FUNARO & CAMERLENGO

R. R. #5 Box 5290 Honesdale, PA 18431
(570) 224-4989 fandc@ezaccess.net

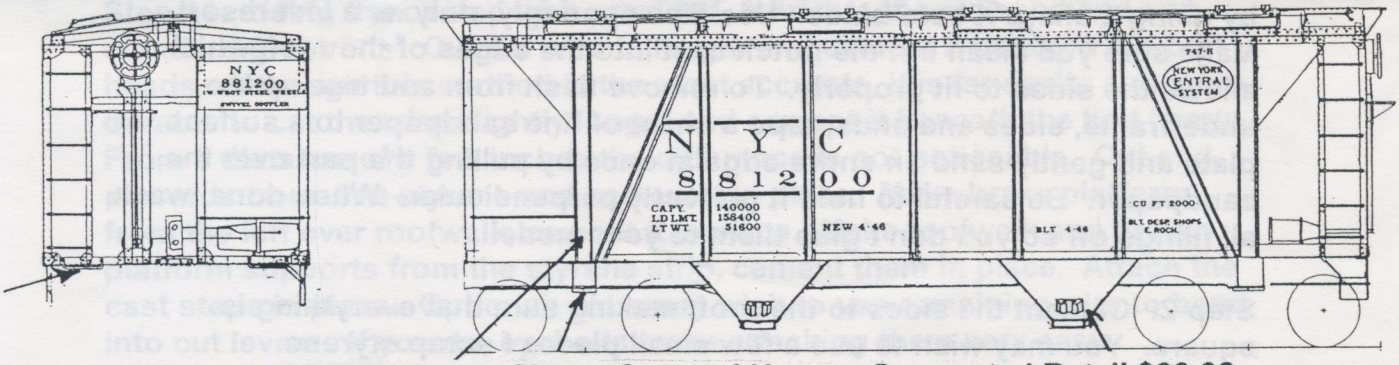
$35.99

S-211 "S" Scale New York Central Despatch Shops 1946 Built Covered Hopper – With Decals Suggested Retail $35.99 Purchased Directly $32.00

In 1946 in the steam era's twilight, MDT Company's Despatch Shops in East Rochester, NY began constructing a fleet of covered hoppers to help the New York Central cope with the mushrooming cement business resulting from the postwar building boom.

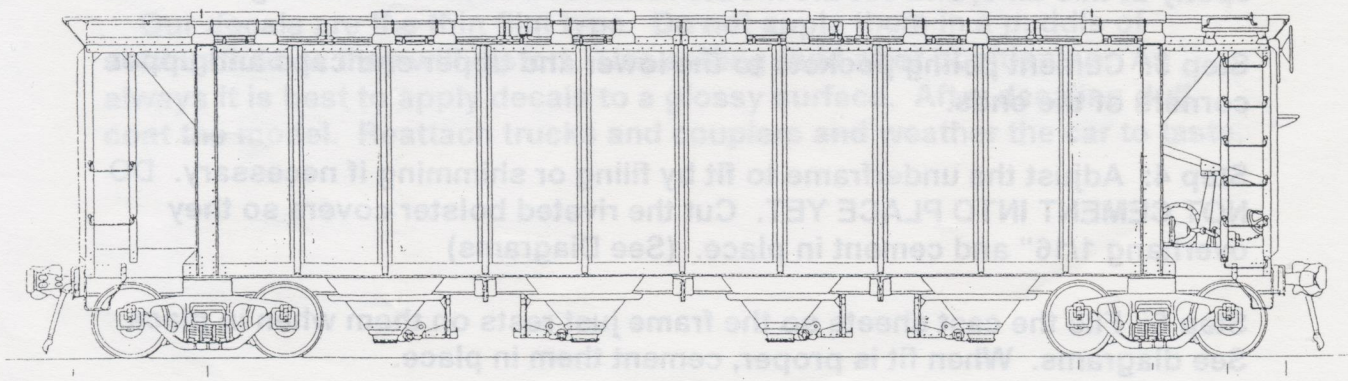
Throughout 1947 and into 1948, hundreds of these cars were built in multiple lots. They comprised the bulk of the Central's Class LO.

Painted light grey when delivered, these cars ran in revenue service into the 1970's. Delivered on AAR friction-bearing trucks (Bettendorf-style), some were re-trucked with Timken roller bearing trucks beginning in 1955-56. Similar cars were built for the Canadian National. Tichy pre-formed grabirons and decals are included.



