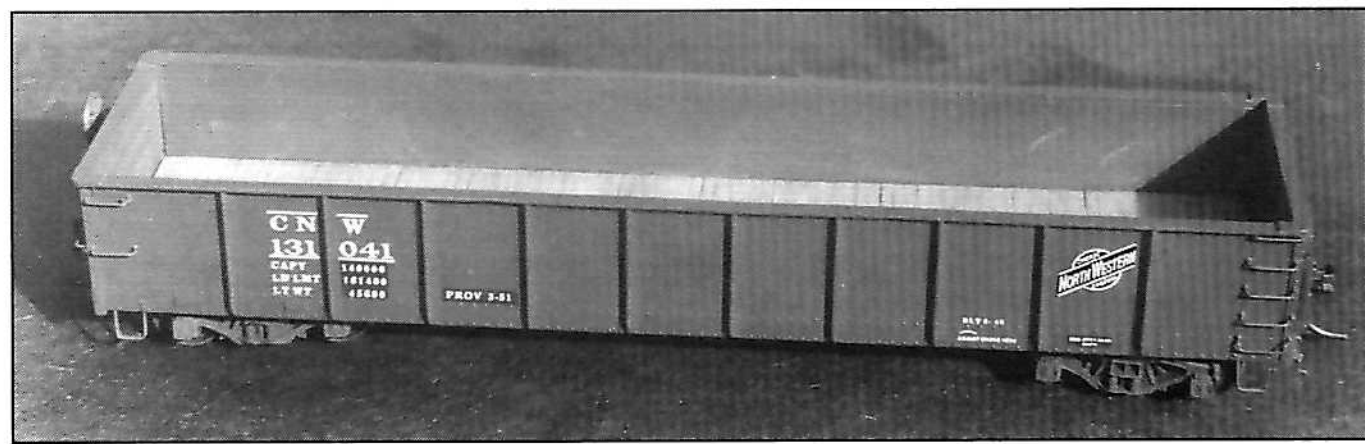
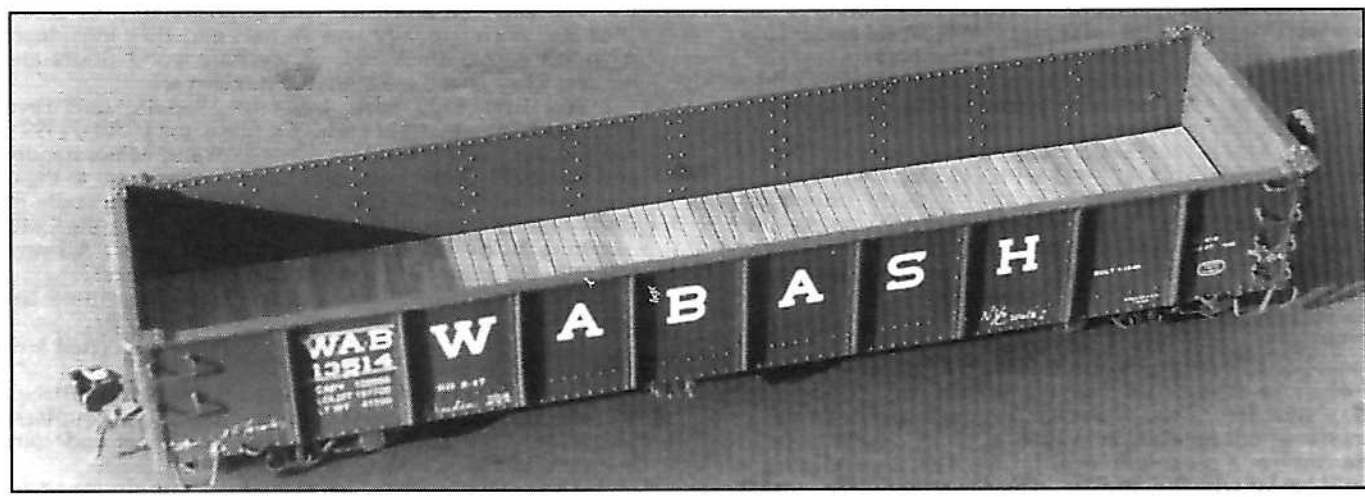




