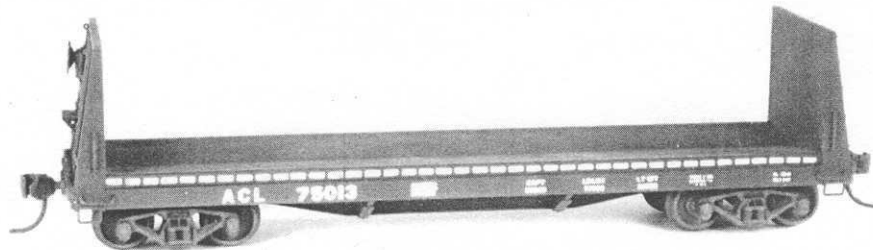


40' PULPWOOD FLAT

KIT 4042



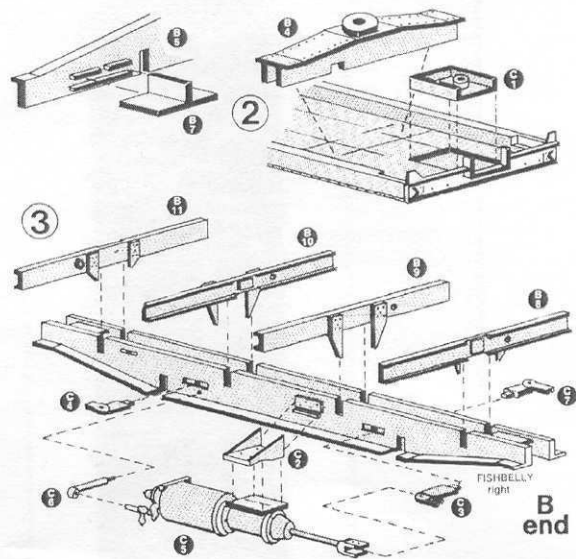
PROTOTYPE HISTORY

THESE CARS WERE USED TO CARRY PULPWOOD (SMALL DIAMETER LOGS OF NO OTHER COMMERCIAL VALUE THAT ARE USED TO MAKE PAPER. THEY WERE CONVERTED FROM OLD FLATCARS BY THE ACL, SEABOARD, SOUTHERN AND MANY OTHER ROADS THAT HAD LOGGING OPERATIONS AND PAPER MILLS IN THEIR TERRITORIES. A SLOPED STEEL DECK WAS USED TO TILT THE LOGS INTO THE CENTER AND THE END BULKHEADS CONTAINED THEM. THIS CAR MODELS AN ACL SERIES THAT WAS CONVERTED IN THE LATE 40'S AND EARLY 50'S. THE EARLY CARS HAD THE WHITE VISIBILITY STRIPS, THE LATER ONES DID NOT. ALL HAD AB BRAKES. MANY SIMILAR CARS CONVERTED BY OTHER ROADS RETAINED THEIR K BRAKES AS THESE CARS WERE OFTEN IN DEDICATED ONLINE SERVICE AND AS SUCH DID NOT HAVE TO MEET INTER-CHANGE REQUIREMENTS. CARS SIMILAR TO THESE WERE USED FROM THE 1930'S UP UNTIL THE PRESENT TIME. THEY ARE USUALLY OPERATED IN DEDICATED STRINGS, BUT COULD SHOW UP ANYWHERE FOREST WAS BEING CLEARED. THEY HAVE BEEN MOSTLY REPLACED BY WOODCHIP CARS AS MORE AND MORE OPERATIONS CONVERT THE LOGS TO CHIPS AT THE SOURCE.

BASIC ASSEMBLY

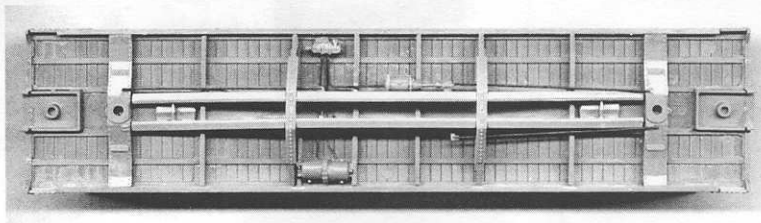
NOTE ONE END OF THE DECK IS LABELED "B". THIS WILL BE REFERRED TO DURING ASSEMBLY.

