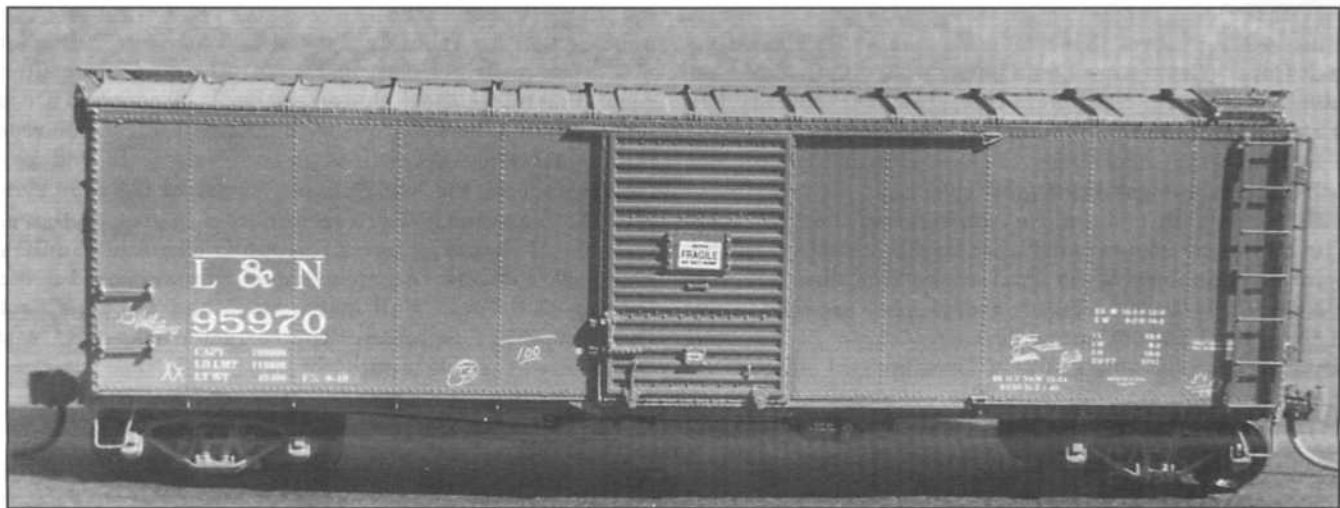
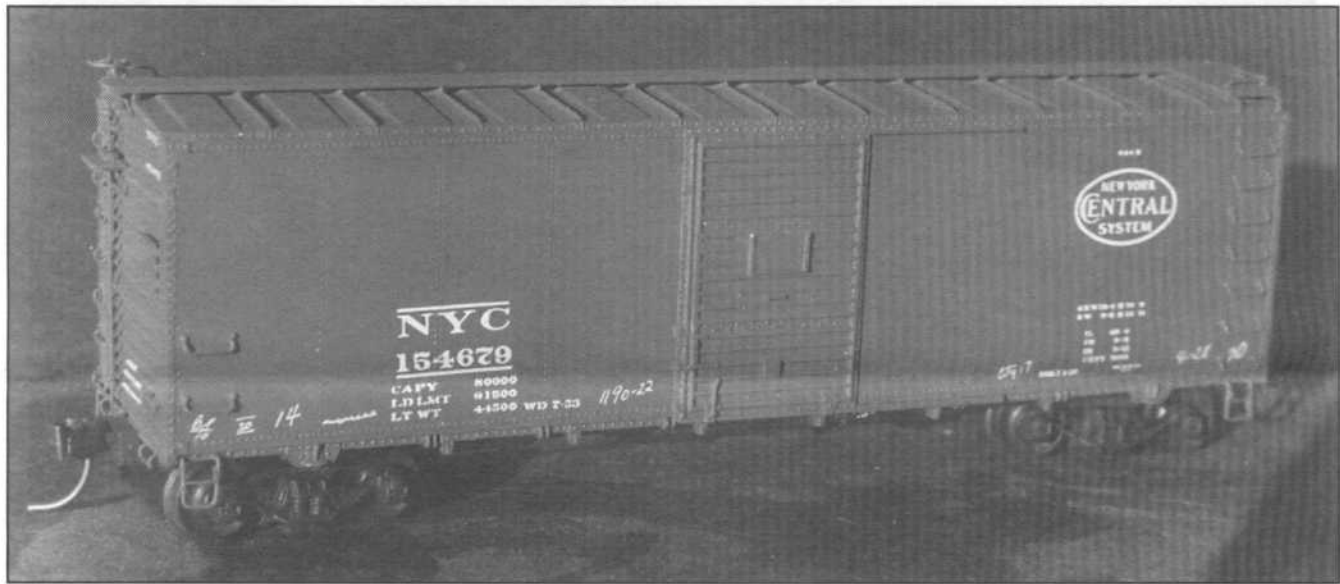


