

The drawings above show the relative size of the two container types (HB1a on left, DB4a on right) and also the internal detail that makes them operational. The photo below shows an early build G22b with a load of DB4 containers, this gives you a comparative reference for what the cars look like when loaded with the two different container types. Compare this photo to the cover photo of the model with it's load of HB1a containers, the most obvious difference when loaded in the car is the height of the container above the car side.



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## Pennsylvania Railroad

### G22b Gondola with Containers

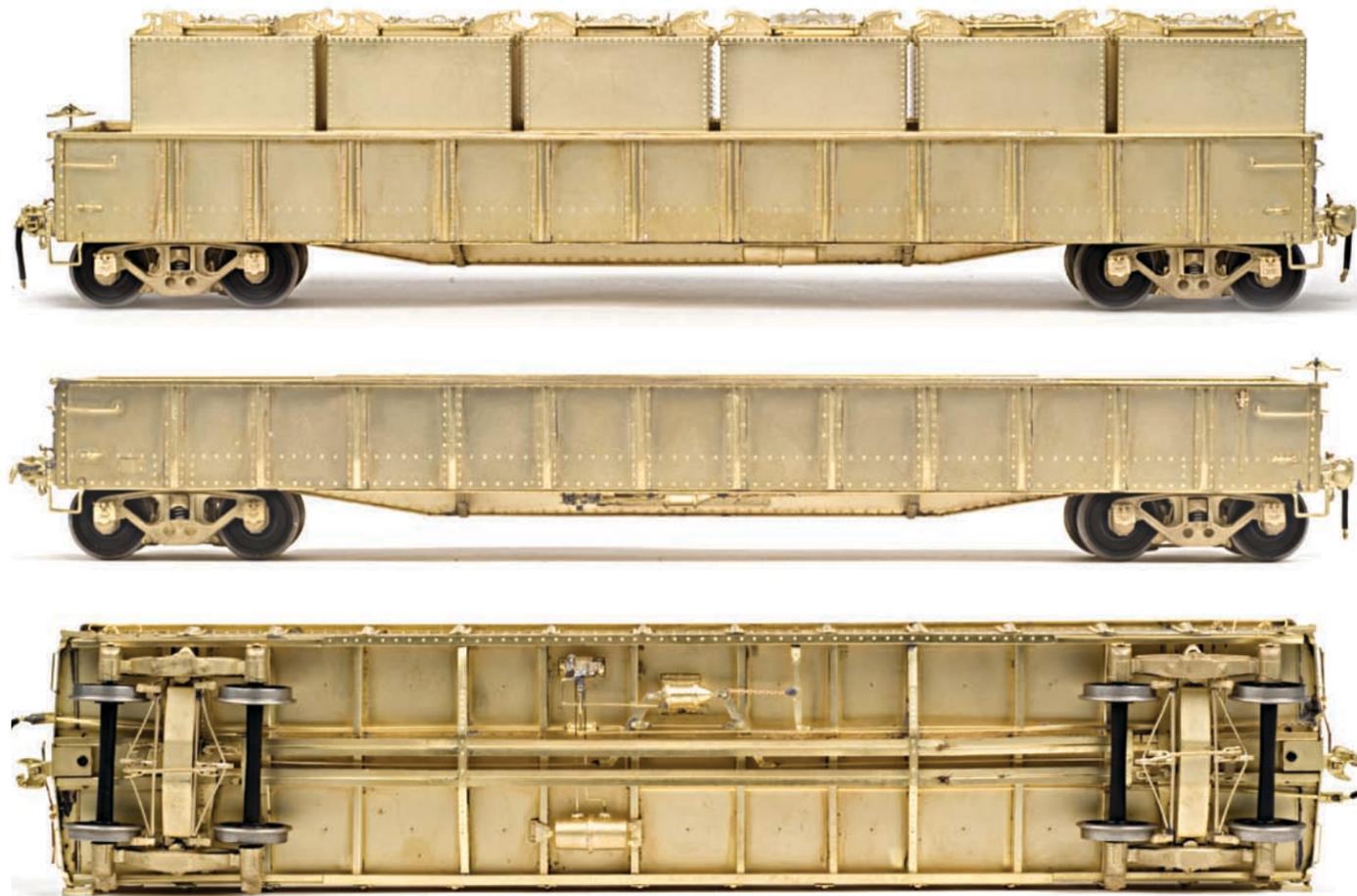
#### Project Information



The Pennsylvania G22b is our second revenue freight car and it is another unique and historically significant prototype following in the path of our GLe class cement cars. The G22 cars from which the G22b class cars were rebuilt were originally constructed in the teens, the first 10 cars were rebuilt in 1931 and at it's peak, the class had well over four hundred cars. The rebuild included structural strengthening and higher capacity trucks which brought the load capacity up to near the 100 ton mark. Many of the cars remained in service into the late 60's when they had to be pulled from revenue service due to the ICC fifty year rule for freight cars in interchange service.

