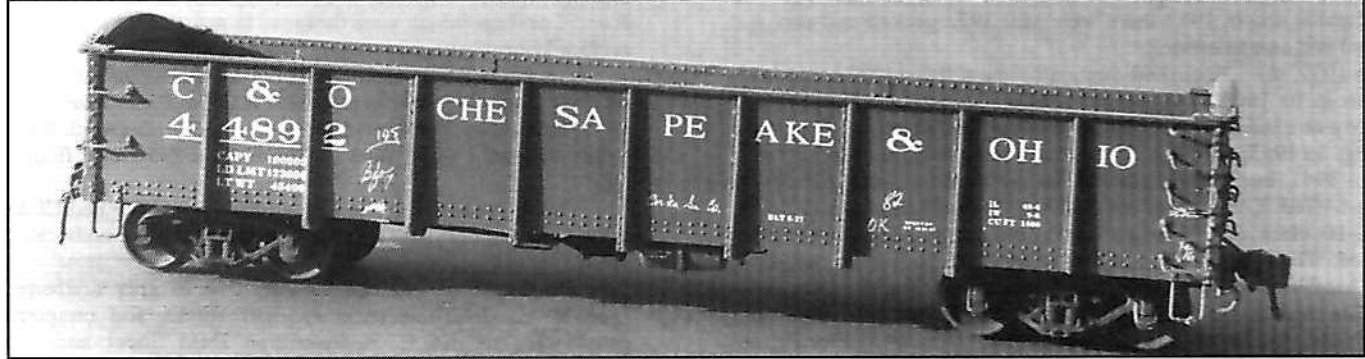
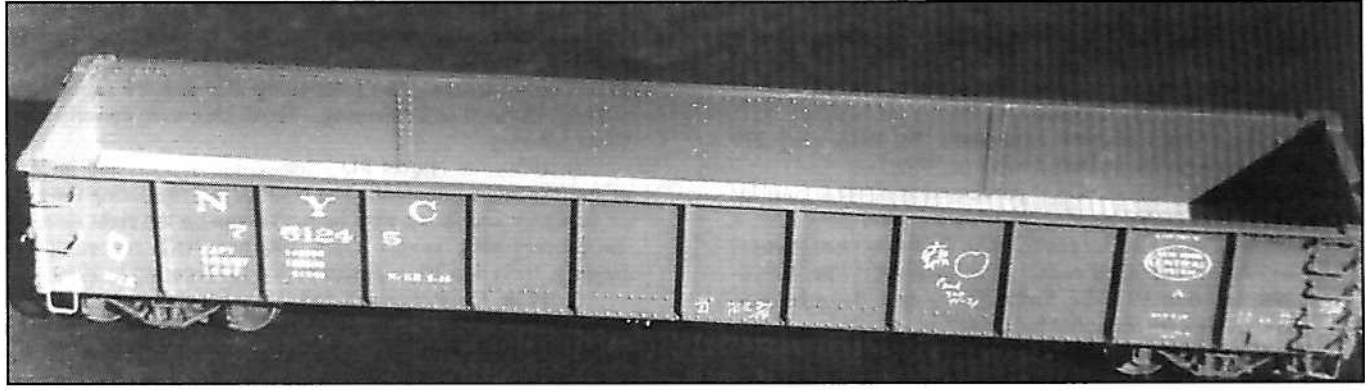




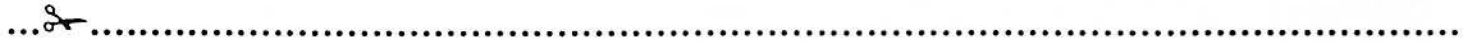
**SUNSHINE
MODELS**

ACL, C&O, CC&O, NYC, P&WV, W&LE/NKP 40' and 50' Fixed End Gondolas



The 40' fixed end steel gondola was the railroads' pick-up truck. Its broad utility made it the jack of all trades: hauling coal, ore, steel ingots, rolls, bars and shapes, limestone, sand, gravel, logs, scrap, cable and a variety of other products too numerous to mention. Due to this wide usage, these gons were bought in the thousands.

In 1940, the AAR designed a 40' steel gon which it recommended to the railroads. The major achievement of the AAR design of a 40' fixed end gondola was the transfer of structural strength from the underframe to the car sides. This design of a lighter underframe reflected the AAR work on standard steel boxcar designs of the Thirties and exploited improved steel. The cars could be built with either wood or steel floors.



