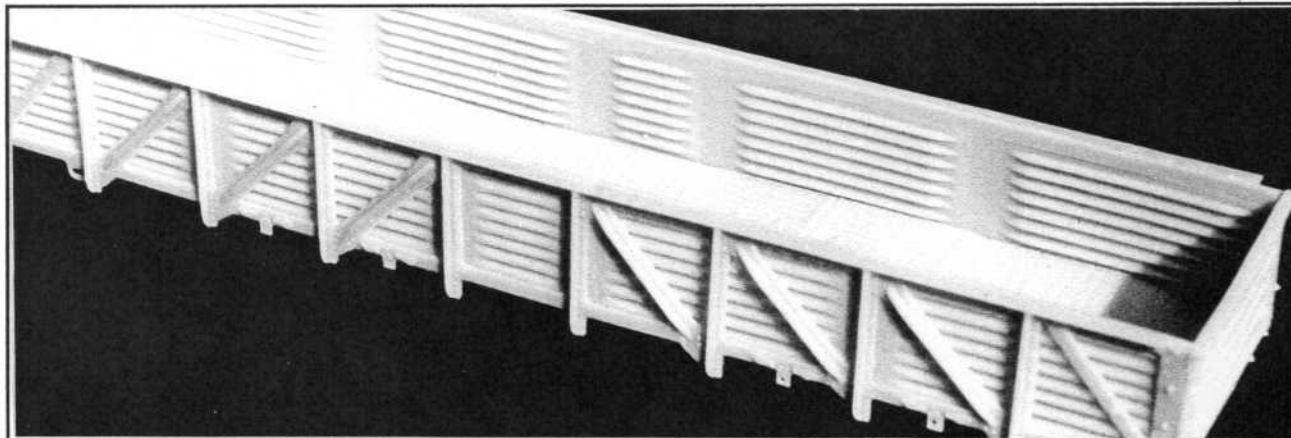




**SUNSHINE
MODELS**

Temporary Flyer Burlington Rebuilt GS-1 and 2 Gons with Murphy Corrugated Steel Replacement Sides



During the mid to late Forties, the Burlington rebuilt GS-1 and 2 coal gondolas with Murphy corrugated panel replacement sides behind the surviving side truss, along with Dreadnaught end stampings. By modifying 950 composite wood and steel gondolas with reclaimed boxcar ends for siding, the CB&Q created a distinctive mix of a hat section truss and corrugated siding, unique to only a few roads.

The Burlington derived a major part of its revenue from the coal fields of southern Illinois. To handle this trade the road acquired a large fleet of gondolas. Most were of composite wood and steel frame construction. The advantage of composite construction was the ability to periodically replace the wood sides and ends when they became damaged.

In 1922 the road purchased 2000 composite coal gondolas, similar in size to the USRA composite cars. The CB&Q GS-1 and 2 used a nine panel hat section truss, wood ends, and a lighter side sill with the side truss extending below the car body where it intersected the crossbearers. The 4 center hinged drop doors used Wine door locks and "U" frames to capture the doors when dropped. These were the 73000-74999 series.

When the heavy wartime coal traffic made replacement of the wood siding and ends necessary, the Q opted to replace the

wood with Murphy and Dreadnaught end stampings from scrapped boxcars. Dreadnaught steel stampings replaced the wood ends. Murphy stampings replaced the wood sides, each stamping covering two sections of the Howe truss. A small Murphy stamping was placed in the middle, or odd, section of the side. (Photo evidence shows that on at least one occasion a Dreadnaught end stamping was used on the side, along with Murphy corrugations.)

AB brakes were applied, but a vertical hand brake staff with ratchet and pawl was retained. The four drop doors were retained, but four new ones--paired with the original doors--were added. The four sets of two doors were staggered, not parallel with one another. This left two doors over the trucks with only a modest clearance. The cars retained their Andrews trucks.

The cars rebuilt in 1944 received the numbers 72000-72149. The additional cars rebuilt after the war were placed in the 72200-73049 series.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. A Prototype Data Sheet and complete instructions are included. Also available are cast resin loads and appropriate Andrews or ARA trucks.



- ___ #33.7 CB&Q GS-1 and 2 rebuilt composite gon with Murphy replacement steel sides, Dreadnaught ends, 1944-60s decals, \$36
- ___ Kit #F.5 Baled (Compressed) Scrap Load for 40' and 50' gondolas, \$15
- ___ Kit #G.7 Railroad Yard Scrap Load (base plate with multiple independent parts for variable loads) for 40' gondolas, \$12
- ___ Kit #G.8 Off-road Tire Load for 40' gondolas with paper and banding, \$12
- ___ Kit #G.9 Ingot Iron Load for gons, 14 ingots of high grade iron ore for engine block plants from Birmingham AL, \$9
- ___ Kit #G.10 Aluminum ingots for 40' gons, 12 large square, hat shaped ingots of aluminum, \$7
- ___ Kit #G.11 Steel sheet for 40' gons, 7 nested sheets of steel draped over three pieces of 4 x 4 wood, \$7
- ___ #E.25 Gondola Chalkmarks, approx. 70 marks taken from period photos in very light gray, \$4
- ___ Trucks #TP 40 Black plastic ARA cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- ___ Trucks #TP 51 Black plastic Andrews non-sprung trucks with non-magnetic metal wheelsets, \$5

Name _____ Street _____
 City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits
Sunshine Models Box 4997 Springfield MO 65808-4997