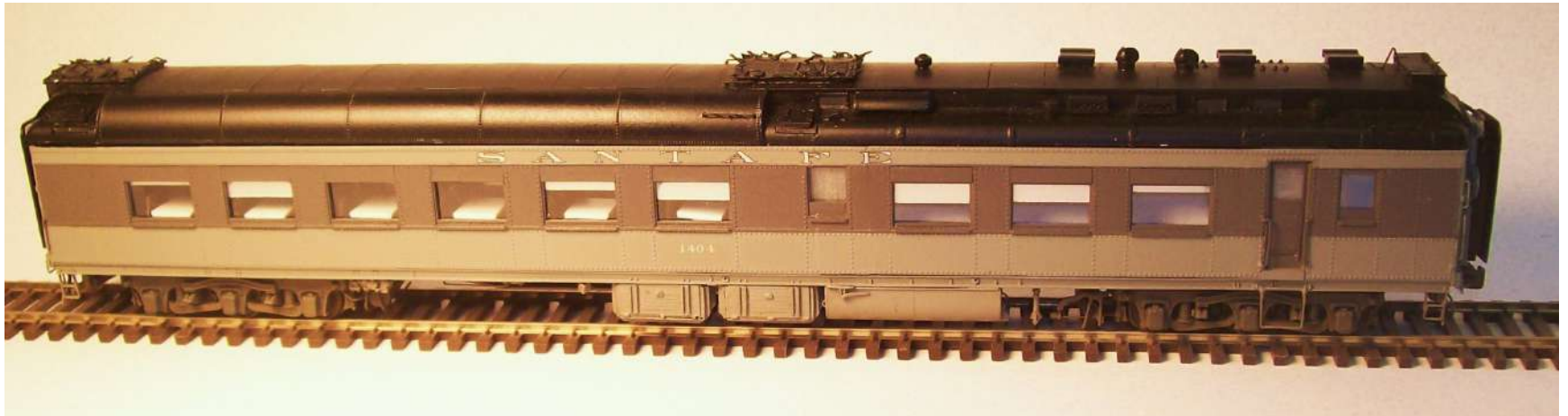


Santa Fe Heavyweight Diner



The story behind the prototype:



Santa Fe received three separate orders of heavyweight diners, numbered 1401 through 1418. combine at Orange Empire Railway Museum

Originally delivered without A/C, but were early conversions to Steam ejector A/C

Many paint schemes are possible; green, two-tone grey, silver shadow stripe, and all grey.

The story behind the model:



I bought two color photos of the prototype class from a photo dealer at the Naperville prototype modelers seminar in 1996.

The photos taken by Owen Leander in the early 1970's showed both sides of the same class of car taken on the same date, so, they appeared to be a good reference to detail the AHM car correctly.

Then I compared the photos to the AHM model and had the first of two "D-UH!" moments this project would give me....

Surprise! The AHM model isn't even close!



The story behind the model:



