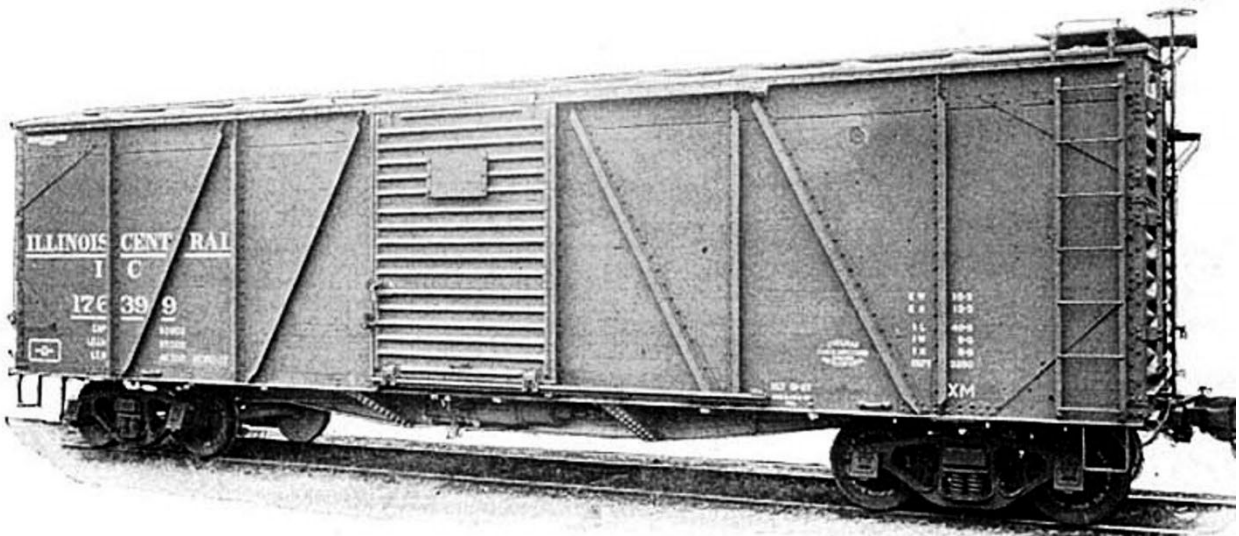


Single sheathed 40' cars acquired in the 1920s

Originally numbered 176000-176499 and 176500-176999 when purchased in 1927. Renumbered to 16000-16975 during 1941.

Car #s	Oct. 1950	Oct. 1955	Jan. 1958
16000-16975	952	925	913



Modified 1937 AAR 40' Steel XM

5,000 cars acquired between January 1939 and November 1940. The cars had a 10' 4" IH rather than the standard 10' 0".

- 2500 American Car & Foundry (17000 - 19499) *
- 500 Mt. Vernon Car (19500 - 19999) *
- 1000 Pullman Standard (20000 - 20999)**
- 1000 General American (28000 - 28999)**

* - Square corner (3000 cars)

** - Round or 'W' corner (2000 cars)

7

Modified 1937 AAR 40' Steel XM

The chart below provides a summary of the remaining cars in service from the various ORERs noted.

Car #s	Oct 1950	Oct 1955	Jan 1958
17000-18999	1979	1959	1942
19000-19999	988	981	974
20000-20999	901	846	826
28000-28999	981	967	961

Major XM cars in service through the 1950s

Modified 1944 AAR 40' Steel XM

3,000 cars built between April 1946 and November 1948

- 500 IC shops (10' 4" IH) (29000 - 29499) Built 1946
- 1000 IC shops (10' 4" IH) (29500 - 30499) Built 1947
- 1500 IC shops (10' 4" IH) (30500 - 31999) Built 1948

Per Ed Hawkins, 30500-31999 were built in 1948 during a transition when IDN ends were being phased from 4 -4 to r+3-4 with top "rib" becoming rectangular. An undetermined number of cars came with 4 -4 IDN 2 ends and r+3-4 IDN 3 ends, respectively. Photos confirm 30740 with 4 -4 IDN 2 ends and 31312/31448 with r+3-4 IDN 3 ends. Hawkins has attributed approximately 300 with 4-4 ends and 1200 cars as having r+3-4 ends.