- ___ Kit #67.1 NYC 751000-999 series, 11 post, 50' fixed end steel gondola with wood floor, 1940-1950s lettering decals, \$30
- ___ Kit #67.2 C&O 40000-43999 series, 9 post, 40' peaked end steel gondola with KC brakes, 1936-50s large road name decals, \$32
- ___ Kit #67.3 C&O 40000-43999 series, 9 post, 40' peaked end steel gondola with KC brakes, 1947-60s "For Progress" decals, \$32
- ___ Kit #67.4 C&O 44000-999 series, 9 post, 40' oval end steel gondola with AB brakes, 1936-50s large road name decals, \$32
- ___ Kit #67.5 C&O 44000-999 series, 9 post, 40' oval end steel gondola with AB brakes, 1947-60s "For Progress" decals, \$32
- ___ Kit #67.6 Clinchfield 16000-249 series, 9 post, 40' oval end steel gondola with AB brakes, 1937-50s lettering decals, \$32
- ___ Kit #67.7 ACL K-9, 10 post, 40' fixed end steel gondola with wood floor, 1941-60s lettering decals, \$30
- ___ Kit #67.8 ACL K-10, 10 post, 40' fixed end steel gondola with steel floor, 1941-60s lettering decals, \$30
- ___ Kit #67.9 ACL K-10A, 10 post, 40' fixed end steel gon. w/ steel floor, log loading side stake extensions, 1941-60s ltrng decals, \$32
- ___ Kit #67.10 P&WV 10 post, 40' fixed end steel gondola with steel floor, 1948-50s lettering decals, \$30
- ___ Kit #67.11 P&WV 10 post, 40' fixed end steel gondola with replacement wood floor, 1953-60s lettering decals, \$30
- ___ Kit #67.12 W&LE/NKP 10 post, 40' fixed end steel gondola with steel floor, 1945-60s lettering decals, \$30
- ___ 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
- ___ Decals #102 ACL Prismo side reflective stripes in aluminum color, \$2
- ___ Trucks #TP 40 Black plastic ARA cast side frame, 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

An early block of gons presaging the AAR design was the Lot 591-G built for the NYC in 1929 at McKees Rocks PA. At 50', this 324000 series was an anomaly.

In the early 1940s, the 324000 series required refurbishing and by January 1944, 534 cars had been rebuilt using wood floors without drop doors. These were renumbered into the 751000-999 series. At the same time, the NYC was repainting its gons in red with white lettering and it is likely these refurbished cars were all red by the end of 1943. NYC records indicate no effort was made to convert vertical brake staffs to Ajax power hand brakes.

The wood floor was a wartime expedient. By 1948, only 279 cars had wood floors and this dwindled to 13 in 1953.

Between 1930 and 1937, the C&O purchased 5000 steel gons for coal service, its 40000-44999 series. These were steel floor cars, a typical preference of coal hauling roads. The first 4000 had vertical brake staffs and angular peaked ends. The final 1000, the 44000-44999 series purchased in 1936-37, had radial arched, 5 corrugation Dreadnaught ends, ARA trucks and Ajax power hand brakes.

The entire C&O car was painted black with white lettering. The cars originally had the road name spelled out. Beginning in 1947, the "C&O For Progress" slogan was added on the right side. The cars were durable and in 1953 there were still 3973 peaked end cars and 996 oval end cars in service.

In 1937, the Clinchfield duplicated the C&O 44000 series with 250 cars in its 16000-249 series. These also used ARA trucks and Ajax power hand brakes. The cars were painted black with white lettering. In 1953, only one car had been removed from service.

In 1941, the Atlantic Coast Line received its first AAR design 40' gons. The K-9 class of the 93200-399 series used wood floors. The K-10 class of 200 steel floor cars in the 93400-599 series followed. The K-9s received Ajax and the K-10 both Ajax and Miner power hand brakes. Both received ARA cast side frame trucks.

Like most gons, the ACL cars were painted entirely black with white lettering. In the postwar years, they began to receive Prismo reflective stripes along the bottom of the sides.

By 1947, 170 cars from the K-10 class had received modifications for log loading, becoming the K-10A. Six new 9' posts were added on both sides, effectively extending the height of the car sides another 4' for stacking logs.

In 1953, all 400 ACL cars were in service and no distinction was made in the Register between the K-10 and K-10A. While the K-10A cars were created for log loading, they saw general service as well.

In 1945, the Wheeling and Lake Erie began to purchase new 40' steel gons for its considerable mill trade. The 45000-499 series arrived in 1945 and the 45500-46749 series came between 1946 and 1948. All were steel floor cars with Ajax hand brakes. The 1945 cars received National B-1 trucks and the 1946-48 group came with A-3 Ride Control trucks. The later group also saw the introduction of a slightly different end stamping. These cars were entirely black with white lettering.

In 1950, the Nickel Plate leased the W&LE and integrated its operations and equipment. The NKP began repainting the gons to its style, which was black with its road name on the right side, however the process took years. Only 190 had NKP reporting marks in January, 1953 and 30 were still in W&LE lettering in 1959.

In 1948, the Pittsburgh and West Virginia purchased 300 cars from ACF and Bethlehem which reflected the post war reincarnation of the AAR 40' steel gon. These were the P&WV 7500-7799 series. The end stamping was like the later W&LE cars and these cars also had steel floors. The cars used two types of advanced steel--Mayari R and Cor-Ten--which were designed to resist corrosion by forming a surface layer of rust, forestalling deeper rusting.

The P&WV cars were in all black with white lettering. They received Equipco power hand brakes and A-3 Ride control trucks. In 1953, there were 299 cars in service. Shortly afterward, the P&WV began to install wood floors. There were 295 wood floor cars in 1956.

The 40' gons (with the exception of the C&O and CC&O) are cast in the "Quick-Kit" format with the sides and ends cast as one piece.

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 load kits designed for the dimensions of these gondolas and the appropriate trucks.

