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MILWAUKEE ROAD RIB SIDE BOXCAR

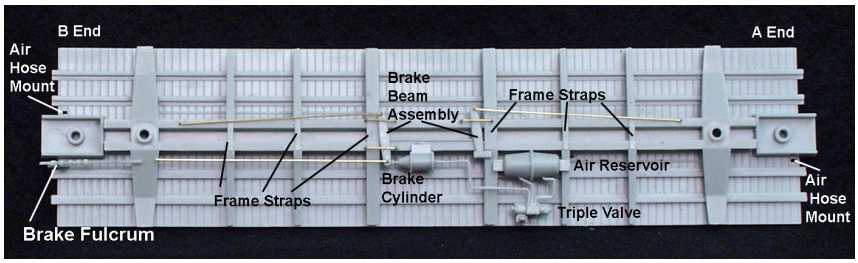
Production of these distinctive rib side boxcars, designed and manufactured by the Milwaukee Road, began in 1937 and extended into 1949. Over these years, there were numerous improvements to the design of the cars. An excellent source of prototype history for these rib side boxcars can be found in Railway Prototype Cyclopedia, Vol. 13. The unique features of these cars are the multiple horizontal ribs used to join together the side panels.

The Intermountain Railway Company, Milwaukee Road rib side boxcar, represents the prototype car number series 22188-23187 and 23188-23937; a 40 ft. 6 in. inside length car, built from 1945-1947. In addition, these cars were renovated in the late 1950's. The kit also includes alternate parts, such as the later Youngstown doors, to enable modeling the car later in its life.

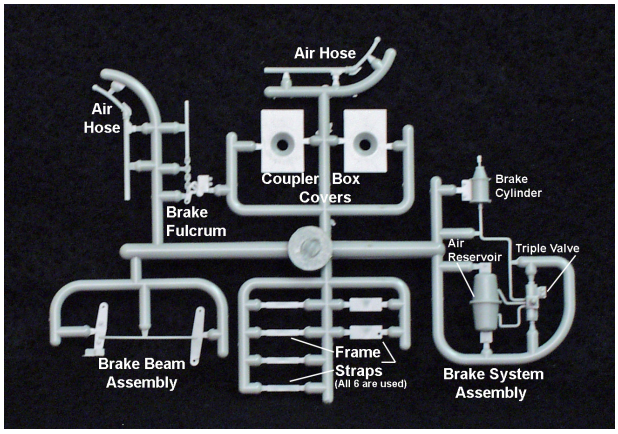
Please read these instructions carefully and familiarize yourself with the parts before beginning assembly. Many of the small parts are delicate. The preferred way to separate the parts from the sprue is by cutting with a sharp hobby knife or separating with de-sprueing nippers. A gap-filling cyanoacrylate adhesive is recommended for assembly.

FLOOR and FRAME

Step 1. Remove any flash from the floor and the frame. Remove the sprue runners from the frame. Locate the two cross bearers in the frame, that each have a small hole. These two small holes locate the brake reservoir. Then glue the frame to the floor so these two small holes are next to the round boss along the side of the floor. The round boss locates the brake valve.



Step 2. Remove the six frame straps from their sprue. Attach the one wide strap which has a small hole in the recess at the wide center cross bearer that also has a small hole. Attach the other wide strap and the four narrow straps into the other recessed locators between the cross bearers of the frame.



Step 3. Remove the brake beam assembly from the sprue. Attach the brake beam assembly to the frame with the rectangular pivot bracket (on the shorter beam) touching the wide cross bearer next to its small hole. Enlarge the two locator holes in the frame that accept the two pins of the shorter brake beam, with a no. 70 (.028 in. dia.) drill.

Step 4. Remove the brake system assembly from the sprue. Attach the brake system assembly with the reservoir located in the two small holes on the cross bearers, the valve located in the round boss at the side of the floor, and the cylinder located in two small holes in the center of the frame. Open the hole in the round boss with a no. 56 (.046 in. dia.) drill. The clevis at the end of the brake cylinder is glued to the end of the longer brake beam.

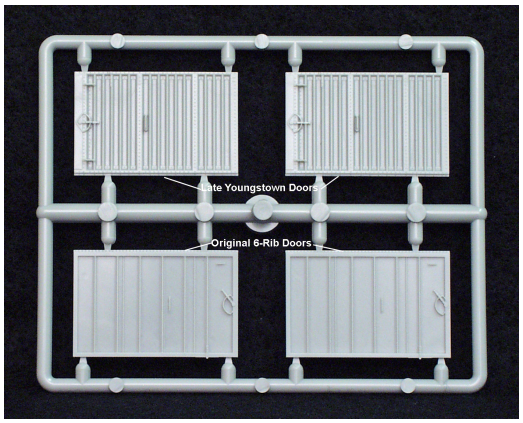
Step 5. Remove the brake fulcrum from the sprue and attach it to the floor, locating it in the two holes next to the coupler box at one end of the floor. Enlarge the two locator holes in the floor, with a no. 70 (.028 in. dia.) drill. The opposite end of the fulcrum is glued at the locator hole in the bolster

Step 6. Install the couplers in the coupler boxes using the flat head screws.

