

**RESIN CAR WORKS**  
**RCW**  
**P.O. BOX 42**  
**BYRON, IL 61010**

*Freight Cars of Every Description*

**American Car and Foundry**

**Type 27**

**ICC Class 103A & B**

**7000 and 8000 Gallon**

**Acid Tank Cars**



### **Introduction**

Thank you for your interest in Resin Car Works and this kit. Resin Car Works is not a business in the traditional sense. Its purpose is to share my interest in prototype railroad freight cars and their operations with others and to provide unique and different equipment that isn't readily available. I have several friends who assist with various production phases, so it's not quite a one-man operation. To list a few who helped with the production of this kit, I would like to thank: Ed Hawkins for his research, data, plans, detail drawings and just putting up with my countless questions on the design of these cars; Tom Madden for his gorgeous castings and his guidance on what can and can't be cast; Ken Soroos for the remarkable decal artwork which is taken directly from the prototype cars themselves; Bill Darnaby for testing and building the cars and for drafting the instructions; and to the many others who kept pushing me to get this kit finished.

This is a "CRAFTMANS" level resin freight car kit and its construction should not be attempted by anyone who has not built simpler types of kits. We have designed this kit to be easier to construct than some of the older issues of resin tank cars, but it still requires patience and an understanding of general American Car & Foundry (ACF) tank car frame construction. To obtain further prototype information and model construction hints and suggestions, please go to <http://resincarworks.com>.

### **Warranty**

All sales are final. There will be no exchanges or returns. Resin Car Works will replace any part(s) found to be defective due to manufacturing or shipping to the original purchaser within the first 30 days after shipment. The damaged part(s) must be sent back with your request for replacement. As these are limited production kits, don't ask for replacement of parts that you damage or lose.

### **Liability**

Resin Car works will not be responsible or held liable for any and all personal injury and/or health problems, short and/or long term that may result from the use and/or misuse of tools, adhesives, materials, castings, paints, or any other product(s) used to construct and/or contained in this kit. This kit contains polyurethane castings. Although non-toxic in its cured state, dust is created during filing, sanding and drilling. Air circulation and/or ventilation should be provided. Always work in a well-ventilated room. Wear a dust mask or respirator and safety glasses for protection. Always wash your hands when you're finished working.

### **Prototype History**

In the late 1920's, American Car and Foundry Co. (ACF) created a tank car underframe design that became the company's de facto standard, the Type 27. This riveted-frame design was used in various sizes on most ACF tank cars until phasing out after World War II in favor of welded designs. One of the more interesting uses of this frame were 7,000 and 8,000 gallon acid tank cars. Types of acids shipped were: muriatic acid, a form of hydrochloric acid used in cleaning, leather processing and applications in the food industry; sulphuric acid, an important industrial chemical widely used in the production of phosphates and fertilizers; glacial acetic acid, the undiluted form of acetic acid used for household vinegars and food additives; and aluminum liquor, which removes impurities and stains from aluminum alloys.

Between 1929 and 1945 some 388 ICC Class 103A/103B Type 27 acid tank cars were built by ACF in various sizes from 6,000 to 10,000 gallons, with roughly two thirds of these (252 cars) being 7,000 gallons. One of the more distinctive features of these cars was the small 30" I.D. domes. This first series of kits represents 208 cars in CCIX, HOKX and SHPX reporting marks in 7,000 and 8,000 gallon sizes (See spreadsheet), or slightly more than half of the total cars built. The majority of these cars went to ACF's leasing company, Shippers' Car Line Corporation (SHPX), which in turn leased cars to a multitude of shippers such as Consolidated Chemical Industries, General Chemical Company, Inc., and National Aniline & Chemical Co., Inc.

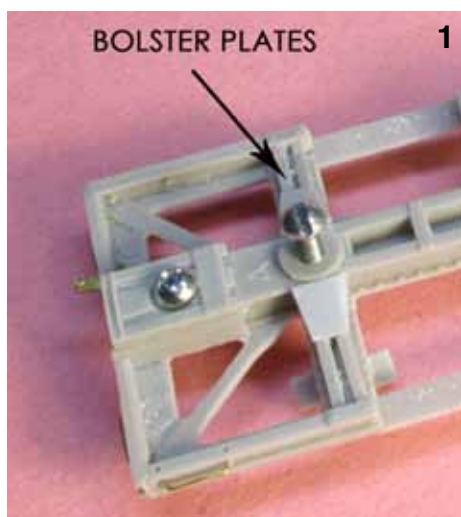
Consolidated Chemical Industries (CCIX) and Hooker Electrochemical Co. (HOKX) were two private purchasers of these types of cars, with CCIX acquiring eighteen and HOKX getting five. As original privately owned cars, they were colorful. The Hooker cars were painted in the company's well known early scheme of black and bright orange ("Pliolite Red" per ACF paint specs) with HOOKER spelled out in large white letters across the tank side. Consolidated, a large owner of tank cars with a fleet of 344 in 1955, used a number of color combinations for new cars built from 1937 to 1940 that, to an extent, depended on the car's usage and the location where the car was assigned. The CCIX cars had black or bronze green underframes and trucks with tanks painted in several combinations of black, bronze green, grey, barn red and vermillion red. After War World II, CCIX cars likely ended up being repainted black overall.

## Getting Started

Clean any casting flash from the underframe and tank castings. Remove the four bumps from each end of the underframe platform and the large one from the top of the center sill, as these are casting vents. Do not remove the raised rectangular pad from the top of the center sill, as this locates the tank. For this reason, clean the edges of this pad, making sure they are square. Clean and square off the edges of the end platform running boards so there will be a good joint for the side running boards between the platforms.

In order to minimize handling damage to detail parts it is recommended that the attachment of the tank to the underframe be established first and then detail the tank and underframe as separate assemblies.

Start by drilling the underframe bolsters and draft gear for 2-56 screws (**Photo 1**). Attach the draft gear covers with 1/8" long screws. The tank anchor fits neatly over the pad on top of the center sill and locates the tank. Position the tank on the underframe noting that the upper seam of the tank overlaps to the right side of the car. The B end of the underframe is identified by the NBW castings for the brake lever hangers. The pair of NBWs in the center is for the dead lever and is on the right side of the car. The other pair of the NBW goes towards the B end and is on the left side of the car. Holding the tank in place on the underframe with rubber bands or similar, drill through the bolsters into the tank, being careful to drill perpendicular to the tank so that the underframe remains square to the tank. Then tap through the bolsters into the tank and install 1/2" 2-56 screws securing the tank to the underframe.



## Detailing the Underframe

Start the detailing process by separating the tank and underframe. Begin the underframe detailing by drilling the grab iron holes. Note the end grabs go above the rivets and the

side grabs go below. Install the grabs. Drill the bottom of the side sills for the sill steps. Leave them off until later to avoid damage. Drill the bottom of the center sill for the brake hangers. The holes for the dead lever in the center go to the inside of the sill. The holes for the live lever off the cylinder go to the outside of the sill. The live lever gets another hanger at the right side of the center sill. Drill the holes for it into the bumps cast on the inside of the sill opposite the holes on the left side.

These cars had two types of geared handbrakes and there are castings for each on the parts sheet. One is a single piece that was an ACF design. The other is made up of two pieces and was a Superior design. Consult the data sheet for which type is required. In the first type, the brake stem is centered 20" off the car centerline. In the second, the brake stem is located 16" off the car centerline (**Photos 2, 3**). Mark the location on top of the platform at the B end and attach the handbrake ratchet the correct distance from the center and just behind the end sill. Drill through ratchet and platform for the .015 diameter stem. Stick a wire through the hole to aid in locating the gear assembly to be used. The inside edge of the ACF type will have to be trimmed as it fits against the wider than scale draft gear. Attach the handbrake gear to the end sill.

Remove the running boards from the parts sheet and cut to length. Attach to the end platforms. Flip the assembly over and install the bolster bottom plates between the center bearings and cast-on angles (**Photo 1**).