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Modified 1944 AAR 40' Steel XM

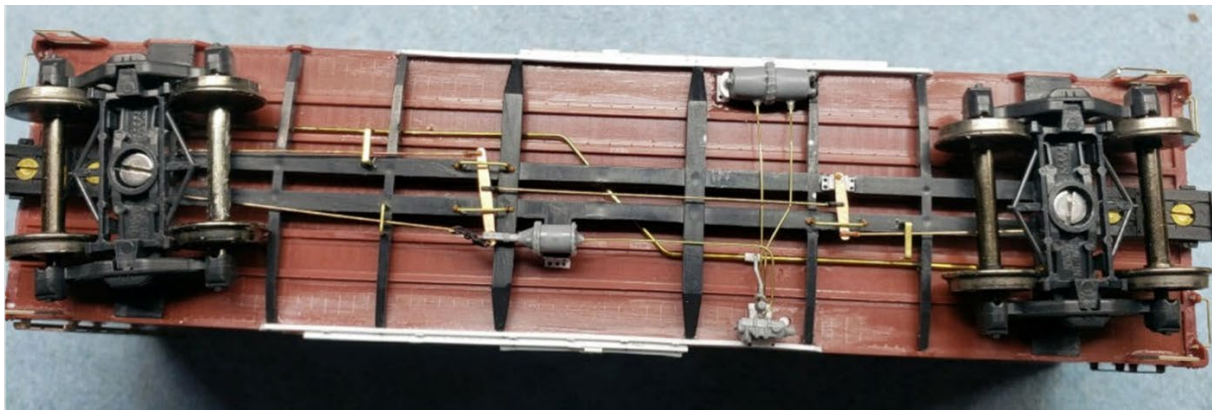
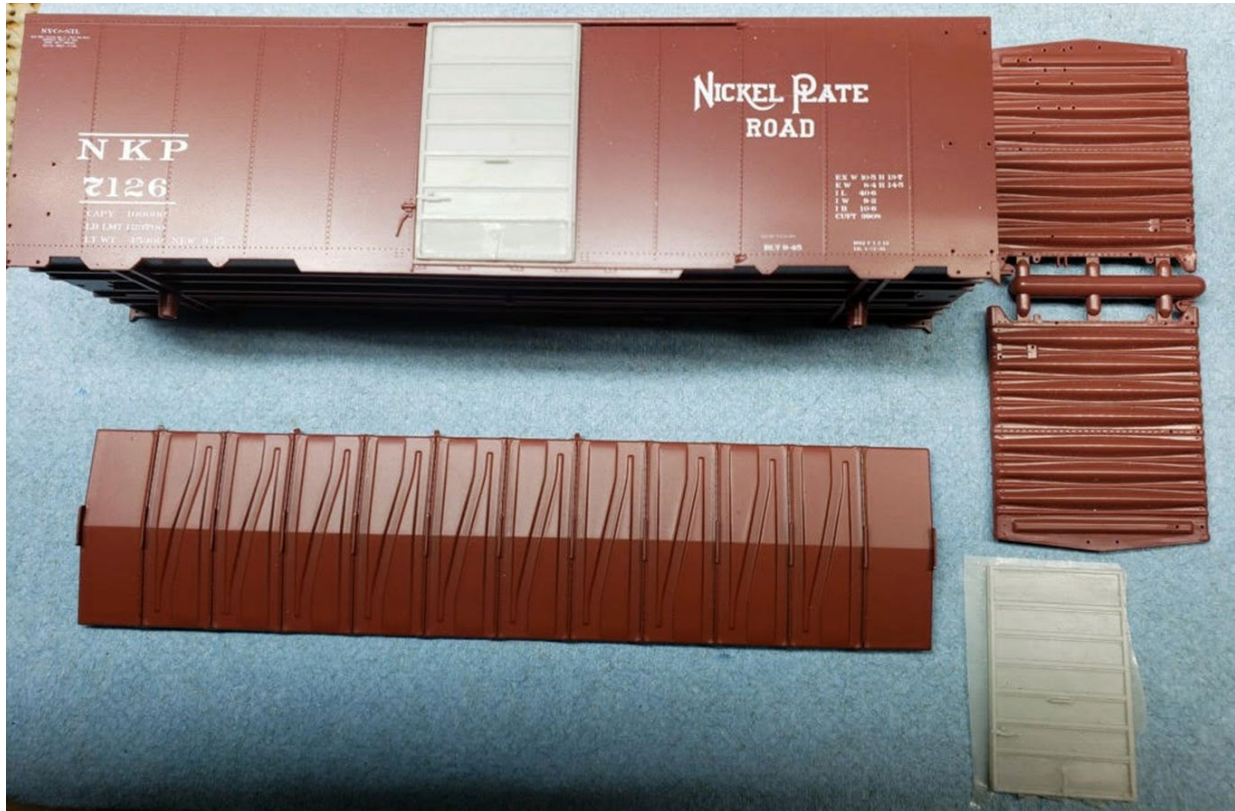
3,000 cars built at the Illinois Central Centralia car shops

