

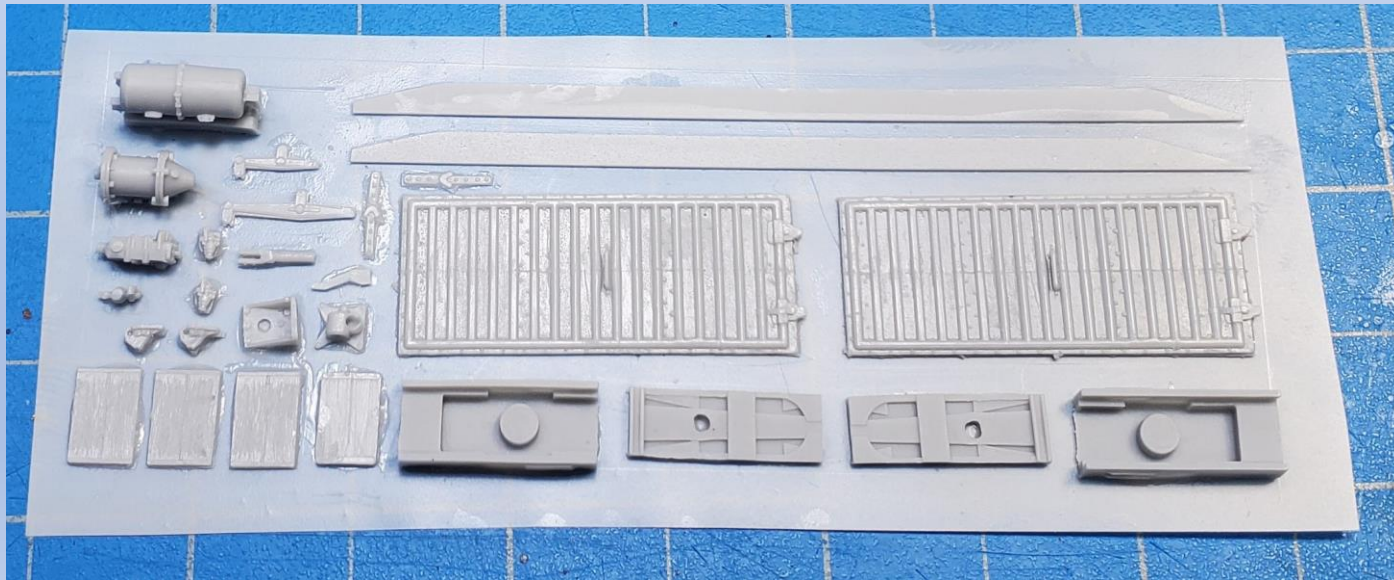


# Assembly Notes for the 2024 Naperville RPM Central of Georgia Mini-Kit

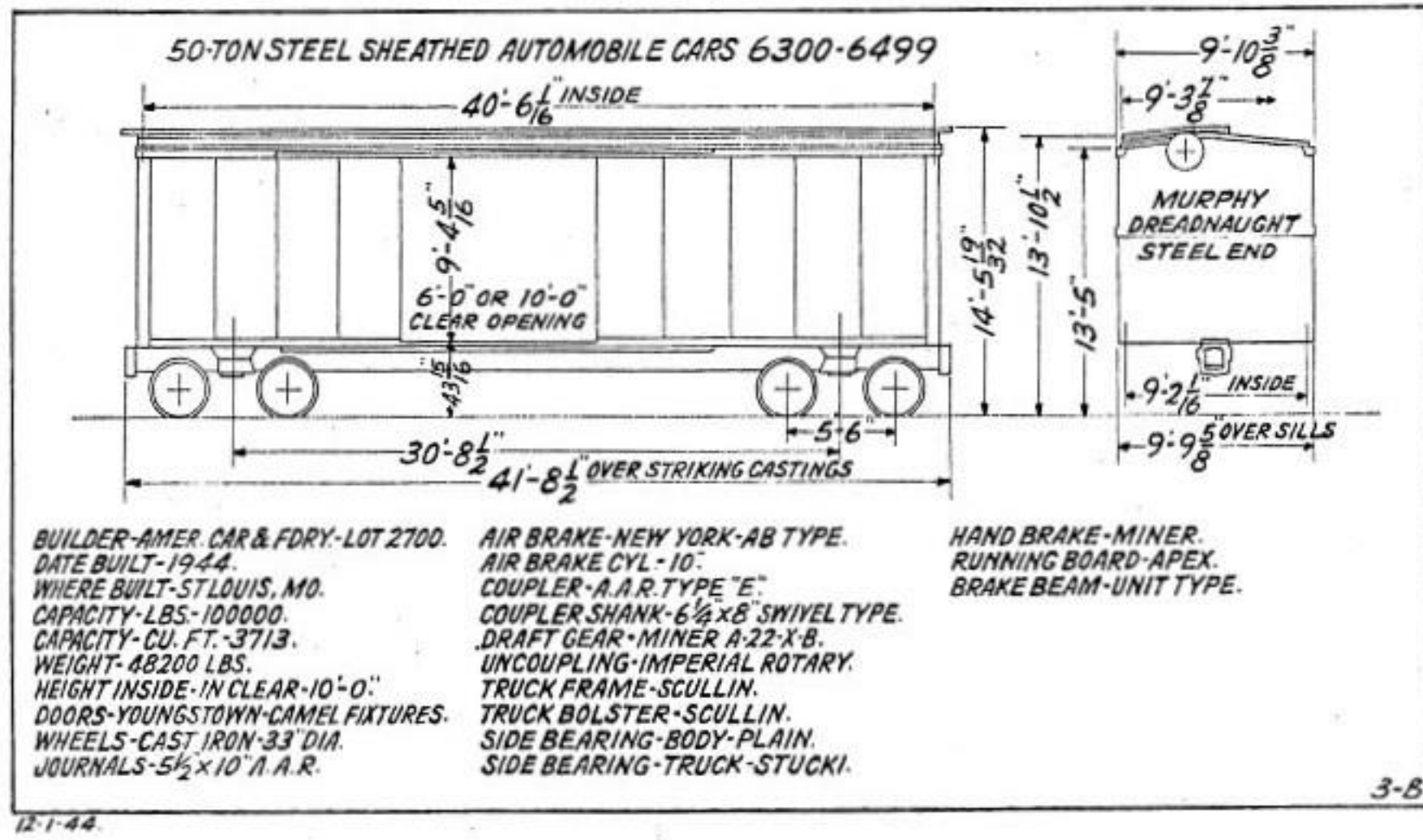
The 2024 Naperville RPM gift kit to the 1<sup>st</sup> 100 registrants was a resin CoG door and one/half 50-ton capacity. These were 1937 A.A.R. XA with double staggered Youngtown Steel Doors enclosing a 10" opening. See picture below