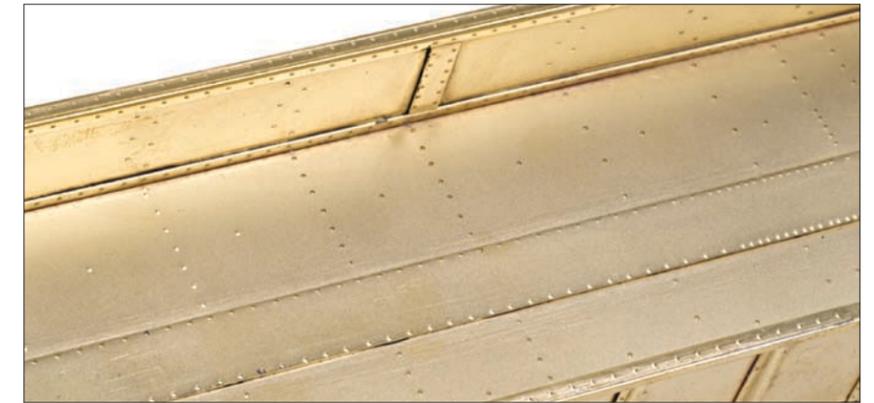
With this project we are offering versions that are based on different service periods and that is reflected not only in their decoration, but also their construction. As time went on, the uncoupling hardware was changed and additional visible structural strengthening was added, these details are highlighted on the following pages. The accompanying order form lists specific configurations that are correct for designated time periods.

Our G22b models feature complete exterior, interior and underbody detailing, the rivets on the sheet metal are punched not etched to achieve the correct head profiles. The sheet metal construction is prototypical in nature so that you see the layered sheets were appropriate. The draft-gear pockets come equipped with scale operating brass couplers, but they will accept Kadee couplers without modification. The car loaded with twelve containers weighs in at 21lbs 5oz. The car does come complete with a set of twelve containers, your choice of type, either HB1a hopper-bottom or DB4a drop-bottom. The containers are full brass construction with punched rivets like the car itself, all loading hatches and delivery ports are fully functional. The drop-bottom doors are controlled by wire ropes and the hoppers on the HB1a are operated by inserting the miniature control handle into the side of the container and then rotating it just as on the prototype. No detail has been spared even on the containers.



In the photos above you see elevation views of the car both with and without its container load. The containers that are shown in the photo are HB1a hopper-bottom versions. Also shown is the underside which lets you see the complete construction and running gear detail.

It should be mentioned that the sample model in the photos does not have the correct 2F-F5 trucks in place, but a sample of the correct truck is shown below. Our scale 2F-F5 trucks are equipped with sealed ball-bearings in each journal box and you can see that the journal box lids are operational. Also notice in the photo that all of the correct cast raised lettering is present on the truck side frame and that there is complete brake detail. The wheelsets utilized in our trucks have our standard Kohs & Company developed tread and flange profile that approaches scale dimensions while providing reliable operation on standard O scale trackage. The wheels and axles are machined from stainless steel to provide many years of reliable service.



The photo above at the top right corner shows the interior construction of our G22b, notice that there is complete rivet detail and well as the proper flange and gusset detail. The photo above right shows the prototype interior with expanded metal flooring (screen) which is being offered in one of our versions. The top left photo above is of a DB4a drop-bottom container with the drop doors open. The photo immediately below the DB4a is of our miniature HB1a hopper-bottom container, notice the small hole towards the bottom front corner where the control handle is inserted to open the hopper doors. In the photos below, on the right you see the earlier construction style with it's single end-sheet support gusset, it is also equipped with the traditional lift-bar uncoupler mechanism. In the photo on the left, you see the later construction which used three support gussets on the end sheet, the later version used a rotary uncoupling mechanism which we are also modeling.

