

The Sun

Box 4997, Springfield MO 65808-4997, Summer 2012

The Problem of Kits Purchased on the Secondary Market

As the economy has declined, many modelers have purchased kits on the secondary market. This is sometimes a good way to find kits that are out of production or even get them immediately—and perhaps get them at a good price.

Unfortunately, these kits are sometimes missing critical parts, such as the Prototype Data Sheet, instructions, decals, parts bag, even castings. The purchaser often writes Sunshine to ask us to replace the missing items.

Sunshine cannot be responsible for missing or damaged items from second hand kits. We do not have any responsibility for second hand kits that have been looted or damaged. We guarantee kits that we sell directly to a customer. We don't guarantee used kits because we have no control over their quality. The matter of missing or damaged parts is between the purchaser and second hand seller.

Please do not write asking for replacement items. We will not honor the request.

Request for Decals

We have been asked to sell decals. The decals we create are for the specific purpose of accurate reproduction of the cars in our kits. If we sell the decals separately, it eliminates the sale of a kit. When the kits have been removed from our product list, we will make any remaining decals available to customers.

Sunshine's Downsizing

Sunshine has begun to reduce the workload by simplifying our product line. We have retained most old kits, as new ones have been issued and it is straining our production capabilities.

We plan to reduce the number of new kit introductions to three kits per year. They will be produced on a limited run basis after 2013.

We plan to begin liquidating old kits from the earliest to latest. Beginning immediately we will eliminate a block of kits each several months. The first increment to be eliminated will be kits on the Product List numbered 1 through 19 (many have already been eliminated).

We have created a kit inventory of the kits to be eliminated. If the order is for these kits alone, we can ship quickly. Use the accompanying order form.

This gives our customers a period to obtain old kits. Of course, the quantity of the kits being eliminated will be subject to the availability of proprietary parts—decals, paperwork, rubber molds, etc.

Successive blocks will be eliminated in succeeding periods. Send a SSAE for information on the next block to be eliminated.

A comprehensive list and order form to aid customers is available for \$2.

First Increment:

The first kits being eliminated include ATSF Ga-49 and 53 steel gondolas. The Ga-49 has side doors. Also, included are the N&W G-1, Virginian G-5 and PRR G-29—steel and composite versions. All these gons sell for \$36.

The Santa Fe RR-5-9 and 11 wood reefers are being eliminated. They include both the original metal clad roof and steel paneled roof. A variety of lettering from original thru curved and straight maps to Ship and Travel are available. They sell for \$38.

The block of SP and T&NO B-50-13/14s are in the group being eliminated. They come with a variety of roofs: metal clad Murphy, Hutchins, radial Murphy and early Viking. They have wood or Dreadnaught ends. They sell for \$38.

The CB&Q XM-30 has been revised with a solid roof and reissued for this event. It sells for \$40.

The Erie Buckeye end and C&O Deco end 1937 steel boxcars are on the block, along with the GN 1937 composite, double sheathed wood boxcars with Youngstown and Superior doors. They sell for \$35.

The MoP 120000 series wood and steel 36' boxcars will be eliminated, also. The steel cars come with Eagle Merchandise or freight Eagle lettering. They sell for \$38 to \$42.

We will also eliminate the first load, the two transformer set, F.1. It sells for \$18.

New Releases:

Autocars to Boxcars

Cars originally built as auto cars but later converted to boxcars were released at 2011 Naperville (held at Lisle). These cars reflect their original heritage. Ten foot height, sealed left doors, removal of left door but retention of left door track, addition of a new diagonal, etc. characterize these cars.

Wabash and its New Jersey, Indiana and Illinois (NJI&I) subsidiary received over 5500 outside braced 1¾ door 40' autocars in the Twenties. Original cars were 8'6" IW and had Murphy ends and wood doors. Many were rebuilt with 6' doors. After the first 1000 cars, width was increased to 9'. In the mid-Twenties steel doors and Dreadnaught ends were used. Four 10' IH versions with 11' wood or steel doors, Murphy or Dreadnaught ends are available for \$42. The 8'6" cars rebuilt with 6' wood doors, lettered for both roads, are also available for \$42.

The Soo Line had 200 outside braced 40' autocars in the 75400 series with wood 1½ doors, Murphy ends, fishbelly underframes and outside bracing for auto loading. Beginning in 1950 the Soo began modifying the cars with 7' left opening Youngstown steel doors. The original car and rebuild were both released. Each kit sells for \$42.