## Same Side Brake System

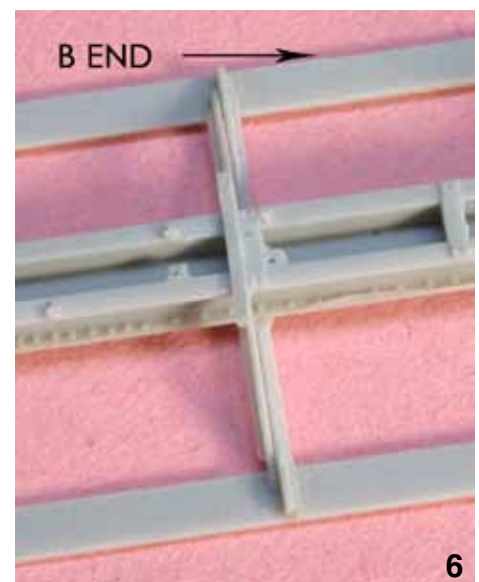
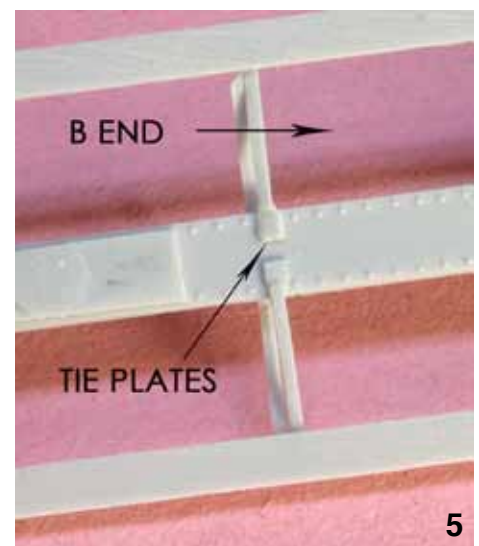
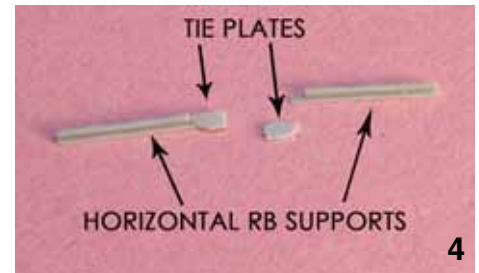
Now, there are two types of running board supports, open and closed, and some cars used a combination of both. Determine from the data sheets which ones are to be used.

The open supports are made of three pieces: a one piece casting comprising a center piece and two angle pieces that spans



the underframe from running board to running board plus two separate angles, a right and left, with flattened ends that comprise the horizontal supports (**Photos 4, 5, 6**).

Mark the center sill for the support locations. The supports are located 4 feet to either side of center. Attach the B end support with angles facing the center. Do not fix the ends of the support to the running boards yet. There are small five-sided tie plates that attach the horizontal angles to the top of the center sill. Attach a plate to the flattened end of each angle. The horizontal angle supports span from the top of the center sill to the underside of the running board with the angles





open to the ends of the car. Determine where the angles will attach to the top of the center sill and, if necessary, remove a rivet that may be in the way.

With the underframe assembly upside down and the running boards supported on flat surfaces, position the horizontal supports on the running boards and against the backs of the angled supports. The little tie plates should slide under the now upside down center sill. The horizontal support should be positioned out from the center sill such that half of the plate overlaps the center sill. When satisfied, attach the angled support and horizontal support to the underside of the running board. Then turn the assembly over and attach the in-board end to the top of the center sill.

For cars with solid running board supports, the supports are one-piece tapered channels that attach to the underside of the running boards and under the lip of the top of the center sill. At the B end they face towards the end of the car. Position and attach them. Flip the assembly right side up and attach a five-sided plate across the joint between the support and top of the underframe (*Photo 7*).

The running board supports at the A end also support the reservoir and AB valve (*Photos 8, 9*). The reservoir and valve could be both on the left side, valve above the reservoir, or they could be mounted separately, reservoir on the right, valve on the left. For same-side mounting, i.e. the left, the A end running board support is mounted the same as on the B end but only on the right side at the location previously marked. Trim an open support to fit such that the angled support faces the center of the car and the horizontal support faces the end and attach in position. The left side supports are two deeper channels with one positioned 3 feet from the car center and the other approximately 3 feet from the first so that the reservoir is spanned between them. Both face each other to support the reservoir. Position

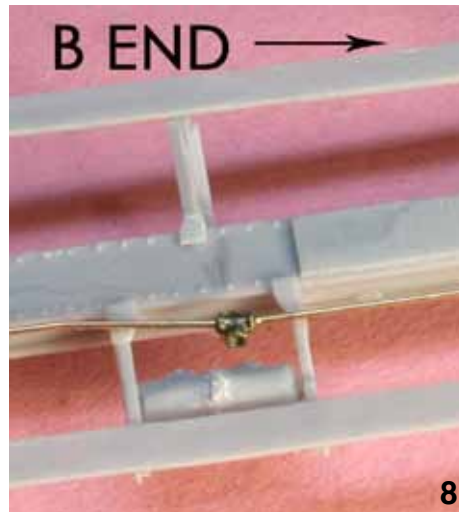
the one nearest the center so that its upper surface is flat against the underside of the running board and it faces the end of the car. Note that its end that attaches to the center sill is angled

and only the point of the angle contacts the center sill near the bottom of the sill. The gap between the top of the channel and top of the center sill is spanned with one of the tie plates. Using the reservoir as a guide, position and attach the other channel facing the first one. Fix the reservoir in position three feet from the centerline of the car with its mounting lugs resting on the lower edges of the channels. The two reservoir lugs should be at the A end and the outlet ports facing inwards.

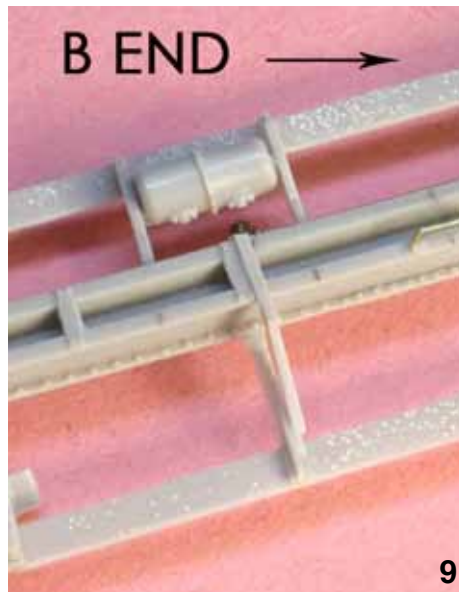
Place the valve platform above the reservoir with its ends resting on the channels. Attach the AB valve to the platform (*Photo 10*).

Install the brake lever hangers onto the center sill (*Photo 10*). The one for the cylinder on the left side of the center sill is made from a drop grab as it is offset away from the center sill. Find the brake cylinder bracket on the parts sheet and remove it. Attach it to the center sill so that it lines the cylinder up with the lever hangers. Remove the rear of the cylinder from the parts sheet. It will have a clevis for the dead lever and an offset port for the airline. Assemble the front part of the Tichy cylinder to the cylinder body and attach the new end piece to the body. Drill out the end port for the wire airline. Attach the cylinder assembly to the bracket making sure that it lines up correctly with the lever hangers.

