Step 8: Doors (d)

(a) Remove the doors from the sprue, being careful not to break the long tab. These doors slide and will operate when installed. Tilt the top of the door to the right and insert in the door opening. Keep the door pushed to the top of the opening and rotate the door to the left (verticle). The door should snap into place and slide open and closed.

Step 9: Continuation of Step (1), Roof and Roofwalk

(a) Test fit roof to car body. If weight is to be added **do it now!** (NMRA recommended weight for this car is 3.88 oz. It will be necessary to add 2.0 oz.) When ready, glue roof to car body. Glue Roofwalk Grab Irons (w) to roofwalk using the locator dimples. Roofwalk End Brackets (p) are glued in place under the ends of the roofwalk and against the top of the end of the car. This bracket should be at an angle out toward the end of the roofwalk.

Step 10: Tack Boards

(a) Large Tack Boards (t) and Small Tack Boards (u) may be installed in various locations. Refer to the drawing for typical placement. For more information refer to prototype sources.

Note: Your car is now ready to put into service on your model railroad empire. We hope you have enjoyed building this model. We welcome your comments on this kit and also suggestions for future projects. If you find that a part is missing or damaged, or if you should break or lose one, please contact your dealer or the company for a replacement.

THANK YOU FOR PURCHASING AN INTERMOUNTAIN KIT!!

INTERMOUNTAIN RAILWAY COMPANY

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HO Scale 1937 AAR 40' Boxcar

PARTS LIST

1. Body (a)
2. Roof (b)
3. Roofwalk (c)
4. Door (d)
5. Underframe (e)
6. Underframe Detail Sprue:
   - 2 Glad Hand (f)
   - 1 Underframe Brake Rigging (g)
   - 1 Bell Crank, Chain & Rod (h)
   - 2 Coupler Box (aa)
   - 2 Coupler Box Lid (bb)
7. Body Detail Sprue:
   - 2 Long Side Ladder (i)
   - 2 Stirrup Step Right (j)
   - 2 Stirrup Step Left (k)
   - 2 Long End Ladder (l)
7. Body Detail Sprue Continued:
   - 6 U-Shaped Grab Iron (m)
   - 8 Grab Iron w/Mount (n)
   - 2 Roofwalk End Bracket (p)
   - 1 End Brake Assembly (q)
   - 2 Brake Step Bracket (r)
   - 1 Brake Step (s)
   - 4 Large Tack Board (t)
   - 2 Small Tack Board (u)
   - 1 Brake Wheel (v)
   - 2 Roofwalk Grab Iron (w)
8. Car Ends:
   - "A" End (x)
   - "B" End (y)
9. 2 Truck (cc) 4 Wheelset (dd)

RECOMMENDED TOOLS:

X-acto Knife	Fine Clippers	Single-Edge Razor Blade
Small File or Emery Board	Pin Vise	Small Drill Set
Tweezers	Small Phillips Screwdriver	Liquid Styrene Cement

GENERAL INSTRUCTIONS:

Please read the instructions, study the drawings and parts before assembling them. Some of the detail parts are delicate. The best way to remove them from the sprue is with a single edge safety razor blade or fine clippers or an X-acto knife. DO NOT ATTEMPT TO BEND, TWIST, OR BREAK OFF THE PARTS!!

Before gluing any of the parts, test fit and check for flash. When attaching small parts, use tweezers or a blade to help hold them. Only small amounts of glue are needed to affix styrene plastic.

ASSEMBLY INSTRUCTIONS:

Step 1: Roof (b) and Roofwalk (c)

There are two methods of attaching the roofwalk to the roof. Method (b) below is the easiest of the two methods, but we believe that method (a) produces the best result. The choice is yours.

(a) Remove the four locator posts from the bottom side of the roofwalk, and smooth the area by lightly scraping with a small file, knife, or by sanding them flat. Put a small amount of glue on each of the mounting brackets on the roof, on the underside of the roofwalk, and on the locator pins on the ends of the roofwalk extensions. Attach roofwalk to roof and set aside to dry and for later use.

