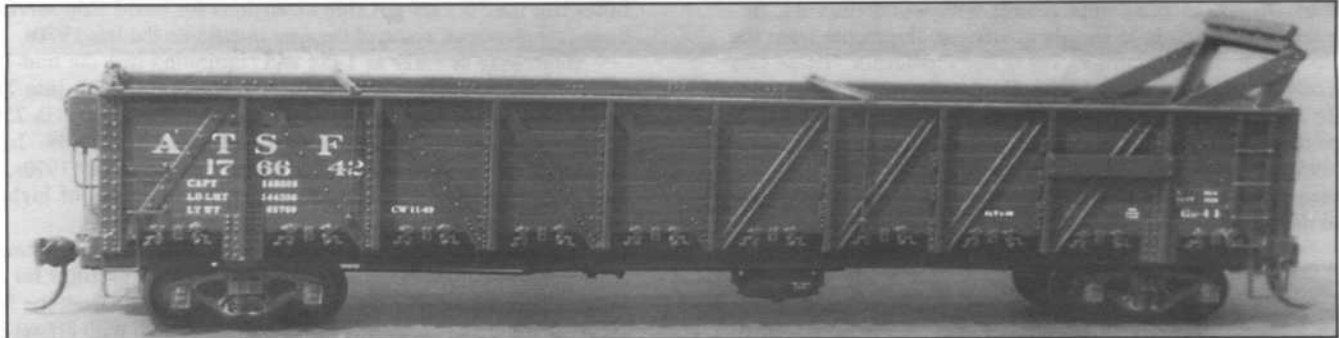
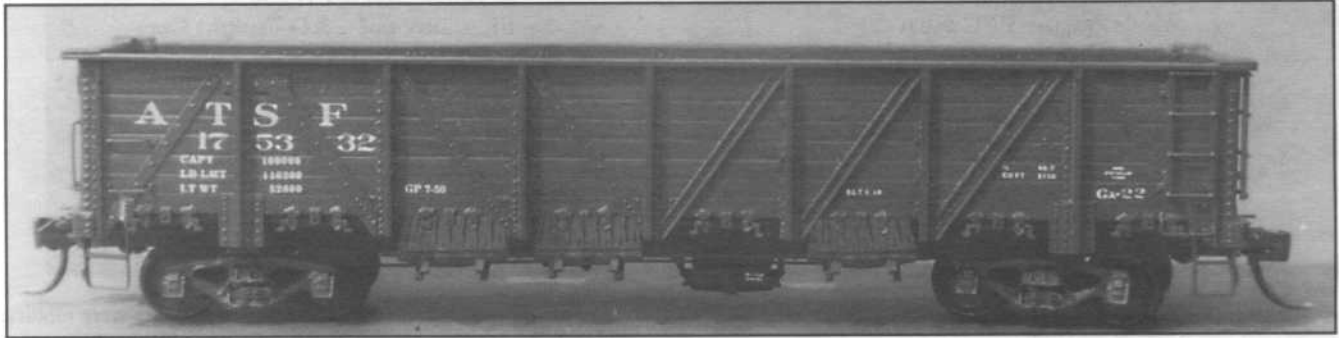


61.1 - 61.4



# 14th Anniversary Kit ATSF GA-20, 22, 25, 26 and 44 Composite Gondolas



The Santa Fe purchased four sets of composite gondolas in 1929-30 that improved on the Caswell design while retaining the bottom discharge feature of those cars. The new classes came in both 40' and 50' versions and were assigned the Ga-20, 22, 25 and 26 designations. The result was massive gondolas that served a wide variety of functions over a long time period.

In 1936, 70 of the 50' cars were adapted for autoframes and became the Ga-44s, the Santa Fe's first frame loading car.

The Santa Fe's final composite gondolas were designed for a range of uses. A floor composed of all drop doors served the road's coal, sand and gravel, coke and ore traffic. The 50' cars included drop ends along with drop doors to serve the mill trade, as well as handling granular materials. Both lengths of car also carried scrap metals, pipe, steel ingots, rolls and shapes, as well as poles and ties.

The entire floor of these gondolas could be opened to drop the contents of the car. The forty foot cars had 16 corrugated bottom doors, while the 50' cars had twenty. The doors opened toward the car sides. To allow all bottom doors to open, the cars were raised above the truck height. In addition, the inside height was 5' 6" compared to the common 4'8" of the era. Thus the cars were measurably taller than contemporary gondolas. The extreme height of the ATSF cars was 10' 1", compared to contemporary gondola heights of 8' 1".

The ATSF composite gondolas were massive by any standard. The 40' cars had a 2130 cubic foot capacity, compared to the industry standard of approximately 1800 cubic feet. Likewise, the size of the 50' Ga-20 and -26 reflected their dual use design. **(Over)**

- .....
- \_\_\_ Kit #61.1 ATSF Ga-22, 25 40' composite gondola with fixed ends and white metal drop doors, \$30
- \_\_\_ Kit #61.2 ATSF Ga-20 50' composite gondola with white metal drop and end doors, vertical brake staff, \$32
- \_\_\_ Kit #61.3 ATSF Ga-26 50' composite gondola with white metal drop and end doors, offset power hand brake, \$32
- \_\_\_ Kit #61.4 ATSF Ga-44 50' composite gondola with white metal drop and end doors, autoframe loading braces and floor, \$36
- \_\_\_ Kit #G.6 Green Slab Marble Load for 40' gons, \$12
- \_\_\_ Kit #G.7 Railroad Yard Scrap Load (base plate with multiple independent parts for variable loads) for 40' gondolas, \$12
- \_\_\_ Kit #H.4 White Sand Load (finely ground limestone) for 40' or 50' gons, \$5
- \_\_\_ Kit #G.8 Offroad Tire Load for 40' gondolas with paper and banding, \$15
- \_\_\_ Kit #F.5 Baled (Compressed) Scrap Load for 40' and 50' gondolas, \$15
- \_\_\_ Trucks #TP 40 Black plastic ARA cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ Charlkmarks: \_\_\_ E.25 Gondolas \_\_\_ E.2 ATSF Approx. 70 mark in light gray, \$4 ea
- \_\_\_ E.55 Southwestern Reweigh Stations, Dates and Repack Data with Colored Background Decals, \$6