"S" Scale ERIE Dunmore Shops Covered Hopper Suggested Retail $39.99 Purchased Directly $35.00

S-212 ERIE White Decal, S-213 ERIE Lackawanna White Decal, S-214 Conrail White Decal, S-215 E-L Black Decal, S-216 ERIE Lackawanna Black Decal & S-217 Conrail Black Decal



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O-101 "O" Scale New York Central Despatch Shops 1946 Built Covered Hopper – With Decals $49.00

The castings in this kit are composed of tough impact resistant resin. We recommend the use of alpha cyanoacrylate (CA) Cements and two-part epoxy (used on basic body after the body is assembled and square) for the assembly of this kit. This kit is manufactured using flexible rubber molds, and as a result some minor misalignments may occur. Some careful filing and fitting best correct these.

Clean the flash from the castings. Needle files and a hobby knife will make fast work of this. At this point you may wish to wash off any accumulated filings and chips. Any good grease cutting dish detergent and warm water will work well. As with any hobby like this, eye protection should be worn at all times. KEEP THE CASTINGS, PARTS, TOOLS, PAINT AND ADHESIVES OUT OF THE REACH OF CHILDREN.

Step 1: Remove flash from all castings. Always cut; never break flash off by using a sharp X-acto blade. Use files sparingly, only as a last resort. Make sure you clean out the notch cast into the edges of the roof, which allows the sides to fit properly. To remove flash from and true up the underframe, sides and ends, tape a sheet of fine sandpaper to a surface plate and gently sand an entire edge at once by pulling the part over the sandpaper. Be careful to hold it perfectly perpendicular. When done, wash all filings off so you don't glue them to your model!

Step 2: Cement the sides to the roof; making sure that everything is square. You may wish to use a few small pieces f scrap styrene temporarily cemented in place to serve as "alignment tabs". Next, carefully trim the ends to fit between the sides, and cement them in place when you're satisfied. Be patient and use a surface plate and square. Careful and precise fitting here will result in a superior model.

We recommend that you reinforce the interior seams with a bead of epoxy at this time, and set the model aside for 24 hours for curing.

Step 3: Cement poling pockets to the lower and upper end caps and upper corners of the ends.

Step 4: Adjust the underframe to fit by filing or shimming if necessary. DO NOT CEMENT INTO PLACE YET. Cut the riveted bolster covers so they overhang 1/16" and cement in place. (See Diagrams)

Step 5: File the cast sheets so the frame just rests on them when in place. See diagrams. When fit is proper, cement them in place.

Step 6: File the back of each slope sheet support so it fits up against the slope sheet. Then, adjust the slope sheet supports so the frame rests on it when it is in place. When the fit is proper, cement both supports in place.

Step 7: See diagrams for locations of brake parts. Remember to use the "B" (brake) end of the frame. Add the associated piping and rodding that you wish.

Step 8: If you are adding weight do so now. We urge you NOT to use GOO or Pilobond to attach metal weights to the floor; their solvents will cause the underframe to warp over time. Instead, use double-sided tape or ACC.

Drill the frame for trucks and couplers, attach them and test run. When it operates correctly, cement them into place. Now cement the four vibrators to the bottoms of the hopper sides.

Step 9: Cement roof and end walks into place. Save leftover roofwalk scrap. Cement 8 hatches in place. The back edges of the hatches line up with the back of the cast on platform.

Step 10: Drill hatches and end walks with #74 for grabirons. Drill end sills for the drop grabirons with #74. Cement in place with a tiny drop of CA. We like to use a pin for this, and touch the point right to the joint letting the ACC "wick" into place, resulting in a nearly invisible joint.

Step 11: Using the coated wire provided, fabricate the side and end non-standard grabirons. Cut the wire to length and cement it between the bolt heads. Although this method is the most accurate, it is far easier and more durable to cut the wire slightly longer and cement it beneath the bolt heads. From a distance of a few inches the difference is not noticeable. Cut end placards from .010 styrene and cement it in place. Make brake platform from the left over roofwalk, cement it in place. Make roofwalk and brake platform supports from the styrene strip, cement them in place. Attach the cast steps in place. Optional: You may wish to use remaining wire to bend into cut levers. If you do, eyebolts make attaching them very easy.