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

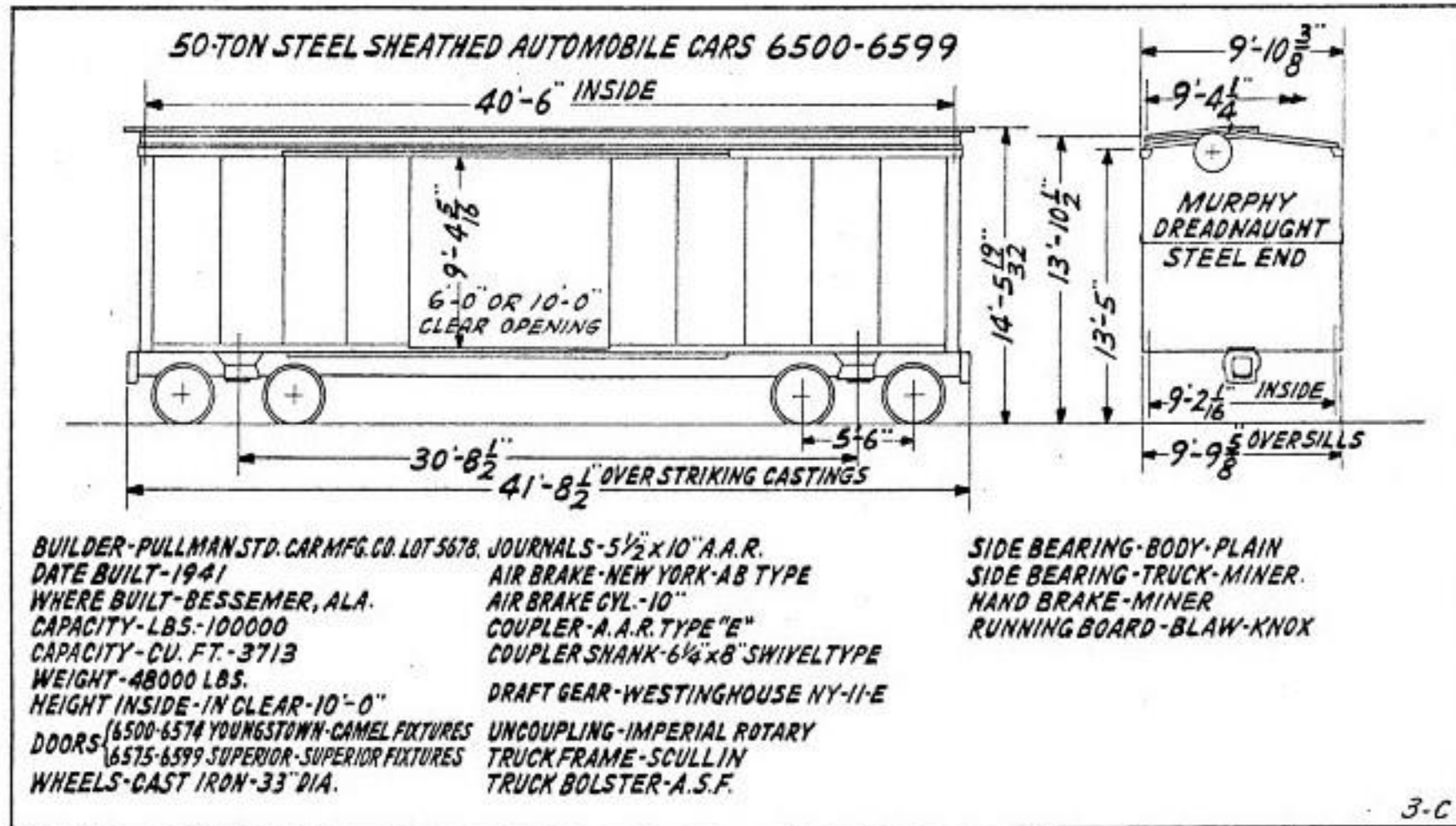
More information can be found in RPC35 starting on page 218



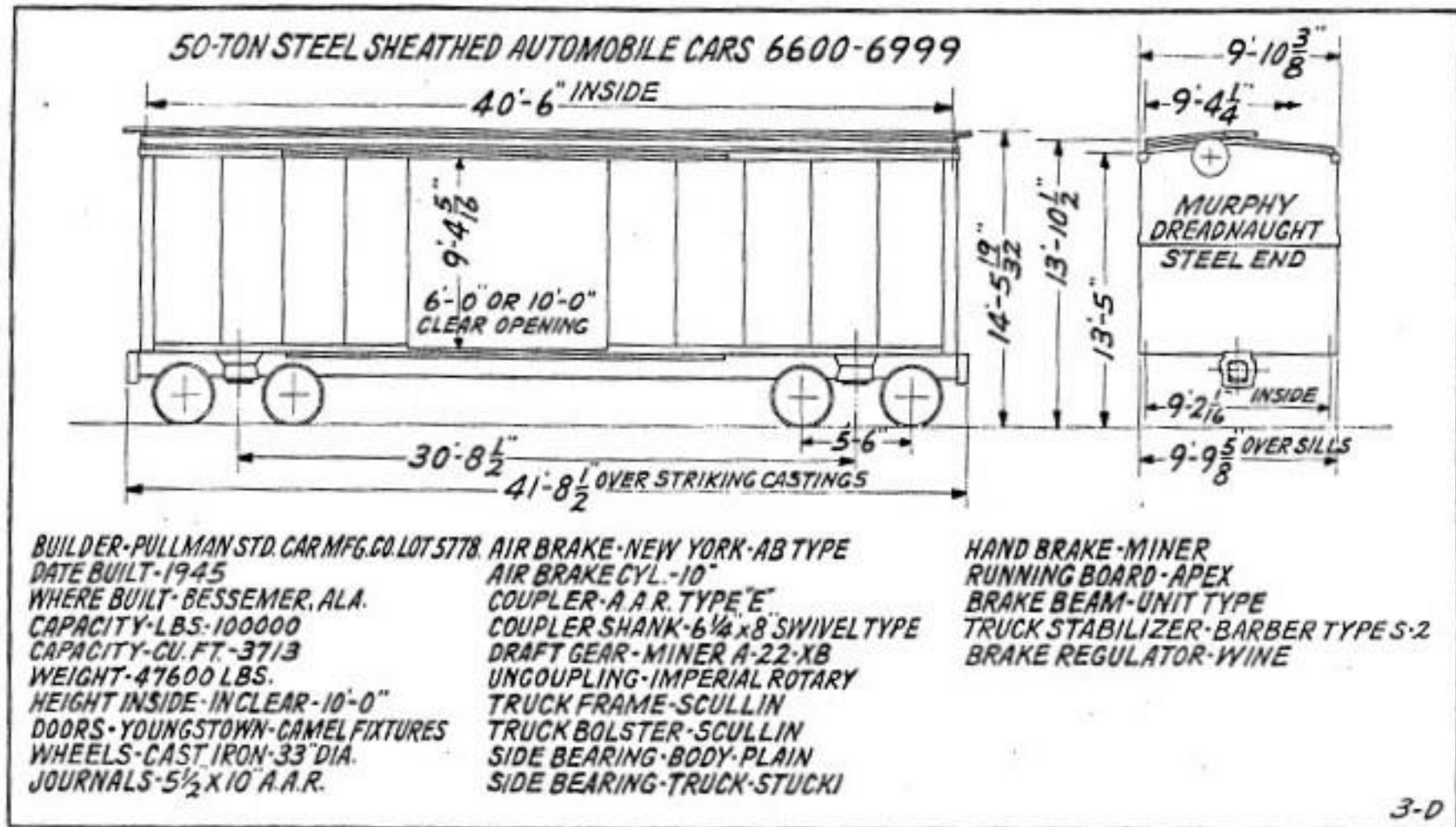
# Engineering Dept Drawing



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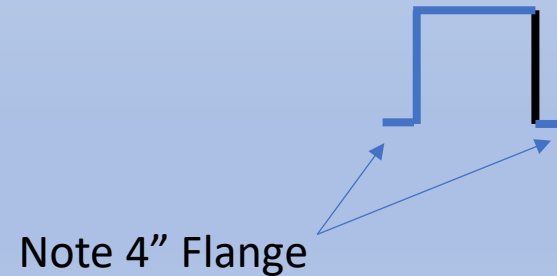


