

**RESIN CAR WORKS**  
**RCW**

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[www.resincarworks.com](http://www.resincarworks.com)

*Freight Cars of Every Description*

**Louisville & Nashville  
50000-59999 Series  
(Original Numbers)  
50 ton, 40' Drop Bottom Steel Gondola  
(Kits 17.1 and 17.2)**



## **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 in the fun of prototype railroad freight car modeling to provide unique and different equipment that isn't readily available. Several friends assisted 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: Tom Madden for his casting work; Dave Campbell for the decal artwork; Ken Soroos for his help with formatting the instructions; and Eric Hansmann the keeper of the website and blog.

***This is a "CRAFTMANS" level resin kit and its construction should not be attempted by anyone who has not built similar types of models or who doesn't have a knowledge of prototype freight car construction and components.***

The kit consists of a one piece resin body, floor and detail parts; Tichy Split K brake set and turnbuckles; assorted wire sizes and grabs; Precision Design Company decals; A-line stirrups; and Tahoe Model Works Dalman truck sideframes. The modeler is to supply any small styrene bits, couplers, weight and small screws needed to complete the model.

## **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 after the 30 day period.

## **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 in a well-ventilated room. Wear a dust mask or respirator and safety glasses for projection. Always wash your hands when you're finished working.

## **History**

**(See L&N Steel Gon History)**

## **Construction**

It's recommended that before you start construction that you familiarize yourself with the additional information and photos on the Resin Car Works website [www.resincarworks.com](http://www.resincarworks.com) that pertain to this kit.

- **First give the resin parts a good cleaning with Dawn dish detergent and a toothbrush to remove any mold releasing agents. A light sanding of joints also helps parts to bond.**

- **The cast parts are best attached with ACC. When the term “cement” is used in these instructions, it refers to ACC. ACC is a strong adhesive which dries quickly. It can easily attach a part where it is not supposed to be. It will glue skin. Be careful. Place a few drops on a plate of glass and use a wire or pin to transfer small amounts of ACC to the area to be joined. Always wear safety glasses. ACC debonder is a useful tool for removing smudges of ACC from surfaces where it shouldn’t be. Place a drop on the offending spot and wipe up.**
- **GOO or other such products are not recommended for construction except in small quantities as it will soften the casting material.**
- **When a measurement is given it’s in prototype feet and inches.**
- **When the word “scrap” is used it is referring to an item that the modeler is to supply.**

## **1. Basic Body**

As this is a one piece body kit most of the hard work has been done in creating the basic car shell. As I like to get the nasty tasks done first. Clean the resin parts of any flash and drill the holes for the various parts. I generally use a #79 drill for all the grabs and #76 for the stirrups. Refer to the prototype photos as to the location of the grabs and stirrups.

Remove the pour gate in the center of the car and file smooth.

Drill and tap coupler boxes and bolster for 2-56 screws.

Install weight of your choice. I used some 0.030” thick stamped sheet steel from the scrap box. One choice would be thin lead sheet which is available from McMaster-Carr at <http://www.mcmaster.com>. As it is lead remember to wash your hands after installing the weight. Install the floor but note that the drop doors are offset. Align the floor with the doors on the bottom of the gon.

Install the 12 small triangular gussets on both sides between the floor and side as per the model photos. These face into the center of the gon **(see model photos 1 and 2)**.

Now’s a good time to install the grabs and stirrups. The A-line stirrups are a little long compared to the prototype. If you wish, correct ones can be bent with flat copy machine staples using the bending jig on the resin parts sheet (it is right next to the coupler pockets). As the two bottom grabs on the sides and ends are half drop and half straight, they will have to be reformed to fit the prototype location **(see model photo 9)**.

