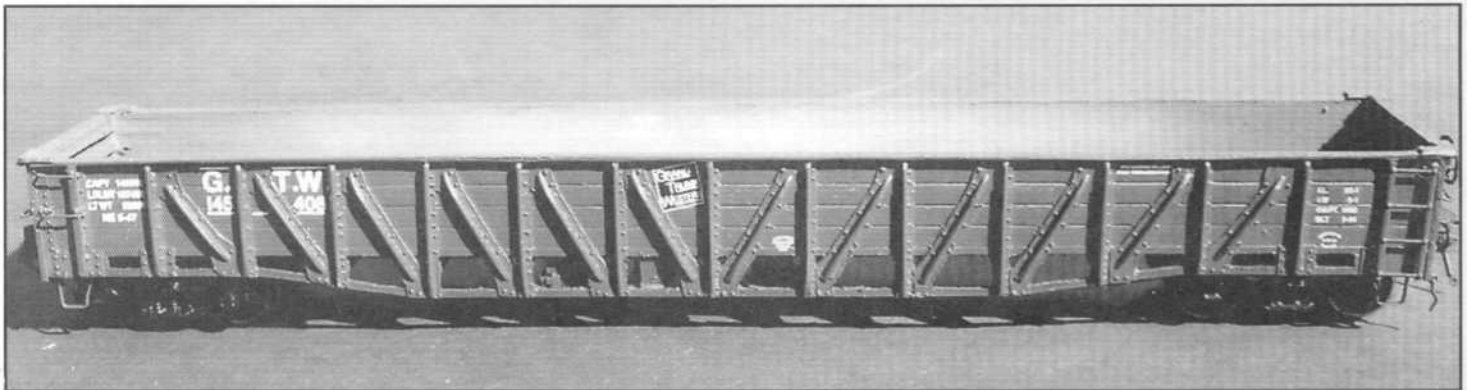
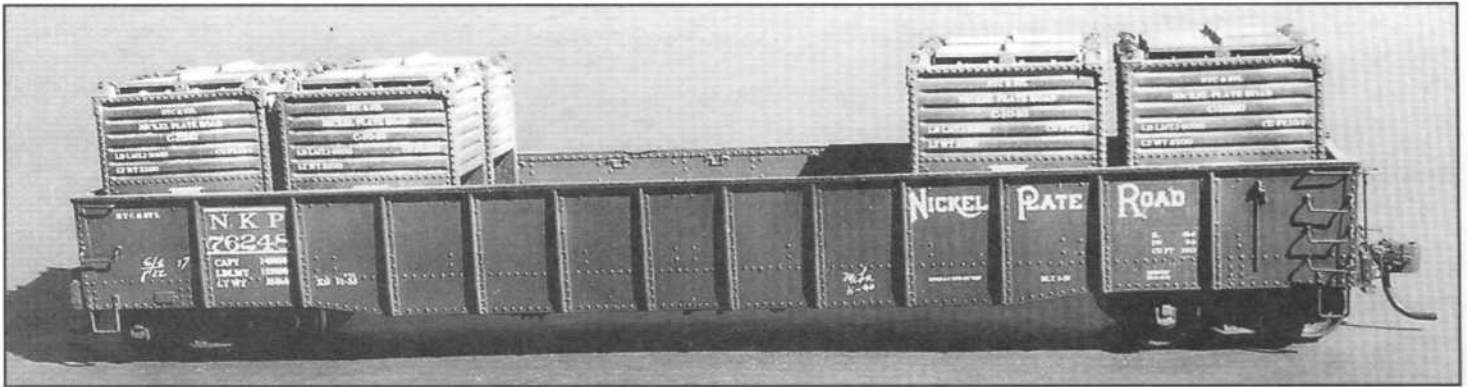


70.7-70.10



**SUNSHINE  
MODELS**

# 52'6" and 48'6" Gondolas NKP, GTW, MoP



In the late Twenties, the Nickel Plate began reequipping its fleet of steel hauling gons with 48'6" IL steel drop end fishbelly gons. The NKP design came from the committee of Van Swearingen railroads. It presaged the Greenville and Bethlehem designs in all respects except length. The NKP cars also had a more shallow fishbelly side.

The 70500-749 series from 1929 had wood floors and 1613 feet cubic capacity. The 71000-73074 series arrived in 1934, 1936, 1937, 1940 and 1942 with steel floors. The capacity increased to 1737 cubic feet. All these cars used drop staff brakes until the final block. The last series, the 72825-73074, got Ajax hand brakes mounted on an extension of the sides. The cars rode on cast side frame trucks.

An interesting variation of the NKP cars was the modification to haul containers of dolomite for the steel industry. When converted, the gons got 70 ton trucks. The 75000-049 series was the first to be converted as early as 1936. These 50 cars came from the first group with wood floors. The gons held four containers on each end of the car. The 75050-69 series was converted in 1948 using steel floor cars.

When the war production needs of World War II restricted the availability of plate steel, the AAR designed a "War Emergency" gondola which returned to the composite steel and wood construction

largely abandoned in the Twenties. These cars followed the Bethlehem design.

All these War Emergency gons had drop ends except for one anomaly. A block of cars purchased by the Grand Trunk Western had fixed ends of a Pressed Steel Car Co. design. These ends had three simple, rectangular corrugations stamped in the plate. The cars used cast side frame trucks. The 300 GTW cars were numbered 145400-699 and arrived in 1944. In 1953, there were 268 cars on roster.

In 1949 and 1951, the MoP built Bethlehem gon look-alikes with solid ends at the DeSoto MO shops. I-GN 12000-12499 and StLB&M 11100-11599 were built in 1949 and MP 5200-5299, I-GN 12550-12799 and StLB&M 11650-11899 were built in 1951. All were AB brake, Ajax hand brake equipped cars. They had welded steel floors. All were 70 ton cars and rode on cast side frame trucks.

The Sunshine kits are vacuum cast in gray urethane. Sides and ends are cast together in Quick-Kit format. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct trucks--ARA cast side frame--are available separately.

- \_\_\_ Kit #70.7 NKP 48'6" Gondola with fishbelly side, wood floor, vertical brake staff and straight center sill underframe, \$32
- \_\_\_ Kit #70.8 NKP 48'6" Gondola with fishbelly side, steel floor, vertical brake staff or power hand brake and straight center sill underframe, \$32
- \_\_\_ Kit #70.9 GTW 52'6" War Emergency Bethlehem Gondola with fishbelly, composite side with wood floor and fixed Pressed Steel ends, \$32
- \_\_\_ Kit #70.10 MoP 52'6" 1949-51 company built Bethlehem Gondola with fishbelly side, steel floor and fixed Dreadnaught ends, \$32 (Jan '06)
- \_\_\_ Trucks TP 40 Black plastic 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**

10/06