# Engineering Dept Drawing

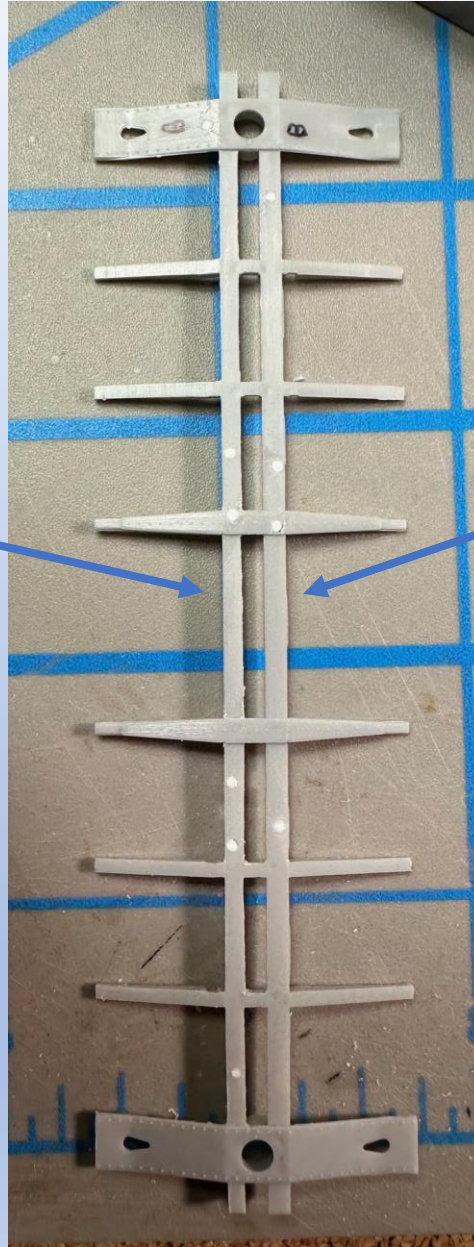


My build started with a Red Caboose/Intermountain 1937 AAR Single Door with W Corners as a starting point.

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.

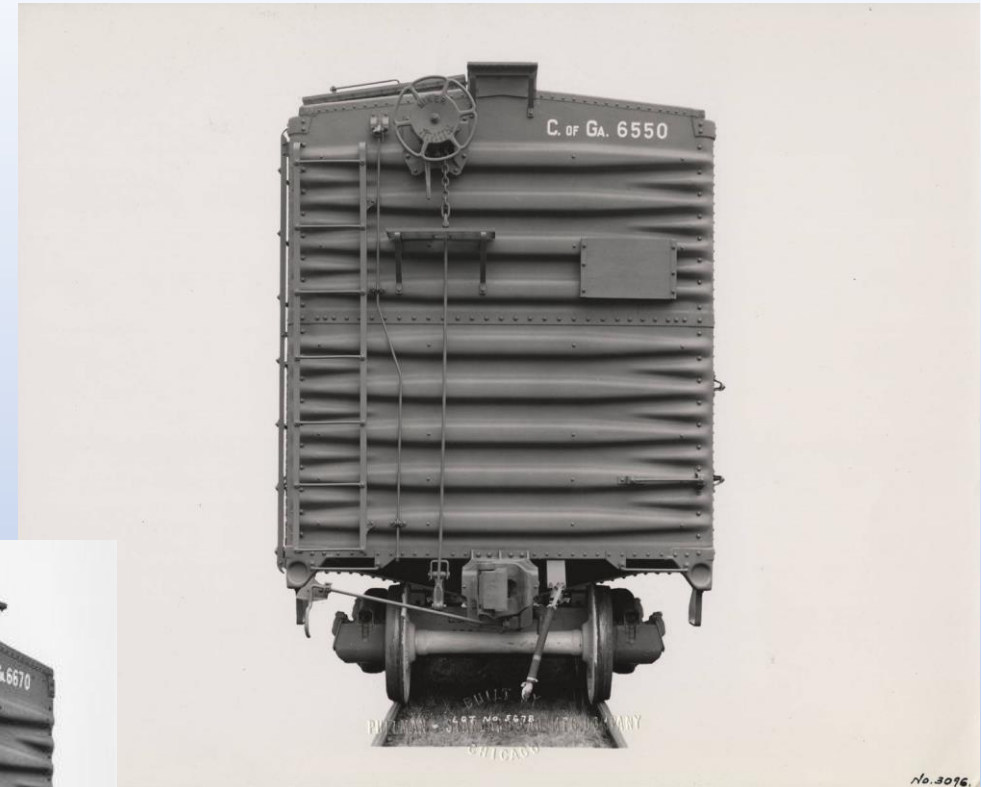
Left and Right Corners were cut at an angle and hole drilled for grabs and harvested Athearn rivet added.