Step 12: It's time to head for the paintshop. Give your masterpiece a good scrubbing with a soft brush using warm water and detergent. Rinse well and allow to dry thoroughly.

The prototype was a light gray; Floquil SP Lettering Grey looks right to us.

Our decals are the thin film type. Do not apply them in a puddle of setting fluid or they will distort. Use setting fluid after positioning. As always it is best to apply decals to a glossy surface. After decaling dull coat the model. Reattach trucks and couplers and weather the car to taste.

Fig. 1

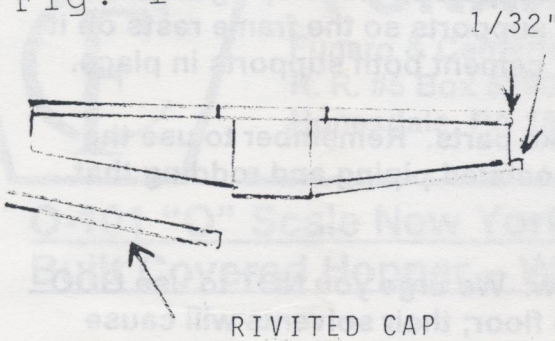
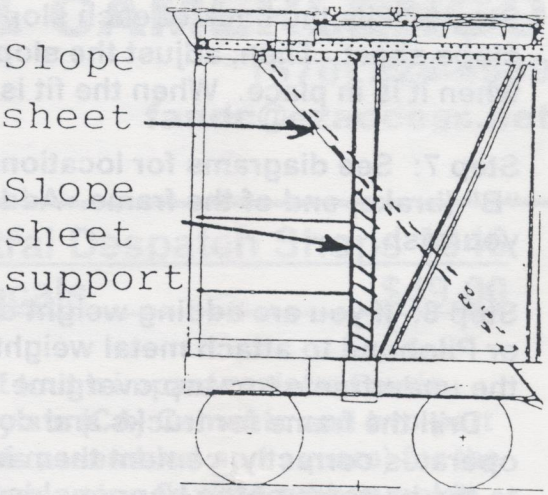
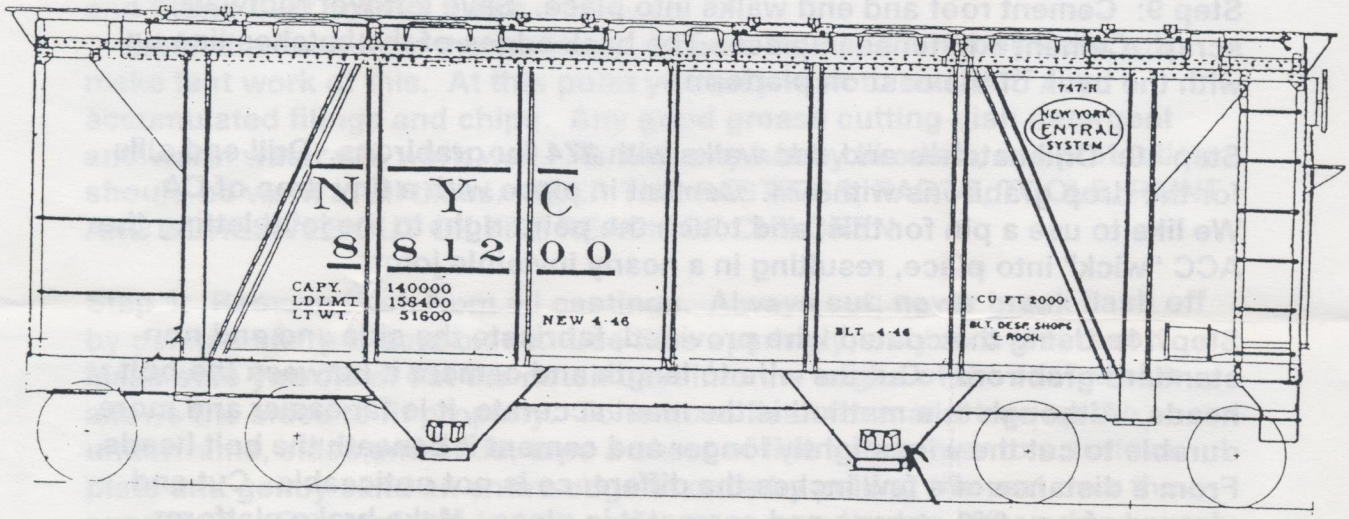