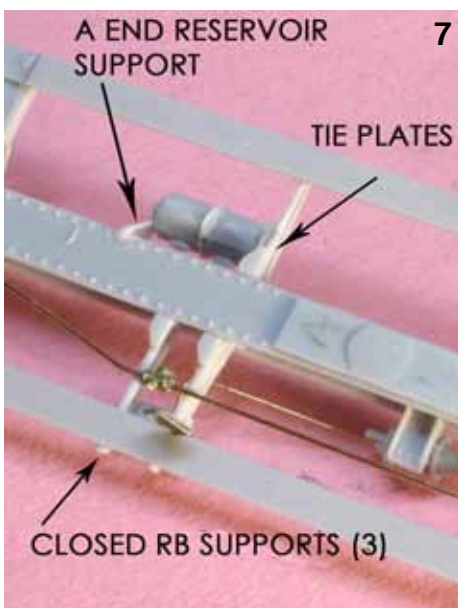
Install the Precision Scale air brake hose hangers at the ends of the underframe after first flattening them a bit with pliers and drilling out the hanger loop to accept the cast brake hose. The installation pin should rest against the inside of the end sill and the hanger should be 15" off the center of the car. This will pretty much put it up against the draft gear (*Photo 11*). Form the brake pipe out of .020 wire. On the 32-foot underframe it bows out 20" from the centerline of the car. Otherwise, it runs along the left side of the center sill. At the B end the pipe crosses over to the right side over the top of the draft gear (*Photo 12*). At each



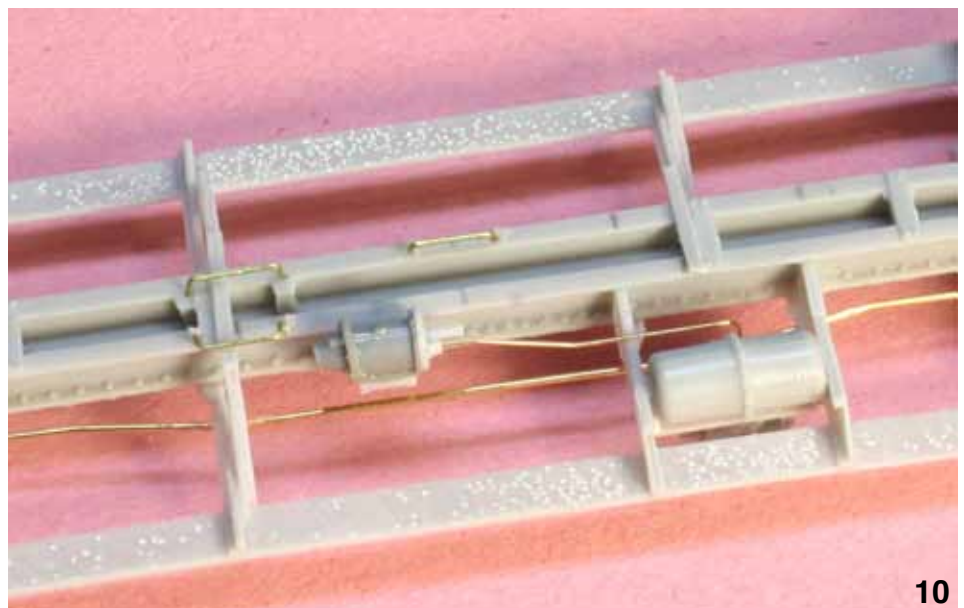
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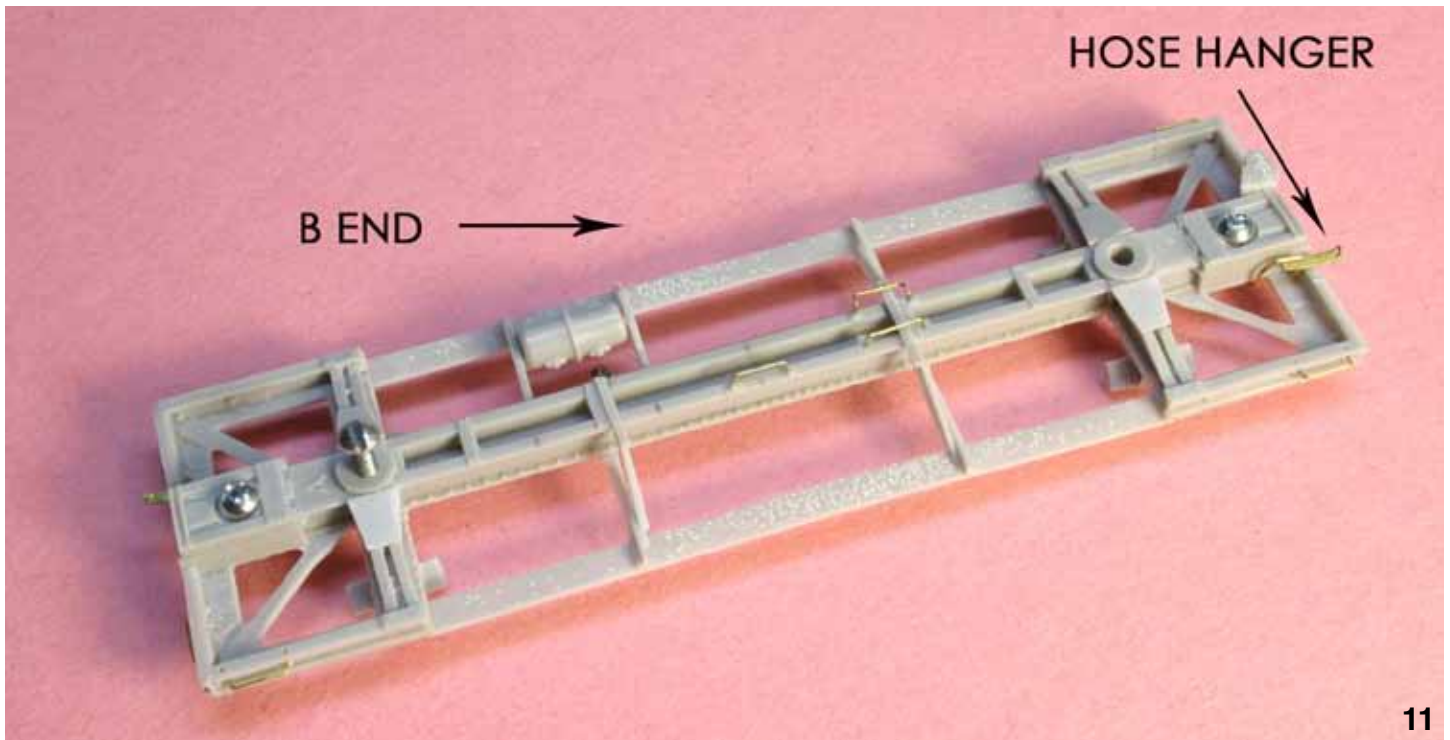
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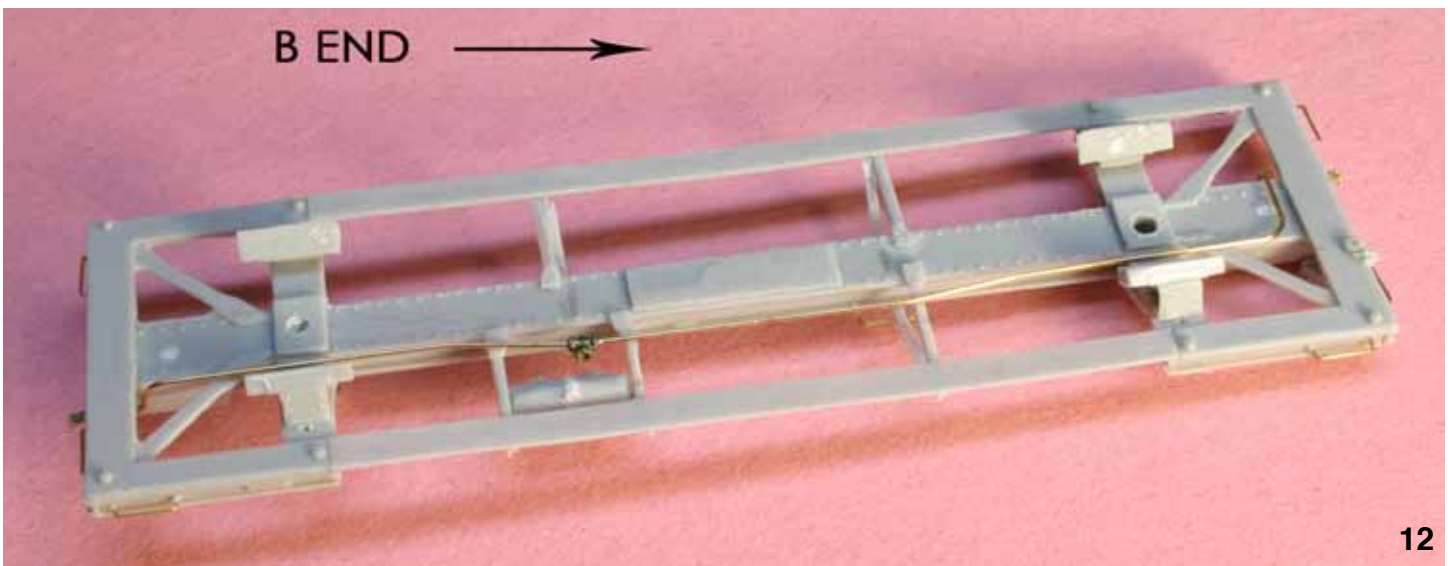
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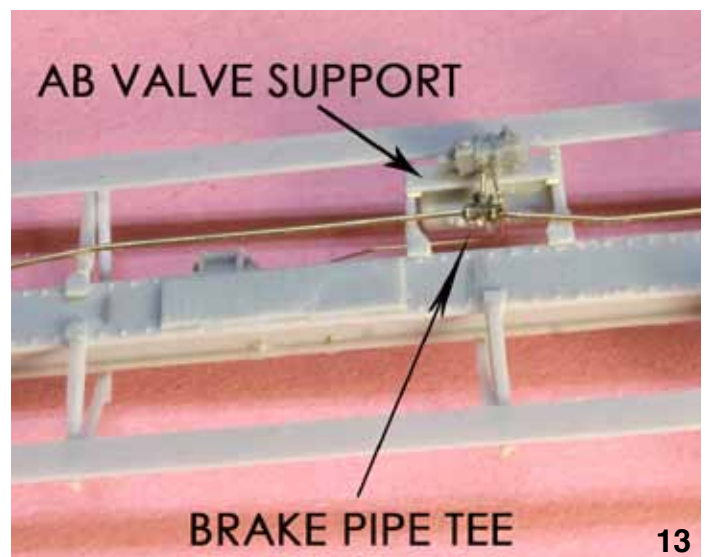
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end the pipe drops down under the end sill. Trim the wire so that the ends come to rest on the flat underside of the hose hangers where these ends will come together with the hose castings. Before fixing the brake pipe in place, thread on the Precision Scale cast pipe tee. Position the tee just behind the AB valve (*Photo 13*). Fix everything in place with CA. Add a short piece of wire between the brake pipe tee and the AB valve. Add the line, made from .012 diameter wire, from the back of the cylinder to the AB valve.