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

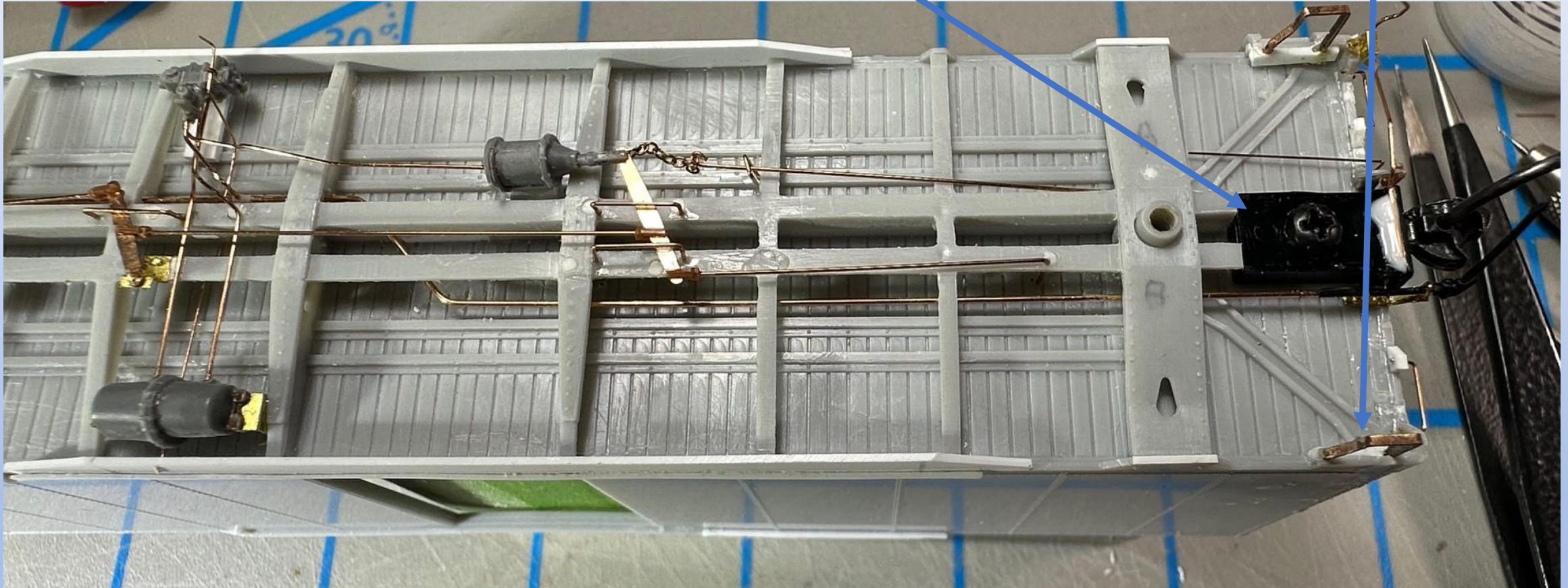


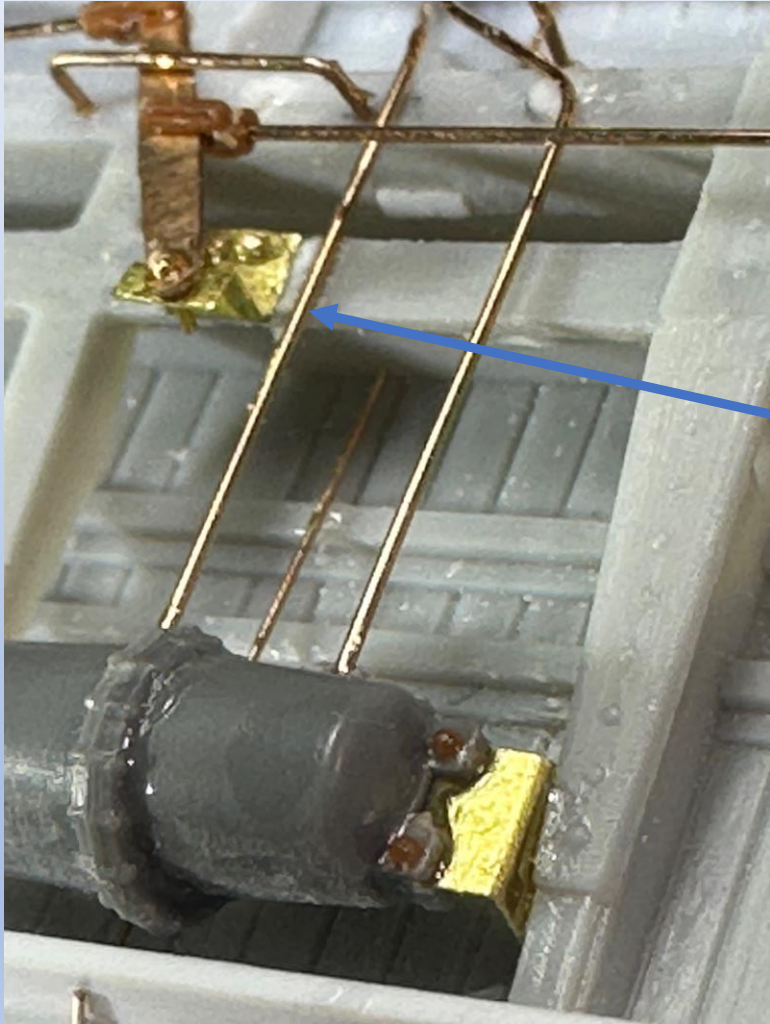
The layout of the CofG boxcar brake hardware using Tichy AB set.  
Note the new route of the airline.  
Brass mounting brackets were made for the Reservoir and rivets  
added



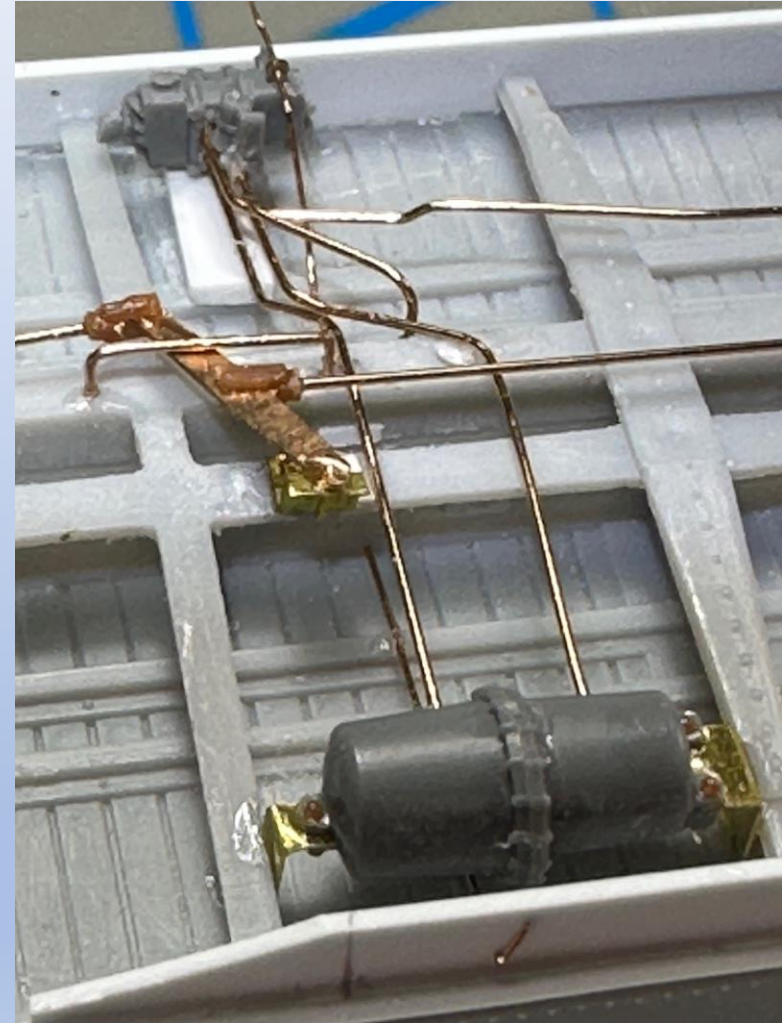
Note the use of Kadee Draft Gear

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



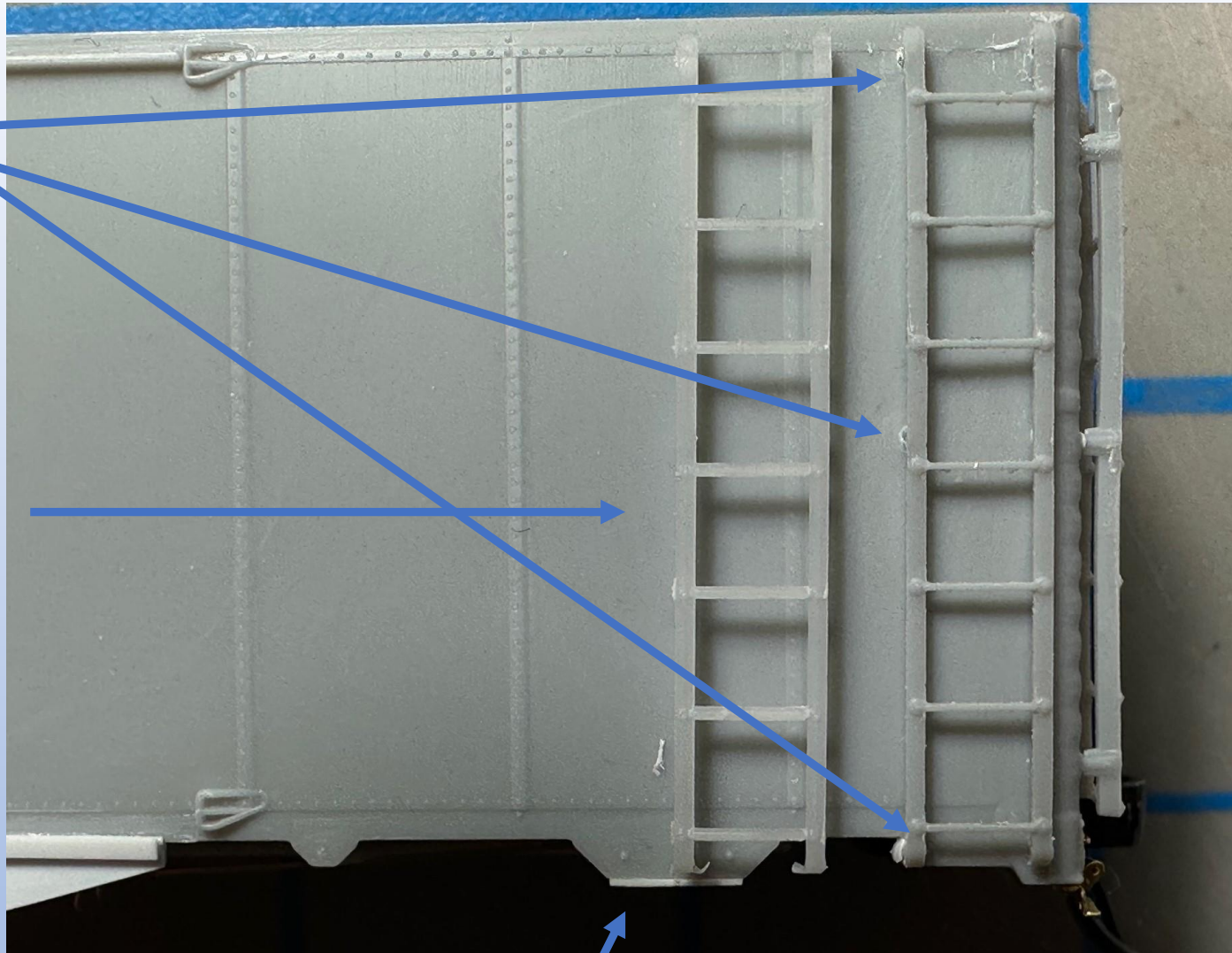
A Swiss needle file and sanding sticks were used to reduce the rungs down to .010-.011