64.1-64,15



**SUNSHINE
MODELS**

New Steel Rebuilt Boxcars 10' IH NYC and L&N



Steel rebuilds of former wood cars were an economical way of creating new rolling stock. Rebuilding had two added advantages: it used the railroad's workforce and furnished cars when factories were backlogged. All railroads were flush with worn out cars that made good candidates for rebuilding.

With 64,000 freight cars in 1948, the New York Central owned the second largest total of boxcars in the U.S. Of the NYC boxcar fleet, over 15,000 were steel boxcars rebuilt from wood equipment. It was the largest block of boxcar rebuilds on any U.S. railroad. From 1936 to 1939, the NYC created over 6000 8 panel steel sided, 10' IH boxcars which retained the original underframes and ends. The rebuilt cars became the

128500-129349 and 151000-156128 freight cars and 100990-100999 mail express boxcars.

The rebuilds preserved their indented Murphy ends with 3/7/7 corrugations and the substantial fishbelly underframes. The unusual Murphy paneled roof on the cars included a panel stamped into the section at each end of the car. Wood running boards were installed and a vertical brake staff. Instead of ladders, grab irons were applied. The NYC cars had a scalloped side sill. The side sill was short in height but tabs extended downward where each cross member met the side sill.

(Over)

Revised
2/04

10/03 ✓



An interesting use of these rebuilds was as Refrigerating Unit Rack Cars. These were home based in Springfield MA on the Boston and Albany. They were classified XMP and had the number range 84985-85049. A total of 65 cars existed in 1948.

An additional 10 cars went to mail/express service, the 100990-999 series, and got dulux gold lettering.

In 1939, the L&N created the equivalent of the 1937 AAR design 10' IH boxcar using straight center sill underframes and Murphy or Dreadnaught ends from single sheathed boxcars. These 93000-97099 series rebuilds represented approximately one quarter of the L&N 40' boxcar fleet.

Both 3/7/8 Murphy ends and 2/3/5 Dreadnaught ends

appeared on the rebuilds, as well as 5' (subject of this kit) and 5' 6" truck to striker plate distances. The numbering after rebuilding mixed these characteristics. All cars had 6' doors.

Lettering was simple with unusual 11" L&N reporting marks and 9" numbers through the Forties. In mid 1951, the road introduced the "Old Reliable" slogan on the right side.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. An etched steel running board is included for the L&N cars. Full instructions and a 6 page Prototype Data Sheet are included. The correct trucks--ARA cast side frame--are available separately.

- ✂
- ___ Kit #64.1 NYC 128500-129349, 151000-156128 1936 10' IH, 3/6/6 indented Murphy ends rebuild, '30-'50s decals \$32
 - ___ Kit #64.2 NYC 84985-85049 1936 10' IH, 3/6/6 indented Murphy ends, '30-'50 B&A Spfld MA Refrigerating Unit decals, \$32
 - ___ Kit #64.3 NYC 100990-999 1936 10' IH, 3/6/6 indented Murphy ends rebuild, '30-'50 Express Service dulux gold decals, \$33
 - ? ← ___ Kit #64.10 L&N 93000-97099, 1939-41 10' IH, Murphy ends, 6' dr, steel board, 11" reporting marks decals, \$34
 - ___ Kit #64.11 L&N 93000-97099, 1939-41 10' IH, Murphy ends, 6' dr, steel board, '51 "Old Reliable" decals, \$34
 - ___ Kit #64.12 L&N 93000-97099, 1939-41 10' IH, D'nght ends, 6' dr, steel board, 11" reporting marks decals, \$34
 - ___ Kit #64.13 L&N 93000-97099, 1939-41 10' IH, D'nght ends, 6' dr, steel board, '51 "Old Reliable" decals, \$34
 - ___ Trucks #TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets for NYC, L&N, \$5

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