## **2. Underframe**

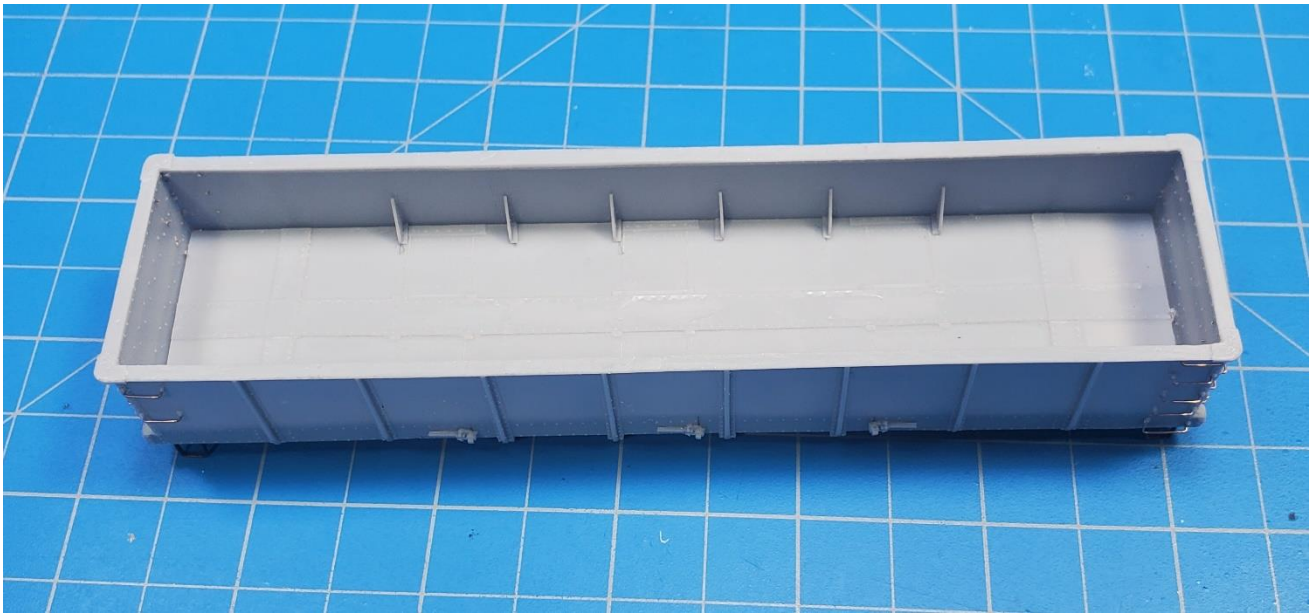
The bottom door locks were composed of a rod through the car sides and center sill, with chain connecting the rod to the doors. The locks and ratchets were located on the left side of the car as you look at the “B” end (the “B” end has the two vertical braces for the brake step). The right side had bolts which held the door rod. The doors were dropped by releasing the ratchet. To close the doors, the handle was used to ratchet the doors back up. There are two means to model the drop mechanism, resin “rods” or 0.020” wire drilled through the sides and center sill, and the wrapped chain. The model shows the resin rods being used. Trim these to fit and install **(see photo 3)**. The photo is oriented with the B end to the right. Or you could skip this part and model a car where the drop doors had been welded shut.

The kit provides Tichy plastic split-K brake parts or resin “AB” ones. You’ll have to pick which one you want to install. Reference the location of “AB” brake components and clevises using the model photos **(4, 5, 6, 7 and 8)**. The levers locations would be the same for a split-K setup. An extra clevis is used to bring the brake rods into the center of the car to clear the drop doors. The end bracket for the extra clevis is a scrap piece of tapered 4”x12” styrene. If you have more skill than myself, you could attempt a metal one. Now install the various brake components and connecting piping using the 0.010” wire.

Install brake rods with 0.0125” wire using the Tichy turnbuckles with one end removed as clevis **(again reference photos 4, 5, 6, 7 and 8)**. Also install a small piece of scrap chain between the clevises at the brake cylinder.