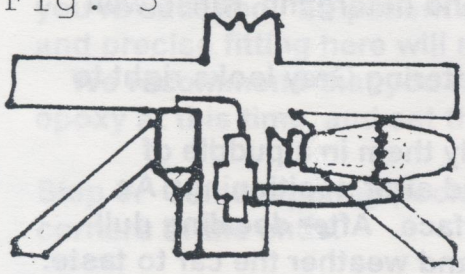
Fig. 2

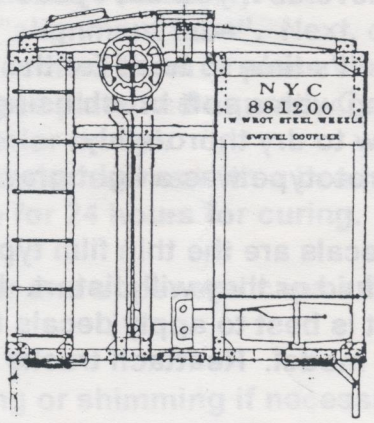




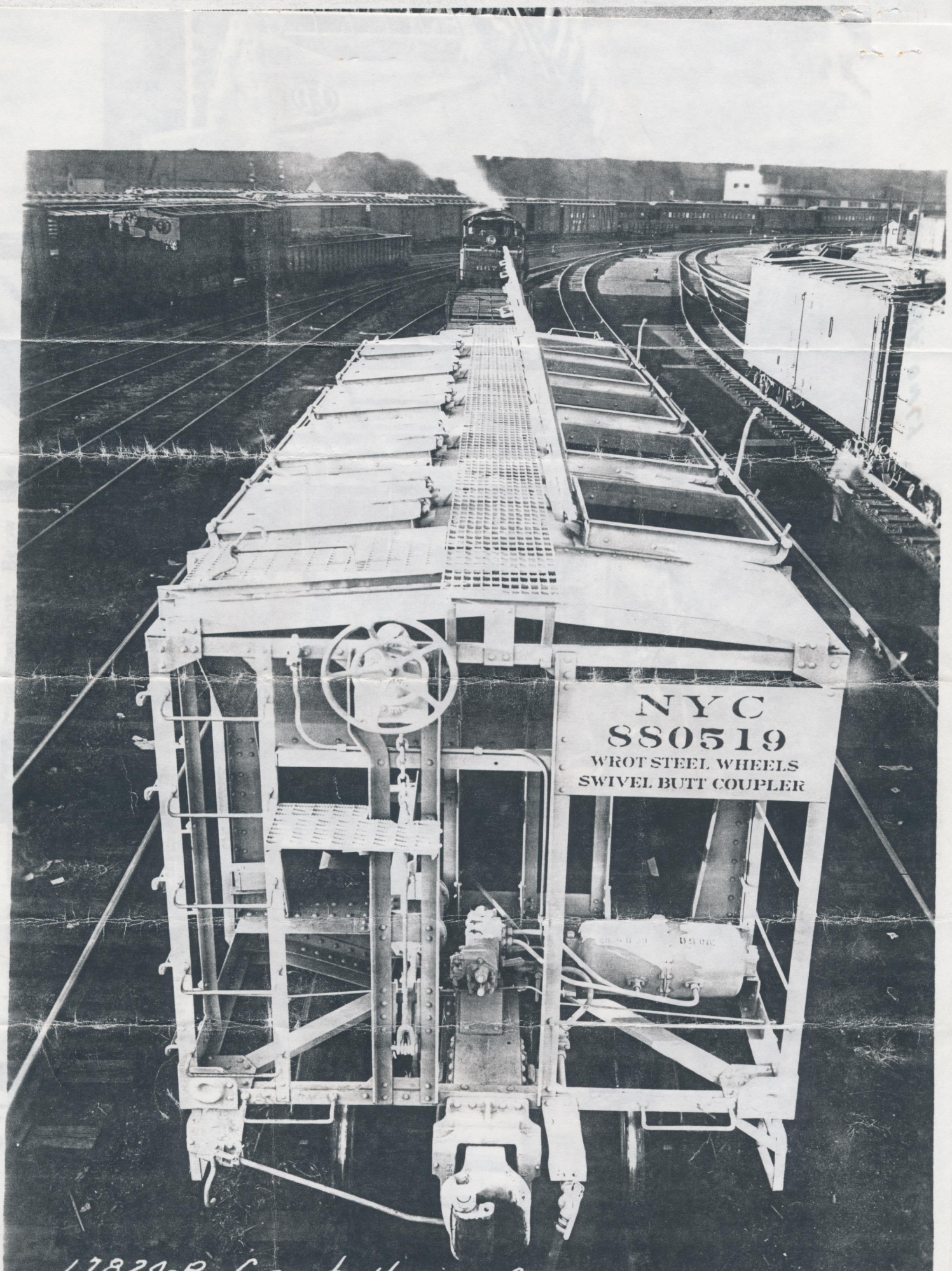
VIBRATORS

Fig. 3



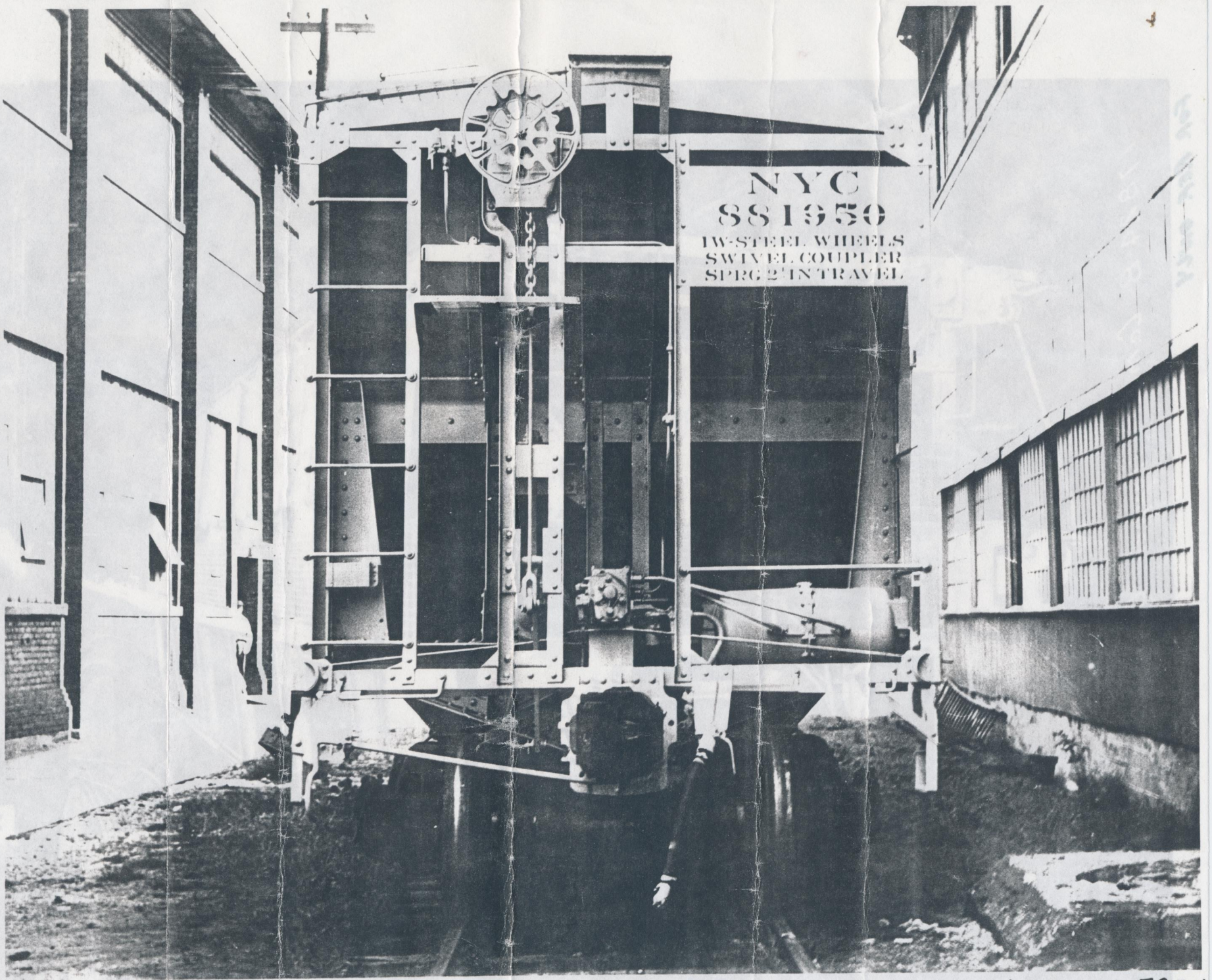


Poling pocket



17824-B. Cement Hopper Car 11-3-39

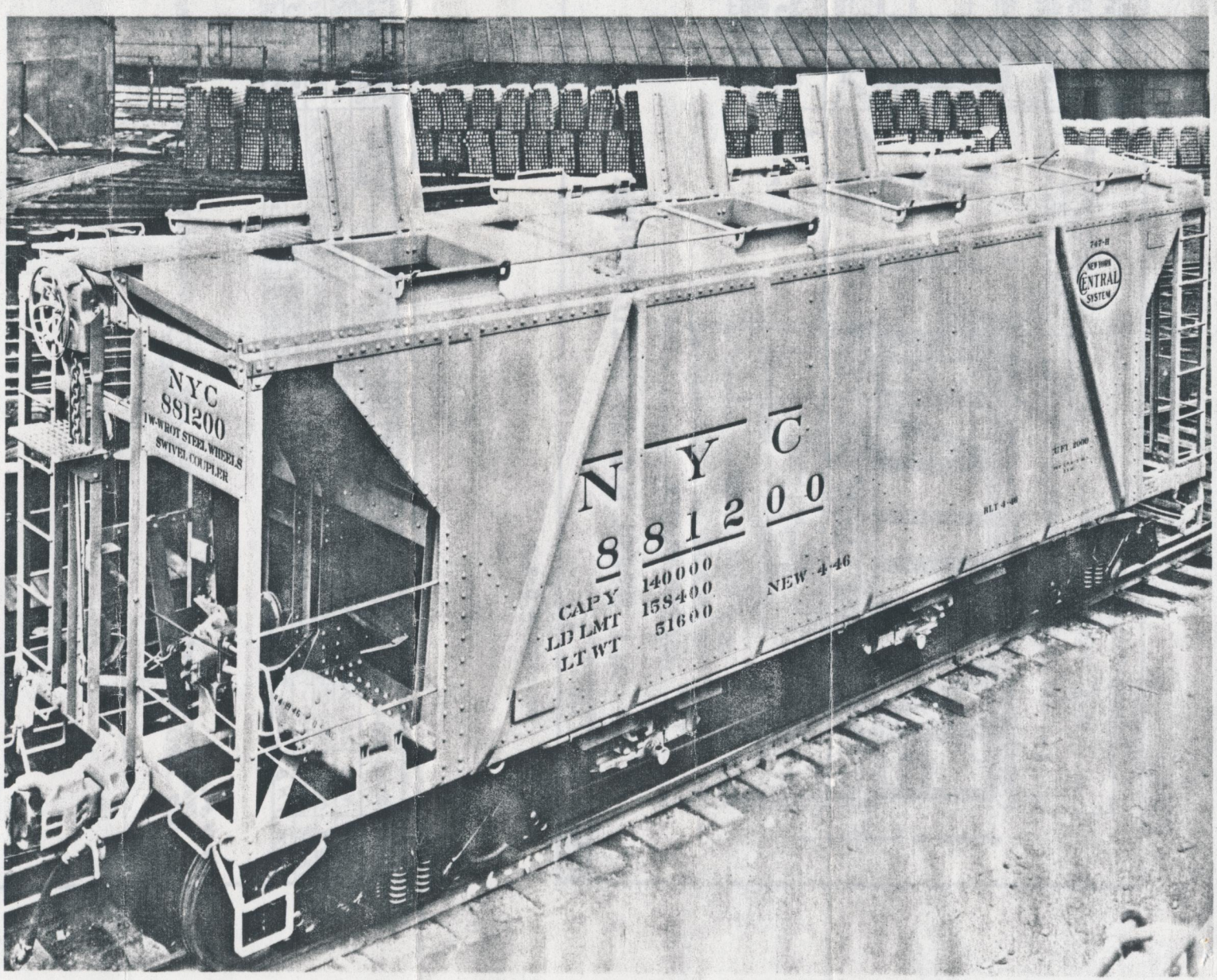
FOR REF. ONLY

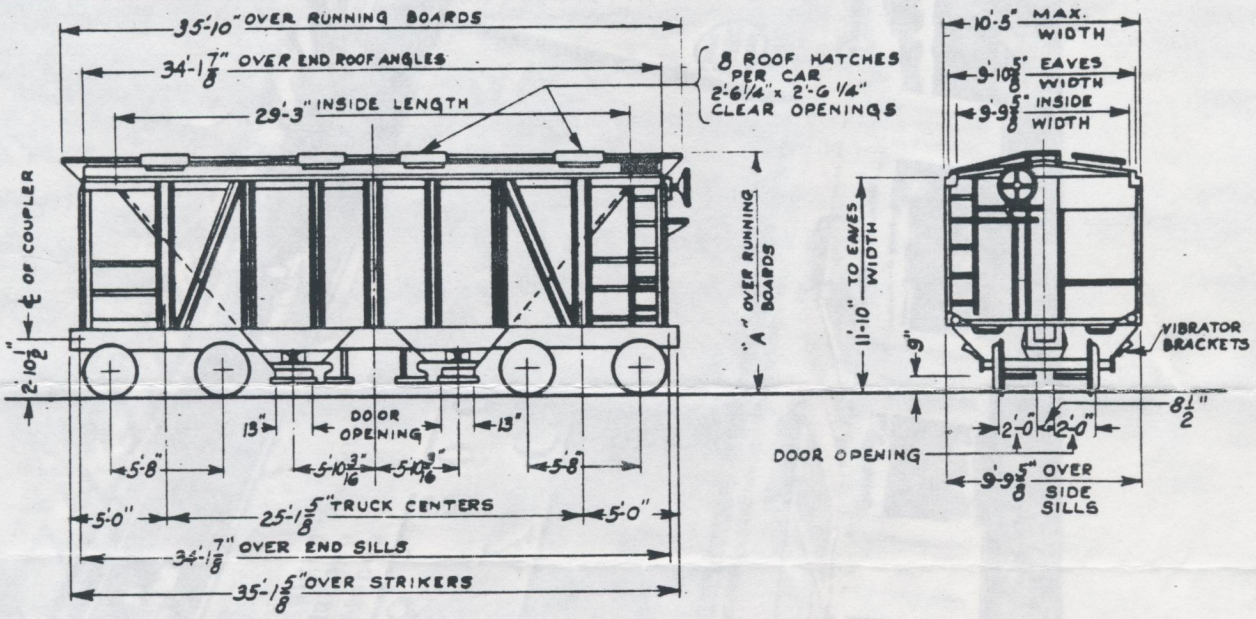


FOR REF. ONLY

783-H, 784-H, 785-H

