

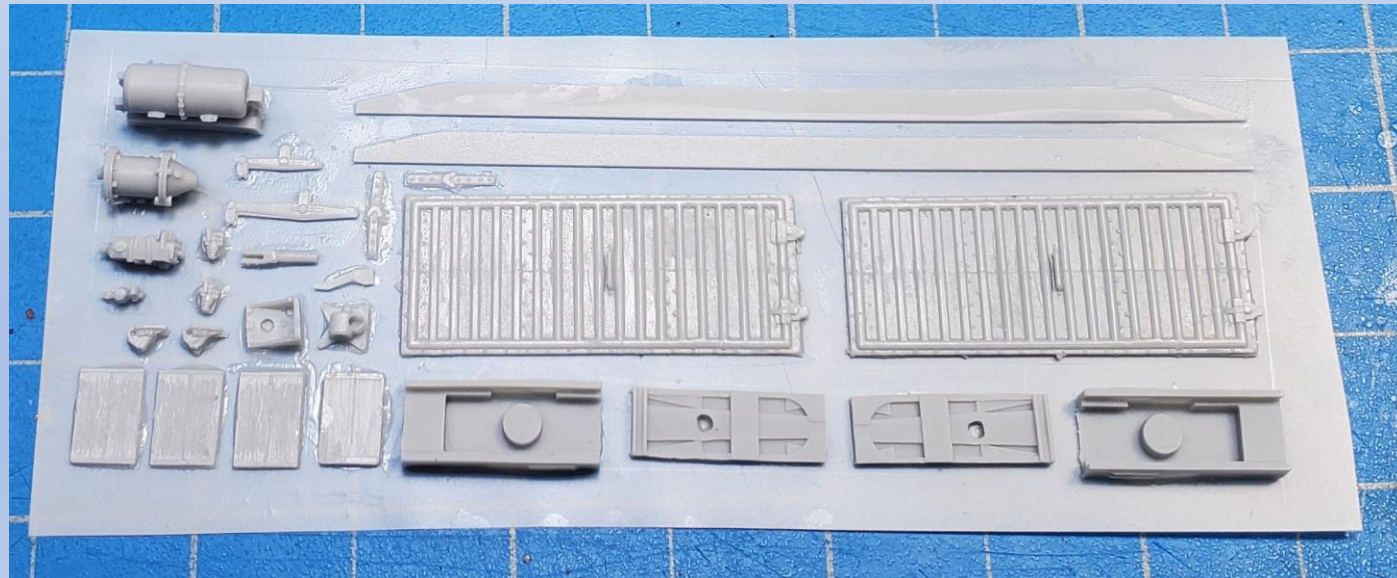


Assembly Notes for the 2024 Naperville RPM Central of Georgia Mini-Kit

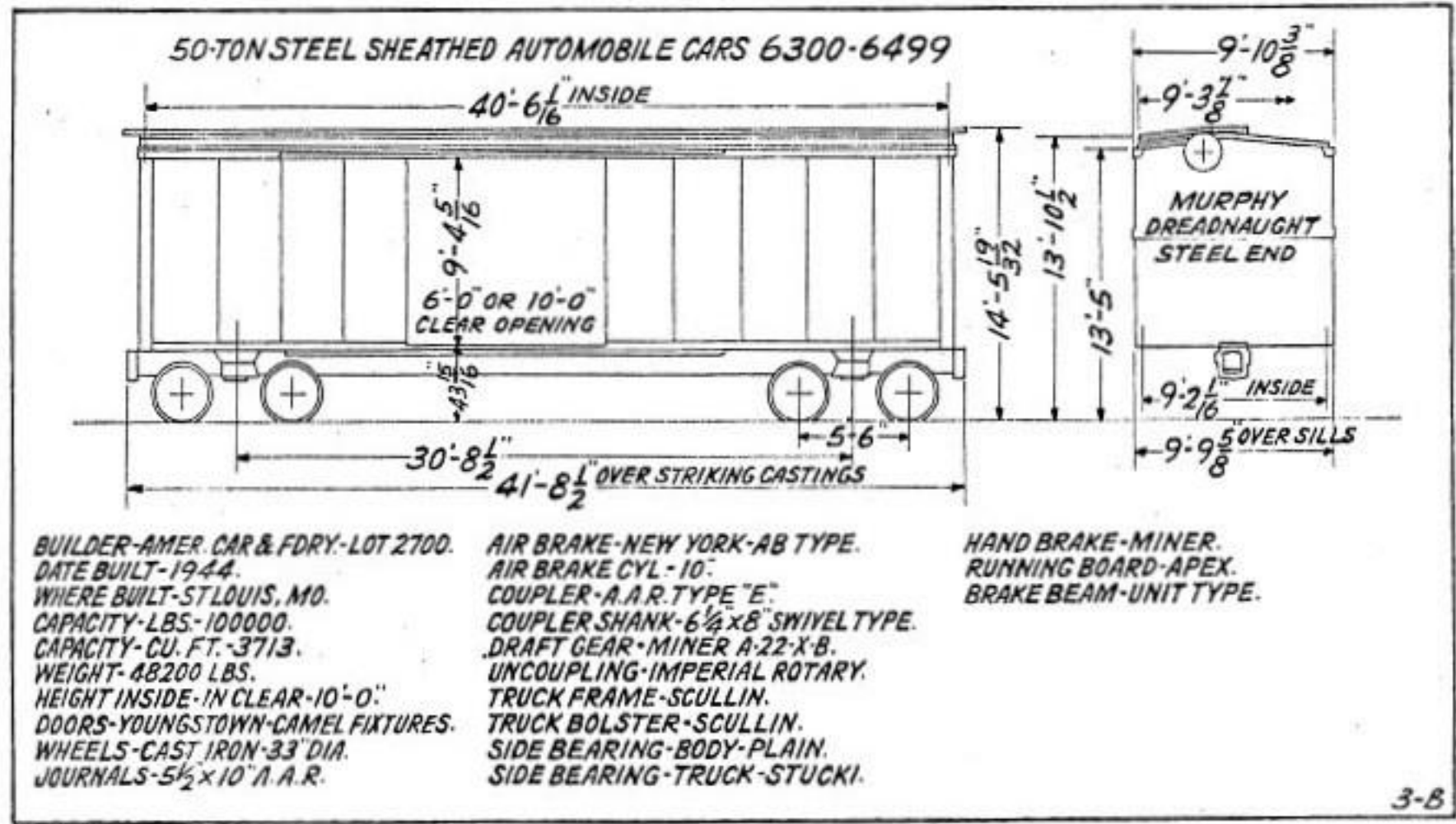
The 2024 Naperville RPM gift kit to the 1st 100 registrants was a resin CoG door and one/half 50-ton capacity. These were 1937 A.A.R. XA with double staggered Youngtown Steel Doors enclosing a 10" opening. See picture below

These were built by both American Car and Foundry and Pullman Standard starting in 1944.