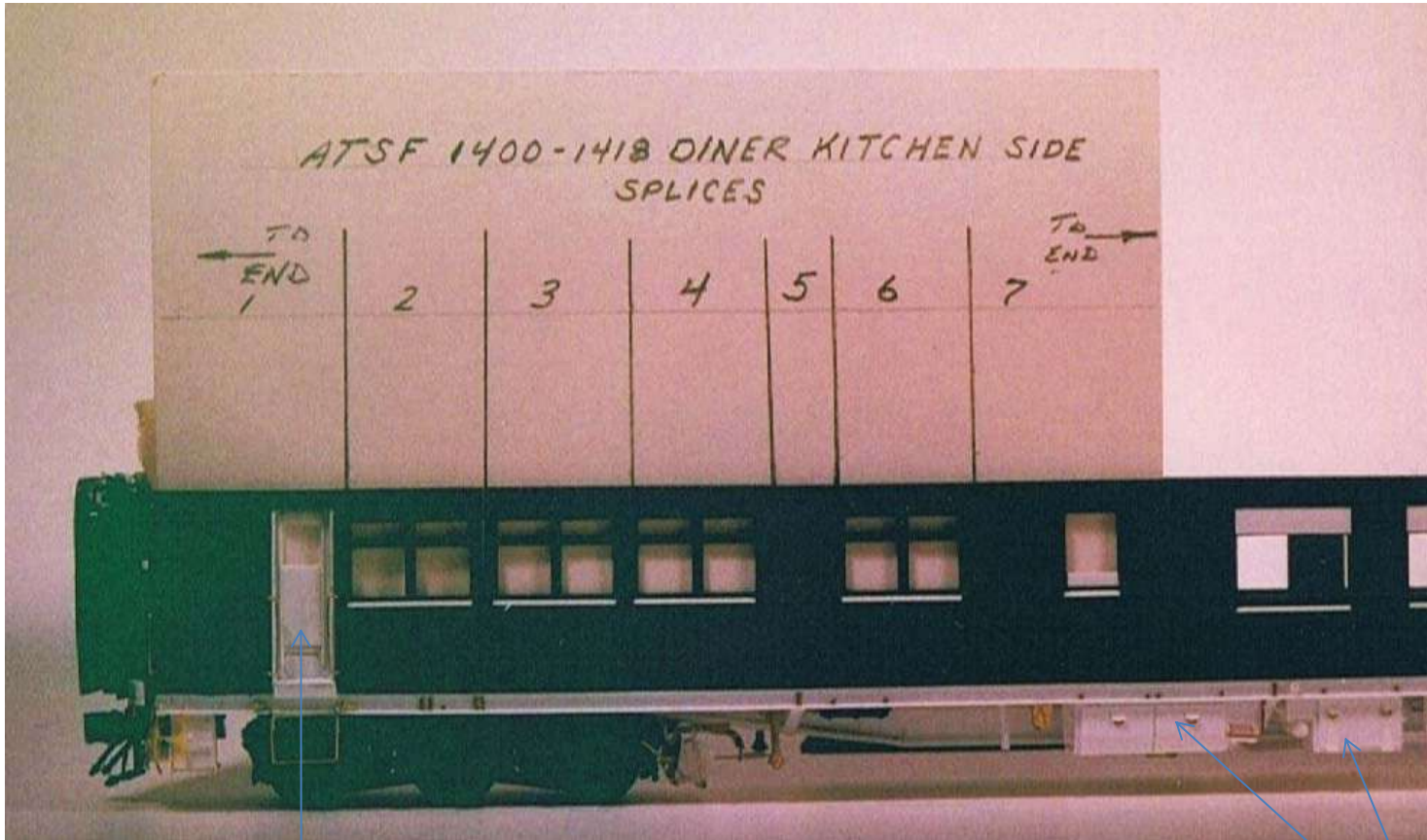
Still with little published prototype information available at the time, I sought a way to convert the AHM diner to either 1404 or 1406 as they appeared in the photos.

Wanting to build a model for the 1998 Kansas City convention, I began to scheme of a way to kitbash the diner.