In the Twenties the Cotton Belt received 500 double door, double sheathed 40' auto cars in the 45000 series. Half the cars had auto racks in the Thirties, but WW II saw their conversion to boxcars with the sealing of the left door and stenciling "This Door is Stationary". They are available for \$42, also.

The Central of Vermont had 125 40' outside braced, Youngstown double door, Dreadnaught end auto cars in the 42000 series built in the late '20s. In the 1950s, some were rebuilt with 6' doors and placed in the 43000 series. These cars lasted into the 1970s. Both versions sell for \$42, also.

The Pere Marquette, sitting astride the U.S. auto parts and assembly belt, devoted many cars to the auto trade. The 88000 and 88350 series of 1½ door outside braced 40' auto cars with Hutchins ends were important elements of the fleet.

Beginning in the late '30s, the PM began modifying the cars by using the ½ left hand door as a part of the car body and converting them to 6' door auto parts cars in the 54000 series. The original cars are available for \$42 and the rebuilt cars with Apex running board for \$44.

Motor Special Cars

More "Motor Special" cars were released. These were cars used in auto parts service and most contained Utility Loaders which necessitated additional rivet patterns on the outside of the car.

In the early '40s, the Pine Bluff Shop built 200 cars for the Cotton Belt with 50' IL, 8' single doors with ACR sides. Fifteen cars got end doors. Most were adapted to DF loading beginning in 1950. The 20000 series cars with and without end door and DF decals or not, are available for \$46.

The Illinois Central purchased square corner end 40' and 50' all steel auto cars in 1937. The 1000 40' cars were in the 166000 series. Later 500 were renumbered to 36500 for auto rack equipped cars and 39000 for boxcars. They are available for \$42.

The 200 50' cars were numbered into the 161501 series, but shortly after were given auto racks and renumbered in the 44000 series. In 1950 they were rebuilt as double door boxcars. The 50' cars are available for \$46.

The Pere Marquette 72000 series cars with perforated lining and an extra three horizontal rows of rivets on the side were released for \$48.

Finally, the Rock Island 50' 282800 series with recessed side sill and fishbelly reinforcement under the doors was released for \$46.

The ATSF Fe-24 in all its steam era variations was released at the 2011 ATSF Meet in Phoenix. Versions with the early passenger maps and slogans, the later passenger cars with Express only (including a black and white herald and off-line reweighs) and freight cars in map and S&T slogans are available for \$46.

The raised roof version with Ship and Travel slogans sells for \$46.

More Type 17 tankcars—Vendome and simplified Sinclair "PARX" acquired from Producers and Refiners Corp. of Denver—have been added. Each sells for \$43. Mobilgas versions will be ready soon.

Tall Mather Cars

During the Thirties and Forties, the Mather Stock Car Co. began building taller versions of its famous cars. Mather leased 10'3" IH boxcars to the Akron, Canton & Youngstown; Gulf, Mobile & Ohio; Manufacturers' Railway and Trona. The price is \$42.

The ACY car is available with tongue in groove or plywood doors with wood ends. There is a steel end rebuild with Pullman doors for the ACY and GM&O, also.

The 9'11" IH version of the tall car was leased to the Muncie and Western "Ball Line" and ACY. The M&W green background jar herald is \$43 and the black background and jar version and ACY car is \$42.

1923 All Steel Cars

Finally, 1923 10' IH steel car designs with steel plate ends and Hutchins roof for the Central of New Jersey; lap seam roof for the High Point, Thomasville & Denton and West India Fruit were released. The CNJ 19000 series 1½ door car was built for auto service but rebuilt with Youngstown doors and for general service. It sells for \$44. A 10' version of the '23 design with Creco doors went to the HPT&D for furniture service. In 1949, 10 of these cars went to the new West India Fruit and Steamship Company and received the WIF first circular black and orange herald. Both sell for \$42.

Mini-Kits

We are often asked to sell mini-kits by mail. The mini-kits we produce are done to add a little excitement to the shows we do. They are limited run and when sold out, are discontinued. We do not maintain them for the mail order business, as it is not economical to do so.

Price Increase

We have had to increase the prices of new kits. This action results from the hefty increases in prices to us due to the devaluation of the dollar and increasing inflation. The price of rubber, resin, wire and parts, as well as shipping has gone up enormously. We have absorbed much of the cost increases, but we now have to pass along these material costs.