Car #s	Oct. 1950	Oct. 1955	Jan. 1958
29000 – 29499	478	465	460
29500 – 30499	995	990	986
30500 – 31999	1495	1486	1475

The Single-Sheathed car has instructions for the mini-kit build on the RCW website.

Building the Cars in HO scale – 1948 build (30500-31999) Modified 1944 AAR

The basic car was a Branchline 1944 AAR car kit with 7-panel doors from parts box. This late 1948 build required IDN 3 ends and a diagonal panel roof as shown. The doors were resin ones purchased some time ago. The car body upper edges and end upper edges were sanded down approximately .015". This step is not absolutely necessary as the 1 ½ inch difference is hardly noticeable in HO scale.



Although the Branchline parts could be used, Tichy AB Brake set #3013 was used for brake cylinder, reservoir, and control valve. Yarmouth brake levers #503 were added. Train line is .019 brass wire. Brake rods are .010 brass wire. Brake pipes are .010 Phosphor bronze wire. Clevis for brake rods came from Grandt Line #5039 turnbuckles and were made by cutting them in half. Brake rod guides were fashioned from .010 x .030 brass bar from Detail Associates #2524. Lever guides are .010 brass wire. Bits of 1 x 3 styrene were used for brake lever mounts. Tichy and harvested rivet heads were applied where necessary. Accurail #1020 scale coupler boxes and couplers were used. Kato #31-601 ASF A-3 trucks were applied to the car.



Kadee #2251 side bracket grabs were used. Plano 7-rung ladder #12121 was mounted on scraps of 1" x 3" bits of styrene. Yarmouth #213 sill steps (stirrups) were added to the corners of the side sill. Some of the original side sill tabs were removed and replaced with a styrene strip. A new lower door guide was created.

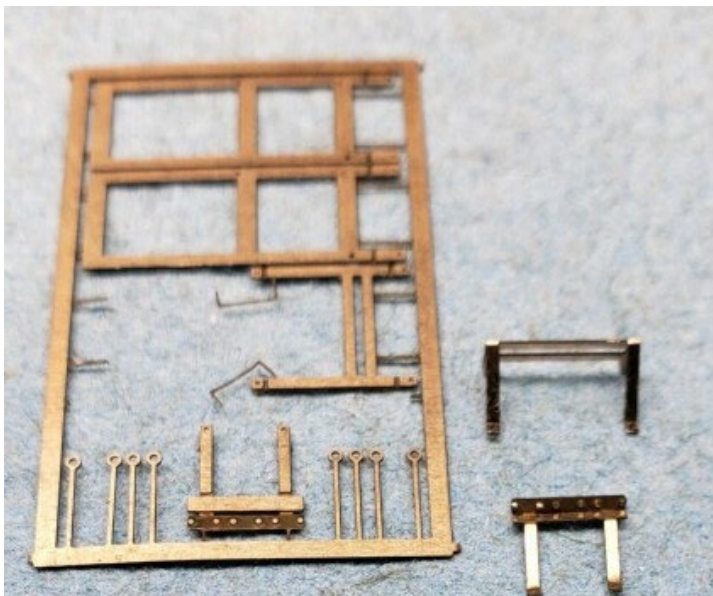
Running board and laterals are from Yarmouth #252 – Morton roof walk and end support. See photo at end as well for lateral supports.