Also the sides of the stiles were also cleaned up with a number 6 Swiss Needle file



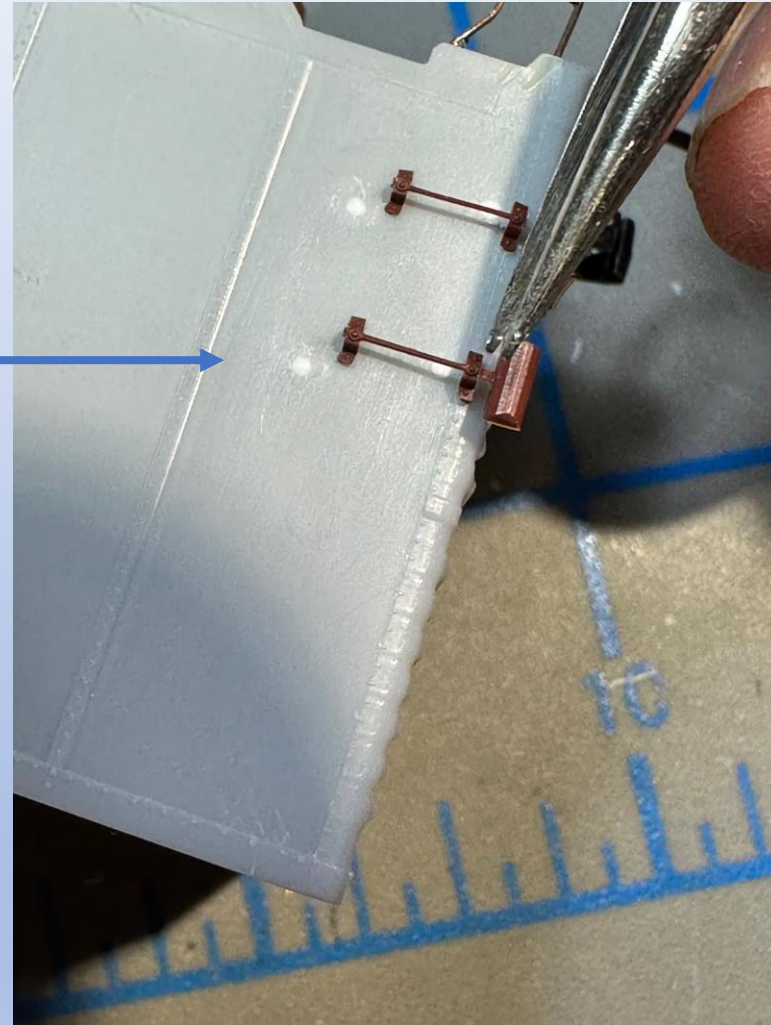
Holes were plugged with round styrene and smaller holes drilled for ladder mounting.