(b) Using a 3/32nds inch drill bit, drill four holes through the roof at the "dimples" on the underside of the roof. Place the locators of the roofwalk through the resulting holes, and glue the walk in place. Set the assembly aside to dry and for later use.

Step 2: Underframe and Underframe Details

(a) Remove the Underframe (e) from the underframe sprue. The short projections between the runner and the underframe are "gates" and should be trimmed from the underframe members.

(b) Remove all of the center sprue from the bottom of the car Body (a). (This is the point at which the plastic enters the mold to form the car body.) Glue the underframe in place on the car body. There is a locator pin on the underframe and a locator hole on the car body so that the part will fit only one way.

(c) Carefully remove the Underframe Brake Rigging (g) from the runners. Trim the gates as described above. The locator pins on the brake rigging fit in the holes of the frame and floor only one way. Test fit and then glue in place.

(d) Bell Crank, Chain and Rod (h). Attach this assembly by inserting the long locator pin, at the bell crank, into the hole in the end sill. Trim the pin on the end of the brake rod to fit the dimple in the bolster and glue both locators in place.

(e) Glad Hands (f). Attach the glad hands using the locator on the bottom of the car body beside the coupler box mounting pad.

Step 3: Trucks and Couplers

(a) Mount couplers in Coupler Box (aa) and glue Cover (bb) in place. (Use the InterMountain operating coupler or other coupler of your choice.) When dry, attach to the car body using the locator pin provided.

(b) Assemble the Truck Sideframes (cc) and Wheelsets (dd) and fasten to the car frame with the screws provided.

Step 4: Ends (x & y)

(a) Attach the ends to the car using the locator pins on the ends and the holes in the ends of the car body. Test fit and then glue in place.

Step 5: "B" or Brake End Detail (The details in this step are found only on the brake end of the car.)

(a) End Brake Assembly (q). Remove the assembly from the sprue. Locate the assembly on the "B" end of the car using the locators on the back of the brake housing. The clevis on the brake rod fits on the end of the bell crank. Test fit and glue in place. The Brake Wheel (v) is glued in the hole on the front top of the brake housing.

(b) Brake Step (s) and Brake Step Brackets (r). Remove brake step and brackets from the sprue. Attach the brackets to the car end placing locator pins in the four holes adjacent to the chain. Flat surfaces of the mounting brackets should be facing upward. Glue the brake step in place on the top of the mounting brackets. Notch in step fits around the chain. Recessed areas on the under side of the step are provided to fit over the brackets. The brake step when in place should be about 1/16th inch away from the car end.

Step 6: End Ladders (l) and Grab Irons

(a) End ladders have locator pins that are staggered at the upper end. Remove both end ladders from the body detail sprue. Attach one ladder to each end of the car using the six locators. They can be held in place using a small amount of glue.

