

Extra information for the Central of Georgia mini-kit

From George Toman:

Modeling friend Nelson Moyer contacted me about the recent Naperville RPM mini-kit gift the CofG 1937 AAR boxcar. In my Constrution notes I did not list a part number for the kit used for this build.

I used a Red Caboose/Intermountain kit part # RC-8022 an HO 1937 AAR Single Door Boxcar with W Corners and 10' inside height. A resin version of this is offered by Yarmouth Model Works if you have problems locating one.

Another question Nelson had was that some of the cars used a Blaw-Knox running board and brake step that is not available in HO to my knowledge. However, the Ajax TriLok style may be used as it is very similar as noted in Model Railroad Hobbyist December 2016 issue and shows a photo on page 12 and 19 of the article, [Freight car roofs of the 20th Century - the MRH Forum \(mrhmag.com\)](#)

Nelson mentioned that the original as delivered paint included Black Ends Roof and Underframe. I painted mine as a repaint of solid CofG Brown

Below are Nelson's notes that goes into the details he noted from RPC35 that may assist others with their builds

Thanks, Nelson, for the extracting the info from the RPC.

Nelson Notes

The CG automobile car is based upon the AAR 1937 40 ft. 50 ton ten side panel (5/4 with half door) box car with 10 ft. internal height, 4/5 Dreadnaught ends, rectangular panel roof, AB brakes, and Miner hand brake. The side and upper end handholds were bracket type. These cars had seven rung ladders on sides and ends, bottom mounted uncoupling levers, type C sill steps. Doors were either early Youngstown or seven panel Superior, but only Youngstown doors are included in the mini-kit. All series share these features in common.

Cars were built in three series by either AC&F or Pullman Standard with slight variations between the two companies as described below.

Series 6500-6599 was built in 1941 by Pullman Standard. 6500-6574 received early Youngstown doors, and 6575-6599 received Superior seven panel doors. The Superior doors are shown on CGW 91090 and CGW 92000 on page 223. Cars had a Blaw-Knox running board and brake step, and road ASF spring plank trucks. Because of the Blaw-Knox running board, this series can't be used for the mini-kit.

Series 6300-6499 was built in 1944 by AC&F. Cars rode on Scullin trucks. Cars had early Youngstown doors, Apex running board and brake step, and SREM Murphy Improved roof.

Series 6600-6999 was built in 1945 by Pullman Standard. Cars road on Scullin trucks with Barber S-2 truck stabilizers. Cars had early Youngstown doors, Apex running board and brake step, and Wine 3K-136 brake adjusters. Unless the brake adjuster is scratchbuilt, this series can't be used.

Cars from AC&F were painted with Pittsburgh Carhide Brown with black ends, roof, underframe, trucks and end placards. Stenciling was white.

Cars from Pullman Standard were painted with Sherwin-Williams Synthetic or Glidden Red Non-Phthalic Synthetic on sides, and ends, roof, underframe and trucks were black. Stenciling was white.

Photos of cars in the 6300-6499 series include CG 6357, CG 6427, CG 6440, and CG 6450, and they appear on pages 218-220 of RPC Vol. 35.

Decals support all three series, though splicing is required for the 6300-6499 series, which is unfathomable since that series is the only one the parts support, since to my knowledge, there is no HO scale Blaw-Knox running board, and series 6600-6999 requires a Wine brake adjuster."