## **3. Final Detailing**



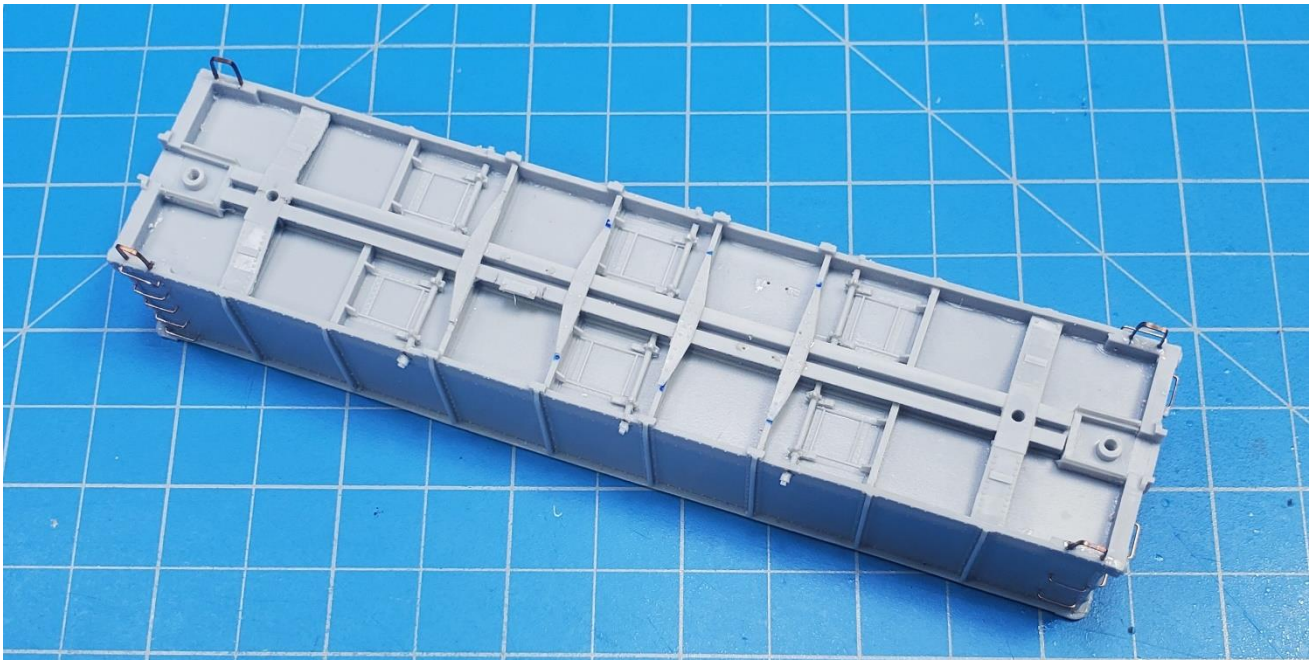


**Photo 1**

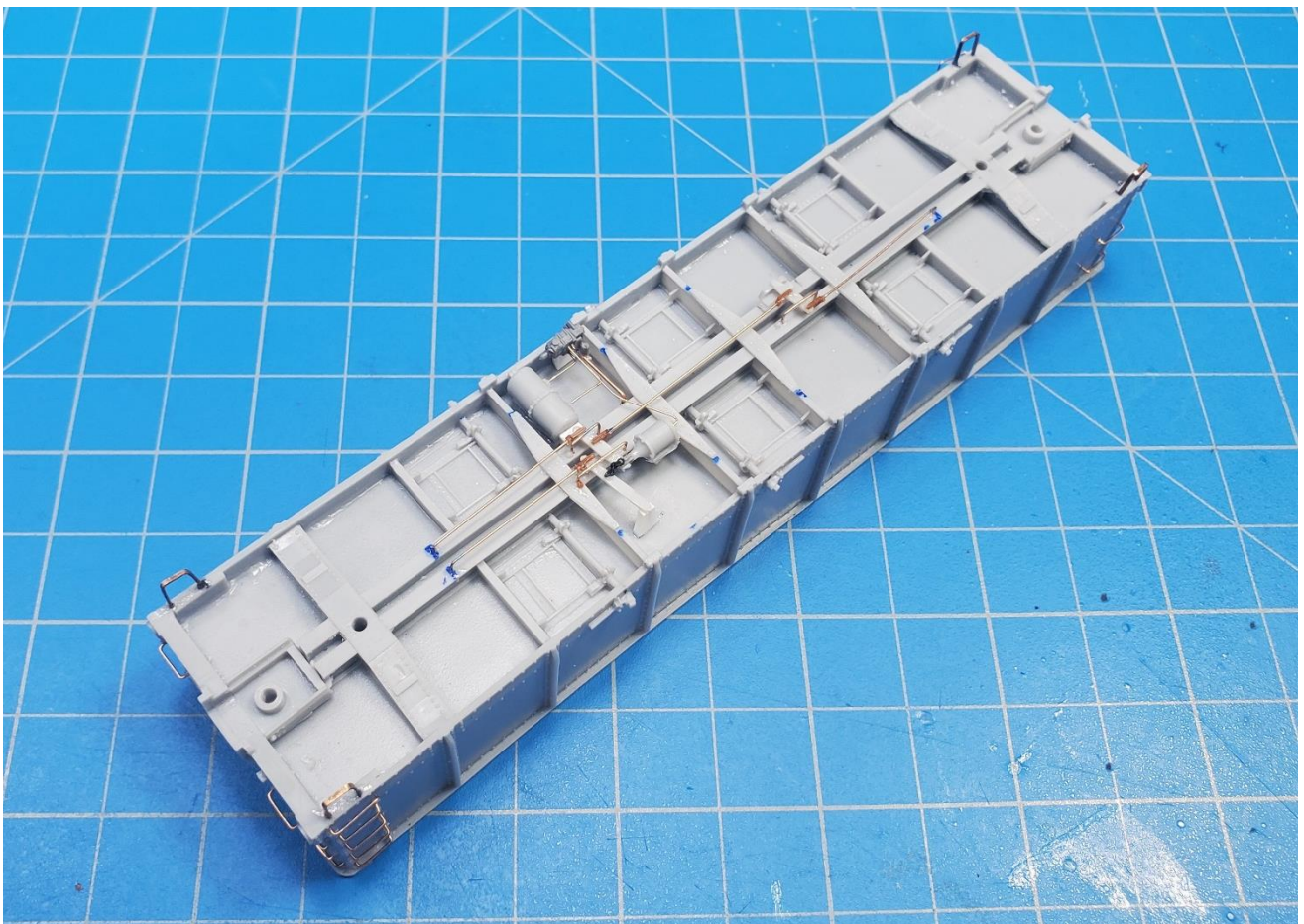