Add small blocks of styrene to the underside of the running board at the locations of the placard holders such that the blocks extend just inside the inner edges of the running boards. Drill them to accept the etched placard holders and install the holders. The holders are made in two pieces so that the retention bars can be placed over a placard decal to simulate the placard correctly slid behind the bars.

#### Split Brake System

For cars with the split system (*Photos 14, 15*), the A end running board support is a single closed channel on the right side only. The sup-



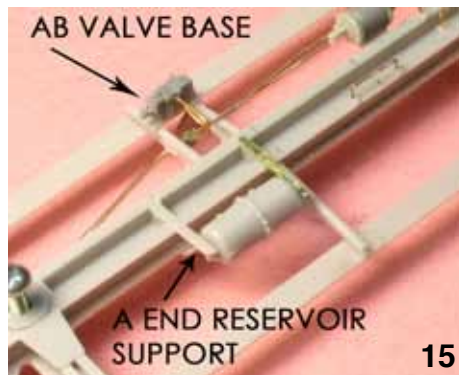
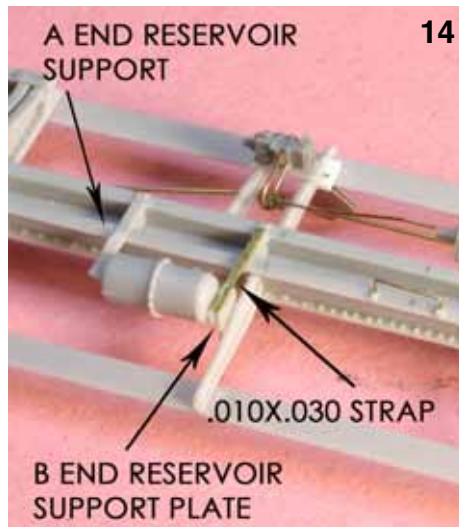
13



port faces the car center, not the end. Attach the support between the center sill and running board. A tie plate spans the joint between the support and center sill at the top of the sill, similar to the open supports. On the left side there are two closed supports for the running board that also support the AB valve. These face each other. The closest one to the center of the car is directly opposite the one on the right side. The other one is located roughly 18" closer to the end of the car from the first. On the parts sheet there is a narrow channel with rivets on each end that has to span the two running board supports and sits down over them to serve as a platform for the valve. Space the second support from the first so that the narrow channel or valve platform will do just that. These supports also get the tie plates at their juncture with the center sill. When the running board supports are fixed in position, attach the valve platform just inboard of the running board.

Turning to the reservoir or right side of the car, supports for the reservoir need to be built up (*Photos 14, 15*). There is a rectangular plate with three rivet heads on the parts sheet that attaches to the flat side of the running board support channel. This would be towards the A end of the car. There is also a C-shaped part cast to simulate two straps fastened together. This is the reservoir support at the single-lug end or A end of the reservoir. The shorter leg of the support attaches to the underside of the center sill and the longer curved leg attaches to the top of the center sill. Using the length of the reservoir as a guide, position this support from the running board support and attach it to the center sill. A rivet may have to be removed from the top of the sill so the upper leg has a flat place to sit. Cut a piece of .010" x .030" styrene or brass to support the two-lug end of the reservoir. This piece should span the bottom of the center sill and should extend about 30" from the center of the sill and be level with the other reservoir bracket. Add the rectangular plate with the three rivets to the back of the running board support so that the plate's bottom edge rests on the horizontal reservoir support just added. The reservoir is 24" from the center of the center sill. Position the reservoir on the two supports with the two lugs towards the B end and the air pipe ports facing inwards. Fix in place.

Install the brake lever hangers onto the center sill. The one for the cylinder on the left side of the center sill is made from a drop grab as it is offset away from the center sill. Find the brake cylinder bracket on the parts sheet and remove it. Attach it to the center sill so that it lines the cylinder up with the lever hangers (*Photo 16*). Remove the rear of the cylinder from the parts sheet. It will have a clevis for the dead lever and an offset port for the airline. Assemble the front part of the Tichy cylinder to the cylinder body and attach



the new end piece to the body. Drill out the end port for the wire airline. Attach the cylinder assembly to the bracket, making sure that it lines up correctly with the lever hangers.

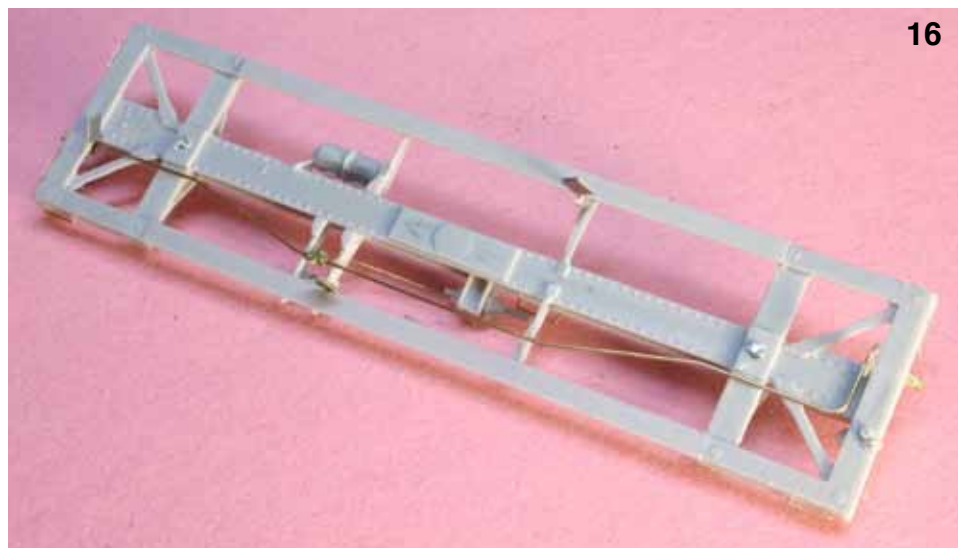
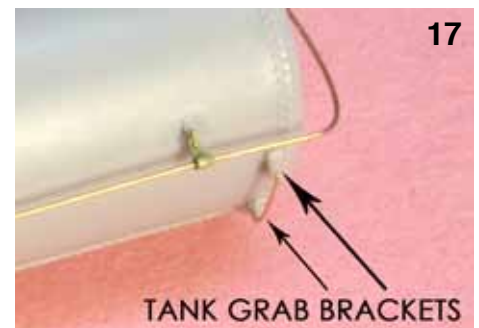
Create the brake pipe from .020 wire. On the split-brake underframe, it bows out 30" from the centerline of the car and runs along the left side of the car. It angles back in towards the centerline of the car past the running board supports, runs along the center sill and crosses over the draft gear at the B end, the same as with the other underframe. Before fixing in place, thread the PSC tee on the

wire so that the tee is behind the AB valve. Run a length of .015 wire from the tee to the valve so that it loops toward the center sill and turns back under to get to the valve. Run a piece of .012 wire from the back of the cylinder to the valve.