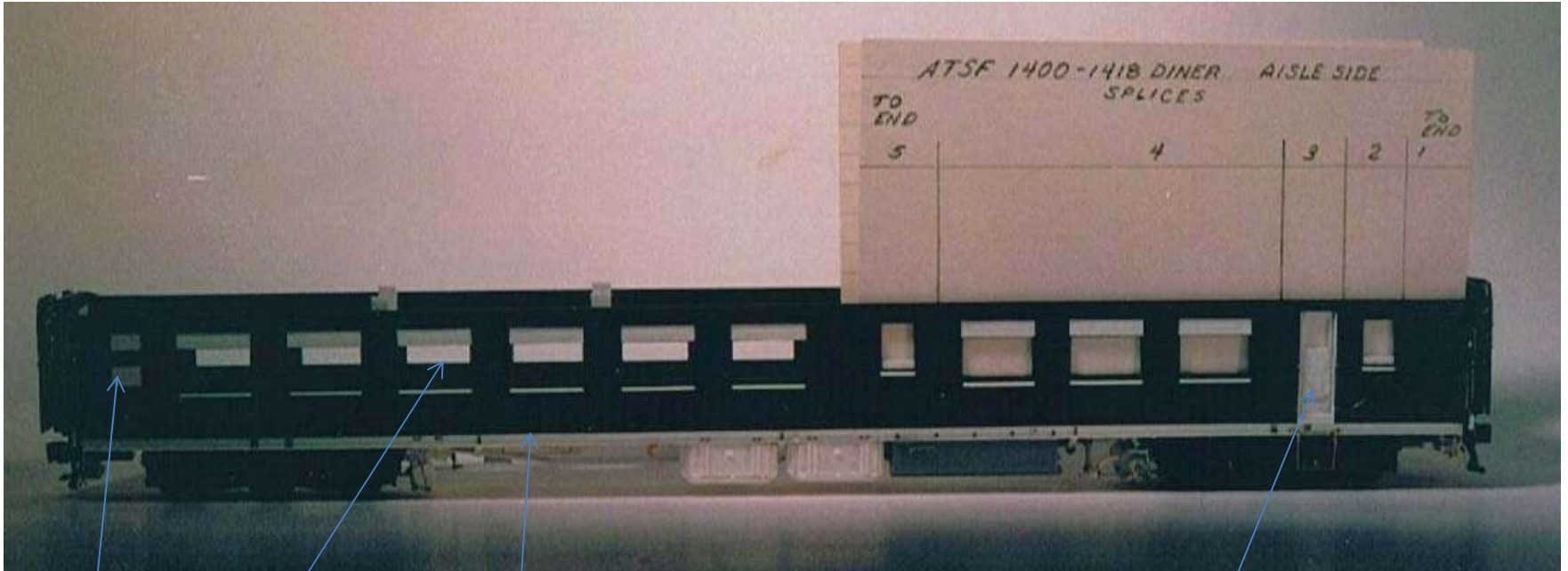
I thought it might just be possible by cutting up the sides and rearranging them...

But how to do that without plans, or getting a messed up outcome after all that cutting?

The story behind the model: Locating the side cuts



The story behind the model: Locating the side cuts



New side channel

New service door

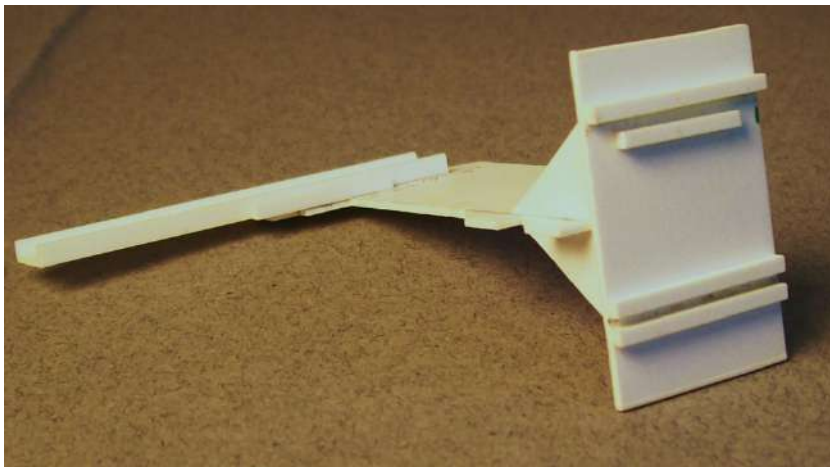
Plate over the upper transom "gusset" windows

Plate over the A/C louvers in the side

Correct the car height by thinning down the cast-on bolster.



Correct car height to 14' – 3" standard
Remove or replace overall details meant for "toy" market.