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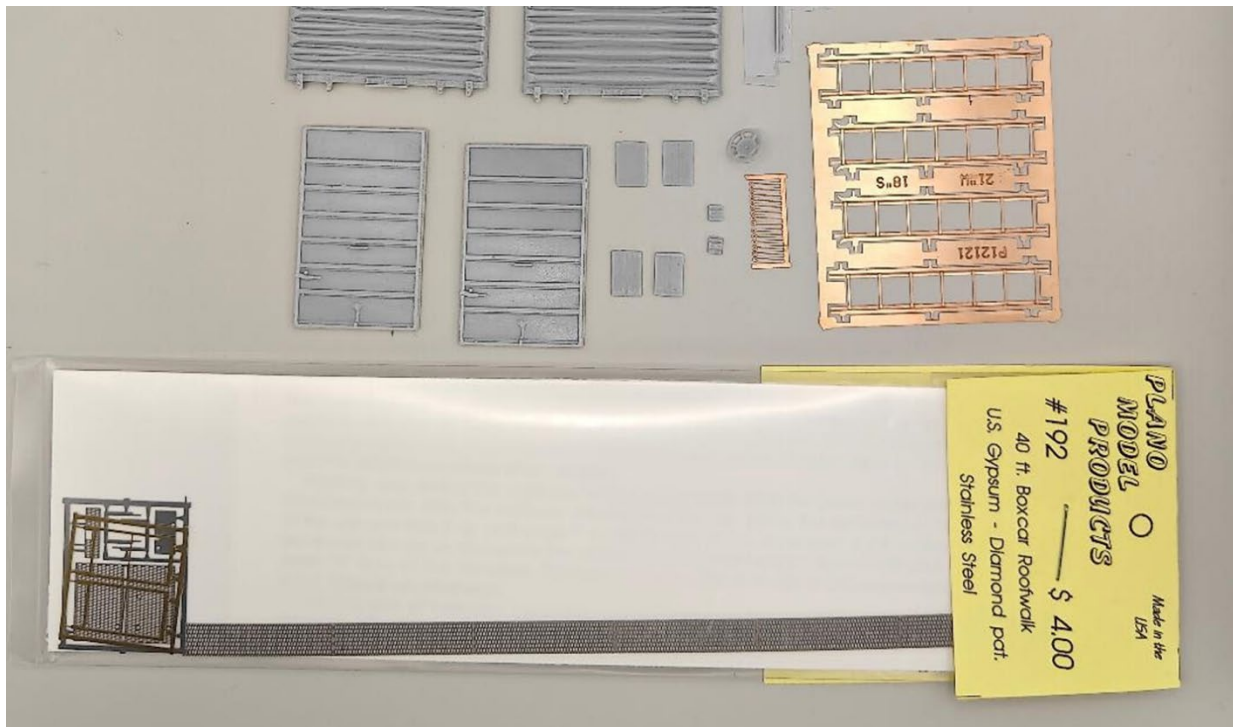
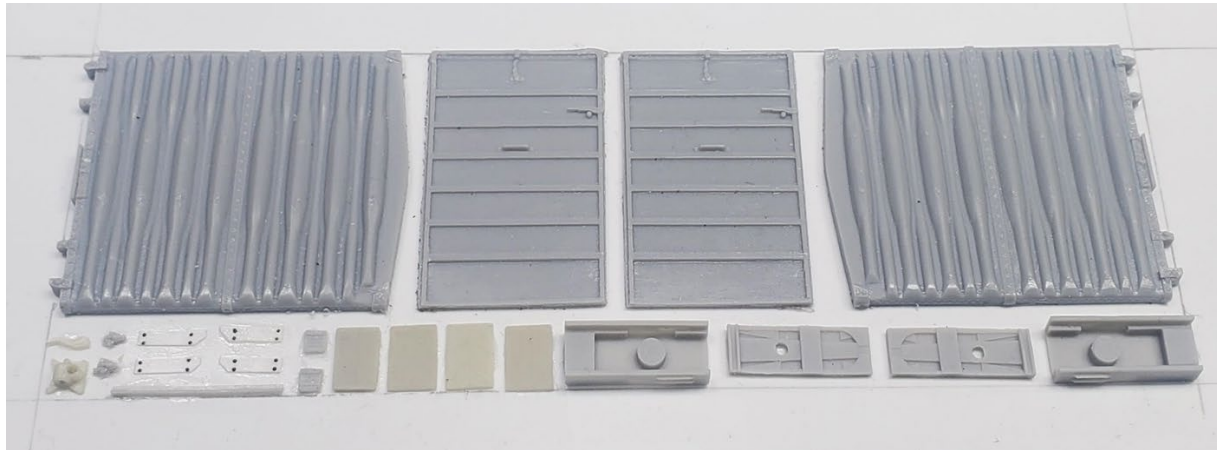
A Kadee #2033 Universal brake wheel was mounted on a Kadee housing. (No part number for the housing but Kadee has them if you call). The kit housing could be used. Tack boards are from Branchline kit. Retainer valve is a resin part from the parts box. Plano #12121 end ladder. .008 brass wire for grabs with ½ Kadee bracket grab used for end mounting of higher grab. Yarmouth #507 cut lever bracket. .006 brass wire for retainer line, .015 for brake stem. Brake chain from scrap parts box (Clover House). Yarmouth #381 running board brace and brake step supports. This part also provides lateral braces – See below. Cal-Scale bell crank. Added after painting – cut lever shaped from .012 brass wire, Yarmouth #506 air hose bracket, and Moloco #0307 air hose.