### Detailing the Tank

Turning to the tank, add weights to the inside of the bottom piece (1 1/2 ounces recommended) and secure the two pieces of the tank together. Note from the data sheet which type of grabs are required for the tank. NBW castings are provided for both side and end grabs. Remove the NBW castings that are not required for the application and drill holes in the remaining NBW for the .012 wire grabs. Some cars had side grabs mounted on brackets similar to those on a boxcar (*Photo 17*). These brackets are provided on the parts sheet. It is recommended to pre-drill these while on the sheet. Make a starting dimple in the center of each with a sharp needle or pin. Then remove them from the sheet and attach to the car. Complete the drilling process and attach the grabs formed from the .012 wire.

Precision Scale handrail stanchions are provided and there are 10 mounting pads around the tank for them. These pads simulate mounting brackets that some cars had for the stanchions. In either application, drill through the center of the pads for the cast stanchions. After drilling the holes file off the pads for



stanchions without brackets. For applications with brackets, the stanchions mount on top of the pads. Drill out the castings with a .016 drill to ensure that a .015 handrail wire will fit.

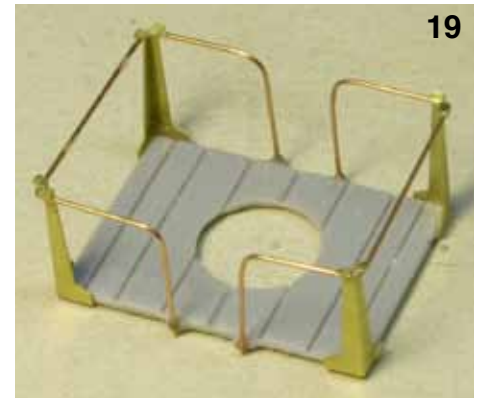
Precision Scale provides in each set two castings with cylinders that are wider than the others. Place one of these on each side of the tank. One on opposite corners is suggested (**Photo 18**). Place the remaining three on each side. Form the handrail by bending .015 wire using the jig provided or by eye. There will be two halves with each half running down each side of the tank to the wide stanchions and including one curved end. Trim the ends of the halves so that the ends of each half meet within the wide stanchions. When satisfied, slide the two remaining stanchions around each end and attach them in the end of tank holes. Fix the wire ends inside the wide stanchion castings with glue. Soldering with a low wattage iron also works. Straighten the handrails as necessary by adjusting the angle of the stanchions.

Install the dome. Refer to the prototype photos shown with these instructions as well as the spreadsheet to verify the dome type to be used with the car you are building. The upper rivet seam is 24" above the tank. The side rivet seam is generally on the right but consult

the prototype photos. On domes that did not have side grabs, remove the NBW castings. On those that did have grabs, drill and install the grabs. When installing the dome, use a gap-filling cement such as canopy cement to fill any gaps between the dome and tank body.

### Dome Platform

Remove the platform casting from the parts sheet. There are two small plates with two rivets each cast into the platform side edges. Drill out the center of each one and install an etched eyelet into each to accept the handrail. Brass corner post etchings are provided to fabricate the dome platform railing (**Photo 19**). Fold the corner posts to shape noting that only one of the post bottoms is needed. Fold one under to form a bottom and discard the other. Attach to the corners of the platform casting making sure they are all square and straight. Fold out the ears at the tops of the posts. Form the railing from the .015 wire. The vertical legs are approximately 3 1/2 feet long, the sides are approximately 2 3/4 feet long and the back is approximately 5 1/4 feet long. Install with the vertical legs in eyelets and the back and side legs under the post ears. Glue in place and trim the bottoms of the ver-



tical wire legs as required.

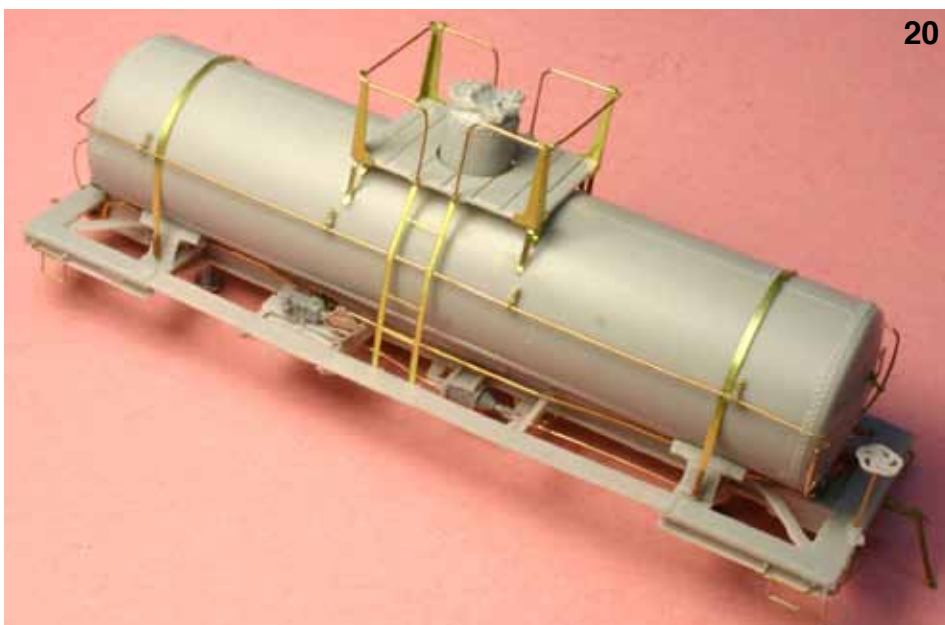
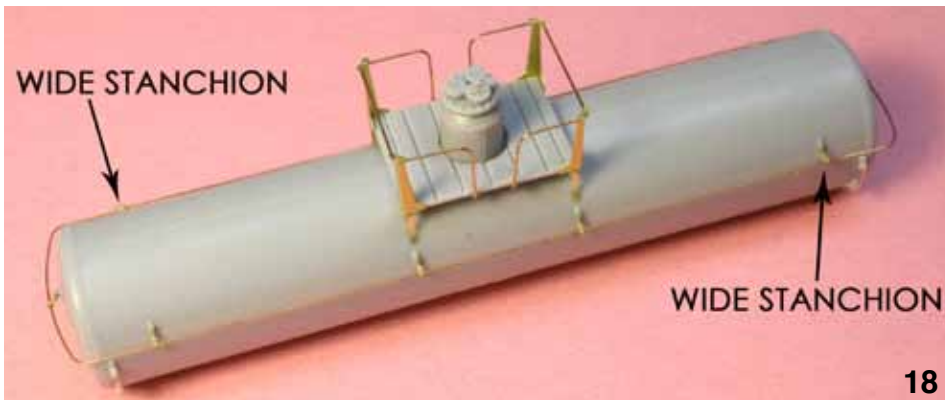
Slip the platform assembly over the dome. Tack in place with a rubber contact cement placed on the dome rivet collar. Form the platform supports out of the etched brass parts. Place a little contact cement under each corner of the platform and slide each platform support up into position. When satisfied with the position of the platform and supports, fix everything into position with CA.

For cars without a full platform, hold off on applying the two small side platforms until the side ladders can be installed. (See the second paragraph from the end.)

### Assembly of the Underframe and Tank

Reattach the tank to the underframe with the screws. Remove the tank saddles from the parts sheet and clean off any flash. Position each saddle between the tank and bolster. Sand the face of the wood blocking on each saddle until the saddle fits between the tank and bolster such that the upper edge of the wood blocking is about 3" below the tank rivet seam. When satisfied, attach the saddle to the top of the bolster with CA. When all four saddles are in place, separate the tank and underframe. Drill a .020 hole through each bolster just outside each saddle to accept the tank bands. Some consideration should be given to painting multi-colored tanks at this point.