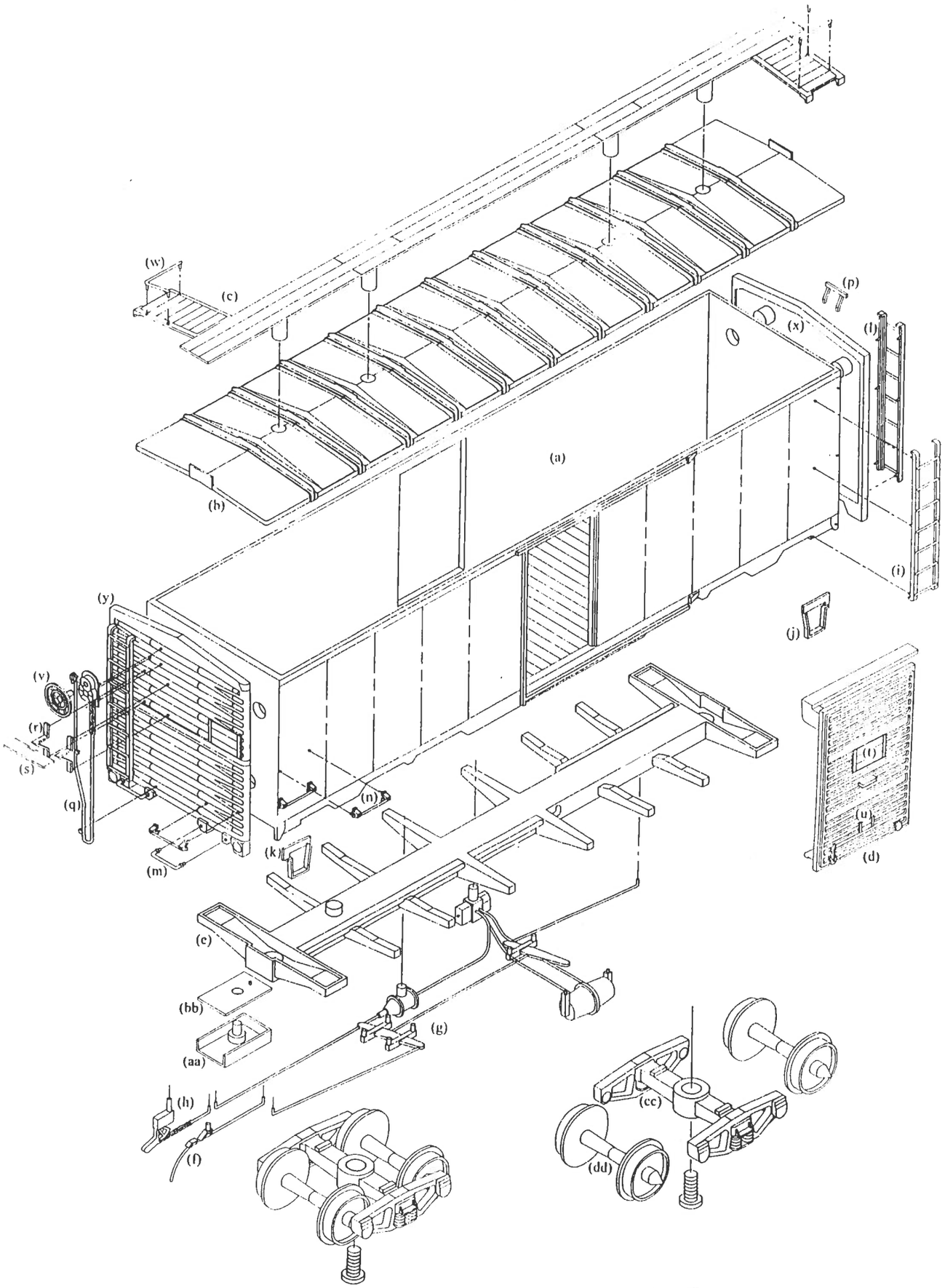
(b) End grab irons. There are two types of end grab irons. The "U-shaped" Grab Irons (m) are attached to the bottom of the ends, on the tabs, in the locator holes. The Grab Irons With Mount (n) are attached in the offset holes at the bottom right of the ends above the "U-shaped" grab irons.

Step 7: Side Ladders (i), Grab Irons With Mount (n) and Stirrups (j & k)

(a) Remove side ladders from the detail parts sprue and glue one on each side at the right hand end of the car. The locator holes will only allow the ladder to fit one way. Test fit and glue in place.

(b) Remove the grab irons with mount from the sprue and glue two on the left end of each side. Use the offset locator holes.

(c) Stirrups are located on the ends of each side of the car under the side ladder and side grab irons. The dimples in the mounting bar of the stirrups will help to align them properly. Test fit and glue in place.



HO Scale 1937 AAR 40' Boxcar

The design of the 1937 AAR Boxcar ushered in the era of the modern steel boxcar using dreadnaught ends, raised panel roofs, Youngstown doors and Bettendorf type trucks. This design was so successful that over 100,000 cars were produced by the time it was taken out of production in 1948. These cars were seen in large numbers in trains all across the country into the 1970's.

While there were some adaptations of the basic design, the bulk of the cars were remarkably similar in appearance. Over 80 railroads in North America owned these cars, anywhere from just one car to over 10,000. Some of the more prominent railroads that had large fleets of the 1937 AAR Boxcar were Union Pacific, Southern Pacific, Santa Fe, Texas and Pacific, Canadian National, Canadian Pacific, Southern, Nickel Plate, Pere Marquette, Erie, New York Central and Chesapeake and Ohio.