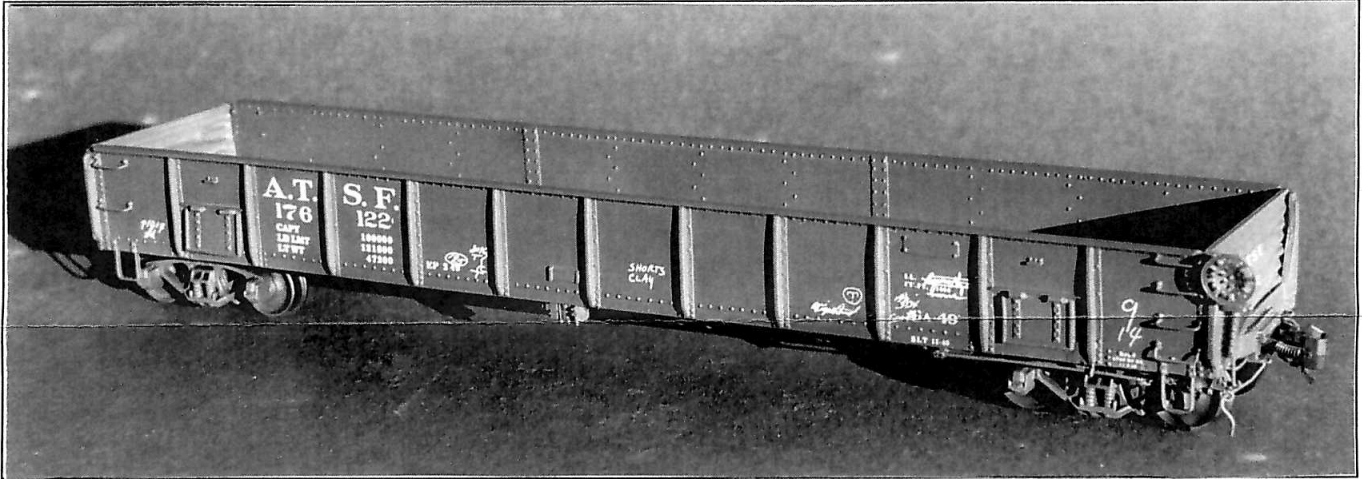


5.9-5.10
REISSUED



ATSF Ga-49, Ga-53 48'6" Drop End Gondolas



Santa Fe's Ga-49 and Ga-53 mill gondolas were 48'6" IL steel cars which reflected late Twenties construction, rather than the early Forties when they were built. The cars featured a massive steel fishbelly centersill and straight sides, a design which had given way to straight centersill and fishbelly sides by the early Forties. Likewise, most new gondolas of this length were arriving with 70 ton capacity. The Ga-49/53s retained the 50 ton capacity of an earlier period.

Both cars featured Dreadnaught drop ends. The Ga-49s and 53s differed only in the presence of four small clean-out doors on the sides of the Ga-49. The side doors eased the cleaning of the car when granular products, such as coal, ore, sand and limestone, were unloaded.

The 200 Ga-49s were built in 1940 by ACF, while the 400 Ga-53s came from General American in 1941. The Ga-49s were placed in the 176000-176199 series. The Ga-53s followed in the 176200-176599 series.

The cars were built with numerous uses in mind. The drop ends accommodated loads, such as poles and steel shapes, which might extend beyond the length of the car. The cars handled coal and ores, as well. The cars were also suited to other shipments that required top loading, such as large crates of machinery. Pipe would have been a common lading, also.

The cars had a wood floor inside the otherwise all-steel body. They had an inside height of 3'10". No inside

stakeholders were applied on the cars. The cubic capacity was 1673 feet. An Ajax power hand brake, attached so as to avoid interfering with the end opening, was applied to the corners of the cars. A rod from the brake cylinder to hand brake was routed outside the trucks. An extra lever took the rod from near the centersill to the outside of the car. AB brakes were used. The cars had cast side frame ARA design trucks.

The cars were given Mineral Brown paint on the outside and remained unpainted inside when new. The trucks were black and the lettering was white.

The cars were durable. After widespread use for military cargoes during World War II, the Santa Fe live list showed 198 Ga-49s and 400 Ga-53s in use in 1951. The numbers of the Ga-49s and 53s only began to diminish in the mid-1960s and they lasted until 1981 in revenue service. They can still be found in company service today.

These cars have been upgraded from their original introduction in 1992. They have been recreated in the Quick-Kit format with sides and ends cast together. Cast drop ends replace the aluminum sheet and mandrel. Various new detail parts have been added. Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Decals are available for revenue service. Full instructions and a Prototype Data Sheet are included. Sunshine ARA trucks with metal wheelsets are available separately.

- ✂
- ___ Kit #5.9 ATSF Ga-49 48'6" IL steel gondola with side doors with interior and revenue service white decals (1940-1981), \$36
 - ___ Kit #5.10 ATSF Ga-53 48'6" IL steel gondola with interior and revenue service white decals (1941-1981), \$36
 - ___ F.5 Baled (Compressed) Metal Scrap Load for 40' and 50' gondolas, \$15
 - ___ F.16 Load of nominal 8" x 8" rough-cut lumber, three sections with bracing lumber for 42' to 52' cars, \$20
 - ___ TP 40 Plastic ARA Trucks, non-sprung, swiveling side frame trucks w/ metal wheelsets, \$5.00

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.875%), Canada \$15.88 for six kits

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