Reattach the tank to the underframe. Permanently fix the tank to the underframe by applying CA to the center tank anchor and between the saddle blocks and tank. Apply the rivet strips from the parts sheet to both sides of the center sill where the tank anchor joins the center sill. The rivets should be aligned to the bottom. Pre-bend the etched brass tank bands by pulling them over a mandrel such as a knife handle. Thread each one under the tank handrails. Thread a plastic turnbuckle over each end of the band and insert the band into the hole in the bolster. After making sure the band is evenly spaced on both sides, fix one end of the band with CA (**Photos 20, 21**). After that end has set, pull the other end tight and fold the end over into the space in the underside of the bolster. Fix with CA.





## Ladders

Place a slight bend in the ladder etching at the pairs of stile rivets where there is no rung. This is where the ladder attaches to the tank

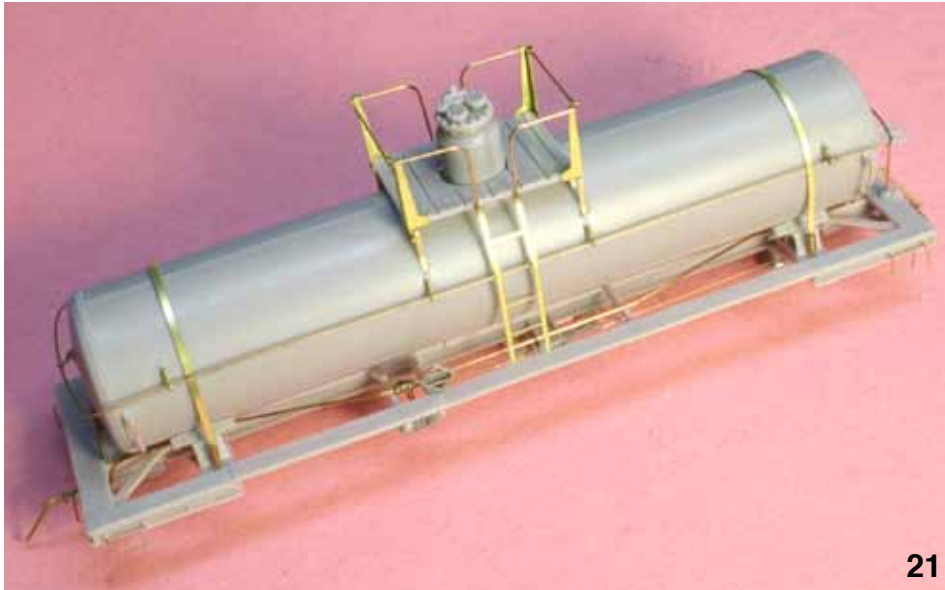
handrail. Bend over the tabs at the tops of the ladder stiles. Place each ladder in position such that the bend rests on the handrail and the tabs fit under the full platform. Adjust the bend and the tabs as necessary. Bend the

bottom stile tabs to fit behind and under the running board. When satisfied, fix everything in place with CA.

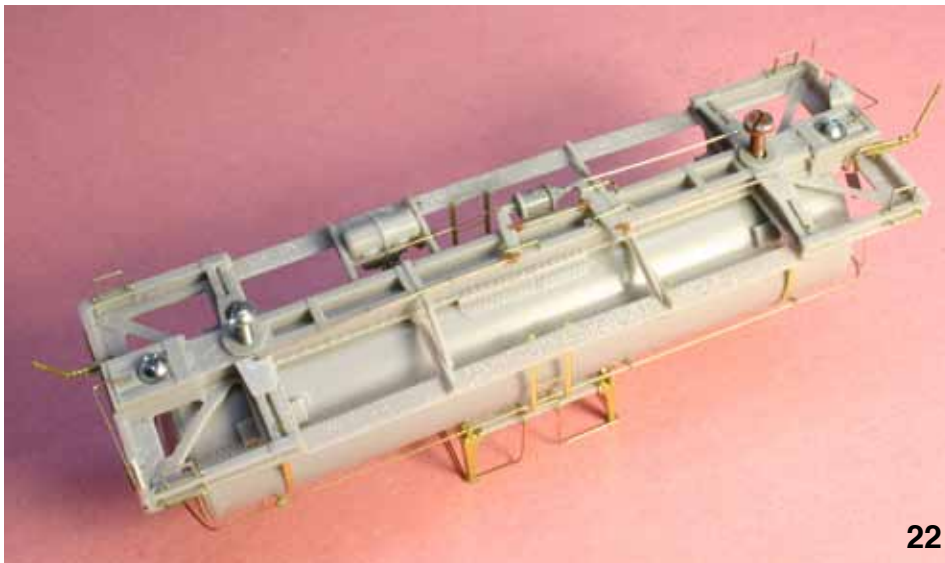
For cars with the two small dome platforms, tack the ladder in place against the handrail with contact cement. Assemble the small platforms and their supports. Position the small platform on the side of the tank so that it sits level and tack to the side of the tank. Note the location where the platform and ladder intersect at the lower edge of the platform. Remove the upper rung from the ladder and bend over the stiles so that they fit under the platform. When satisfied with how everything fits, fix in place with CA. Some cars had short ladders with the stiles turned on edge that generally reached only to the handrail. These ladders are found on the resin parts sheet. Where these ladders are used, a grab will have to be added to the underside of the small platforms.

## Final Details

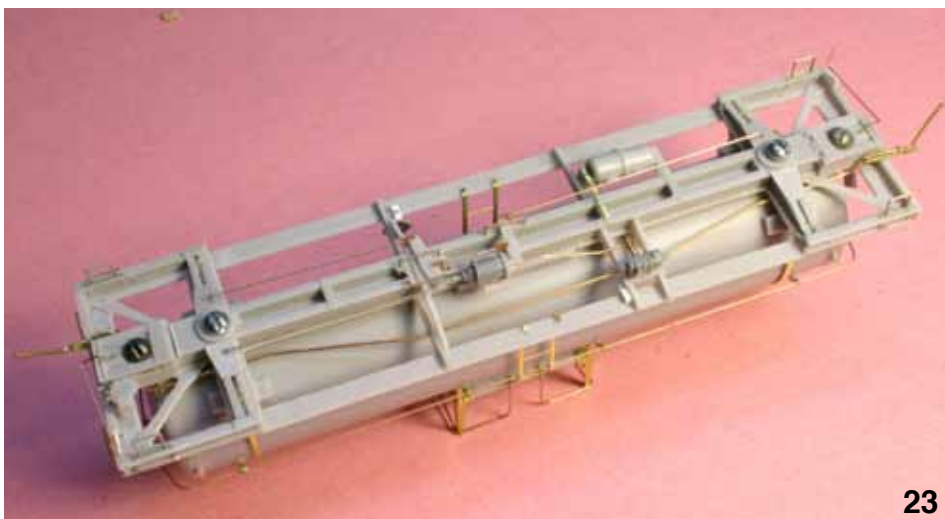
Flip the car upside down and complete the underframe by installing the brake levers and rods (*Photos 22, 23*). Plastic turnbuckles are provided which can be cut to create clevises for the brake rods. Install the sill steps. Add a piece of styrene under the end sills to support the cut levers. Drill these to accept the etched eyelets. Install the eyelets and form the cut levers out of .010 wire. Finish detailing by installing the brake hoses and handbrake wheel and stem.