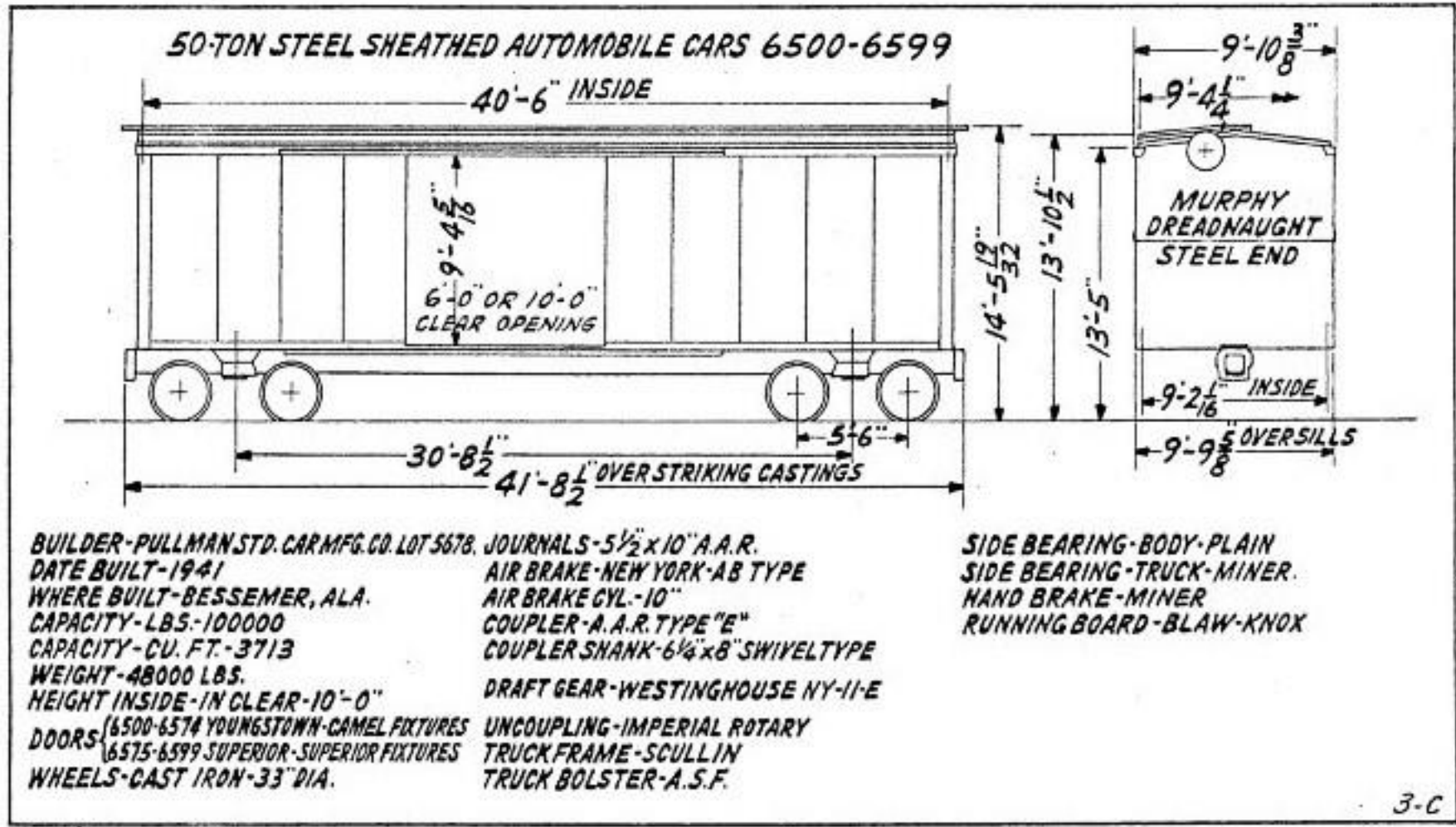
More information can be found in RPC35 starting on page 218



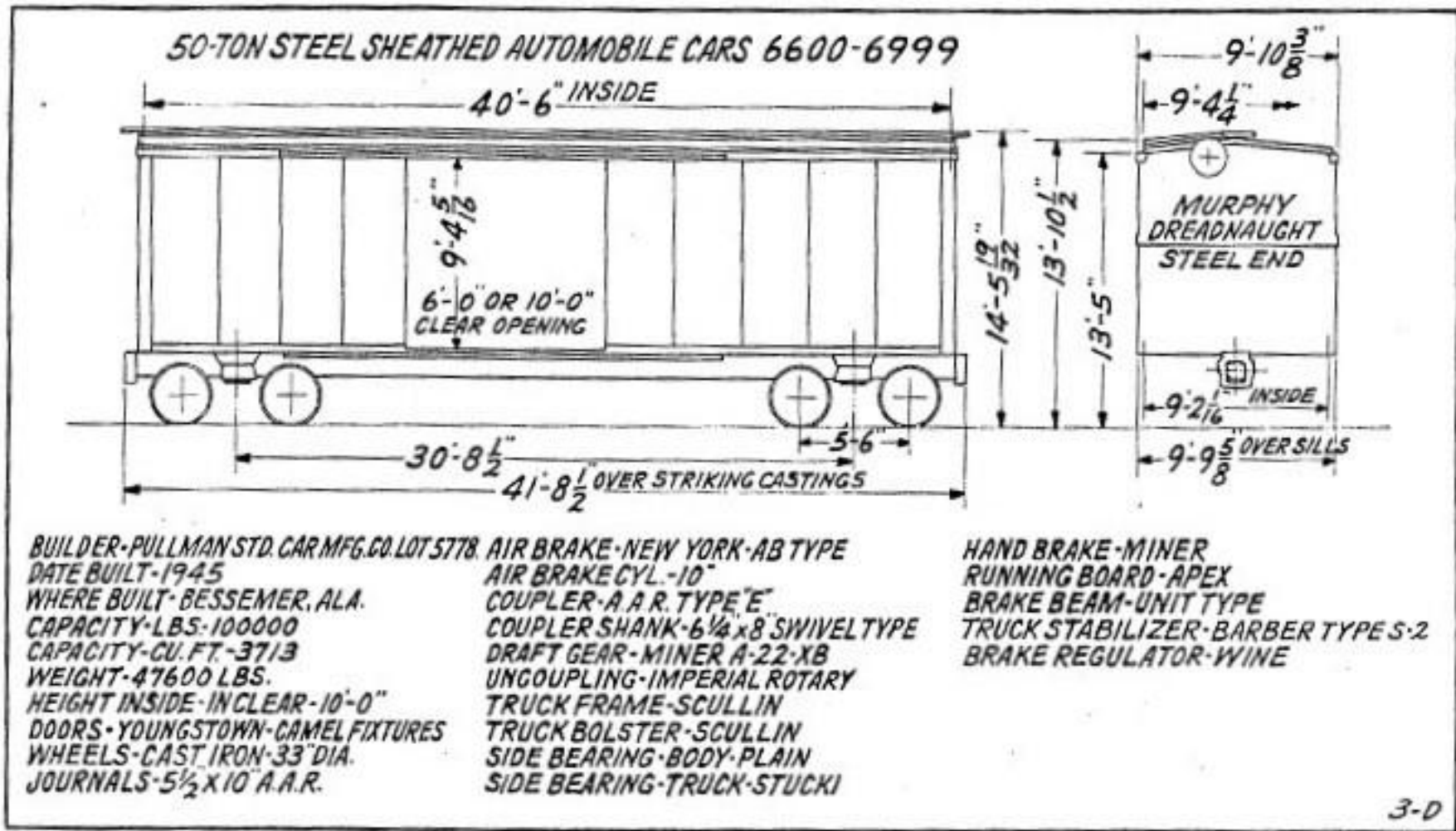
Engineering Dept Drawing



Engineering Dept Drawing

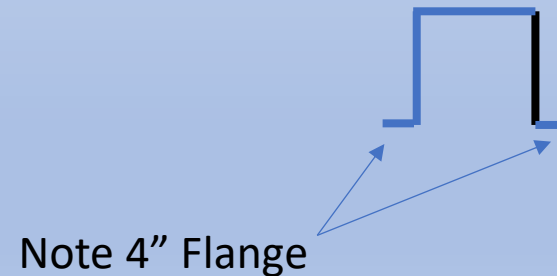


Engineering Dept Drawing

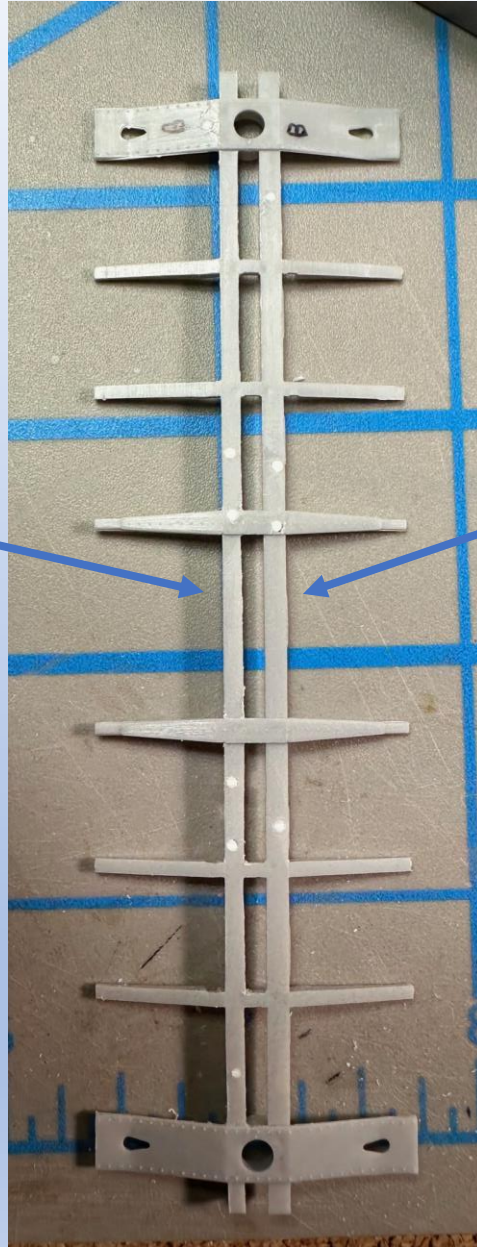


My build started with a Red Caboose/Intermountain 1937 AAR Single Door with W Corners as a starting point.