**Photo 2**





**Photo 3**

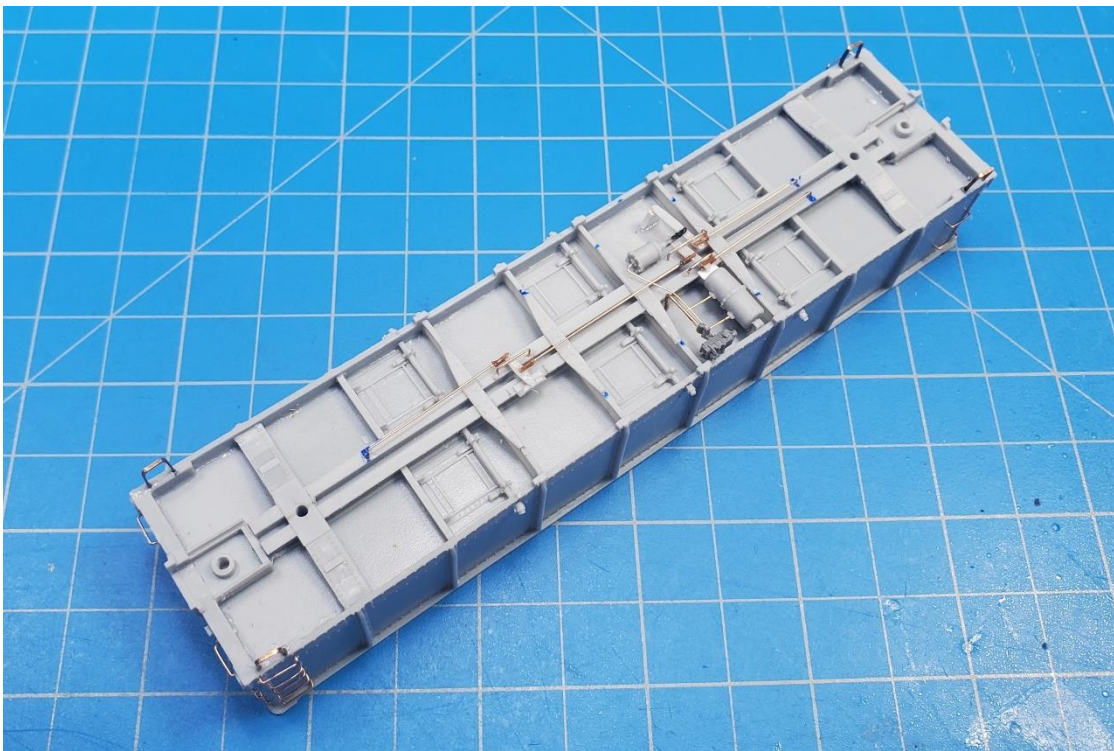


**Photo 4**



