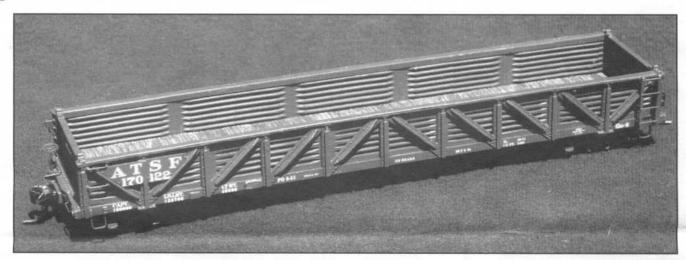


## Classically Santa Fe ATSF GA-6 Steel Gondola Rebuilds



The demands for rolling stock created by World War II traffic led to one of America's most unique cars. The Santa Fe's Ga-6 and -8 composite gondolas from the early Twenties were at the end of their useful life. The Santa Fe salvaged the cars by installing steel stampings from boxcar ends in place of the wood sides and wood drop ends. Thereby the West Wichita shops retained 600 cars for war service during the midst of the conflict.

The first 100 cars, Ga-6s, received Dreadnaught side panels in 1943. The cars retained their original 169900-999 series numbers. The second block of 200 cars, also Ga-6s, predominantly used Murphy side panels. They were the surviving cars from the 170002-298 series. Drop ends on both batches of cars were a mix of Murphy and Dreadnaught, mostly Dreadnaught for the first batch and a complete mix for the later series. Photos suggest that the side panels were all of one type on a given car. (The 48' IL Ga-8s, cars 168700-999, would follow this process immediately. These cars primarily received Dreadnaught ends as side panels.)

Cubic capacity of the first batch of Ga-6s was 1416 and the second batch 1437, according to the Equipment Register. The cubic capacity was probably more accurately related to the stampings used, however. The Murphy stampings intruded into the interior less than

the Dreadnaught. Also, the Murphy panel cars were lighter by slightly less than 2000 pounds.

The inside height was 3'6", 4" shorter than the Ga-8s. The weight was 50 tons. Inside length was 46'. AB brakes were applied but the drop shaft Ureco vertical staff hand brake was retained. The 50 ton Andrews trucks were also retained, though modern cast side frame trucks were used over time.

The cars served well into the 1960s when they became candidates for company service. Their cubic capacity was rather modest by current standards. In 1953, there were 84 of the 169900 series of Ga-6s and 197 of the 170002 series. (There were 275 Ga-8s at this time.)

The Ga-6 kits vary from the previously released Ga-8s by inclusion of new detailing parts and the dimensional differences. The Murphy stampings are available for the first time.

The Sunshine kits are vacuum cast in gray urethane. Castings include full interior detail. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Decals reflect the differences in cars with Murphy and Dreadnaught side stampings. Full instructions and a Prototype Data Sheet are included.

New chalkmarks are available, along with reweigh and repack data decals.

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Kit #50.2 Ga-6 Rebuilt Gondola wi Kit #50.3 Ga-6 Rebuilt Gondola wi Kit #50.4 Ga-6 Rebuilt Gondola wi Kit #50.5 Ga-6 Rebuilt Gondola wi Trucks #TP 40 Black plastic ARA c Trucks #TP 51 Black plastic Andrew E.28 Western Chalkmarks in light g E.29 Western Large Chalkmarks in E.31 ATSF II Chalkmarks in light g E.32 Fresh White Chalkmarks in wh E.53 Western Reweigh Stations, Da	th Murphy side panels and Murphy ends, white decals 194 th Murphy side panels and Dreadnaught ends, white decals th Dreadnaught side panels and Murphy ends, white decals th Dreadnaught side panels and Dreadnaught ends, white deals th Dreadnaught side panels and Dreadnaught ends, white deast side frame, non-sprung trucks with non-magnetic metal ray from period photos, approximately 70 per set, \$4 NEV light gray from period photos, approximately 70 per set, \$4 ray from period photos, approximately 70 per set, \$4 ray from period photos, approximately 70 per set, \$4 tes and Repack Data with Colored Background Decals, \$6 s, Dates and Repack Data with Colored Background Decal p Load for 40' and 50' gondolas, \$15	\$ 1943-60s, \$38 \$ 1943-60s, \$38 lecals 1943-60s, \$38 l wheelsets, \$5 wheelsets, \$5 V
G.8 Off-road Tire Load for 40' gond	**************************************	
Name	Street	
City	State	ZIP
	oping per five kits in U.S. (MO residents add 6.6%), ine Models Box 4997 Springfield MO	

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