Yarmouth part #381.



Building the Cars in HO scale – 1946 build (29000-29500) Modified 1944 AAR

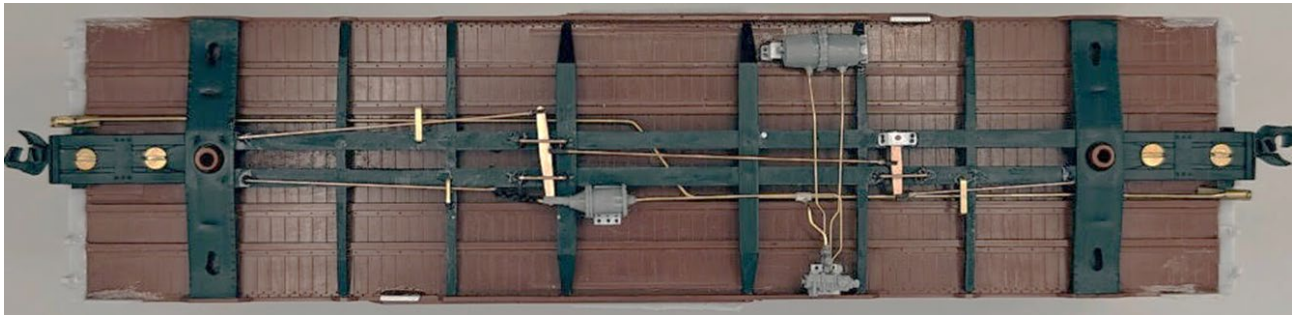
This is the new mini-kit offered by RCW. A much more complete discussion of the build is included as instructions on the RCW website.



The parts included in the mini-kit are shown above. The build requires a Branchline body (or one available from Yarmouth) with a rectangular panel roof. An undecorated Branchline kit was used for this build.



The underframe treatment was the same as noted in the above 1948 IC build. As in that build, the coupler pockets and couplers are from Accurail. The Tichy AB brake parts were again used.