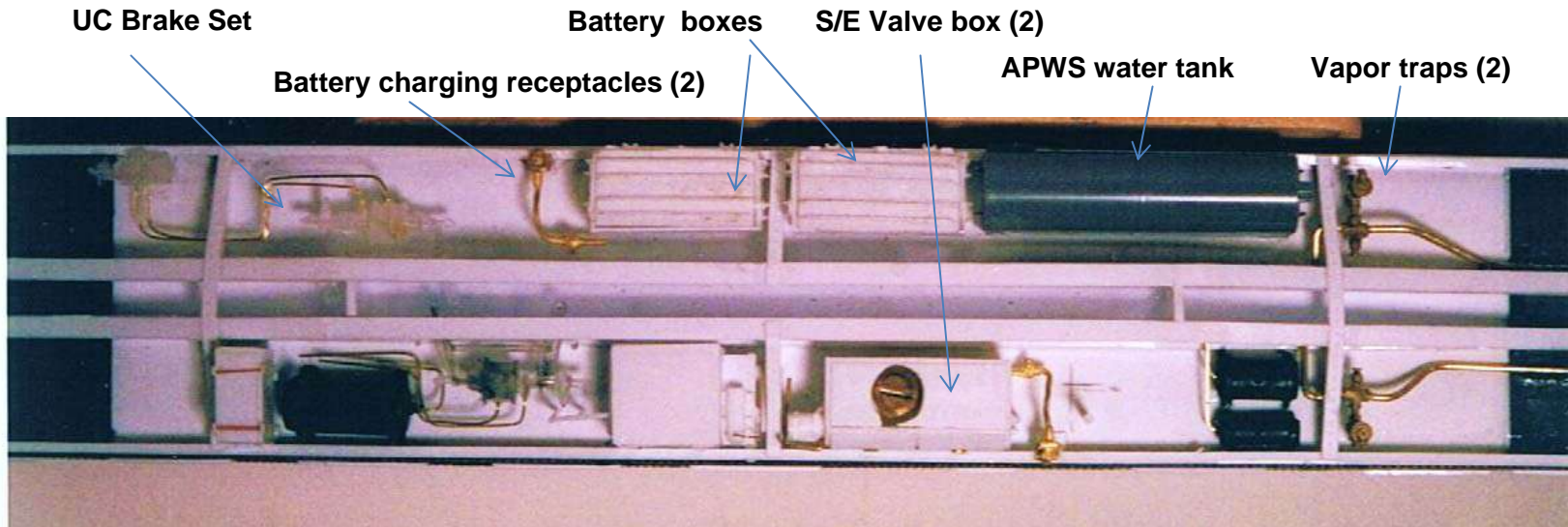


I use a homemade gage to check the car height:



The Floor

New floor and details added

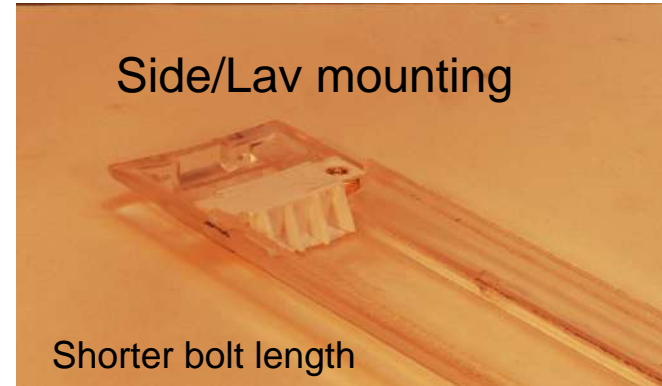
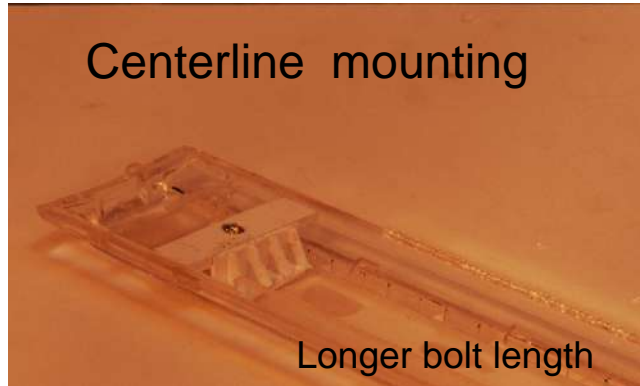


Cut away the flat side channel & replace with true 3D channel: (Evergreen .100")
Cut out the original floor from nearly bolster to bolster & replace with a new floor.
New floor made from Evergreen sheet flush with the bottom of the old floor depth.

