Chicago Great Western General Purpose Gondolas
HO Scale Model by Jason Klocke

The Chicago Great Western bought 300 50’ 6” gondolas with an inside height of 4’ 8” from Pullman Standard in 1952. These cars had fixed ends and a 5/16” steel floor. The cars were equipped with Barber trucks and Equipco hand brakes with Apex brake step. As built the cars were painted with Sherwin Williams zinc chromate primer, Texaco Co. #1401 car cement for body and underframe, trucks were light black, and the stenciling was aluminum.

Figure 1 CGW 1014 Stewartville MN Sidney Wheeler photo

In August 1962 three cars, numbers 1341-1343 were equipped with DF loaders and assigned to the agent at Sycamore Il. They received maroon paint with yellow gold stenciling and a “Lucky Strike” medallion decal signifying they were ‘special service’ cars.

Figure 2 CGW 1343 Ft Dodge IA Don Vaughn photo

This model would make a good first time kitbashing project. It is fairly straight forward and requires a minimal amount of parts.
Jason started with a Roundhouse 50' gondola kit. This model was chosen because it has 13 side ribs like the prototype. Kitbashing projects are always compromises. The rib spacing and other dimensions may vary between the prototype and the model, but this model has the 'look' of the prototype. As stated earlier the prototype cars were built by Pullman Standard so therefore require the distinctive Pullman ends. Intermountain sells the Pullman ends for their 50" box car as a separate part. You may wish to just pick up an old PS1 box car model at a swap meet for a buck or two like Jason did. Get an old Front Range or Mc Kean body. They don't have the molded on details to fret over.
Cut the ends off both the box car and the gondola. Cut a section out of the box car end the height of the gondola end this section needs to contain four corrugations. After test fitting, glue to the end of the gondola. Add a strip of styrene across the top of the end that matches the size of the side top rail. Turn the car upside down on sandpaper and sand all top edges down as they are too thick on the model. There are two triangular support pieces at the bottom corners of the ends. Trim these triangles to the same length as the bottom of the car sides. Add the appropriate appliances and the ends are finished

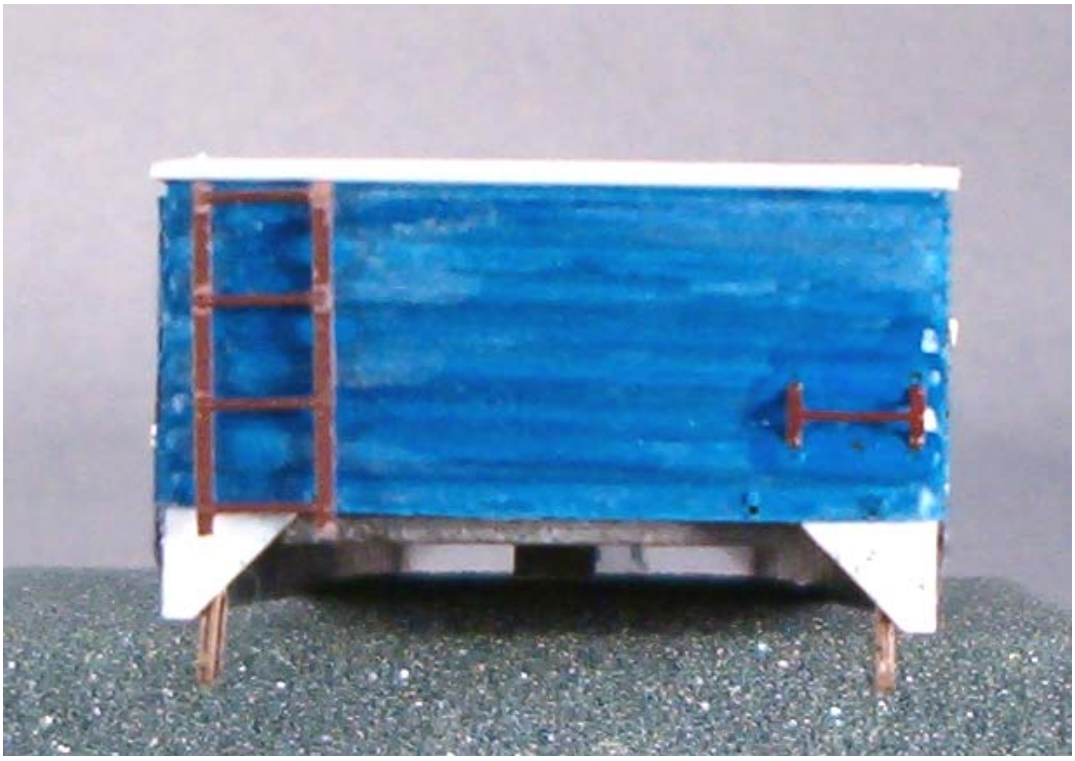

Figure 3 A end of model. The blue piece was cut from a PS1 box car end. The white pieces are Evergreen styrene. A top ridge was added to match the sides and triangular pieces were add at the bottom corners. The ladder and bracket grab are from the scrap box, leftovers from a Branchline box car model. Clark Propst photo