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,

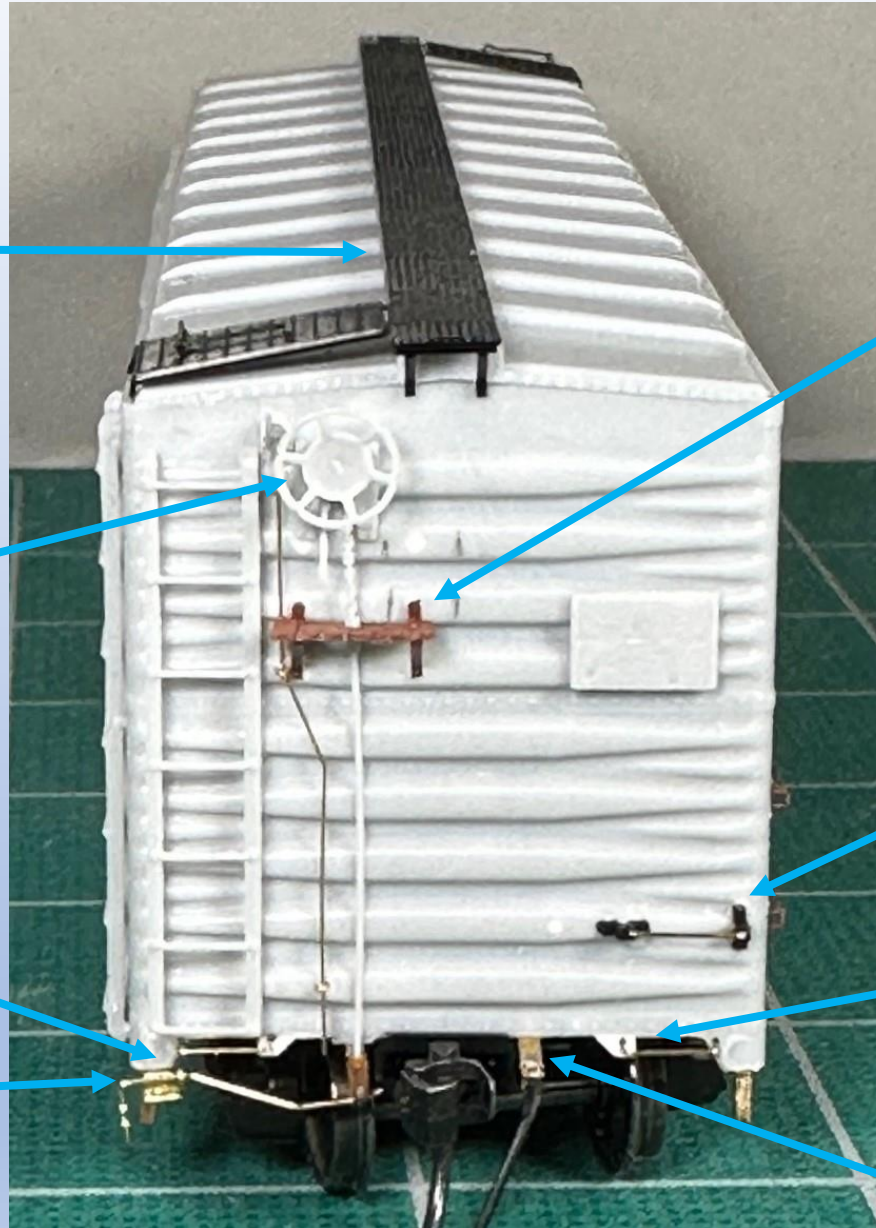


Kadee Apex  
Running Board  
glued with Mig  
Ammo PE Glue

Tangent Miner  
Brake Housing and  
Wheel

Square poling pocket  
corners were files to  
proper angle

Yarmouth Cut  
lever Bracket &  
Cut lever .0125  
wire



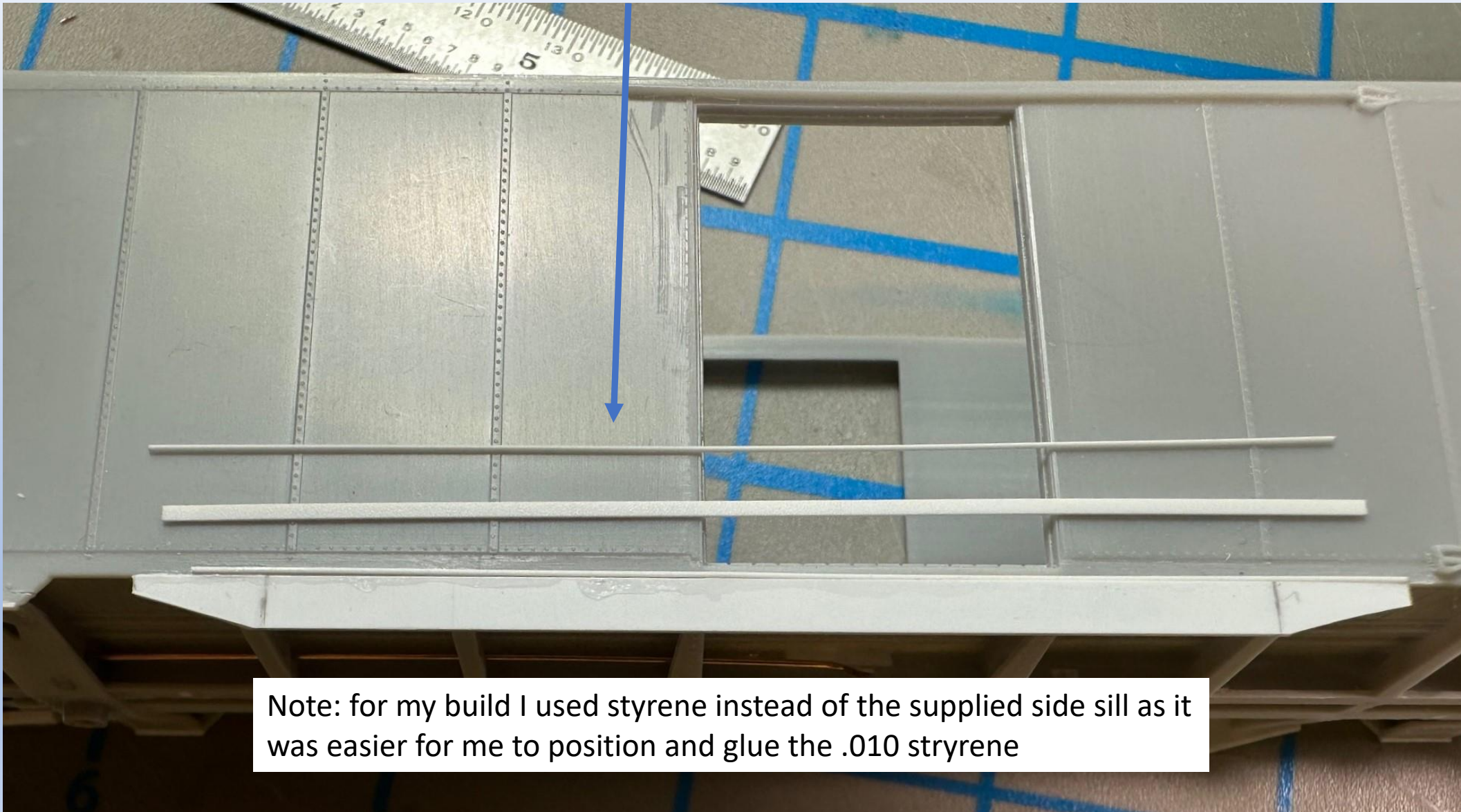
Kadee Apex Brake Step