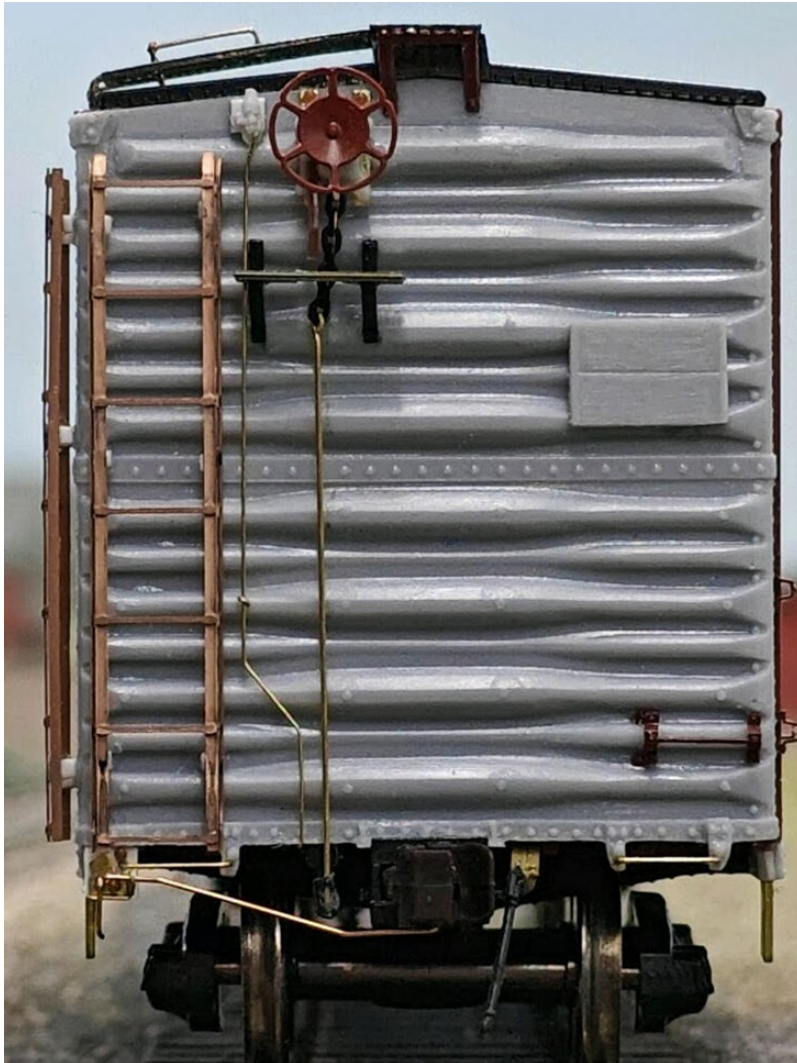


The Branchline sill was modified slightly to accommodate an appropriate lower door guide and the resin sill step mounts.





The mini-kit resin ends and doors were glued to the body. Kadee bracket grabs were used and mounted in the correct position. The Plano side and end ladders were mounted on scrap pieces of styrene and harvested rivets added as needed.



Another Kadее bracket grab was used for the upper end grab with the lower ones fashioned out of .008" brass wire. The tack board is from the mini-kit parts. Brake housing is from the resin kit parts, the brake wheel is from Kadее, chain is Clover House, the brake platform is from Plano, and the brake step brackets are from the parts box (Intermountain). Retainer valve from the resin kit parts, the cut lever bracket is from Yarmouth, the bell crank is from Cal-Scale, the air hose bracket is Precision Scale and the air hose itself is Moloco.



The car was painted with TruColor (TCP #205). Weathering done with oils and Pan Pastels. The decals were created by Jerry Hamsmith and are included in the mini-kit.

Building the Cars in HO scale – 1954/55 PS-1 home-built kits



The build of one of the 22000-23474 series cars built by the railroad from “kit” parts purchased from Pullman-Standard started with a undecorated Kadee PS-1 car (#4000).



The detail parts were removed from the car and then the sill tabs also removed. A new tab was created from styrene to run from bolster-to-bolster. The lower door guide and door stop were also removed. The door stop was reused.