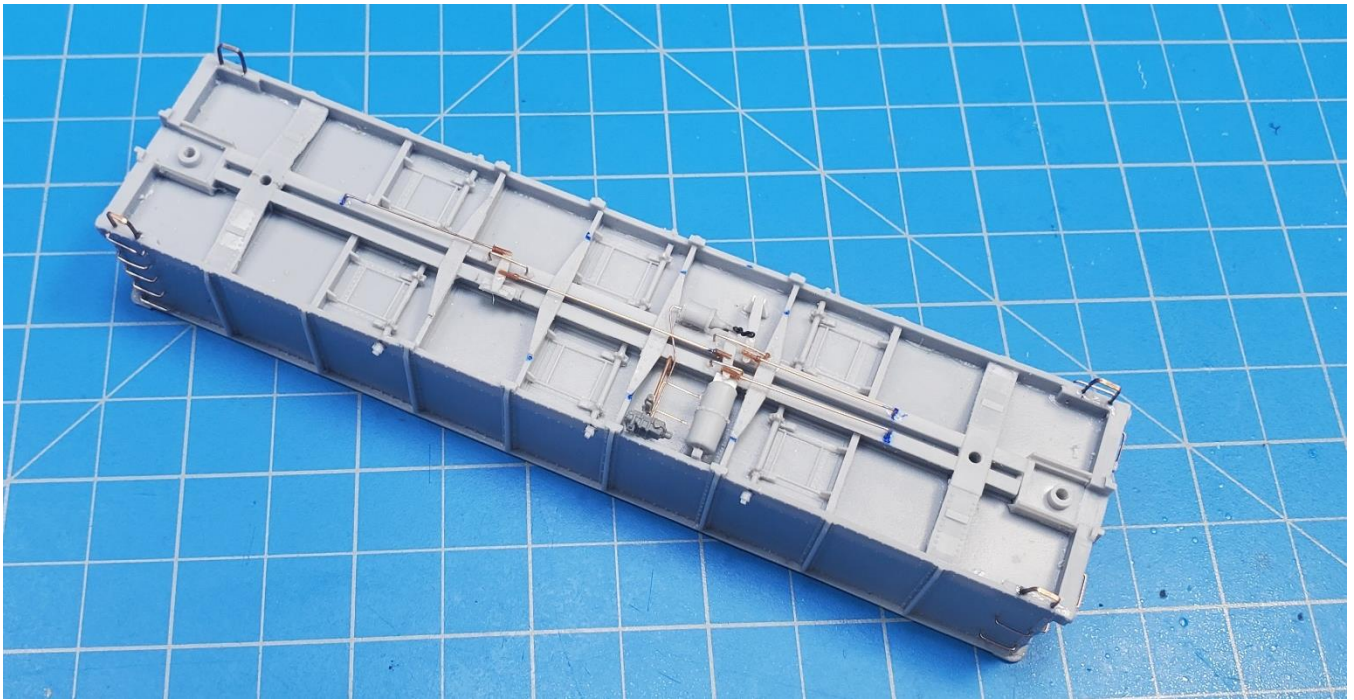


**Photo 5**

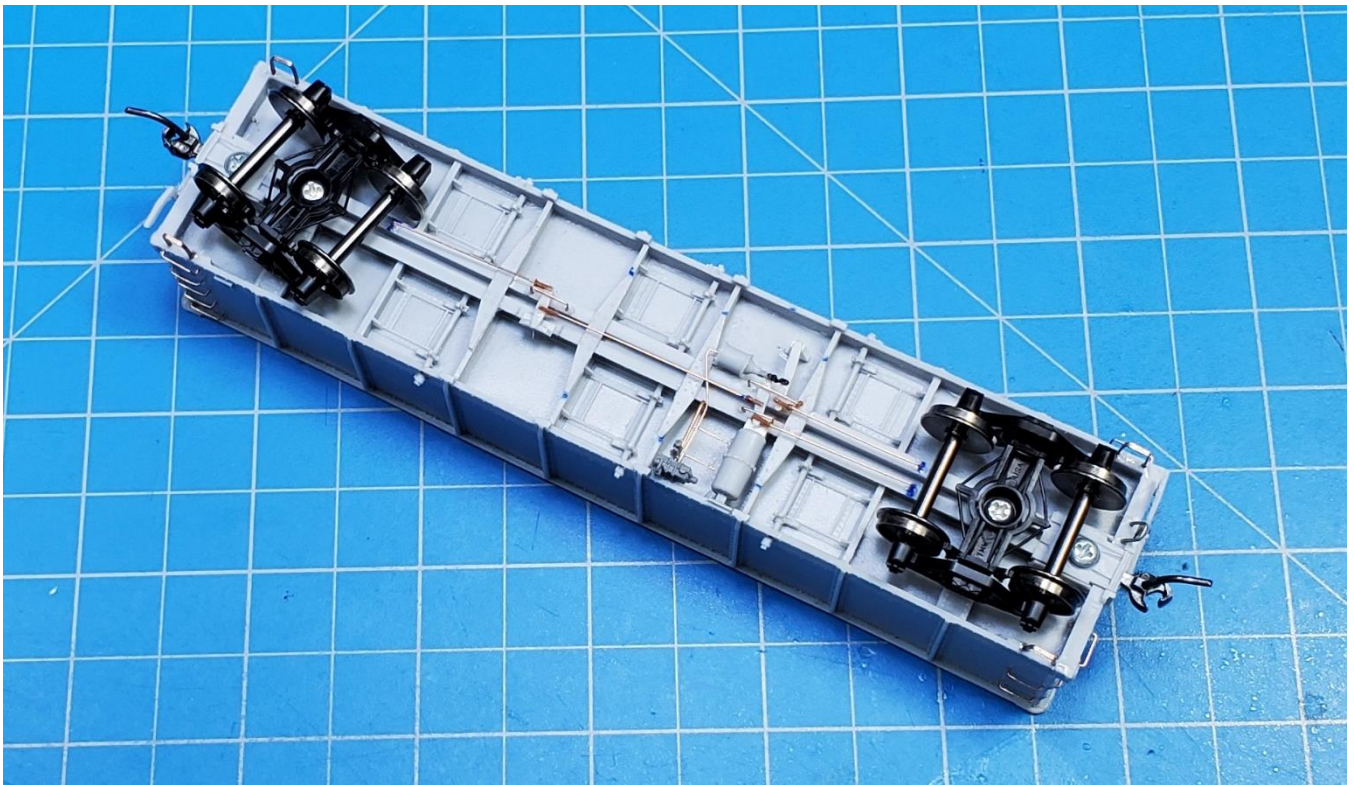


**Photo 6**





**Photo 7**



**Photo 8**



**Photo 9**



**Photo 10**



**Photo 11**





Left side with door latches



Right side no latches