1. FILE GATE SCAR AND PARTING LINES FROM END OF DECK.
2. CEMENT ENDBEAM B-1 TO A END OF DECK.
3. CEMENT ENDBEAM B-2 TO B END OF DECK.
4. CEMENT COUPLER POCKETS C-1 TO DECK.
5. CEMENT BODY BOLSTERS B-4 TO DECK. NOTE RAISED LOCATORS THAT FIT INTO THE NOTCH IN THE BOLSTER.
6. CEMENT SPACERS B-7 TO FISHBELLY B-5.
7. CEMENT FISHBELLY B-6 TO SPACERS.
8. CEMENT CROSS SILL B-8 TO FRAME.
9. CEMENT CROSS SILL B-9 TO FRAME.
10. CEMENT CROSS SILL B-10 TO FRAME.
11. CEMENT CROSS SILL B-11 TO FRAME.
12. CEMENT BRACKET C-2 TO FISHBELLY.
13. CEMENT LEVER C-3 TO SLOT AS SHOWN.
14. CEMENT LEVER C-4 TO SLOT AS SHOWN.
15. CEMENT LEVER C-7 TO SLOT AS SHOWN.
16. IF USING K-BRAKE INSTALL C-5 & C-6 AS SHOWN. IF USING AB SYSTEM INSTALL CYLINDER SHOWN.



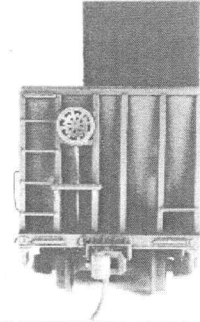
AB BRAKE LAYOUT

THE RESERVOIR IS MOUNTED USING AN EXTRA CROSSBEARER AB-21. THE TRIPLE VALVE IS MOUNTED ON AB-20. ON SOME LATER CARS THE TRIPLE VALVE IS MOUNTED NEXT TO THE RESERVOIR.



BULKHEAD ASSEMBLY

1. REMOVE END BULKHEAD AND TRIM SUCKERS.
2. REMOVE 2 SHORTER SOLID ANGLE BRACES. LIGHTLY SCRAPER THE VERTICAL CORNERS WHERE THEY FIT INTO THE BULKHEAD. APPLY SOLVENT TO THE CENTER SLOTS AND PRESS BRACES IN PLACE WITH THE FLANGES POINTING OUT.
3. REPEAT STEP 2 FOR THE BRACES WITH OPENINGS WHICH GO INTO THE MIDDLE SLOTS.
4. GLUE THE END BRACES IN PLACE WITH THE FLANGES POINTING INWARD.
5. IF ANY OF THE CENTER BRACES EXTEND BELOW THE BULKHEAD FILE THEM FLUSH.
6. REPEAT FOR THE SECOND BULKHEAD ASSEMBLY. THIS TIME REMOVE THE TWO TRIANGULAR SUPPORTS FOR THE BRAKE PLATFORM.

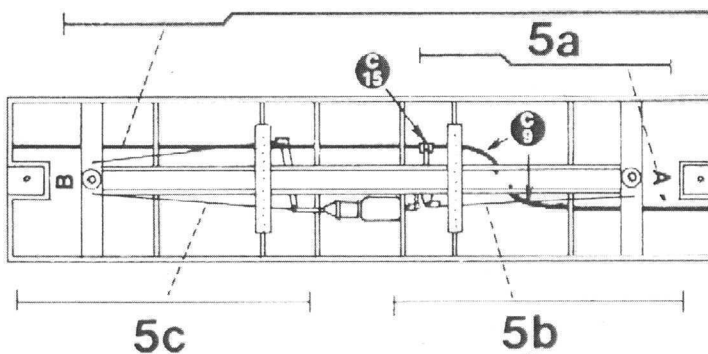


MAIN ASSEMBLY

1. GLUE BULKHEADS IN PLACE. TEST FIT BEFORE APPLYING SOLVENT. THE ASSEMBLY WITH BRACKETS GOES ON THE "B" END.
2. GLUE SIDESILLS IN PLACE. THE INDENTS FOR THE GRABIRONS GO AT THE TOP OF THE SIDE.
3. PLACE UNDERFRAME ASSEMBLY IN PLACE WITH THE BRAKE CLEVIS POINTING TO THE "B" END. APPLY SOLVENT.
4. CLEAN GATE/FLASH FROM THE WEIGHT AND DROP IT INTO THE MIDDLE OF THE FISHBELLY.
5. INSTALL MAIN CROSS SILLS. B12 GOES TOWARD THE "B" END WITH THE FLANGE RIVETS POINTING TO THE CAR CENTER. B13 GOES ON THE "A" END AGAIN WITH THE FLANGE RIVETS POINTING TO CENTER.