Cut and fit the replacement floor with great care!

New Center sill channel made from Evergreen 5/16" channel

Roof attachment



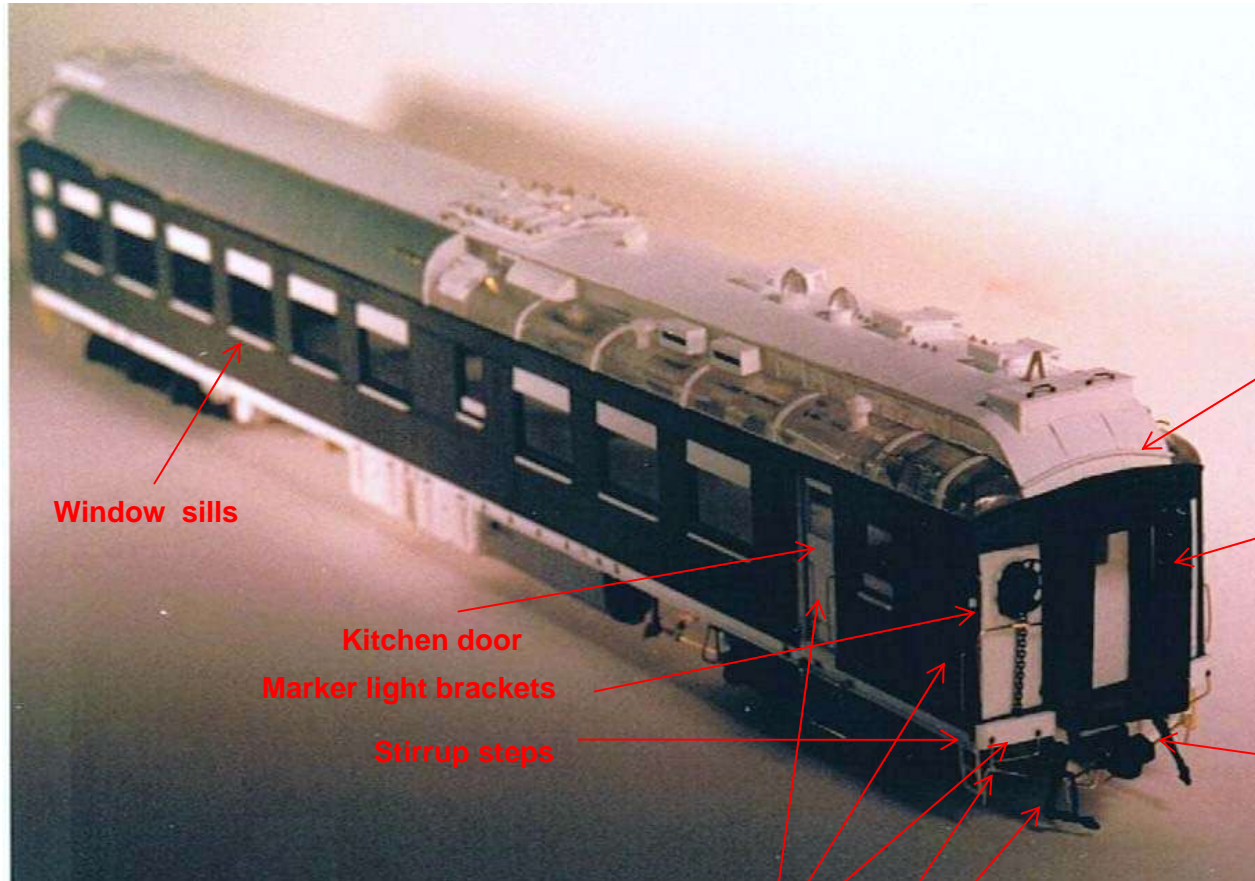
Only bolt length & alignment matter!



Because the old floor is gone, and the AHM roof tabs no longer have slots to fit into, a new hold down scheme is required.