After inspecting the undecorated kit and comparing to photos and drawings of 1937 AAR cars, I determined that the underframe had some room for improvements. The now standard Z section Center Sill had smaller 4 inch wide flanges at the bottom or about .046 in HO. The Intermountain flange measured .088. I decided to file by hand and removed .010 to .011 from both the outside and inside to narrow the flange down by about .022 for a new width of .066. Still too wide but closer and gives a more too scale appearance.



Note Left side Z of Center Sill has been filed with the removal of about .010-.011 from both sides.



Note Right side of Z has not been filed.

Other work done on the 1937 body is as follows

A new cutout was made to move the airline cross over point closer to the center as seen on drawings. The floor was cleaned up of mold marks and lower part of center sill was repaired

Holes were plugged on u/f, sides and ends and redrilled as needed with smaller holes

Ends had the lower grab brackets removed and new ones made from .030x.040 high, and cut on an angle and hole drilled and harvested Athearn rivets added.

Left and Right Corners were cut at an angle and hole drilled for grabs and harvested Athearn rivet added.

I decided to use the oversized ladders as I had no Photo Etched 18in spacing stiles long enough to make the curved tops and bottoms. Ladder rungs were filed down to .010-.011 and stiles narrowed a bit as well

As a new reinforced side sill is used on these cars, the thin side sill was removed carefully with a Micro Saw. The small tabs on the side sill are not removed

Following will be some photos of work in progress showing how I finished my model

Photos from the Collection of Frank Hodina

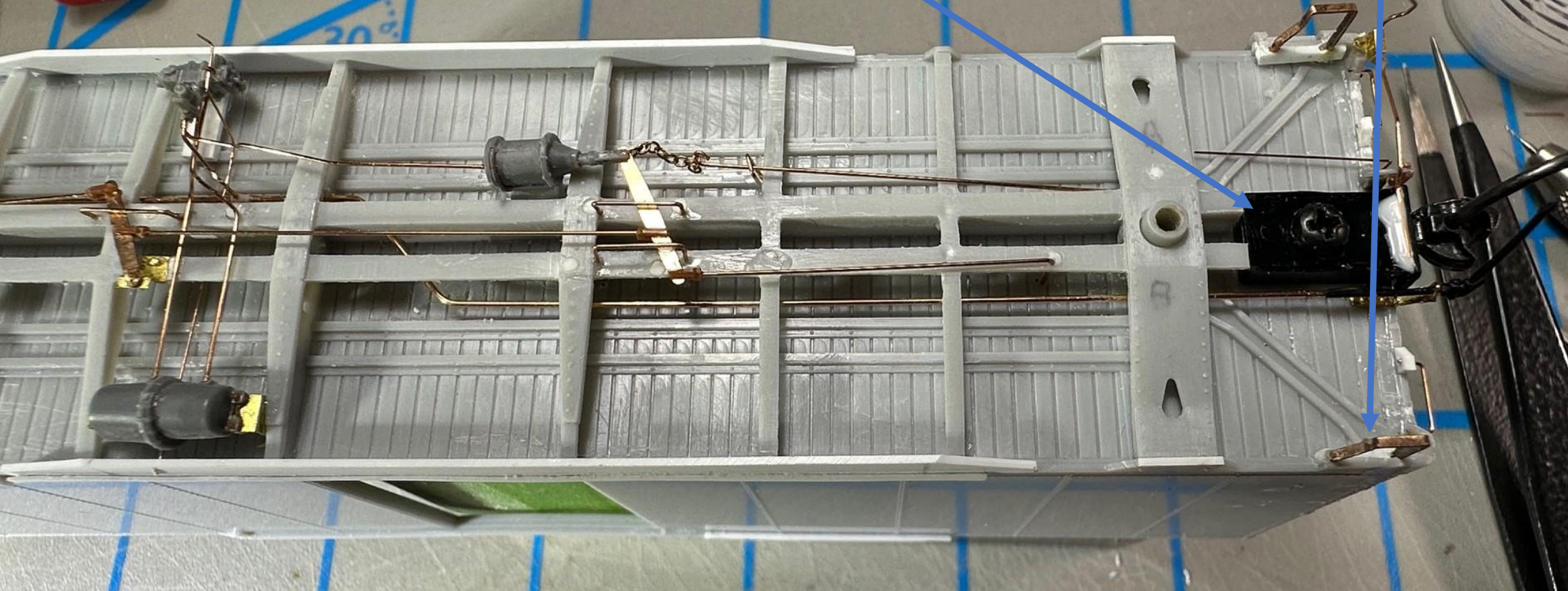


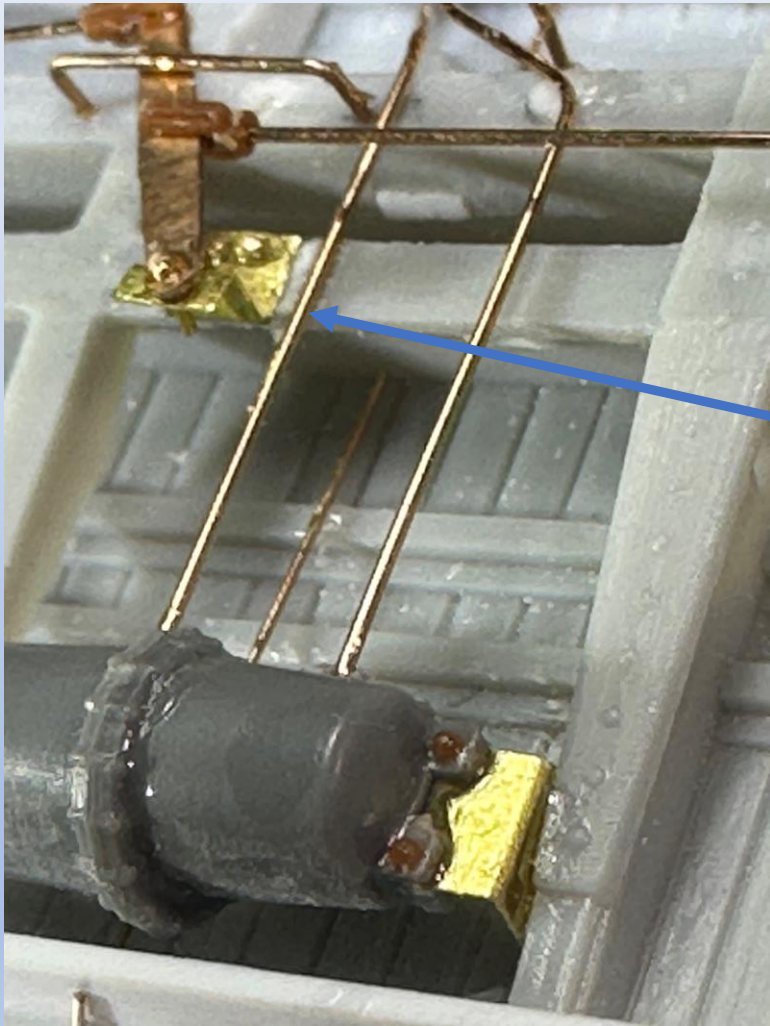
The layout of the CofG boxcar brake hardware using Tichy AB set.
Note the new route of the airline.
Brass mounting brackets were made for the Reservoir and rivets
added



