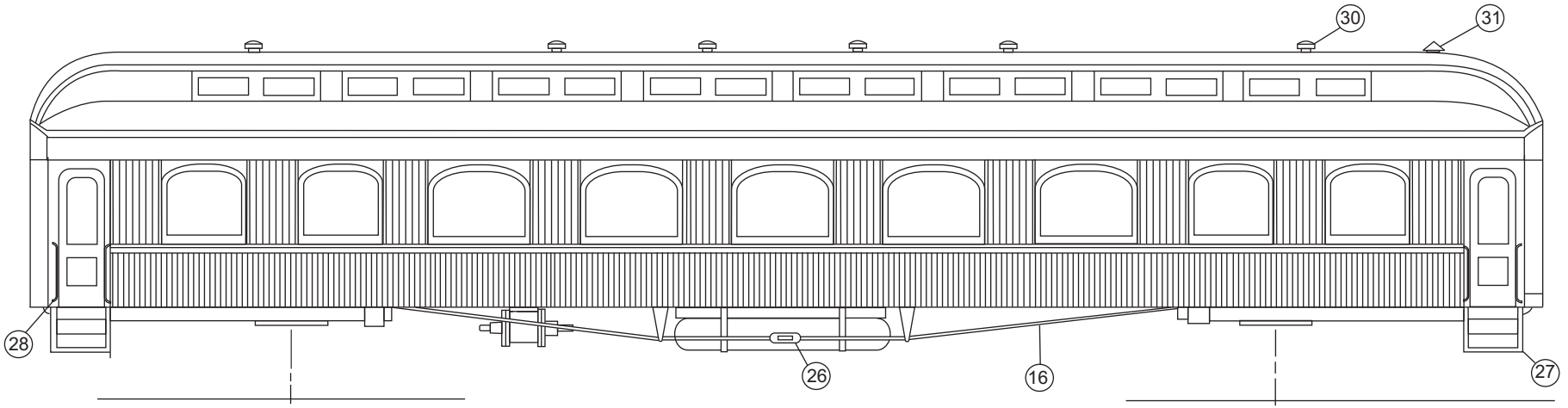
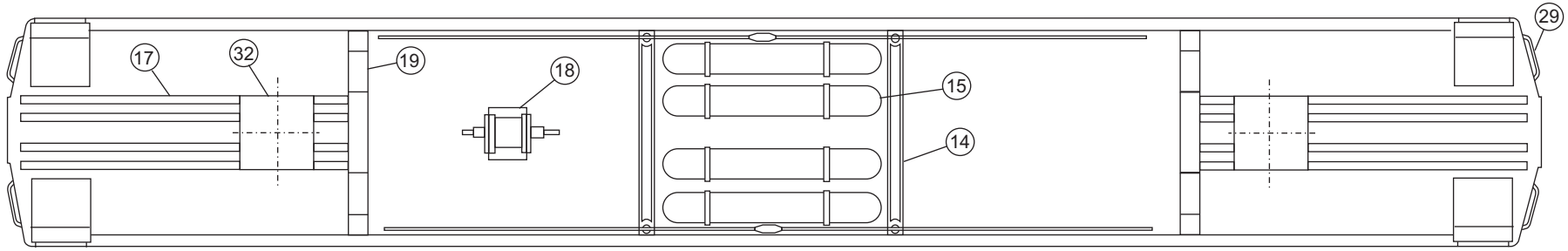
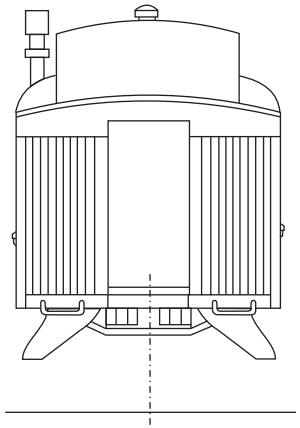
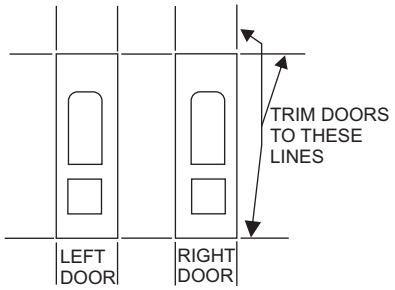
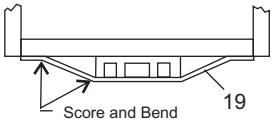
EARLY 1900 ARCHED WINDOW PARLOR CAR



