

NYC #904007 1935 AAR 70 Ton Triple Hopper

Built in 1952 by General American, NYC Lot 824-H.

(Project Car Built for PMS 2002)

References: Hawkins, MM 95MAR p.95; Hendrickson RMJ95APR, p.45; 1953 CBC, pp. 200 & 228; AAR Mech. Div. Stds., Plates 601, 613 and 616.

Base Model: Stewart 70Ton Offset Side Triple Hopper, Kit 10309, predecorated.

Details: Straight main side sill with sloped subside sills.

Accurail® Proto:HO E-type scale couplers; cast National M-50-B draft gear keys.

Full height riveted angle iron end posts cast with embedded wire.

Body truck screw post eliminated; #4-40 truck screws tapped in frame only.

Slope sheet braces fabricated.

Slope sheets and bolster diaphragms covered – embossed 0.045” laser print film.

Top chord angle iron gusset pattern corrected.

Frame corner diagonals - EVG 0.040" half round on underside.

Hopper-bottom sides widened per prototype. Extension castings include Wine hopper frames and integrally cast CF-274 Wine locks.

Wine rectangular hopper doors with integral hinges cast from patterns.

Wine door Zee spreaders with latch hardware cast part from pattern.

Underframe riveted crossbearer and bolster caps - embossed Mylar.

Top chord flush fasteners – impressed square ground #24 syringe needle.

Top corner reinforcing plates - embossed Mylar.

Towing eyes - relocated kit cast-ons with ‘U’ and DA-2203 fasteners.

Brake step –safety tread (from CS-385) thin film overlay on 0.005" styrene.

Brake step brackets - cut from EVG 0.080" channel section.

AB valve – mod.GL 5232 for bottom mount, top bolts added; fabricated mount.

Reservoir - GL 5232 mod. for hopper mount; Cylinder– GL with Tichy clevis.

Dust trap/cutout cock- GL5232; Branch pipe – 0.016””; Tee - Kemtron X-294.

Brake piping – 0.012” brass; Retainer valve – GL 5232; 0.008" pipe.

Brake pipe 0.018” jig bent; side sill brackets - angle + wire insulation rings.

Angle cock brackets - PghSM; KD angle cocks & hoses.

Miner brake gear – DA 6402; LLP2K release handle; KD wheel.

End hand brake rod – 42 lpi chain, 0.016 eye in 0.010” wire and Tichy clevis.

Bell crank - PghSM modified to fit between verticals.

Brake levers: Cylinder 22x28, intermediate & floating 13x13, Schaefer - cast.

Brake rods – 0.010” wire; Clevises – cast, CS-283 cylinder clevis as pattern.

Brake safety guards jig bent; center guard embossed Mylar.

Brake release lever (Bleeder rod) - 0.006" wire.

Grab irons replaced with 18" X 2-_" drop - jig bent 0.010" brass.

Sill steps – embossed/folded Mylar; angle braces – reshaped kit tabs.

Cut levers - jig bent 0.010" brass – Std. Rwy. Equip. Imperial Rotary Type.

Trucks: AAR Double-truss 70 Ton (5’-8 wheelbase) – Mod. ECW 9503 with full-depth 6X11 Journals and separately applied cast lids of several types.

Paint: Maroon Tuscan Oxide Red (Accuflex) - partial; Dullcote overspray.

Lettering: Prelettered; Reweigh stencil Champ HD-50 & 65; Repacked HD-50.

Carmen’s marks - gray and white colored pencils.

Weathering: To be done – pastels.

Model by: **John A. Spencer**