21



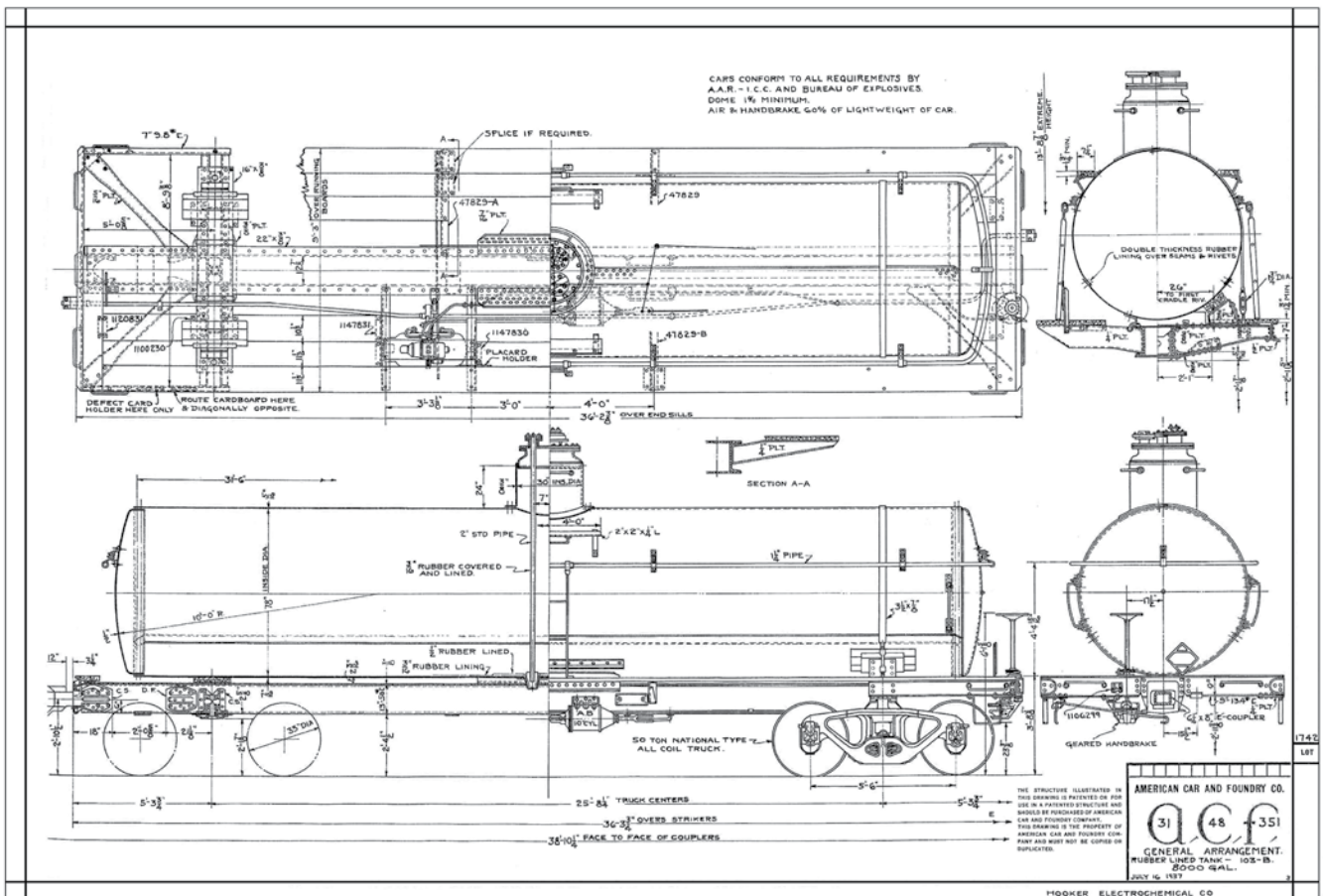
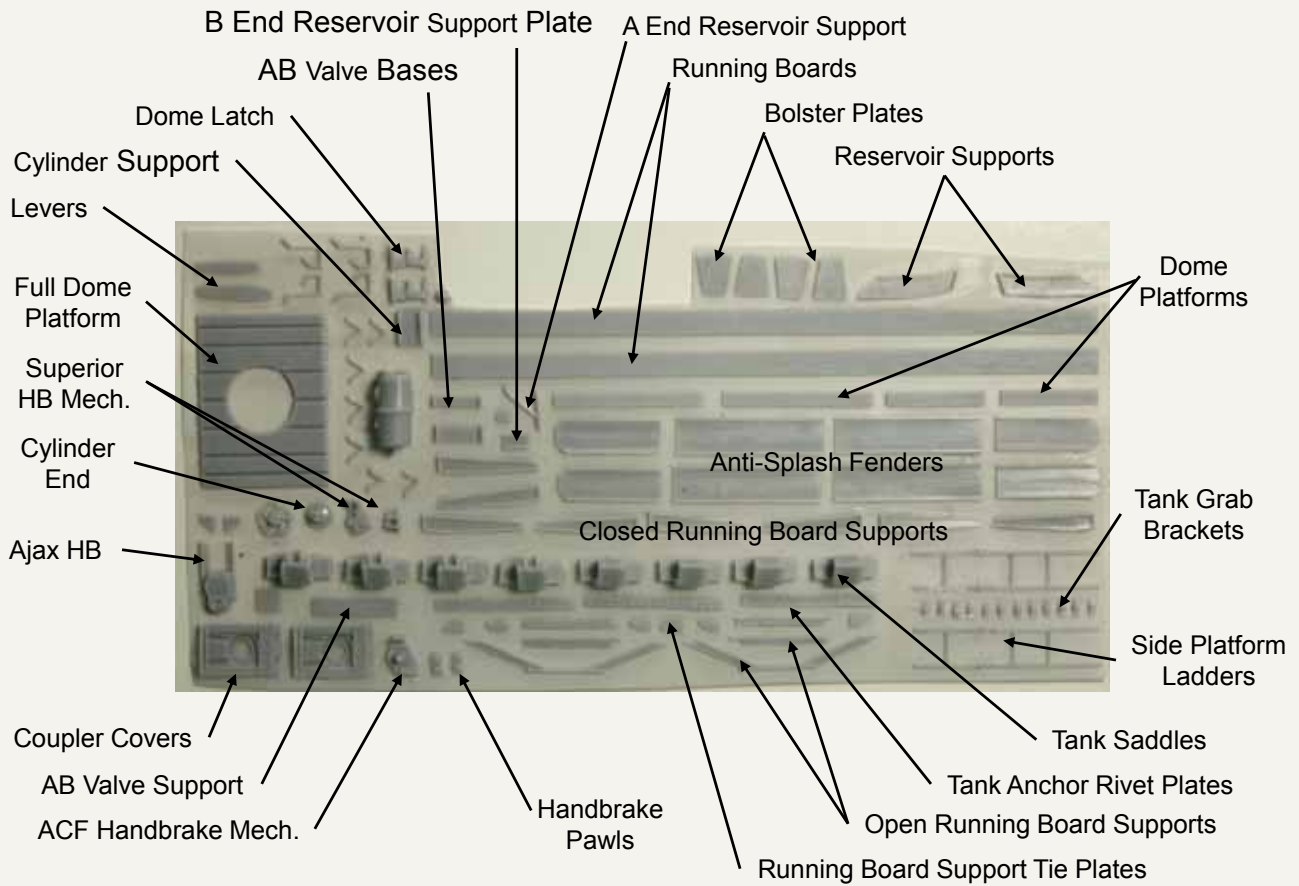
22



