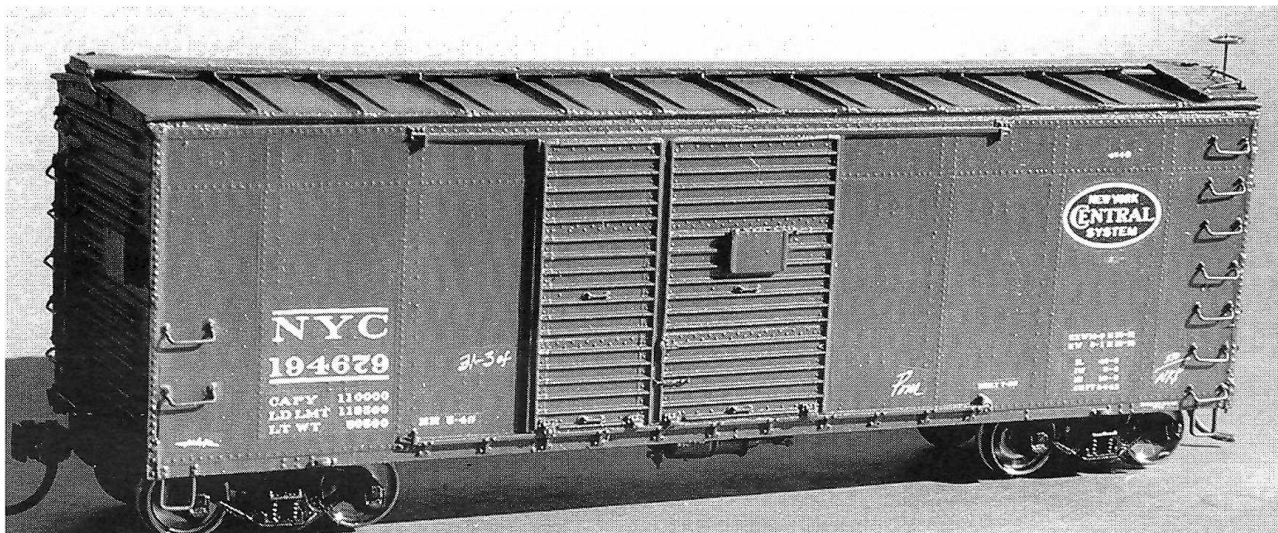




NYC Raised Side Boxcars



During the early Twenties, the rival New York Central and Pennsylvania began the introduction of large fleets of all steel boxcars. Sitting astride the industrial Northeast and flush with cash, the two roads began to change the landscape of American railroading.

The two roads chose different designs of all steel cars. The New York Central reached back to the era of government control during World War I and purchased cars that followed the USRA steel boxcar design. It featured many of the elements that would become common under future ARA designs: straight center sill, sectional all steel roof and Murphy corrugated ends. The cars were 8'6" IW and 8'7" IH, with 2955 cubic feet and 55 ton capacity.

To serve the automobile trade, the two roads created similar cars with a door and a half opening. The design of the boxcar had some longevity, but the autocars were quickly obsolete, as automobile sizes increased during the Twenties.

The Michigan Central, part of the NYC System, purchased 1 1/2 door 8'7" IH autocars in 1922-23, lots 440-B, 464-B and 465-B. During 1930-32, the MC addressed the obsolescence of its USRA design steel autocars by adding 18 inches of steel plate to the car sides, taller doors and two additional corrugations at the top of the Murphy ends. The cubic capacity became 3442. Cast side frame trucks, KC brakes, vertical brake staff and wood running board were retained. The original Creco design door was kept. Thereby the road created 1500 improved cars for the auto and auto parts trade. (The MC

retained the original lot numbers when the cars were rebuilt, a deviation from the usual practice.)

When door repairs were necessary, then or later, 1 1/2 Youngstown doors were installed. The original non-paneled all-steel Murphy roof was retained, if usable. It was replaced—whenever required—with a straight panel roof. In 1948, a new design of roof with diagonal stampings for stiffeners became common. After this date the new design, along with a steel running board, were used.

The cars were placed in the NYC 194000 series and XM classification beginning in 1941, with 766 cars converted by 1943. Nearly all were in NYC reporting marks by 1948.

The cars were painted boxcar red and given the road's black and white herald. Over time this herald was stretched vertically, giving it a more circular shape. In the late Forties-early Fifties, the lettering changed from Railroad Roman to an extended Gothic style and the herald moved to the left.

The raised side 194000 series served well. There were 1280 cars in 1948 and 846 in 1953. There were even 4 cars in revenue service in 1965.

The Sunshine kits are vacuum cast in gray urethane. An etched steel running board is included with diagonal roof cars. 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--are available separately.

- ___ Kit #93.1 NYC 194000-195498 series 10' IH, 1 1/2 door, straight panel roof boxcar, Roman lettering decals (1930-50s), \$40
- ___ Kit #93.2 NYC 194000-195498 series 10' IH, 1 1/2 door, straight panel roof boxcar, Gothic lettering decals (late '40s-60s), \$40
- ___ Kit #93.3 NYC 194000-195498 series 10' IH, 1 1/2 door, diagonal panel roof boxcar, Apex r.b., Roman decals (1948-60s), \$42
- ___ Kit #93.4 NYC 194000-195498 series 10' IH, 1 1/2 door, diagonal panel roof boxcar, Apex r.b., Gothic decals (late 40s-60s), \$42
- ___ TP 40 Plastic, black, non-magnetic A.R.A. design five coil spring trucks with metal wheelsets, \$5.00

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

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