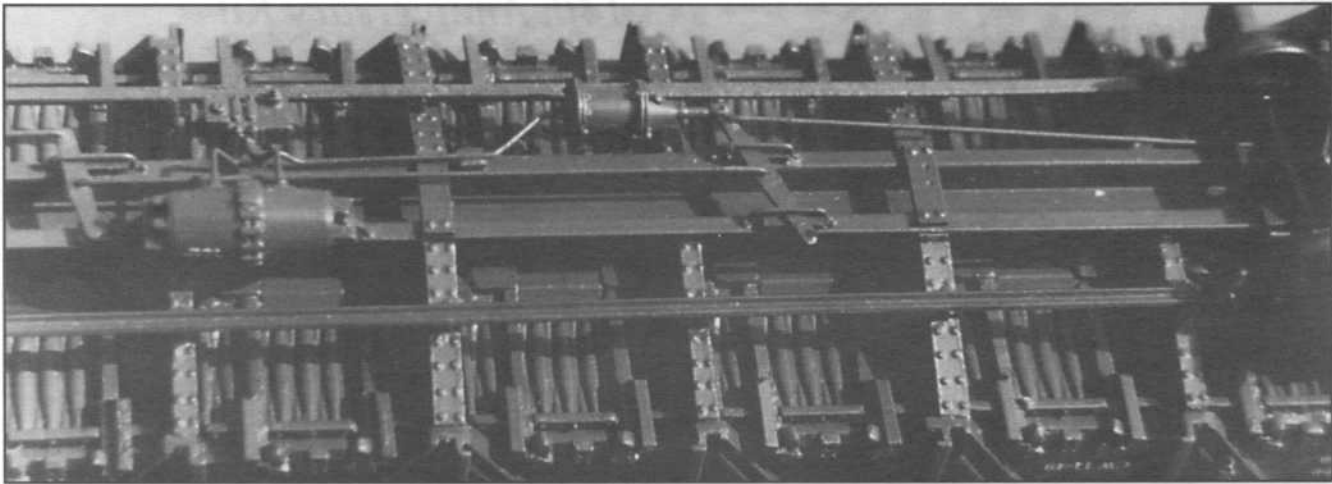
Name \_\_\_\_\_ Street \_\_\_\_\_

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**

10/02



They had a colossal capacity of 2650 cubic feet, compared to contemporary mill gon capacity of 1700 cubic feet.

In 1936, 70 Ga-26 gons were rebuilt with wood flooring, tie-downs, braces and brackets to handle autoframe shipments from the Midwest to auto assembly plants in Texas and California. These cars became Ga-44s. During World War II, they reverted to general service. In 1947, fifty cars were returned to autoframe service again. They were the ATSF's main equipment for this important trade until the early 1950s.

Service history of the composite gons was good, despite the antiquated design:

Class	Number of Cars			
	1938	1947	1953	1959
Ga-20	249	247	205	128
Ga-22	425	425	417	404
Ga-25	300	300	291	278
Ga-26	130	150	194	109
Ga-44	70	50	5	0

The Ga-20s were numbered 170600-849 and the Ga-22s got 175150-574. The Ga-25s received the numbers 175575-175874 and the Ga-26s got 169000-199. The Ga-44s were numbered 168900-969 before WW II and 176600-649 after the war.

The cars were painted the ATSF Mineral Brown throughout their life. New cars received black trucks and underbodies, but this gave way to Mineral Brown when repainted. Lettering was white. The Ga-44s in 1936 contained an assignment board with a "Return to..." notation. In post war years this was not used.

During the early 1960s, some of the 40' cars were modified for sugar beet loading in La Junta CO by adding side extensions. Likewise, the 50' cars got side extensions for wood chip service. In these later services, some of the cars lasted into the late 1970s.

Beginning as early as 1951 and continuing into the mid-1960s, some of the composite gons were renumbered: Ga 20s into 71600-72092 (not all numbers used), Ga-22s into 177440-485, Ga-25s into 178106-132 and Ga-26s into 176970-999 and 177423-439. In these new numbers the composite gons lasted until the early 1970s, when their wood construction became a liability in an era of high labor costs.

Sunshine has produced four versions of the Santa Fe composite gondolas. All come with white metal drop door castings for added weight. The 40' Ga-22, -25 comes with solid ends. Both the 50' Ga-20 version with vertical brake staff and the Ga-26 with off-set power hand brake are available. The 50' Ga-44 autoframe gondola with the necessary frame loading equipment is the fourth kit.

These highly detailed kits with several unique features are Sunshine's 14th Anniversary introduction. Castings are vacuum formed gray urethane. The sides and ends are cast as one piece. White metal drop doors for all cars and drop ends for the 50' cars are included to permit operation without a load. The doors may be modeled open or closed.

Kits include all detailing parts (except trucks and couplers) and proprietary decals. A four page Prototype Data Sheet and four pages of instructions with in-process photos are included. The correct trucks are available separately.

The ATSF 40' Ga-22, -25 sells for \$30. Both the 50' general service Ga-20 and -26 sell for \$32. The Ga-44 sells for \$36.