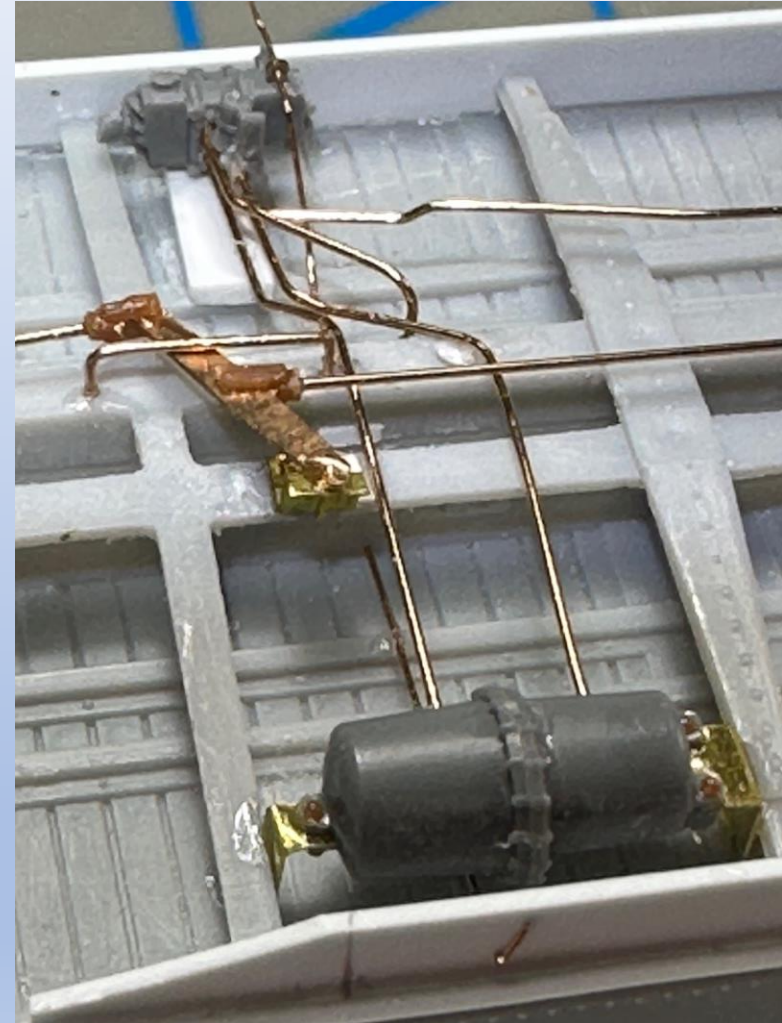
Note the use of Kadee Draft Gear

Scrap Styrene
corner support
blocks added at
each corner





A dead lever bracket was made .005 brass and formed into a Z shape. This design was scaled from a Brake Arrangement Drawing from a Santa Fe boxcar of the same underframe design

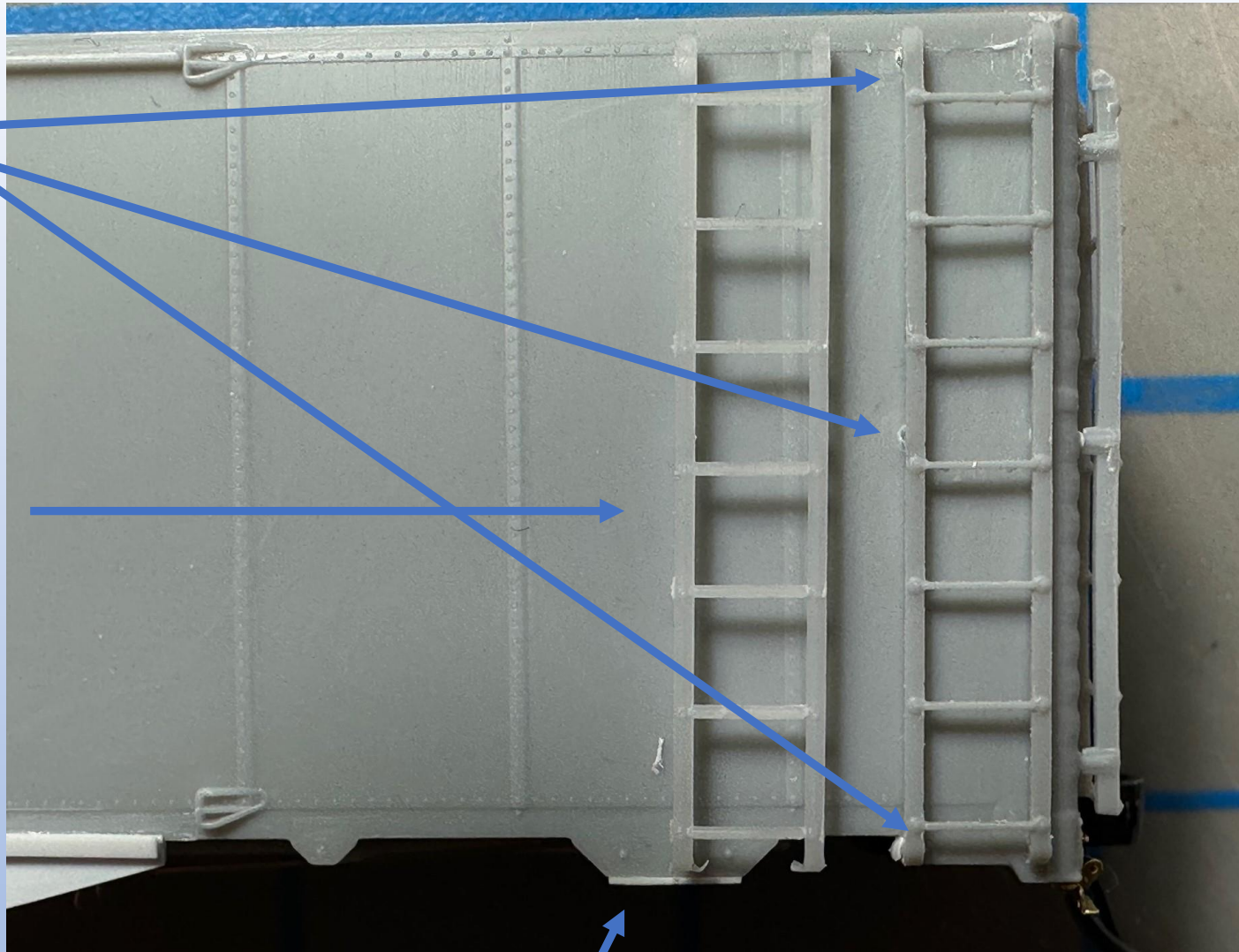


A Swiss needle file and sanding sticks were used to reduce the rungs down to .010-.011
Also the sides of the stiles were also cleaned up with a number 6 Swiss Needle file



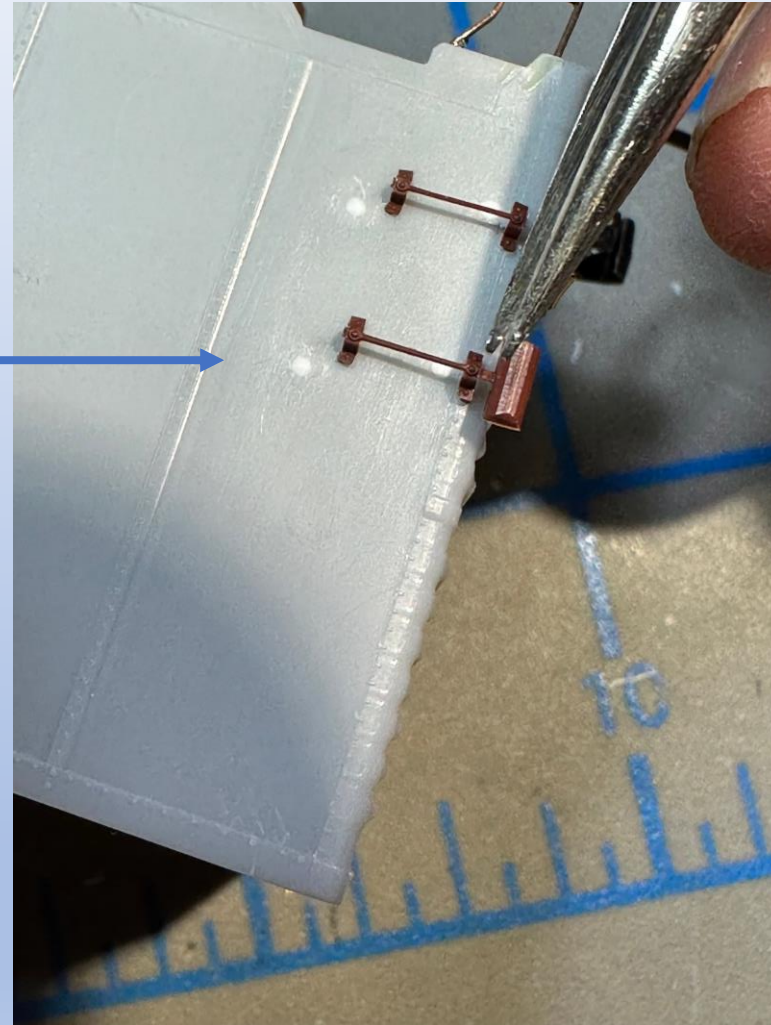
Holes were plugged with round styrene and smaller holes drilled for ladder mounting.

