



# Geriatric Park Illinois Terminal 36' Boxcar



Prototype Photo, IT No. 8198 Fayetteville NC, 1951, Col. Chet McCoid, Bob's Photo

The IT 8100 series 36' boxcars, though built by Mt. Vernon in 1928, were another example of reaching back into the files for an earlier design. The single sheathed cars used a composite end and tongue in groove roof, despite the more common use of stamped steel ends and metal clad roofs. The use of steel plate in the bottom one-third of the end was the only concession to modernity. Its length, too, reflects an earlier era, though in the case of a road built around a series of traction lines the length was a rational choice.

The 8100 series was unique in use of poling pockets at the ends of the trucks bolsters. This made considerable sense, since space on former traction sidings was frequently limited and the inboard poling pockets allowed switching power to be closer to the cars when poling. The cars received Dalman two level trucks.

The Illinois Traction System fought for years to gain interchange rights with the major steam lines. It was not until 1919 that ITS gained some interchange rights and 1921 when PRR and NYC acceded to these requests. When the Illinois Traction consolidated with several small steam roads in the late Twenties and became a recognized regional carrier (and adopted the name Illinois Terminal from one purchase), the

need for interchange cars became more critical. The purchase of 100 cars capable of interchange service reinforced the road's commitment to freight service. (The accompanying photo of IT 8198, taken at Fayetteville NC in 1951, is carrying accessories for a bulldozer load from Springfield IL.)

Beginning in the Forties and into the Fifties, the tongue in groove roof received metal cladding, extending the life of the cars. AB brakes were applied by the mandated date of 1953. Power hand brakes were applied to some cars. The cars suffered wholesale retirement in 1961, being halved in number. Thereafter the number dwindled slowly. They were still useful for the fall grain rush and flour loading. Some lasted in company service until 1975.

The 8100 series was painted in a simple all red scheme with white lettering.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included.

The correct trucks are available separately, as well as appropriate reweigh and chalkmark decals.

- ..... Kit #78.4 Illinois Terminal 8100-8199 series 36' single sheathed boxcar with poling pockets at the bolster, \$34
- ..... E.7 Midwest Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- ..... E.15 Upper Midwest Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- ..... E.52 Mid-Western Reweigh Stations and Dates and Corresponding Repack Data w/Colored Background Decals, \$6

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Add \$4.00 for shipping per five kits in U.S. ( MO residents add 6.6% ), Canada \$15.88 for six kits

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