



A Division of Chooch Enterprises, Inc.  
PO Box 1200  
Maple Valley, Washington USA 98073

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## #667 Southern Pacific B 50-15 Single Sheathed Boxcar

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### **BACKGROUND:**

In the later part of the 1920's, the Southern Pacific started purchasing a group of boxcars that were new in design to the road. They were patterned after a Pratt truss that had the diagonals in tension. The class was the B-50-15 and featured composite construction of steel framing and wood sheathing on the sides. The class had an unusual truck spacing of 5' from the striker to the kingpin. Most cars had 5' 6". The B-50-15 class was operated by the SP and its subsidiary, the Texas and New Orleans (T&NO). A total of 3900 cars were purchased between 1925 and 1926. The cars differ within the 3900 car series. Murphy Radial, Hutchins Dry Lading and Chicago-Cleveland Viking roofs were used. Lumber doors were used on the early cars but dropped after the first three lots.

This Ultra Scale II model depicts the first group of cars with a Murphy Radial Roof and a lumber door in the "A" end. The cars were numbered starting at 14,480 and ending at 15,229. The T&NO had a nearly identical series that ran from 36,210 to 36,509. These cars had an Allen door with the latch hardware on the right side and no lumber door.

<u>Road</u>	<u>Original Number</u>	<u>1956 Renumbering</u>
SP	14,480-15,229	111,535- 111,892*

\*Renumbering in 1956 didn't separate Murphy roof cars from the Chicago-Cleveland Viking roof cars

The cars were delivered with Bettendorf "T" section trucks and were later equipped with AAR Double Truss trucks.

The first lettering scheme was with S.P. initials and a 45" logo with a black background. The scheme was revised after 1946 and Southern Pacific was spelled out above the car number. The last version concurrent with the 1956 renumbering was a return to SP but without the periods after each initial.

The cars were steel sheathed starting in the late 1930's. Some of this series were used as part of the famous Overnight service. The Overnight cars had a black paint scheme with white lettering and yellow and red logos. The steel sheathed version will be the next kit released in this series. The cars were normally painted freight car red.

Rick Leach of RL Design is preparing custom lettering for these cars. Protocols of Austin, Texas had produced lettering for the steel sheathed car. Protocols are no longer made. Microscale makes a set for the B-50-13/14 that can be modified and the 45" SP Lines logo is available in the Microscale PFE reefer set.

We want to thank Gene Deimling for all his hard work on this project. Without his tremendous skills, we could not produce models of this caliber.

Further references: SP Trainline Winter publication 2002

## Getting Started

We hope you enjoy assembling this Ultra Scale II car kit. With a little care, this kit will build up into an outstanding model. To assist modelers with the assembly process, there are some aids included with this kit. All parts are numbered, named on a parts list, and shown on a photo page. In the instructions, both their name and number reference parts. Please carefully read over the Car Parts Worksheet. This, with the visual scan/ diagram of our parts, will explain which parts you will use in this kit. We hope the best guide, to assist you with assembly, will be the color photos of the models.

## Precautions

The resin casings contained in this kit are soft and can easily be damaged during assembly. To avoid problems, use a sheet of bubble wrap as a protective cushion while working on the car body. Careful use of files, knives, and drills will reduce the risk of damage to the detail on the castings. Sanding of the resin castings should be done in a well-ventilated area. Use the same precautions as you would when applying oil based paints.

When preparing resin parts for assembly, you can employ one of two approaches. One is to remove all of the fine flash on the back surface by sanding. To do this, attach a piece of medium grade wet/dry sandpaper to a flat surface such as a glass plate. Wet the paper to form slurry. Use a circular motion when sanding. When the flash disappears, the part is the correct thickness. The alternative is to simply trim the parts free of flash and use them as is. The flash in this kit usually does not exceed .005" in thickness and can be ignored if you wish.

## Tools and Supplies

Sharp hobby knife and/or single edge razor blades

200 to 400 grit wet and dry sandpaper'

Files

Miscellaneous drill bits and a pin vise

Flush cutters for wire trimming and pliers for bending

CA cement for the urethane parts and styrene cement for the plastic parts

Tweezers

A short length of scale chain

Paint – specifics on colors to follow

Trucks

## Assembly

### Underbody



Begin by installing the .033" trainline. Drill holes for this line using a #65 drill. There are 8 locations where holes are needed: bolsters cross bearers, and the centersill. Note the indentations in the bolsters for the correct location of this line on either side of the centersill. Install the line in two parts. It need not pass all the way through the centersill.

If you plan to use the San Juan couplers supplied with the kit, now is the time to install the draft gear housing #217. Two types of coupler lift brackets are provided (206-2). None of these parts are not required if you install Kadee couplers.