# Wabash, CNW/CMO, PM, GM&O 40' and Fixed End Gondolas



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 #67.13 Wabash 40' fixed end, 9 post steel gondola with wood floor, billboard "Wabash" 1944-60s lettering decals, \$30
  - \_\_\_ Kit #67.19 Pere Marquette 9 extended posts, 40' fixed end gon w/ wood floor, KC brake, brake staff, 1936-50s ltrng decals, \$30
  - \_\_\_ Kit #67.20 GM&O 10 post, fixed end steel gondola with steel floor, Dreadnaught ends, 1944-60s lettering decals, \$30
  - \_\_\_ Kit #67.22 CNW/CMO 10 post, fixed end steel gondola w/ wd floor, reversed Improved D'naught ends, 1945-60s ltrng dec., \$30
  - \_\_\_ Kit #67.23 CNW/CMO 10 post, fixed end steel gondola w/ wood floor, Improved D'naught ends, 1948-60s ltrng 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
  - \_\_\_ 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**

10/04

The Wabash built 1350 40' steel gons in its Decatur Shop from 1944 to 1946. These cars differed from the common practice of 10 posts by the application of 9 posts per side. These were 40' 6" IL, 4' 8" IH and 1896 cubic feet cars. Standard Dreadnaught ends and wood floors were applied. Miner handbrakes and AB brake systems were used. They became the 13500-14849 series.

Cars were painted black with an 18" WABASH spelled out on the side, 9" reporting marks and 7" car numbers.

The Wabash cars reused trucks from older gondolas, thus they had a mix of ARA cast side frame trucks and Andrews trucks. By 1964, 256 gons were still in service.

The Gulf, Mobile and Ohio received two series of 10 post 40' cars, the 13000-13124 in 1944 with regular Dreadnaught ends and the 13500-14099 in 1948-49 with Improved Dreadnaught stampings. The first block had ARA trucks and Universal handbrakes and the later A-3 trucks with Ajax, Universal and Miner handbrakes. These were all steel cars. They were painted black with white lettering.

The Pere Marquette owned a block of 40' flat bottom gons, the 17650-18399 series, which replicated the C&O 40000-44999 series coal gons in several respects. The PM cars had 9 posts with 7 of those extended below the sides. They used wood instead of steel floors and Dreadnaught ends without a peak. The cars were built by Ralston in 1936.

The cars rode on single level Dalman trucks and used a staff hand brake with KC brakes. They were 4' 11" IH with a level capacity of 1899 cubic feet.

The cars were painted all black with white lettering. A large "Pere Marquette" was spelled out on the right side.

The PM was owned by the C&O and integration began in 1947. When this occurred, a "2" was added to the car numbers and they were put in C&O reporting marks. In 1953, there were 507 cars in C&O marks and 142 in PM marks.

The Chicago Northwestern acquired 10 post gons from 1945-56. Their capacity was 70 tons and they introduced the rounded corner post end. They had wood floors and AB brakes. They lasted well into the modern era.

The first 1550 cars, built in 1945-46, had reversed Improved Dreadnaught ends. Of these, the 69701-71999 series went to the CNW with Ajax, Universal and Miner handbrakes and the 88101-88899 with Ajax hand brakes went to the CMO. The 1948 order of 500 cars in the 130701-131699 series for the CNW and 1250 cars in the 88901-89199 series for the CMO had outward facing Improved Dreadnaught ends. All cars had Miner hand brakes and rode on Barber S-2 trucks.

The CNW/CMO cars and trucks were painted entirely boxcar red with white lettering.

The 40' gons 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.