FINAL ASSEMBLY

1. CEMENT 2 C9 PIECES IN PLACE AS SHOWN IN THE DRAWING.
2. FROM THE LARGER (.02) WIRE CUT AND BEND TWO TRAINLINE PIECES AS SHOWN IN 5A.
3. PASS THE SHORT SEGMENT THROUGH THE SLOT IN THE BODY BOLSTER ON THE "A" END AND INTO THE HOLE MOLDED ON THE SMALL CROSS SILL. GLUE TO FLOOR WITH SUPERGLUE.
4. FEED THE LONG SEGMENT THRU THE "B" END BOLSTER AND THRU THE HOLES IN 4 CROSS SILLS AND INTO THE POCKET ON THE "A" END MAIN CROSS SILL. GLUE TO FLOOR WITH SUPERGLUE.
5. GLUE C15 OVER TRAINLINE AND INTO CENTER FISHBELLY AS SHOWN.
6. CUT BRAKE RODS FROM SMALL (.01) WIRE AND INSTALL AS SHOWN.
7. DRILL ALL GRABIRON HOLES WITH A #77 DRILL. GLUE GRABS IN PLACE WITH SUPERGLUE. WHEN DOING THE VERTICAL 24" GRABS ON THE ENDS CUT TO LENGTH BEFORE INSTALLING SO THEY DO NOT EXTEND PAST THE PLASTIC INSIDE THE END.
8. GLUE FOUR CORNER STEPS C8 IN PLACE.
9. GLUE THE AJAX WHEEL AND THE CHAIN TO THE AJAX HOUSING. GLUE THE ASSEMBLY IN PLACE BETWEEN THE ANGLE BRACES. AS AN ALTERNATE YOU MAY CEMENT 2 STYRENE STRIPS (.01 x .03) BETWEEN THE BULKHEAD ANGLES AND MOUNT THE AJAX ASSEMBLY TO THEM. MOUNT A BRAKE PLATFORM TO THE BRACKETS.
10. GLUE THE LADDER RUNGS IN PLACE AS PER THE PICTURE ON BOTH ENDS (5 ON THE LEFT, 1 ON THE RIGHT OF EACH END) . IT IS BEST TO PLACE THE RUNG WITH TWEEZERS AND HOLD IT AGAINST THE OUTER EDGE WITH YOUR FINGER WHILE YOU APPLY SOLVENT TO THE INNER ANGLE. LET SET AND GLUE THE OUTSIDE.
11. SNAP COUPLER POCKET COVERS IN PLACE AND SPRAY PAINT. THESE CARS WERE BLACK. APPLY DECALS.
12. INSTALL COUPLERS AND TRUCKS.



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TICHY TRAIN GROUP



BOTH THE ACLAND THE SCL CONVERTED PULPWOOD CARS INTO STUMP CARS. THESE WERE USED TO HAUL STUMPS AND OTHER DEBRIS FROM LOGGING SITES. THE CONVERSION WAS DONE SIMPLY BY USING STEEL PLATES WITH A PAIR OF ANGLES REINFORCING THE TOP EDGE AND CHANNELS PROVIDING VERTICAL SUPPORT.

BUILD THE PULPWOOD CAR AS PER DIRECTIONS. DO NOT INSTALL THE VERTICAL GRABIRONS.
TRIM OFF THE TOP TWO PAIRS OF RIVETS OVER THE BOLSTERS TO ALLOW THE SIDE CHANNELS TO SIT FLUSH.
REMOVE THE SIDES FROM THE RUNNERS AND FILE OR SCRAPE THE TOP SMOOTH. REMOVE THE SUCKERS ON THE ENDS OF THE RIBS.
TEST FIT THE SIDE. THE GAP BETWEEN THE BOTTOM AND THE FLOOR SHOULD BE 1/16". GLUE IN PLACE. REPEAT FOR THE OTHER SIDE.
POSITION A HORIZONTAL GRABIRON AT EACH END. IT SHOULD LINE UP WITH THE END GRABIRON. IT IS EASIER IF YOU DRILL A SMALL INDENT WITH A #80 DRILL AT EACH END OF THE GRAB. DO NOT GO ALL THE WAY THROUGH. GLUE IN PLACE WITH SUPER GLUE.