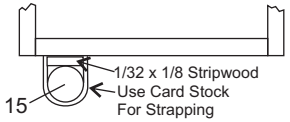








Beam Brace Detail



Tank Detail

KIT NO. HO-5

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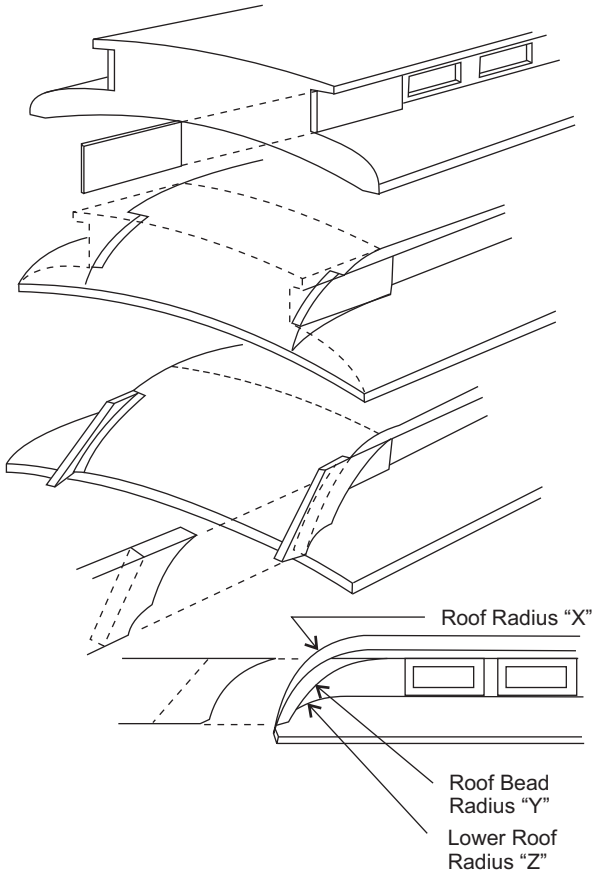
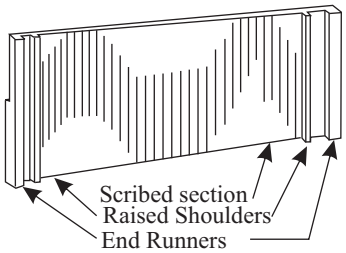
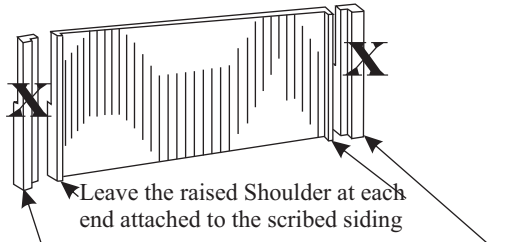
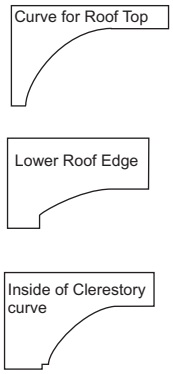


