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#670 Southern Pacific B 50-15 Rebuilt Single Sheathed Boxcar

BACKGROUND:

The B-50-15 represents a significant boxcar design in the history of the Southern Pacific Railroad. It was purchased in large quantities (3900) starting in 1925 through 1928. The cars were originally built as single sheathed wood designs with "hat" section posts rather than the more common "Z" brace. The cars were built with three different roof designs and two different end configurations and even a different door on the Texas & New Orleans (T&NO) versions.

SP 14480- 15229	Murphy Radial Roof, "A" end door and Camel side door
SP 15230-15979	Viking Roof, "A" end door and Camel side door
TNO 53060-53559	Hutchins Roof, Camel Allen side door
SP 20000-20499	Hutchins Roof, Camel side door (this kit)
TNO 36210-36509	Murphy Radial Roof, Camel Allen side door
SP 31560-32159	Viking Roof, Camel side door
SP 32160-32659	Hutchins Roof, Camel side door (this kit)

In 1936, the SP started modernizing the cars with the replacement of the wood sheathing with steel plate welded to the posts. The first conversions were made to start a new merchandise service offering overnight delivery between San Francisco and Los Angeles. The train dedicated service was actually established for Pacific Motor Trucking (SP subsidiary). The cars were painted black with Daylight Orange striping and lettering.



PMT Overnight Car equipped with AB brakes. This photo was taken in Emeryville, California shortly after conversion in 1941.

Photo from E. Deimling Collection

This service became known as the Overnight and received special logos and black paint after WWII. The steel rebuilds were also painted the conventional #11 Metallic Oxide (freight car red) with conventional lettering schemes.

The single sheathed Overnight cars were replaced by an all-steel AAR design class B-50-24 in the late 1940's. The original Overnight cars were released into the general freight pool and were photographed in various parts of the country in the black scheme.



Photo from the E. Deimling Collection

The SP rebuilt 100 of the early PMT cars into high speed baggage express service and numbered them in the 5900-5923 and 5800-5874 series. These cars had steam and signal lines and were painted passenger Dark Olive and Dulux Gold lettering.

This kit can be used to model the two series of cars highlighted above. Not all of the cars in the series were converted to steel but over 60% of the fleet was converted by the early 1950's. RL Design produces thin film decals for the basic lettering styles used for both the wood and steel sheathed cars. The set used on the pilot model was #126. RL Design can be reached at 14123 206th Street S.E., Snohomish, WA 98296. The Overnight scheme requires that you purchase a Microscale 48-500 for the yellow and red logos.



Photo supplied by Richard Hendrickson

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

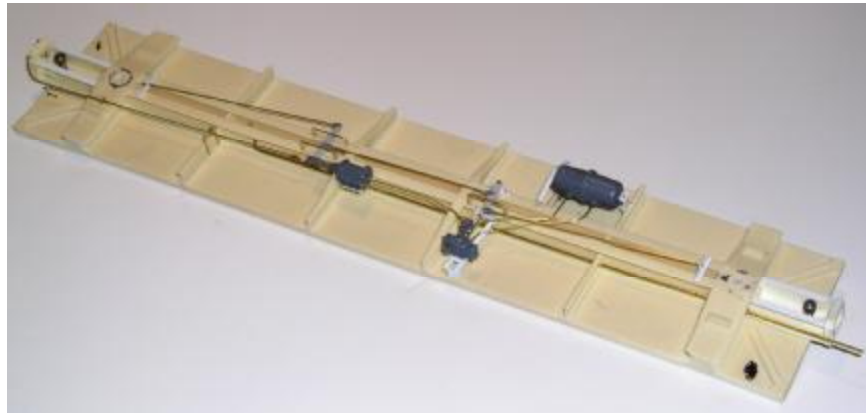
Underbody

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.

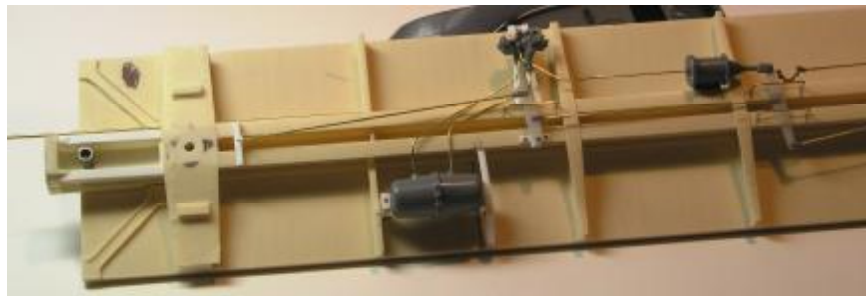
If you plan to use the San Juan couplers supplied with the kit, now is the time to install the draft gear housing #217. Two types of coupler lift brackets are provided (206-2). None of these parts are not required if you install Kadee couplers.

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 mounts. 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

The photo on the right shows the vertical and horizontal power brake assemblies that were used on the steel cars after WWII. The kit contains parts for the Equipco Power Brake assembly that is located at the bottom of the vertical staff. The picture shows the correct mounting for the top



half of the power brake. The cone-shaped lower half is glued to this piece. 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). San Juan Car Company Double Truss AAR model is a reasonable stand-in for the correct truck.

The mission of Chooch Enterprises is to produce the highest quality O Scale railroad models possible. Each car is cast from patterns made exclusively for us by one of the nation's top model builders. We hope you are pleased with your purchase. If you have any comments about our products or suggestions for improving them, we'd welcome hearing from you. Our telephone number is 425-273-4794 and our website is www.ChoochEnterprises.com

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