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

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

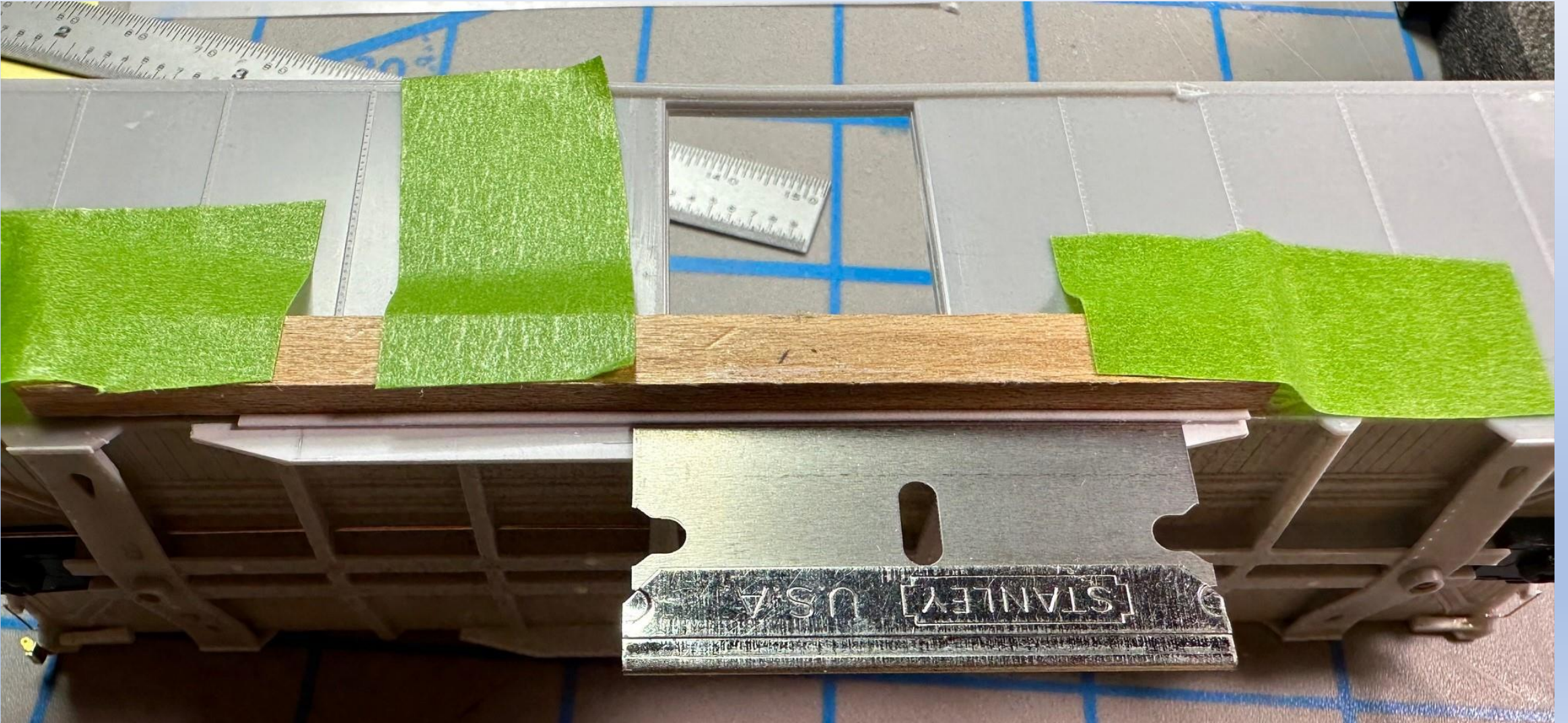
Yarmouth Air hose  
Bracket

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

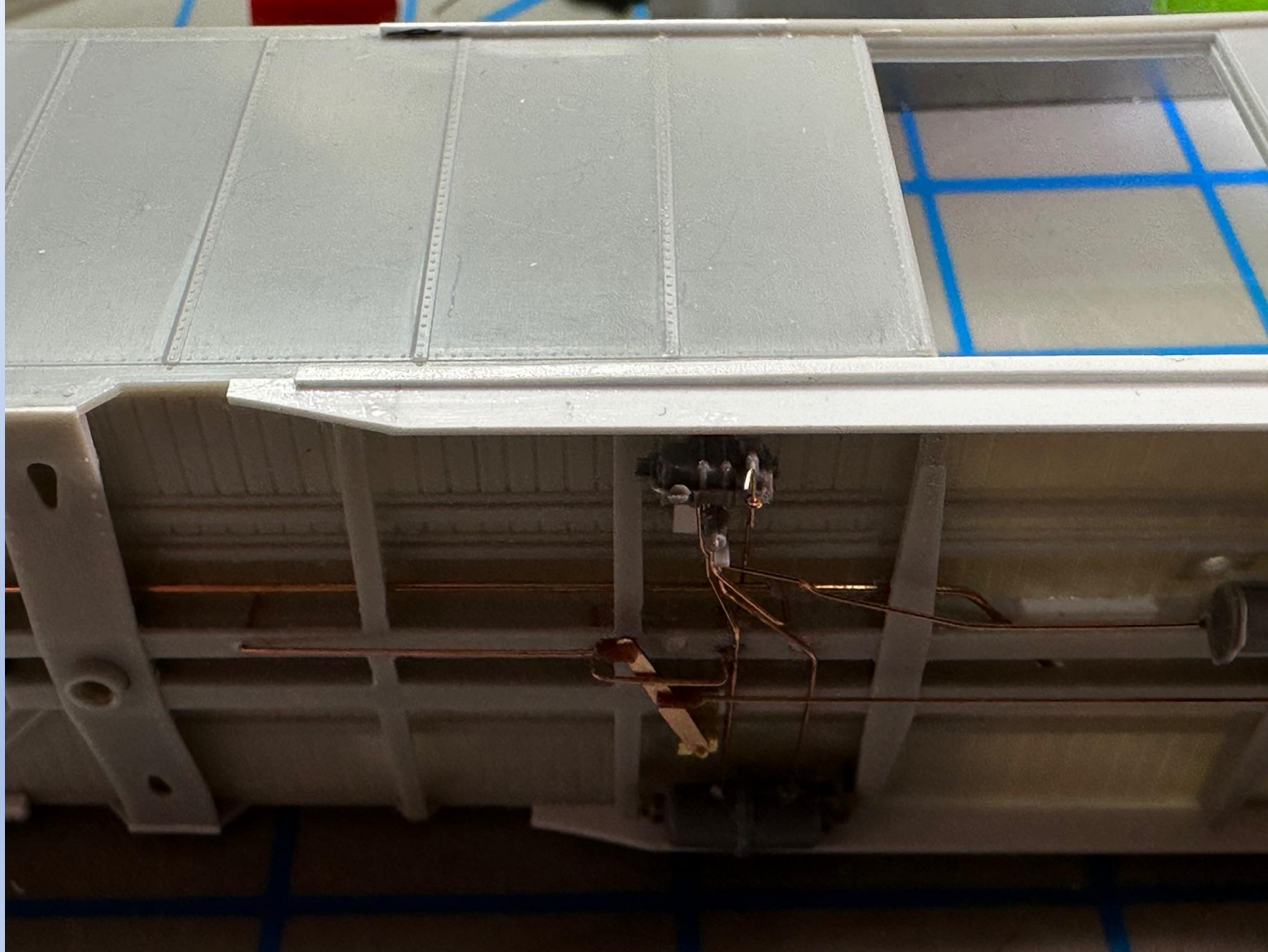


Note: for my build I used styrene instead of the supplied side sill as it was easier for me to position and glue the .010 styrene