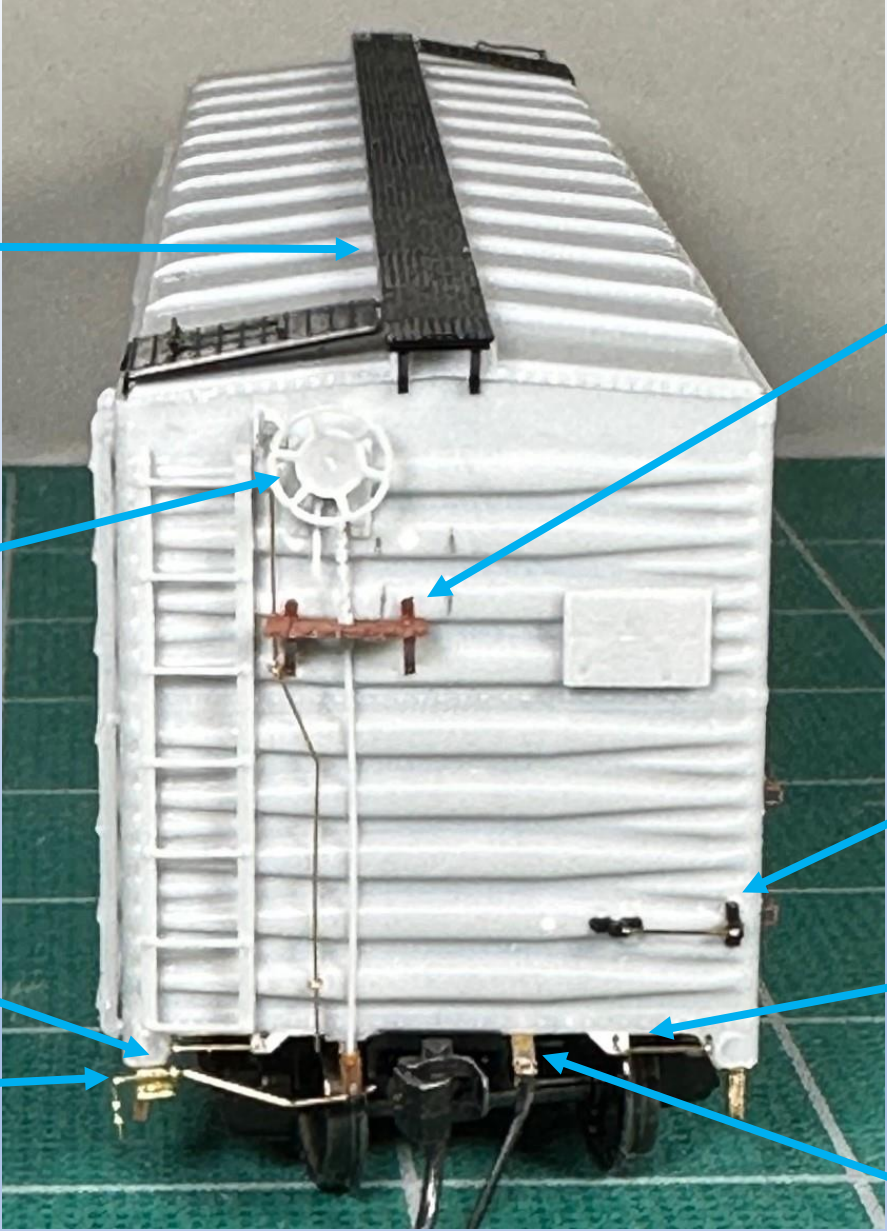
Note the unmodified ladder on the left and filed one in place be test fit.



Note the Pulman Standard style of bolster end made from 1x2 HO styrene

Kadee Side Grabs installed.
I used a Yarmouth drilling template to
make and drill location.
Note that for installation that I do not
cut the grab completely from the sprue
and leave a bit on allowing for a secure
grip with my tweezers,





Kadee Apex
Running Board
glued with Mig
Ammo PE Glue

Kadee Apex Brake Step

Tangent Miner
Brake Housing and
Wheel

**Intermountain Grab with
rung cut and ends used
and .010 wire grab added**

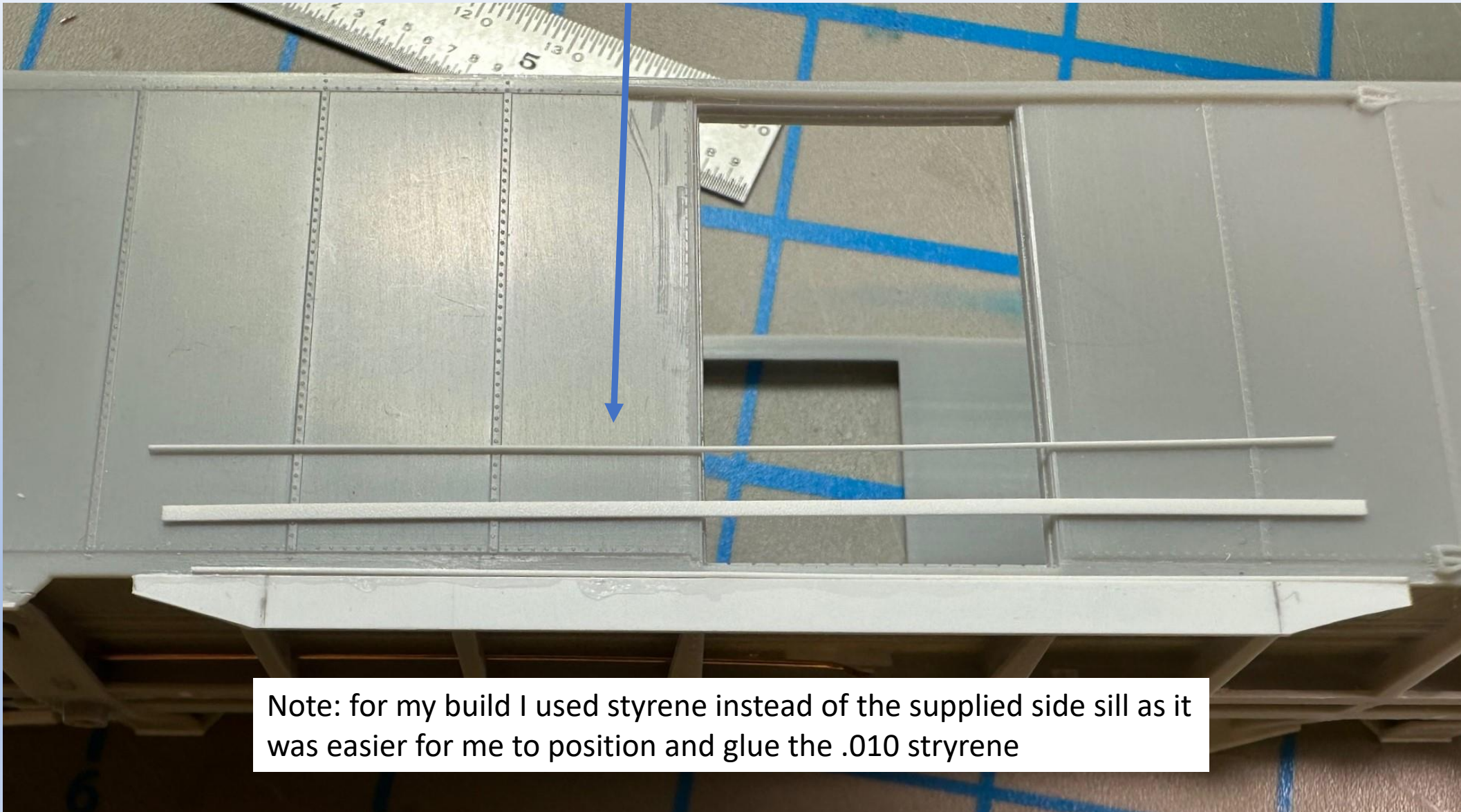
Square poling pocket
corners were files to
proper angle