Drill #50 and tap 2-56 for the truck mounting screws. Some of our floor castings have styrene tabs on each side to protect the delicate cross bearers. These can easily be sanded or filed smooth to allow for a tight fit. Some modelers prefer gluing a ridge of styrene on the inside of the car sides to create a "shelf" to rest the under frame against. You can achieve this with square blocks of styrene adhered with CA. You may wish to permanently glue the underframe to the body.

Prepare the airbrake components for installation. These are parts 307, the reservoir; 308, the triple valve; and 309, the cylinder. See the drawing for guidance. Install the brake components on the cast-on mounting blocks. Install the .019" piping and install the .015" rods, clevises (302) and levers (211-6). Do not install the air hoses at this time. Don't forget the air filter for the triple valve (211-3).

Now is the time to add weight to the car if you plan to do so. Note that the amount of resin in the car body will already produce a model of substantial weight. We find most modelers want their cars to weigh between 12 and 16 ounces. Trucks and couplers will further contribute to this total, especially if metal wheel sets are used.

## Ends

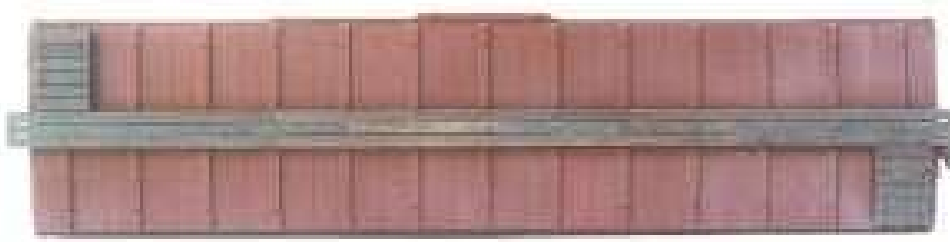


Install the brake detail on the "B" end of the car. A drawing is included which shows where various parts should be positioned. The brake wheel is part 102. All of the other parts needed are on sprue 211 except the hand brake rod. We have not supplied chain for the brake equipment. For the latter, use .019" wire. Use the steel brake platform (211-1) and support it with the brackets provided on part #211. Use the diagrams as a guide in correctly positioning these parts.

The tack board for both car ends is part 206-7. The correct ladder is the shorter of the two, part 219-2. Bend .015" wire to fit between the lugs at the base of the car and at the top of the ladder.

Carmer Cut Lever- The SP favored the Carmer cut lever on their single sheathed boxcars. The lever is formed from a length of 0.015" X 0.042" brass strip ( Details Associates). The series of bends were made using a small vise to hold the strip and metal rod approximately 0.100" in diameter. You bend the brass strip over the rod forming a horizontal bend. The brass will distort slightly which can be straightened in the vise. Drill a 0.020" hole in the strip to serve as the attachment/ pivot point. File down the portion of the strip that goes through the coupler left pin. Clean up the part and blacken it using a chemical blackening agent. The attachment point is formed from an Evergreen styrene 0.080" angle. Pin and glue the angle to the underside of the end using the photos as a guide. The lever will actually operate the San Juan couplers. If you are using Kadee couplers, make sure the lever is clear of the coupler.

## Roof



Cut the 3 roof walk boards to length from the .020" by .125" styrene material (553). The roof walk supports are very delicate and may need reinforcement with .010 x .030 styrene. This is your call, depending on how much handling the car will have. These are to be placed on the lugs on the roof. At each end, the roof walk is supported on a bracket. After being cut from the sprue, this part (209) must be carefully bent to its proper configuration.

Next attach the two roof platforms. Either the 4 or 6 board platform may be used (208). Two horseshoes are provided to connect the platform below the roof walk for support (208-3). Finally, add the grabiron that is located at the top of each side ladder. Make these from .015" diameter wire. Roof walk Carriage Bolts- Additional detail can be added to the roof walk with Tichy 0.020" bolt heads. Assemble the roof walk from the 0.030" X 0.125" styrene strips provided in the kit. Tape the roof walk to the car roof. Mark the location of the roof walk supports and drill 0.018" holes and insert the cast bolt heads. Use MEK or Testors liquid cement to attach the castings. Lightly sand the bolt heads to flatten the tops.

## Sides



The two ladders that go on the side of the car are the longer ones, part 219-3. A number of items are to be attached to the doors. With one exception, these are found on sprue 215 and include the round rollers (215-1), the square rollers (215-2), the door stops (215-3), the small and large door handles (215-11), the door roller levers (215-9), and the door latch hardware (215-4 and 10). The door tack board is part 215-5. The plan shows where to position these parts. Two grab irons are to be attached to each side (218) and positioned as shown on the drawing.

It is now time to complete construction. To do this, first attach the floor to the car body. Then install the trucks, air hoses (206-3), the air hose valve levers (206-4), and the square stirrup steps (219-1). Proto Craft's Double Truss AAR model is a reasonable stand-in for the correct truck.

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Mike O'Connell