23



## ACF Acid Tank Cars Parts List





Road	Series	Qty. Built	Built	Lot No.	Ladder Type	Dome Type	Dome Height	Dome Grab	Handrail Support	End Grab Type	Brake Type	Running Board Supports	Remarks	Commodity	Company	Paint Specs
7000 Gallon Cars With 21-7 1/2" Truck Centers																
CCIX	450-453	4	9-37	1756	1-1	2	19"	Standard	Bracket	Bracket	Superior	Solid		Muriatic Acid	Consolidated Chemical Industries, Inc., Houston, Texas	Black center band, dome, bottom of tank, trim at center, u/f; Bronze Green (balance of tank, heads, trim); white stencils
CCIX	160-161	2	12-37	1781	1-1	1	19 1/2"	Standard	Standard	Standard	Superior	Solid	W/Lot 1826/1741/1812, new tanks see lot 2892 (456-457)	Sulphuric Acid	Consolidated Chemical Industries, Inc., Houston, Texas	DuPont Gray center band, dome; Vermillion Red (balance of tank top, heads); Bronze Green bottom of tank, trim, u/f, trucks; white stencils
CCIX	172/174	2	12-37	1781	1-1	1	19 1/2"	Standard	Standard	Standard	Superior	Solid	W/Lot 1826/1741/1812	Sulphuric Acid	Consolidated Chemical Industries, Inc., Baton Rouge, La.	DuPont Gray center band, dome; Barn Red (balance of tank top, heads); black bottom of tank, trim, u/f; white stencils
CCIX	112/153	2	4-38	1812	1-1	1	19 1/2"	Standard	Standard	Standard	Superior	Solid	W/Lot 1826/1741/1812, 112 new tank see lot 2892 (454)	Sulphuric Acid	Consolidated Chemical Industries, Inc., Houston, Texas	DuPont Gray center band, dome; Vermillion Red (balance of tank top, heads); Bronze Green bottom of tank, trim, u/f, trucks; white stencils
CCIX	162-163	2	8-38	1826	1-1	1	19 1/2"	Standard	Standard	Standard	Superior	Solid	Also Lot 1741/1781/1812	Sulphuric Acid	Consolidated Chemical Industries, Inc., Houston, Texas	DuPont Gray center band, dome; Vermillion Red (balance of tank top, heads); Bronze Green bottom of tank, trim, u/f, trucks; white stencils
CCIX	164-165	2	10-39	1932	1-1	1	19 1/2"	Standard	Standard	Standard	Superior	Open		Sulphuric Acid	Consolidated Chemical Industries, Inc., Houston, Texas	DuPont Gray center band, dome; Vermillion Red (balance of tank, heads, trim); Bronze Green u/f, trucks, white stencils
CCIX	175-176	2	10-39	1932	1-1	1	19 1/2"	Standard	Standard	Standard	ACF	Open		Sulphuric Acid	Consolidated Chemical Industries, Inc., Baton Rouge, La.	DuPont Gray center band, dome; Vermillion Red (balance of tank, heads, trim); Bronze Green u/f, trucks; white stencils (need to confirm)
CCIX	410-411	2	2-40	2016	2-2	3	21"	Bracket	Bracket	Bracket	ACF	Open		Muriatic Acid	Consolidated Chemical Industries, Inc., Houston, Texas	Black center band, dome, bottom of tank, trim at center, u/f; Bronze Green (balance of tank, heads, trim); white stencils
SHPX	7001-7003	3	12-39	2002	2-2	1	19 1/2"	Standard	Standard	Standard	ACF	Open	Also Lot 2006	Sulphuric Acid	Shippers Car Line (General Chemical Company)	Black tank, dome, heads, trim, u/f; white stencils
SHPX	7004-7005	2	1-40	2006	2-2	1	19 1/2"	Standard	Standard	Standard	ACF	Open	W/Lot 2002	Sulphuric Acid	Shippers Car Line (National Aniline & Chemical Co., Inc.)	Black tank, dome, heads, trim, u/f; white stencils
SHPX	7006-7024	19	1-40	2006	2-2	1	19 1/2"	Standard	Standard	Standard	ACF	Open	W/Lot 2002	Sulphuric Acid	Shippers Car Line (General Chemical Company)	Black tank, dome, heads, trim, u/f; white stencils
SHPX	7025-7037	13	11-40	2130	2-2	3	22 1/2"	Standard	Standard	Standard	ACF	Open	W/Lot 2155	Sulphuric Acid	Shippers Car Line (National Aniline & Chemical Co., Inc.)	Black tank, dome, heads, trim, u/f; white stencils
SHPX	7038-7052	15	2-41	2164	2-2	3	22 1/2"	Standard	Standard	Standard	ACF	Open	See 2130/2155	Sulphuric Acid	Shippers Car Line (Consolidated Chemical Industries, Inc.)	Black tank, dome, heads, trim, u/f; white stencils
SHPX	7053-7057	5	3-41	2228	2-2	3	22 1/2"	Standard	Standard	Standard	ACF	Open		Sulphuric Acid	Shippers Car Line (Consolidated Chemical Industries, Inc.)	BOM u/f & trucks only; Black tank, dome, heads, trim, u/f; white stencils
SHPX	7063-7080	18	5-41	2248	1-2	3	22 1/2"	None	Standard	Standard	ACF	Open	6'-11" x 5'-0" dome platform	Sulphuric Acid	DuPont	Black tank, dome, platform, heads, trim, u/f; white stencils, while/red trademark
SHPX	7081-7084	4	5-41	2248	1-2	3	22 1/2"	None	Standard	Standard	ACF	Open	6'-11" x 5'-0" dome platform	Sulphuric Acid	Shippers Car Line (Consolidated Chemical Industries, Inc.)	Black tank, dome, platform, heads, trim, u/f; white stencils
SHPX	7085-7094	10	10-41	2406	2-2	3	22 1/2"	None	Standard	Standard	ACF	Open	6'-11" x 5'-0" dome platform, w/Lot 2519	Sulphuric Acid	Shippers Car Line (no lessee stencils)	Black tank, dome, platform, heads, trim, u/f; white stencils
SHPX	7095-7101	7	7-42	2519	2-2	3	22 1/2"	None	Standard	Standard	ACF	Open	6'-11" x 5'-0" dome platform, also Lot 2406	Sulphuric Acid	Shippers Car Line (Consolidated Chemical Industries, Inc.)	Black tank, dome, platform, heads, trim, u/f; white stencils
SHPX	7103-7122	20	3-45	2758	2-2	3	23 1/4"	None	Standard	On Tank End	ACF	Open	6'-11" x 5'-0" dome platform	Sulphuric Acid	Consolidated Chemical Industries, Inc.	Black tank, dome, platform, heads, trim, u/f; white stencils
SHPX	7123-7147	25	3-45	2758	2-2	3	23 1/4"	None	Standard	On Tank End	ACF	Open	6'-11" x 5'-0" dome platform	Sulphuric Acid	Shippers Car Line (General Chemical Company)	Black tank, dome, platform, heads, trim, u/f; white stencils
8000 Gallon Cars with 25-8 1/4" Truck Centers																
HOKX	215 only	1	10-37	1742	1-1	2	24"	Standard	Bracket	Bracket	Superior	Solid	Triple side rib	Muriatic Acid/Ferric Chloride	Hooker Electrochemical Co.	Black 6'-5" center band, dome, bottom of tank, trim at center, u/f; Red Pliolite (balance of tank, heads, trim); white stencils
HOKX	217 only	1	6-39	1893	2-2	2	24"	Standard	Bracket	Bracket	Superior/Spilt	Open	6'-11" x 5'-0" dome platform	Muriatic Acid/Ferric Chloride	Hooker Electrochemical Co.	Black 6'-5" center band, dome, platform, bottom of tank, trim at center, u/f; Red Pliolite (balance of tank, heads, trim); white stencils
HOKX	218 only	1	6-39	1899	2-2	2	24"	Standard	Bracket	Bracket	Superior/Spilt	Open	6'-11" x 5'-0" dome platform	Muriatic Acid/Ferric Chloride	Hooker Electrochemical Co.	Black 6'-5" center band, dome, platform, bottom of tank, trim at center, u/f; Red Pliolite (balance of tank, heads, trim); white stencils
HOKX	219 only	1	12-39	1967	2-2	2	24"	None	Bracket	Bracket	Superior/Spilt	Open	6'-11" x 5'-0" dome platform	Muriatic Acid	Hooker Electrochemical Co.	Black 6'-5" center band, dome, platform, bottom of tank, trim at center, u/f; Red Pliolite (balance of tank, heads, trim); white stencils
SHPX	7148-7191	44	3-45	2773	2-2	3	26 1/4"	None	Standard	On Tank End	ACF	Open	6'-11" x 5'-0" dome platform	Sulphuric Acid	Consolidated Chemical Industries, Inc.	Black tank, dome, platform, heads, trim, u/f; white stencils
Total Cars		207														

## Prototype Photos

The prototype photos shown here represent some of the cars that can be modeled with these kits. Please note the differences between the various domes, brake arrangements, brake housings, platform types, hand rail and grab stanchions, etc. Before starting construction, familiarize yourself with the various appliance differences for the car you chose to model. Additional prototype information will be available on the website [www.resincarworks.com](http://www.resincarworks.com).

All American Car and Foundry builder's photos shown on this page are from the ACF Industries collection. Thanks to Nick Fry of the Barriger National Railroad Library for his assistance in obtaining a number of these photos.

### Kit No. 1.04a



### Kit No. 1.04b



### Kit No. 1.04c



### Kit No. 1.05



### Kit No. 1.05



### Kit No. 1.01



### Kit No. 1.01



### Kit No. 1.02



### Kit No. 1.03