End sill grab bracket made
from scrape styrene with
Athearn Harvested Rivets

Yarmouth Cut
lever Bracket &
Cut lever .0125
wire

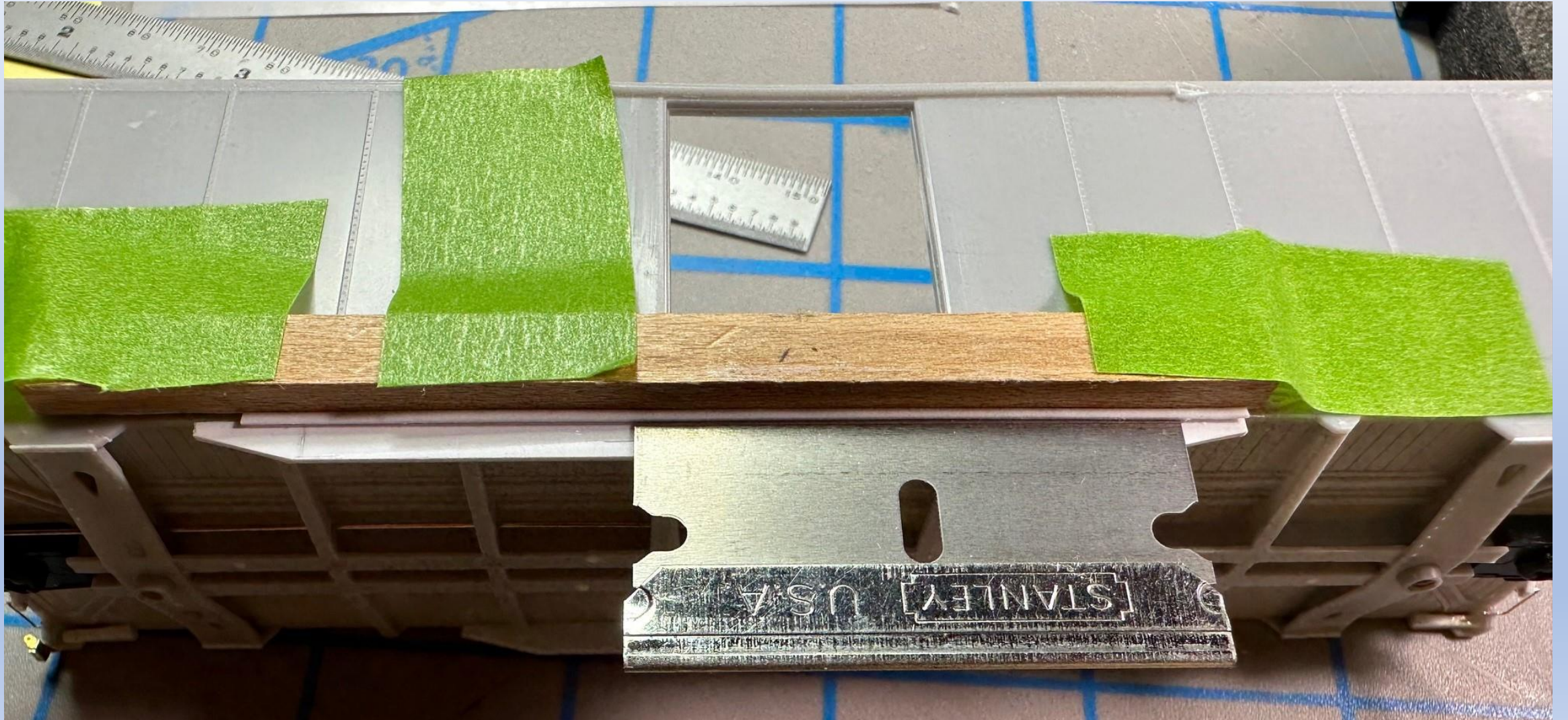
Yarmouth Air hose
Bracket

The Door Track fashioned from .010x.010 styrene and .010x.030 styrene and glued to my substituted styrene lower sill support

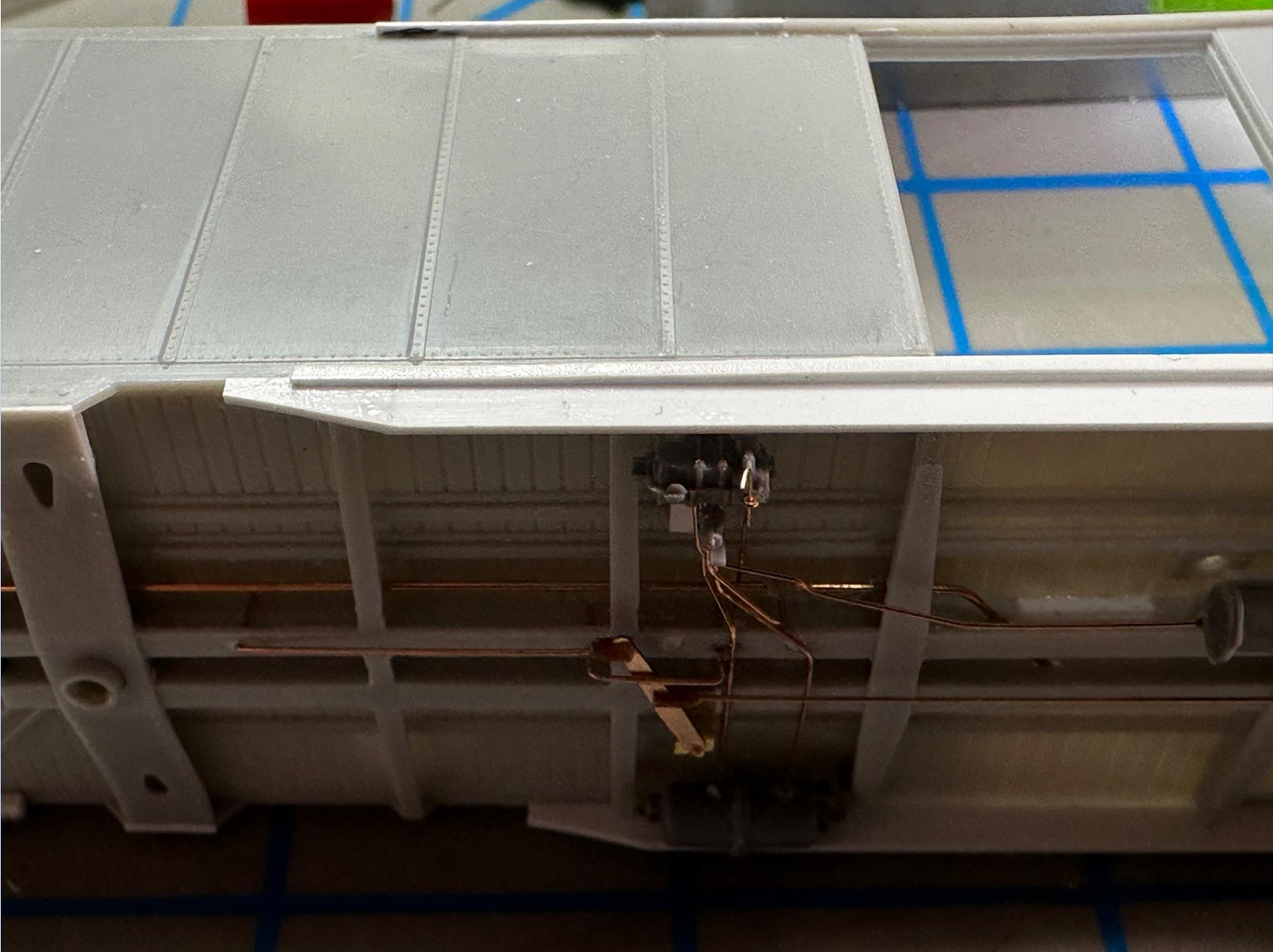


Note: for my build I used styrene instead of the supplied side sill as it was easier for me to position and glue the .010 styrene