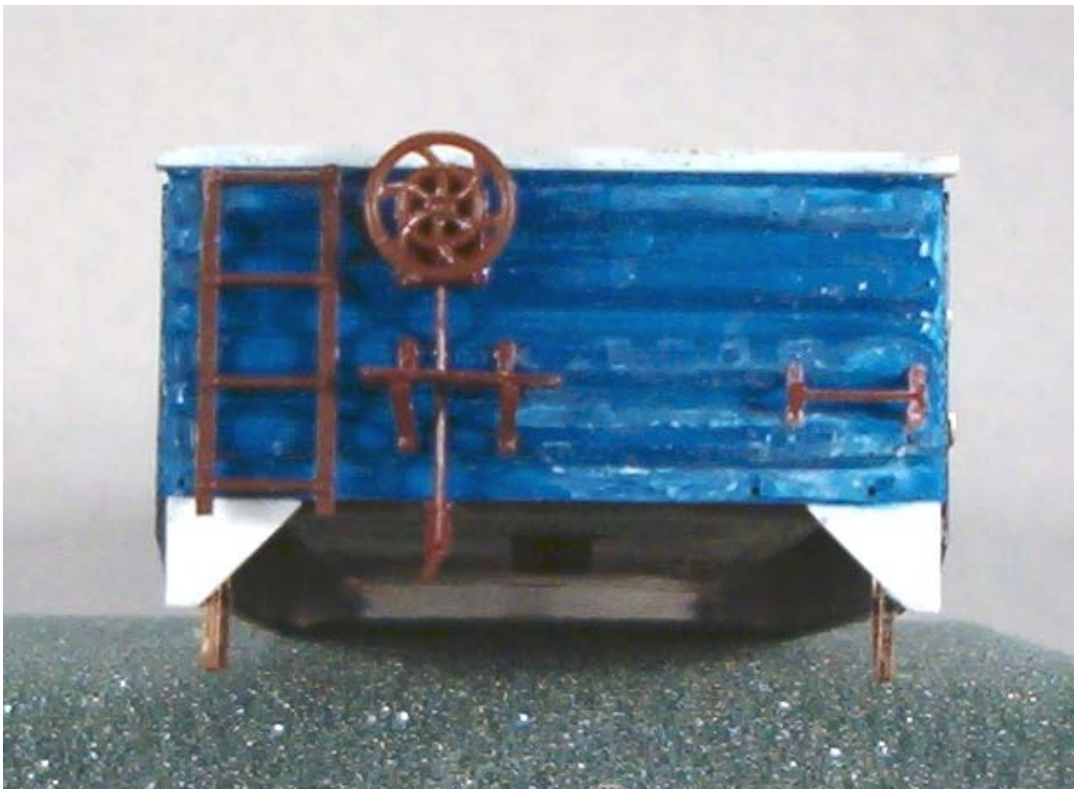

Figure 4 The model's B end was done the same and the A end, but with a Kadee Equipco brake wheel the power hand brake and linkage, brake platform and ladder are Branchline Trains parts . Clark Propst photo

Jason scraped the molded on grabs and ladders from the end side panels and replaced them with Details Associates wire straight and drop grabs spacing them according to the prototype. The A-Line 'Type B' corner sill steps can also be added at this time. A piece of Styrene angle was applied to the side top rail to replicate the angle iron was added to the prototype in an effort to help keep stringy type lading from hanging over the side of the car. The objective of the sloped edge was to have the material slide either into the car or out onto the ground.

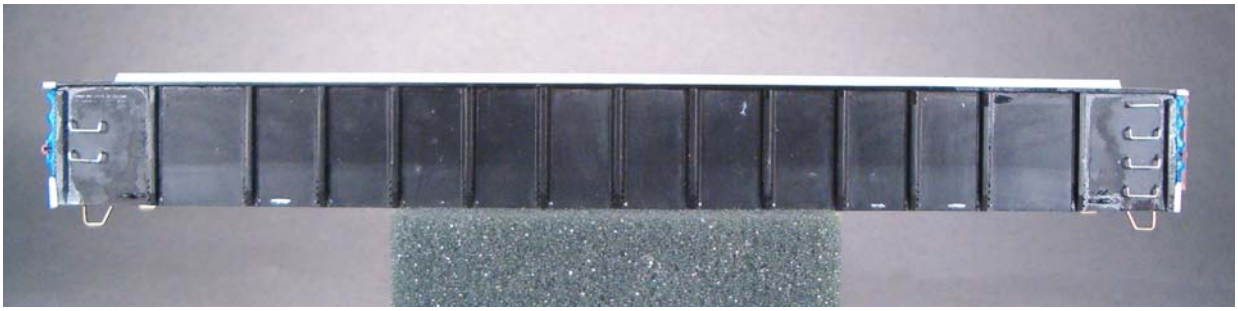

Figure 5 Jason scraped off the modeled on detail off the car sides and replaced it with straight and drop wire grab irons. He also added A-Line 'Style B' still corner steps and a piece of angle styrene along the top of the side rail. The purpose of this angle iron was to keep lading form hanging over the car side. It should either slide inside the car or off the outside. Clark Propst photo

Figure 6 Completed model hauling scrap. Clark Propst photo

The underframe was assembled in accordance with the kit's instructions. The kit trucks were replaced with Branchline Trains Barber S-2 trucks. The model was first airbrushed with Floquil Engine Black then given a coat of Floquil Crystal Coat to give a smooth surface for the decals. Decals are from several sets. Oddballs Set #197 for the "Chicago Great Western", end reporting marks and numbers. Walthers set D-635 for the builders mark. The dimensional data came from Champ set HD-23. The numbers, striping and reporting marks are from Champ set LW-40. The car was given a finish spray of Floquil Flat Finish to seal the decals. The trucks and couplers were installed and the model was weathered to show years of hard work for the railroad.

Clark Propst
Jason Klocke

Prototype information is from Gene Green's Morning Sun book "CGW Freight and Passenger equipment in color" and company Freight car diagrams provided by Allen Stanley.