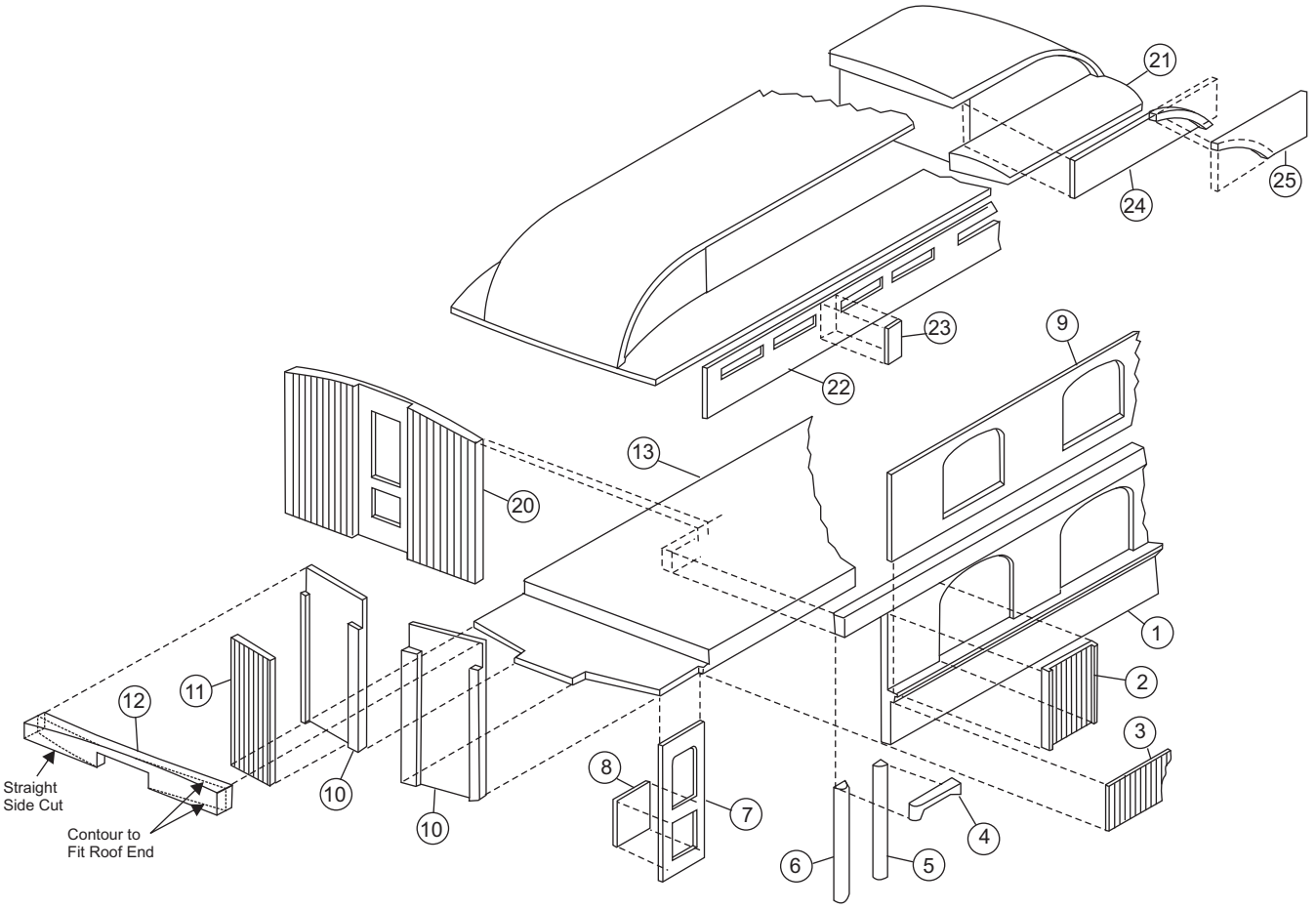


Window Post as Supplied in Kit





Roof ends may be rounded to contour shown on plan drawing. Make template from card stock and use to check contour for correct shape. Care should be taken when sanding roof ends to size, so as not to sand off too much. This is the point where everybody seems to get nutsy. Curving the roof is not that difficult. First, shape the roof to its rough shape using a knife, Next get a piece of strip sandpaper. While gently holding it against the top of the roof, pull the sandpaper over the rough curved end to smooth out the curve. Always sand with the grain of the wood, never against it. Check frequently with the radius on the instruction sheet or optional roof rounding kit. A few minutes of pulling on the sandpaper and your roof end is done. There, wasn't that simple?



LaBelle Woodworking Kit HO-5
Early 1900 Arched Window Parlor Car

This is a basic kit of an early 1900 Parlor Car. It is not a “Quickie Kit” and therefore it is suggested that the isometric and plan drawings be studied thoroughly, also that the parts be sorted and be noted as to where they are intended to be used. It is suggested that assembly be followed by the numbers in the instructions which correspond with the numbers on the isometric and plan drawings.

These are the sub-sides (1).

Cut ten large window posts (2) to fit between bottom of letterboard and top of belt rail, and cement in place. Repeat other side.

Cement scribed siding (3) below belt rail. Trim flush with ends of sub-side (1). Cut four vestibule doors (7) to size by placing over template on plan drawing, making sure that one right and one left is made ‘and used on its respective end. Cut panels from 1/32 by 5/16 inch stripwood (8) and cement on back of doors. Now cement doors to back of sub-sides to TOP ONLY.