My technique gluing the lower door track in place.
Razor blade used to space the underside of track and keep parallel



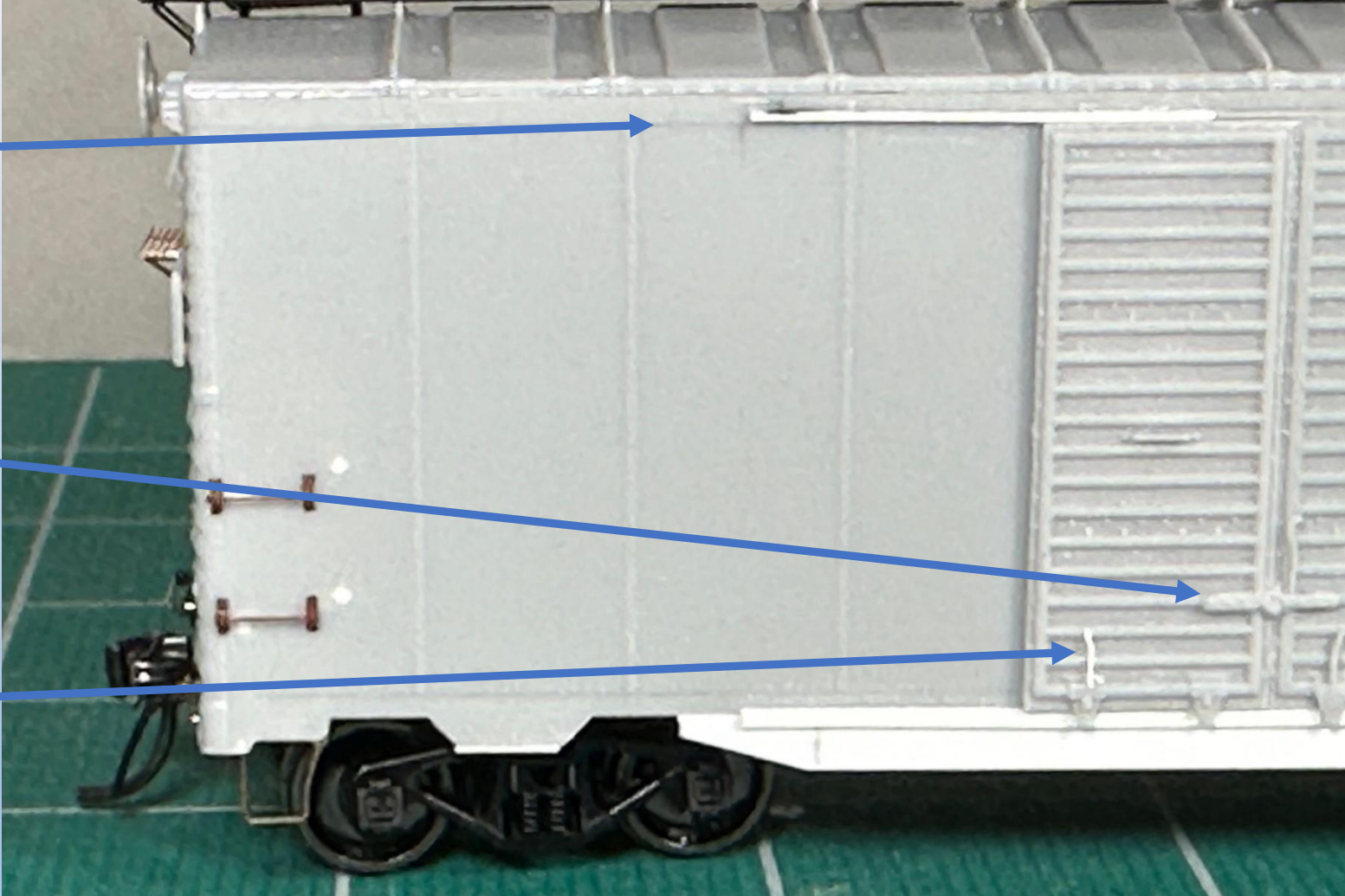
View of door track and 3 D effect



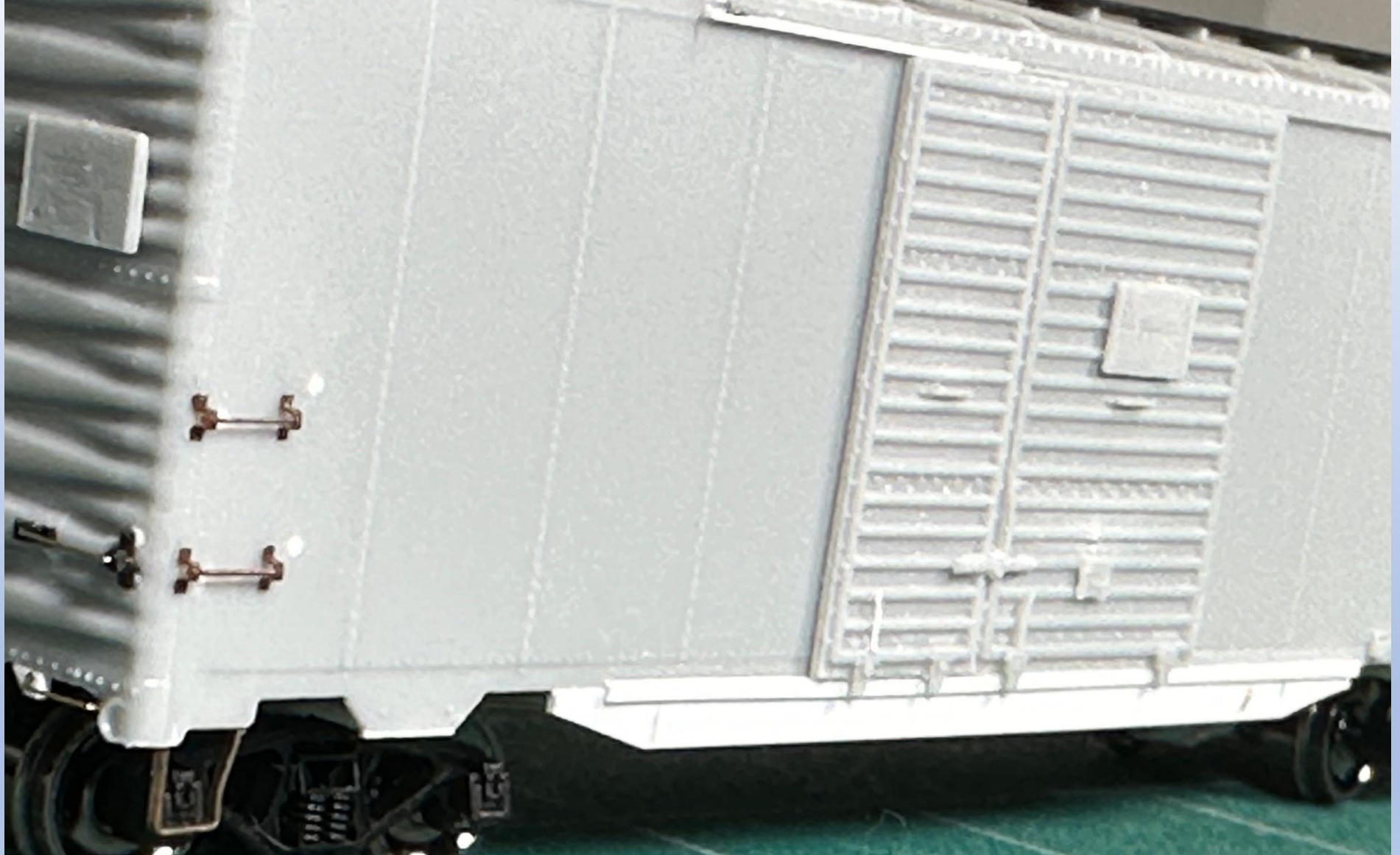
Upper door track installed
from scrape styrene