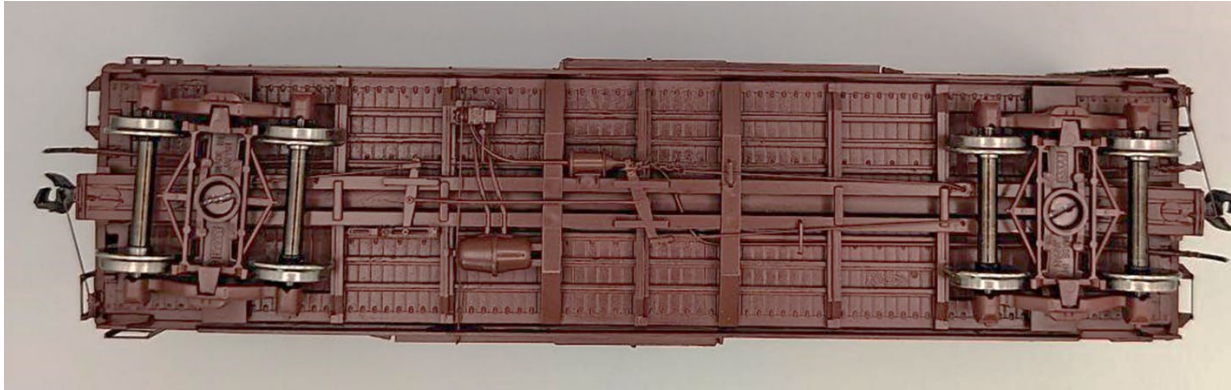
Rivet detail (Athearn harvested rivets) was added to the side tab and the lower door guide was created and properly placed. The left-hand door stop was replaced, and the original right-hand door stop was harvested and reapplied.



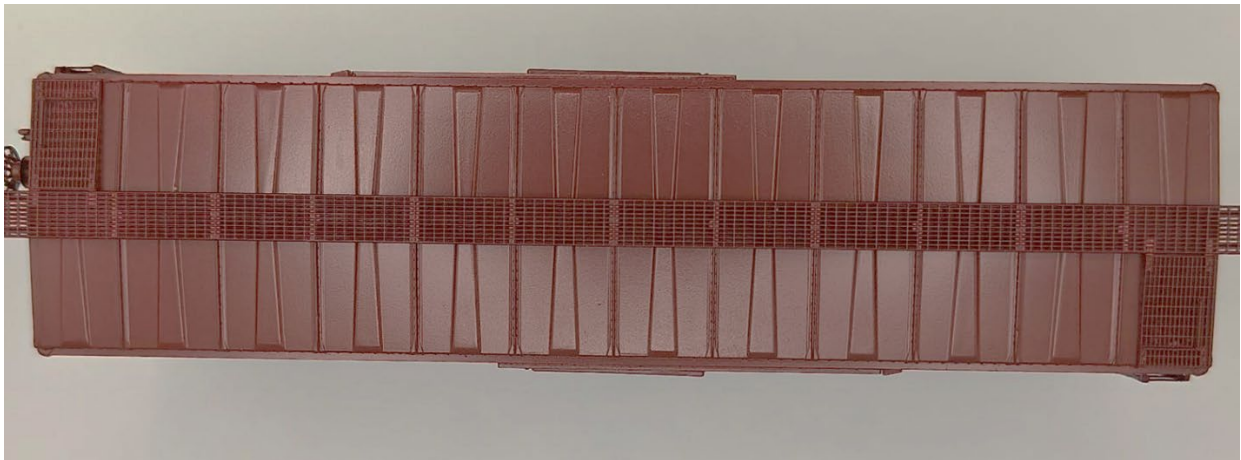
Superior 5-panel doors were scrounged from the scrap box (McKean #029) and appropriate detail added to them. Door handle and both latches came from a DA door kit. After the door, left-side grab irons, and right-side ladder were added. They are the original kit pieces.



As the kit end ladder was one that kicked out at the bottom, the 4 holes for the Kadee ladder were filled and the ladder will be replaced with a DA 7-rung (#6242) ladder. The right-hand hole was plugged as the tack board needs to be lowered per the prototype. All the additional parts are the original Kadee kit parts.



The underframe could be left as it comes with the Kadee car, but rods and piping were replaced with brass wire and the couplers were replaced with Accurail boxes and couplers.



The original Kadee running board had been removed during the build but was readded to complete the build.



The car was painted with TruColor paint (TCP #205). The car was then decaled with a set created by Jerry Hamsmith just for these cars. The weathering is a combination of oils and Pan Pastels. The trucks are from Kadee.