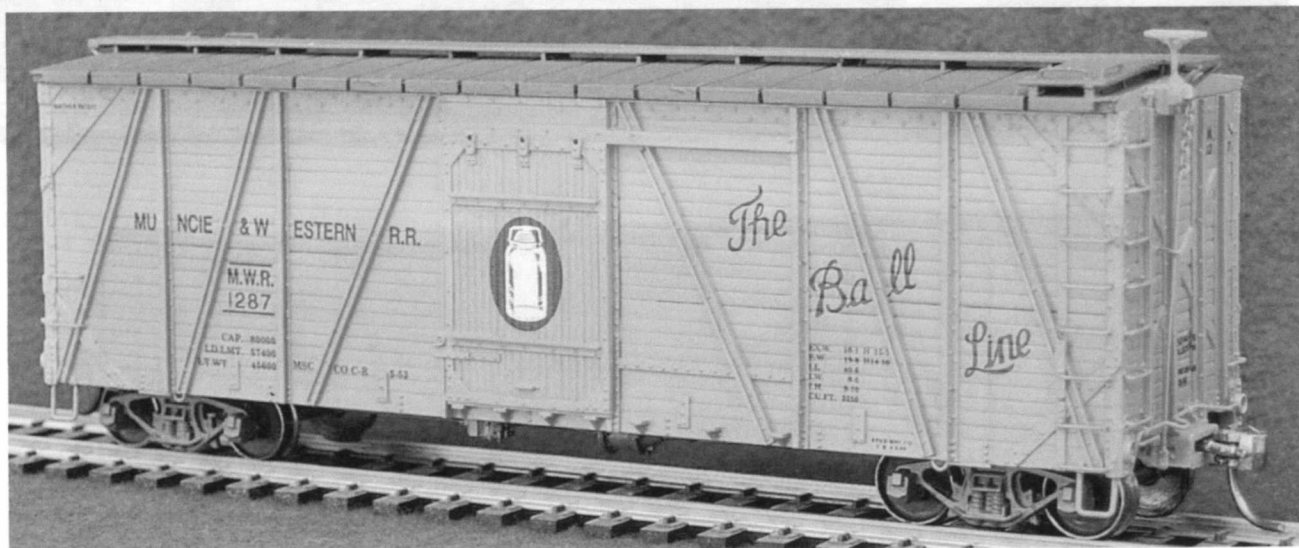
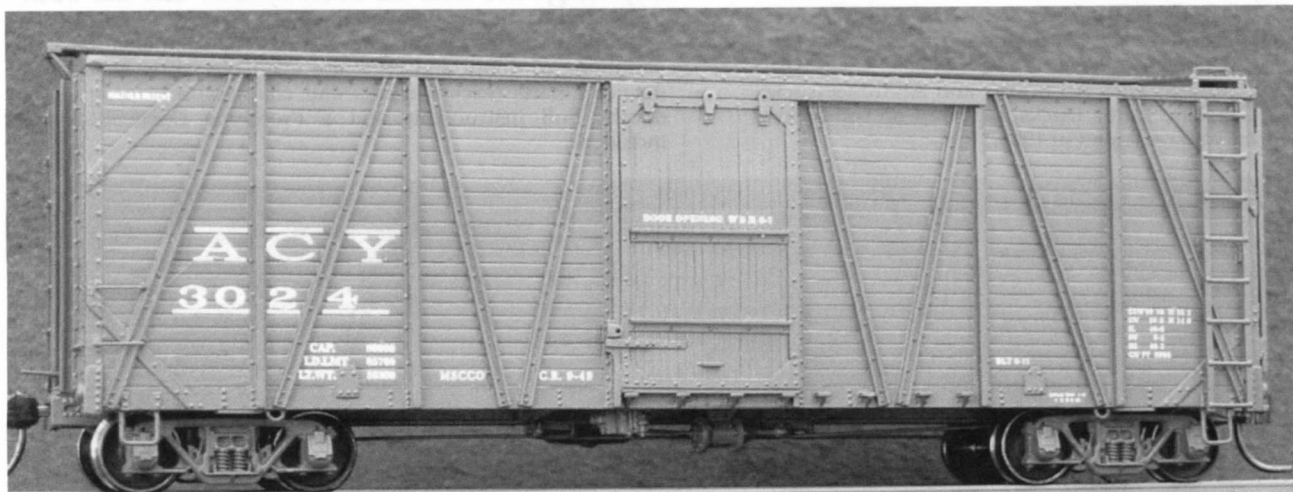




Mather's Tall Boxcars



Sunshine Models introduces the tallest Mather boxcars: 9'11" IH cars for Muncie and Western and AC&Y and the 10'3" IH AC&Y, GM&O, Manufacturer's Railway and Trona. Mather was noteworthy for building and leasing cars with exceptional durability and strength, constructed with commercially available steel shapes. These tall cars met its criteria.

Mather kept up with the changing demands in freight car construction by designing taller cars as early as 1931 when it introduced the 9'11" IH cars and again in 1941 with the 10'3" IH cars. The chief difference was the traditional Mather sectional roof on the 9'11" IH cars and a welded steel plate roof in 1941. A further variation was the adoption of improved Dreadnaught ends and Pullman doors on some 10'3" IH ACY and GM&O cars as early as 1947 when repairs were necessary. When wood doors on 10'3" IH cars were replaced, Mather often used plywood in place of tongue in groove siding.

All cars used wood running boards. The 9'11" cars used a vertical rod and horizontal wheel driving a characteristic

Mather power hand brake appliance. Power hand brakes on the 10'3" cars were primarily Klasing.

The Ball Line, a subsidiary of famous glass jar manufacturer The Ball Corp., used its cars for advertising. Lettering was black on the yellow-orange cars. The roof was brown. They bore "The Ball Line" on the right side and a glass jar on the door over a black oval. The jar bore shadows of light green (or black by the 1950s) to accentuate the jar. The M&W cars used Andrews trucks, vertical hand brakes and KC brakes until well into the post-war era. They lasted into the late Sixties.