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



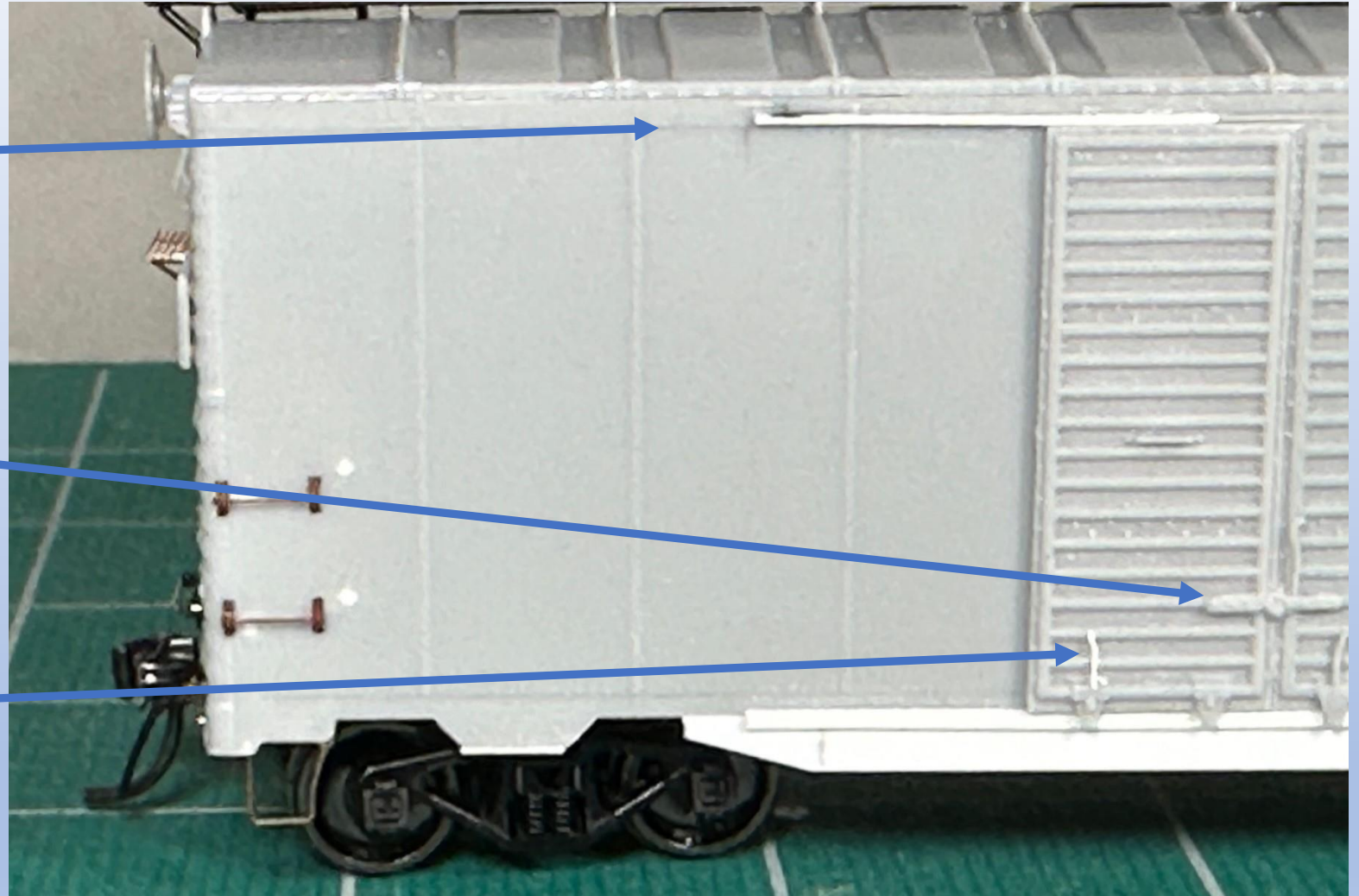
View of door track and 3 D effect



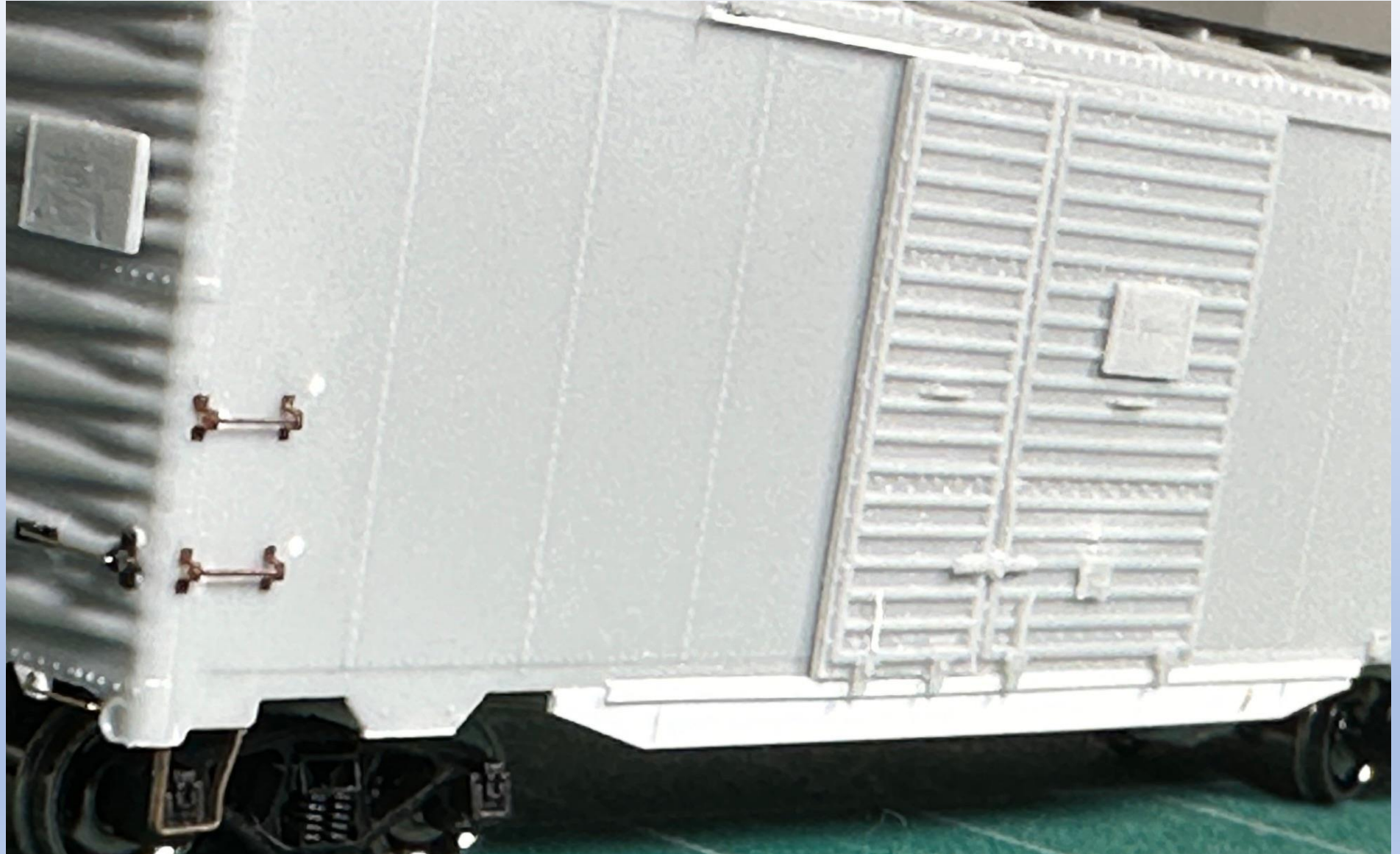
Upper door track installed  
from scrape styrene

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



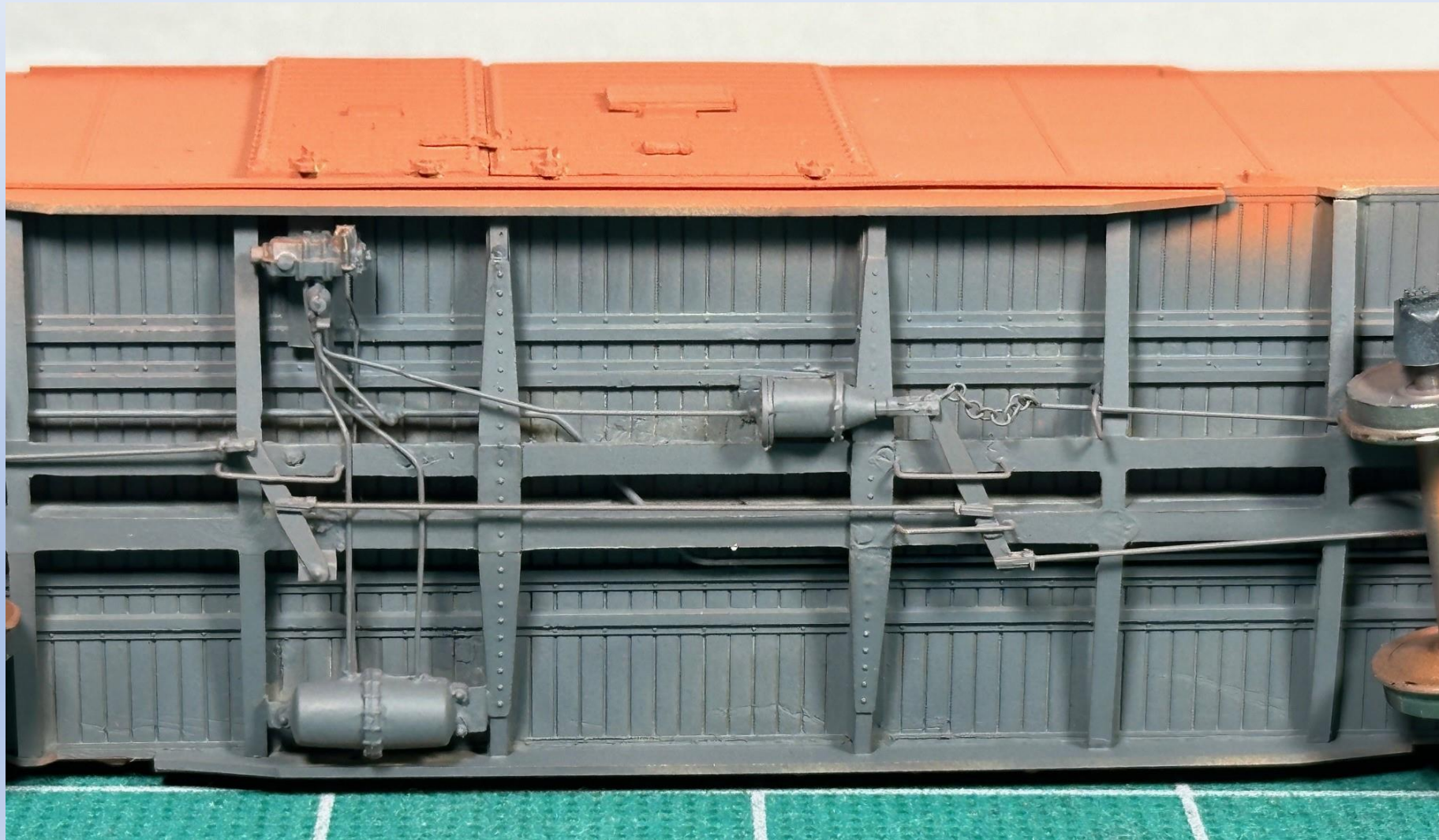


Underside view showing completed ready for paint model.  
Of note is the position of the side sill installation

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 scribbles on the tack board. Weathering to be added at a later date