Door latch
hardware from
resin sheet

Door handle made
from .010x.010
styrene



Tack boards from
resin sheet and
Route board from
kit installed

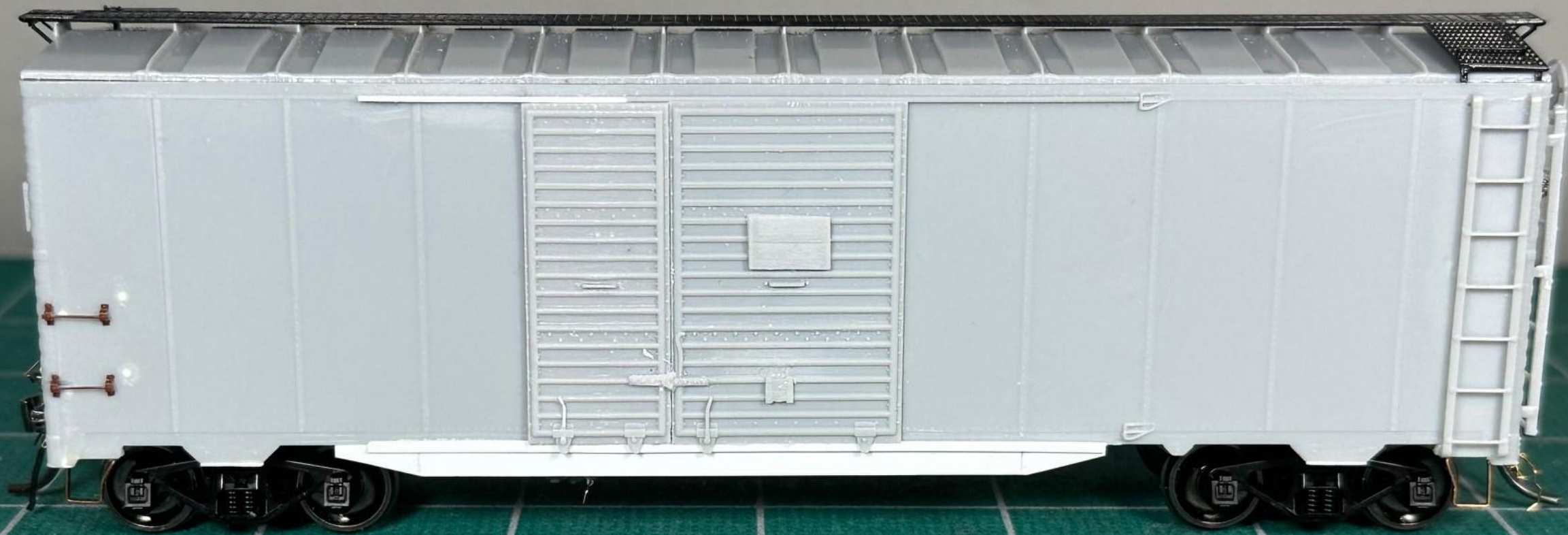




Release Rod

A-Line reformed and filed stirrup steps

Trucks are Tahoe Models Barber S2 50Ton part # TMW-113



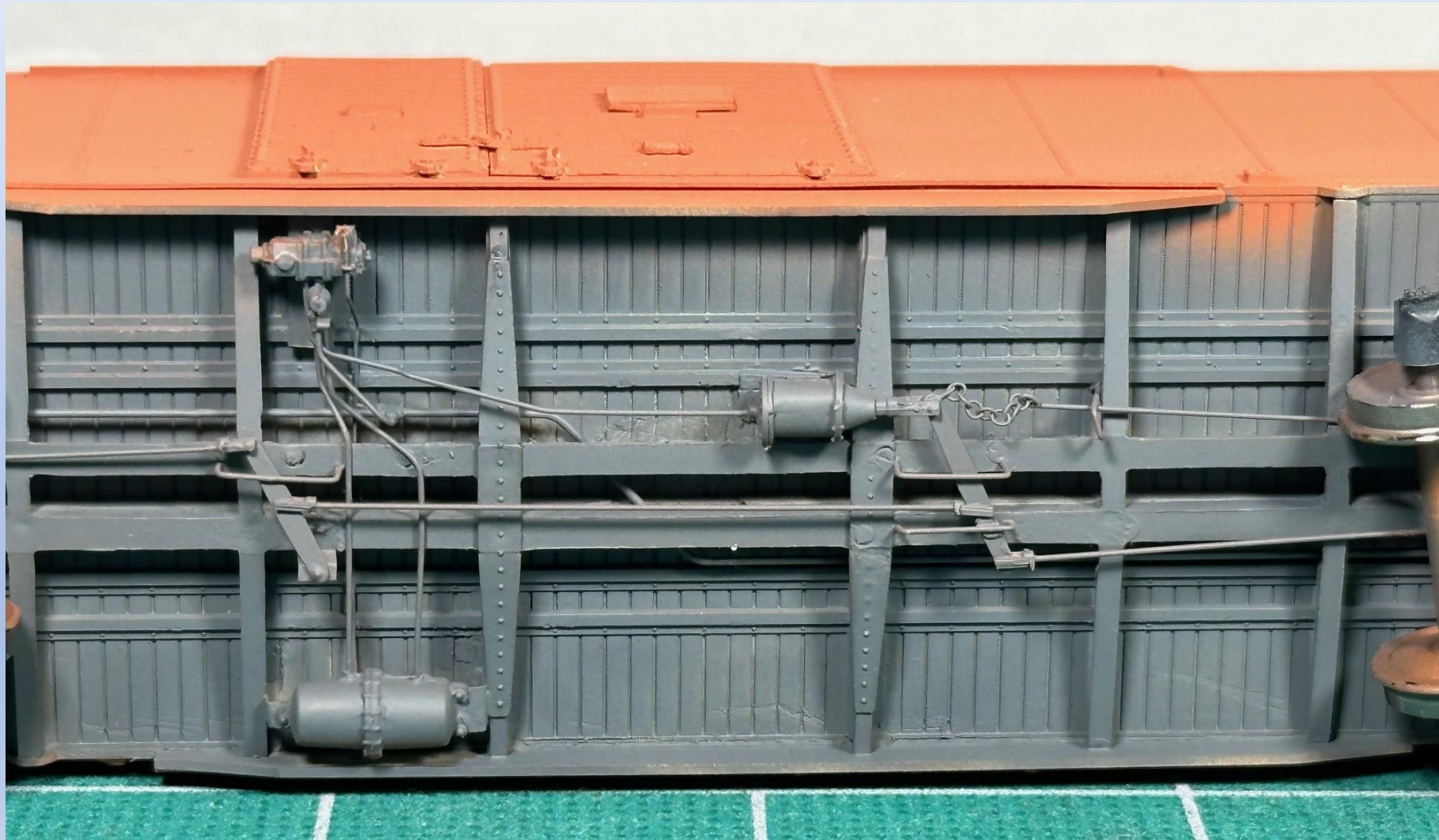


Underside view showing completed ready for paint model.
Of note is the position of the side sill installation

The car was primed with Badger Stynylrez Neutral Primer and CofG boxcar paint that I mixed from Mig Ammo Rail Center 50% Boxcar Brown and 50% Dark Rust. Frank Hodina had a formula that was from Floquil of a 50/50 mix of boxcar red and mineral red.



The underframe was sprayed with Vallejo Black Gray 70.862 Model Color paint. Overspray from painting sides yet to be touched up in this photo



The car was gloss coated with Quick Shine Multi Surface Floor Finish. Ted Culotta recommended this and I found it to work very well. I spray with a .5mm nozzle at about 18-20 psi.



The CofG decals and saulk marks were applied and sealed with Quick Shine
After drying I sprayed a flat coat of Mig Ammo Ultra-Matt Lucky Varnish



I added some route cards and pieces of small cut tissue with pencil scribblings on the tack board. Weathering to be added at a later date