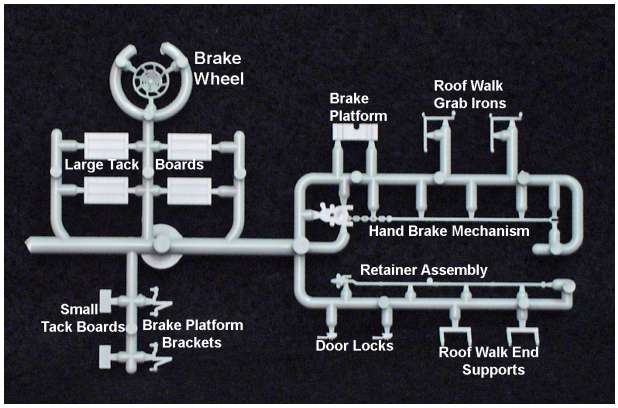
Step 7. Attach the wire brake rods and brake hangers to the frame and brake beam assembly. Set the floor and frame assembly aside. The floor and frame assembly can be painted now.

BODY
Step 8. Remove any flash from the body.

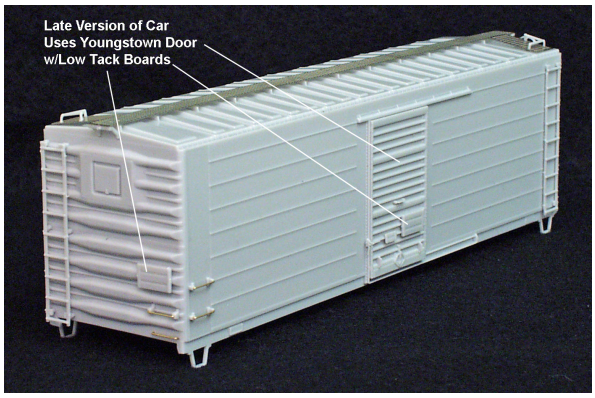
Step 9. Determine which style door is to be used for the car, and remove them from the sprue. Attach the doors to the sides of the body, positioning each door in the two locator holes.

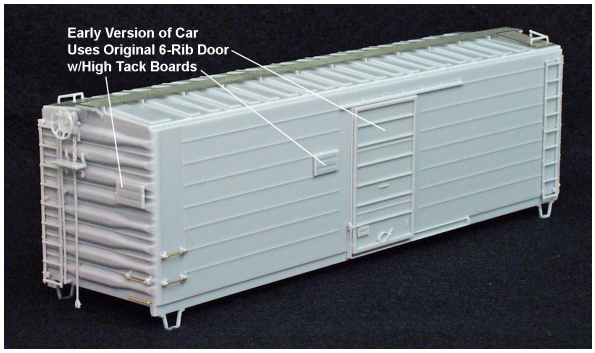


Step 10. Attach a door lock to the left of each door, next to the lock bar molded onto the door.



Step 11. Attach the small tack boards to the lower left of the doors. Attach the large tack boards to the lower right of the later Youngstown doors. If the original six-rib doors have been used, the large tack board is attached to the side of the car, to the left of the door, between the fourth and fifth rib from the side sill.





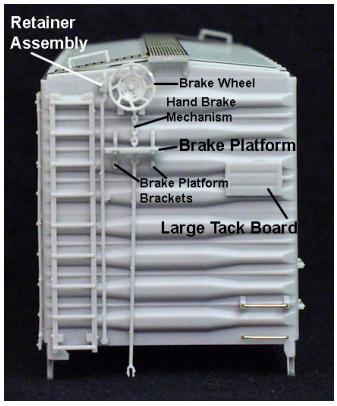
Step 12. Attach the ladder to the right of each side, and the two wire grab irons to the left of each side.

Step 13. Remove the retainer assembly from the sprue and attach it to the B end of the body in the locator holes provided.

Step 14. Remove the brake platform brackets from the sprue and attach them to the B end of the body in the locator holes provided.

Step 15. Attach the ladder to each end of the body.

Step 16. Attach the large tack board to the right of each end. The large tack board is attached between the fifth and sixth major corrugations from the bottom if the original six-rib doors have been used. The large tack board is attached to the third major corrugation from the bottom if the later Youngstown doors have been used.



Step 17. Attach the two wire grab irons to the lower right of the ends.

Step 18. Bend the latitudinal members of the etched metal roof walk down approximately 5 degrees. Attach the roof walk to the raised brackets on the roof. The edge of the latitudinal members should touch the roof.

Step 19. Attach the roof walk grab irons to the latitudinal members, and the roof walk end supports in the locator holes provided at the top of the end. Enlarge the locator holes for the roof walk end supports with a no. 70 (.028 in. dia.) drill. The body assembly can be painted now.

FINAL ASSEMBLY

Step 20. Attach the proper weight to the top of the floor.

Step 21. Attach the trucks to the bolsters with the screws.

Step 22. Assemble the floor into the body.

Step 23. Remove the hand brake mechanism and the brake wheel from the sprue and attach the brake wheel to the hand brake mechanism. Then attach the hand brake mechanism to the B end of the body at the locator holes provided. The clevis at the end of the hand brake mechanism fits over the end of the brake fulcrum on the floor.

Step 24. Attach the brake platform to the brackets at the B end of the body.

Step 25. Attach the air hoses to the floor in the rectangular locator holes next to each coupler box.

Touch up the paint where necessary. The assembly of the Milwaukee Road rib side boxcar is now

complete. Thank you for purchasing this finely detailed kit.