An evolution in heralds is illustrated by the three boxcars on the opposite page; the larger postwar emblems were irreverently called watermelons. Below is a bulk-cement covered hopper car with eight roof hatches to assure rapid and even loading.





ALL STEEL S.C. COVERED HOPPER

H45 | NEW JAN. 1. 1954

PRINTED IN U. S. A.

LOT NO.	ROAD	ROAD NUMBERS	CAPACITY CU. FT.	CAPACITY TONS	LIGHT WEIGHT	GEN'L DRAW'G	CAST'G LIST	BUILDER	WHERE BUILT	DATE BUILT	NO. OF CARS BUILT	REMARKS
747-H	N.Y.C.	881200-881949	2000	70	51600	Z-52848	T-54438	D.S.INC.	E. ROCH.	1946	750	SEE NOTE Nº1
783-H	N.Y.C.	881950-882049	2000	70	51346	Z-56016	T-56042	P.S.C.M.Co.	BUTLER, PA.	1949	100	
784-H	P&L.E.	1200-12074	2000	70	51276	Z-56016	T-56042	P.S.C.M.Co.	BUTLER, PA.	1949	75	
785-H	I.H.B.	5000-5024	2000	70	51344	Z-56016	T-56042	P.S.C.M.Co.	BUTLER, PA.	1949	25	

NOTE Nº1:-
THREE CARS 881475, 881545, & 881836, LOT 747-H, TRANSFERRED TO CANADA & RENUMBERED CASO 880151, 880152, 880153 RESPECTIVELY.

783-H, 784-H & 785-H	12'-11 7/32"
747-H 881450-881949	12'-11 11/32"
747-H 881200-881499	12'-11 7/32"
LOT NO.	A

NEW JAN. 1. 1954 | H46

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