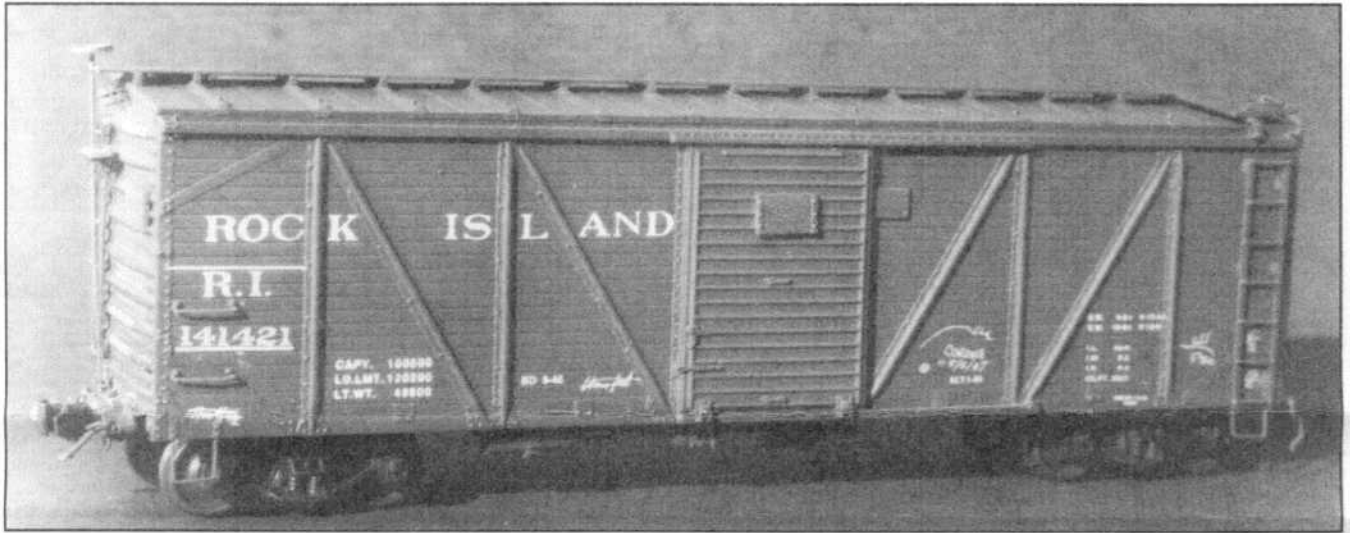


Rock Island 141000-142999 Single Sheathed Boxcar



Late in the 1920s, the height of single sheathed house cars increased significantly. The common height at mid-decade was 8' 7" IH. When the economic troubles of the Great Depression brought freight car construction to a virtual halt in 1930, the new height was in the general range of 9' 3" IH, with some cars to 9' 6" IH and taller. The Rock Island 141000 series at 9' 6" IH was a trend setter.

The late Twenties represented the end of the single sheathed era in the U.S. While experimentation with all-steel cars had progressed on the large Eastern roads, the common design in the remainder of the country during the Twenties was the single sheathed carbody.

The single sheathed cars built in the late Twenties were still in plentiful supply in the late Forties and early Fifties. These cars were durable and easy to repair and the demands for boxcars necessitated that older designs remain in use. Approximately 95% of the cars built in the late Twenties were still in revenue service in 1948.

The Rock Island 141000 series was representative of the end-of-era single sheathed design. The CRI&P used a Pratt truss constructed of hat shaped vertical posts and diagonals in 1929. It created a 3527 cubic foot car, only modestly less than the 3715 cubic feet of the AAR 1937 all steel boxcar design. The inside width of 9' 2"

was 5" greater than the ARA 1932 boxcar design. Likewise, the cars used a 4/5 Dreadnaught steel end, a component that became commonplace on the AAR 1937 boxcar. The doors were steel with bottom mounted rollers and the roof was the Hutchins design.

The cars used Dalman two level cast side frame trucks, as well as a vertical brake staff with a Morton brake step and power assisted take-up reel. The final cars arrived in mid-1930--first 1000 from ACF, second 500 from GATC and third 500 from Pullman-- just in time to meet the economic havoc.

In 1948, there were 1952 cars in revenue service and 1916 in 1956, of which 7 had roof hatches and an LC classification. There were 319 cars in 1965, of which 3 were classified LC and 3 had 55 ton capacity.

The cars arrived with the "Rock Island" on the left side in Railroad Roman. In the Fifties, the name was changed to block lettering. The cars never were given the Rock Island logo.

These kits use vacuum formed gray urethane castings. Proprietary decals are included. All parts except trucks and couplers are supplied. A four page Prototype Data Sheet is included. The extensive instructions contain plentiful photographs.

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- ___ Kit #57.1 Rock Island 141000-142999 series 9' 6" IH Pratt truss, single sheathed boxcar with Roman "Rock Island" decals, \$31
 - ___ Trucks #TP49 Dalman two level black plastic sideframe trucks with non-magnetic metal wheelsets, \$5
 - ___ Decal E52 Midwestern Reweigh Stations and Dates and Corresponding Repack Data with Colored Background Decals, \$6
 - ___ Decal E16 Single Sheathed Box Chalkmarks taken from freight car photos in soft gray color, approx. 70 marks per set, \$4
 - ___ Decal E151 ACF Builders Symbol Stencils with Milton, St. Louis and Madison Locations, \$4

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.475%), Canada \$15.88 for six kits

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