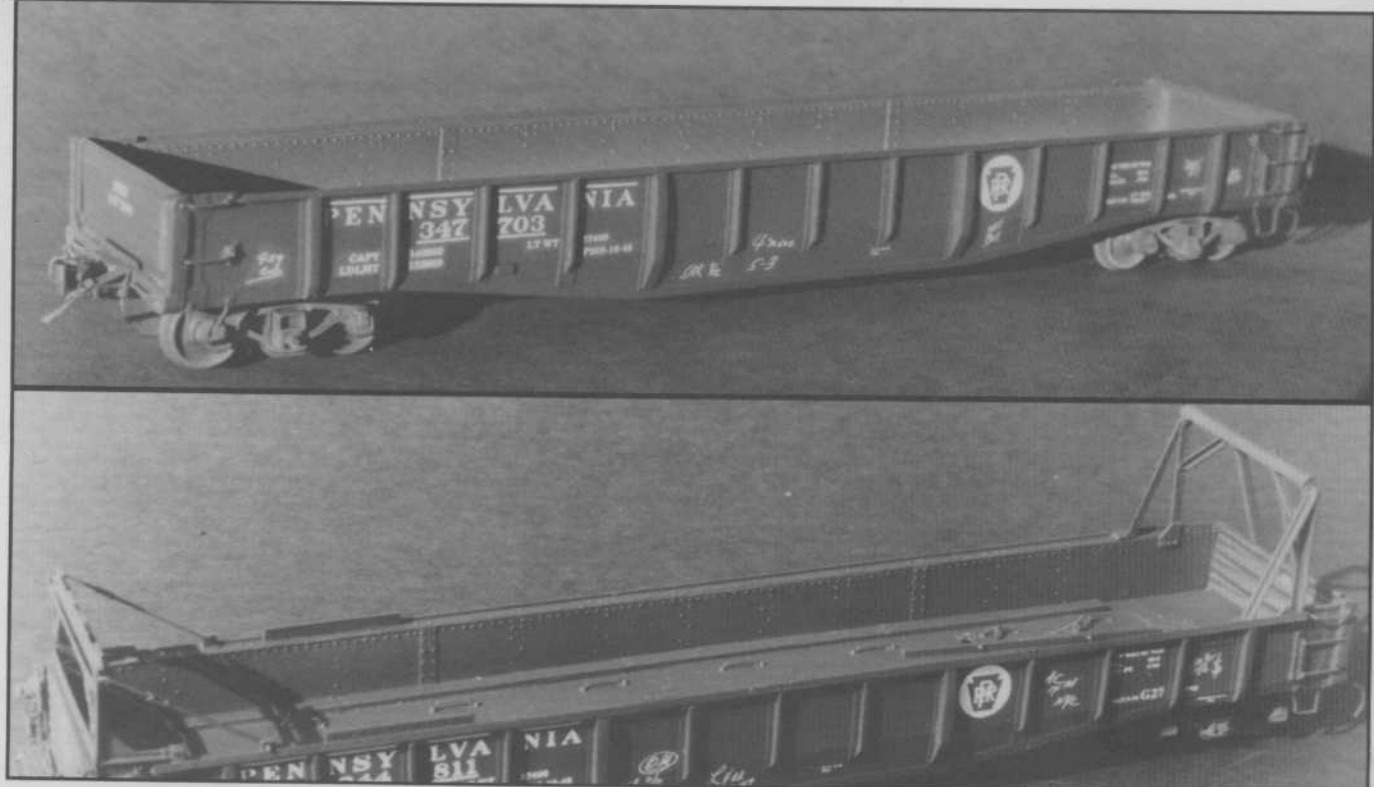


98.1-44.9



# Pennsy G-27 Gondola



In 1936, the Pennsylvania Railroad led the U.S. railroads in extending the length of gondolas by the introduction of its 52'6" IL G-27 all steel mill gondola. From 1936 to 1939, the PRR built 4500 of this innovative design. The PRR was the largest steel hauler in the U.S. and the purchase of these new gons reflected that fact.

The G-27 design created dimensional and weight characteristics that were largely followed in the two competing designs--Greenville and Bethlehem. The G-27 cars had a 70 ton capacity and rode on a heavy weight version of the 2D-F8 trucks. The interior width was 9'6" and the height of the sides was 3'6". The combination created a car of 1745 cubic feet capacity.

The Pennsy placed the cars in lower numbers as each block arrived. The original 2000 cars were placed in the block of 347000-348999. In 1939, the lowest block started at 344500.

The Pennsy G-27 was visually distinct from the other competing designs. The fishbelly sides were tapered inward by 6 degrees below the floor level. The G-27 had 13 posts of varying lengths and widths, and the major posts narrowed noticeably at the top of the sides. In addition, a massive strip with alternating rivets reinforced the bottom edge of the fishbelly.

The Pennsy employed two types of underbody and floor construction, both an all welded underframe and floor and an all riveted style. The Pennsy also used a drop end that resembled a serving tray, along with the more common stamped Dreadnaught design.

The PRR G-27 gon proved ideal for carrying auto frames. As early as 1940, the Pennsy designed a wood and steel frame mechanism that held auto frames in place. The clamping device design was changed in 1947 (shown above) when a single "L" frame clamp was applied to the top of the car sides at the "B" end. There were 30 cars in auto frame service in the January, 1940 Register and 60 in 1942. There were 245 in October, 1948. The totals exploded to 2185 in January, 1953. The addition of auto frame racks did not preclude the use of the car for general service.

The Sunshine kits use gray cast urethane parts. Kits include detailing parts (except trucks and couplers) and proprietary decals. The auto frame cars contain either the 1940 or 1947 clamp with the "A" frame, wood runners, fine chain for tie downs and the tie down loops. Full instructions and a Prototype Data Sheet are included. Correct trucks and chalkmarks are available.

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- \_\_\_ Kit #48.1 Pennsy G-27 all steel 52'6" gondola, with Dreadnaught ends and riveted underframe and floor, \$28
- \_\_\_ Kit #48.2 Pennsy G-27 all steel 52'6" gondola, with Dreadnaught ends and welded underframe and floor, \$28
- \_\_\_ Kit #48.3 Pennsy G-27 all steel 52'6" gondola, with welded tray style ends and riveted underframe and floor, \$28
- \_\_\_ Kit #48.4 Pennsy G-27 all steel 52'6" gondola, with welded tray style ends and welded underframe and floor, \$28
- \_\_\_ Kit #48.5 Auto frame car, G-27 with 1940 design auto racks, with Dreadnaught ends and riveted underframe and floor, \$35
- \_\_\_ Kit #48.6 Auto frame car, G-27 with 1947 design auto racks, with Dreadnaught ends and riveted underframe and floor, \$35
- \_\_\_ Kit #48.7 Auto frame car, G-27 with 1940 design auto racks, with tray ends and riveted underframe and floor, \$35
- \_\_\_ Kit #48.8 Auto frame car, G-27 with 1947 design auto racks, with tray ends and riveted underframe and floor, \$35
- \_\_\_ Part #TM7 PRR 2D-F8 cast metal trucks with metal wheelsets, \$6.00
- \_\_\_ Chalk Marks #E13 Marks from Pennsylvania freight car photos in light gray, approximately 90 per set, \$4.00

Name \_\_\_\_\_ Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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

**Sunshine Models Box 4997 Springfield MO 65808-4997**

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