Slightly round vestibule door headers (4) to match door posts (5) and (6). Cut to fit and cement in place as shown.

Next cement window sash strip (9) to back of sub-side (1) making sure margin of both sides and top of window are equal. Bottom margin of windows should now be slightly larger.

VESTIBULE END ASSEMBLY: Make up four end pieces (10) by cutting thin scribed siding (11) to fit as shown and cement in place. Now cement a completed right and left (10) to end letterboard (12) making sure that wide offset of (10) is to center.

Lay out bottom of floor (13) for position of queen posts (14), gas tanks (15), truss rods (16), beams (17), and brake cylinder (18). Cement beams (17) and 1/64 by 1/8 inch stripwood beam brace (19) in place, leaving other under-body parts of f until car body is assembled.

Cement scribed bulkhead walls (20) to floor in vestibule ends as shown, making sure they are square. Now cement completed sides to floor making sure that end bulkhead walls (20) are slightly below top of sides. Now set car body aside until later.

Start to assemble roof (21) by cementing clerestory window strip (22) inside roof on each side. **IMPORTANT:** Be sure clerestory windows line up with car side windows as shown. Cut to length (23) and (24) from 1/32 by 3/16 inch stripwood, furnished, and cement in place. Now roof ends may be rounded to contour shown on plan drawing. Make template from card stock and use to check contour for correct shape. Care should be taken when sanding roof ends to size, so as not to sand off too much. Make up overhang pieces (25) for ends of roof from 1/16 by ½ inch stripwood, furnished, as shown and cement in place.

Apply cement to end of floor and bottom of end assembly. Temporarily place roof on car body, holding end assembly up under roof contour and against end of floor until cement has set. Remove roof and apply small fillet of cement inside where vestibule ends meet vestibule doors. After end assembly has set, apply 1/4 round (5) and ½ round (6) on vestibule doors as shown.

Make up and apply four gas tanks (15) as shown. Cement on queen posts (14), install truss rods (16), turnbuckles (26) brake cylinder (18) and steps (27). Make up hand rails (28) and install. Add grab irons (29). Add roof vents (brass escutcheon pins) (30) and chimney (31). Car is ready for painting.

After painting, add colored acetate for clerestory windows in roof and clear acetate for lower windows.

NOTE: Position of truck centers will be determined by type and make of trucks used. Position Bolster (32) accordingly.

These tips may help you complete a wood kit with best results.

Some time is required to complete the kit, but you will be very proud of the results.

Parts -These are described by name and number on the drawings and parts list. If any parts are damaged or missing, or if you mess something up beyond repair, it will be replaced at no cost. Refer to the name and number in your letter or phone call for best service.

Tools and Materials - You will need the usual assortment of sharp hobby knives, fine sandpaper and files, small drills, sanding sealer and paint. Our preferred glue is “Carpenter s” glue, a light amber, high strength version of “Elmer s”, It has fast drying, high tack to hold while drying, water clean up and sands nicely when dry.

Painting - Before you start building, think about the paint scheme. If it involves several colors it may be easier to paint the parts or sub-assemblies while still in pieces, then touch-up after final assembly.

First - Seal all wood parts. This makes kit construction much easier since the wood will cut cleaner and assembly is not impaired by splinters or shavings on the parts. Seal first to get smooth, precise parts to assemble.

Sealer - Any finish will work, but we prefer water based polyurethane varnish. It can be found at most hardware and paint stores, and works as both a sanding sealer and top coat after all paint and decals are applied. It cleans with water, is odor free, and does not raise the wood grain any more than solvent finishes. It also does not bridge across the fine scribed grooves like some solvent finishes.

Brush a liberal coat of the sealer on all surfaces of the bare wood, soaking it as much as possible. Smaller parts can be dipped and brushed to remove drips and runs. Allow the first coat several hours to dry, even overnight. When dry, sand all parts to remove roughness and stray fibers. Brush or wipe off loose dust. Brush a second coat on all surfaces. This coat won t soak in as much and dries much faster. Sand again when dry. Apply a third coat, especially to soft or rough areas. Sand again and you re ready to go.

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