Create a new attachment system;
Cut a 2" long 10-24 brass bolt to the correct length,
Imbed a matching nut into blocks of scrap styrene glued inside the roof

Diner details Aisle side, kitchen end



Window sills

Gutters, scale 1" x 2" strip preformed & glued on edge

Diaphragm

Kitchen door

Marker light brackets

Stirrup steps

Body mounted KD's

Grab irons

Cut levers

Air, steam & signal lines

Flat Kit Side Scrabble

The diner. Build & detail the roof **kitchen end, kitchen side.**

The roof is a model within a model, *especially so for diners with A/C.*

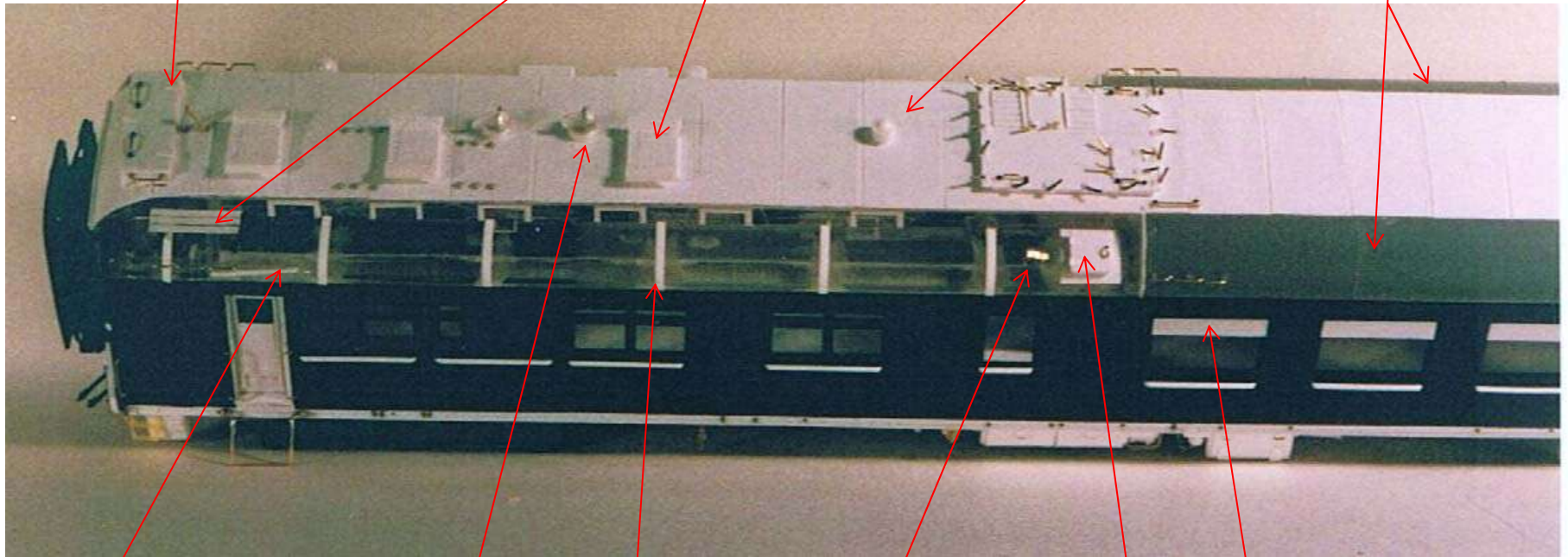
“Ice hatch” 0.020” sides ,
0.010” lid, 0.005” hinge
leaf & 0.010 rod hinge ,
brass wire handle,

Service platform: Shim
brass support legs, 2” x
3” strip for decking

Box vent: 0.010” base
flange, 0.030” body, angle
& sheet top

“Mushroom” vent
1/16”rod + tube

A/C ducts: NERS parts



Gutters, scale
1” x 2” strip
preformed &
glued on edge

Vent frames (6)

“wind vane” vent:
1/8” tube, formed
aluminum cap,
0.010” vane

Roof rivet strips 0.005”

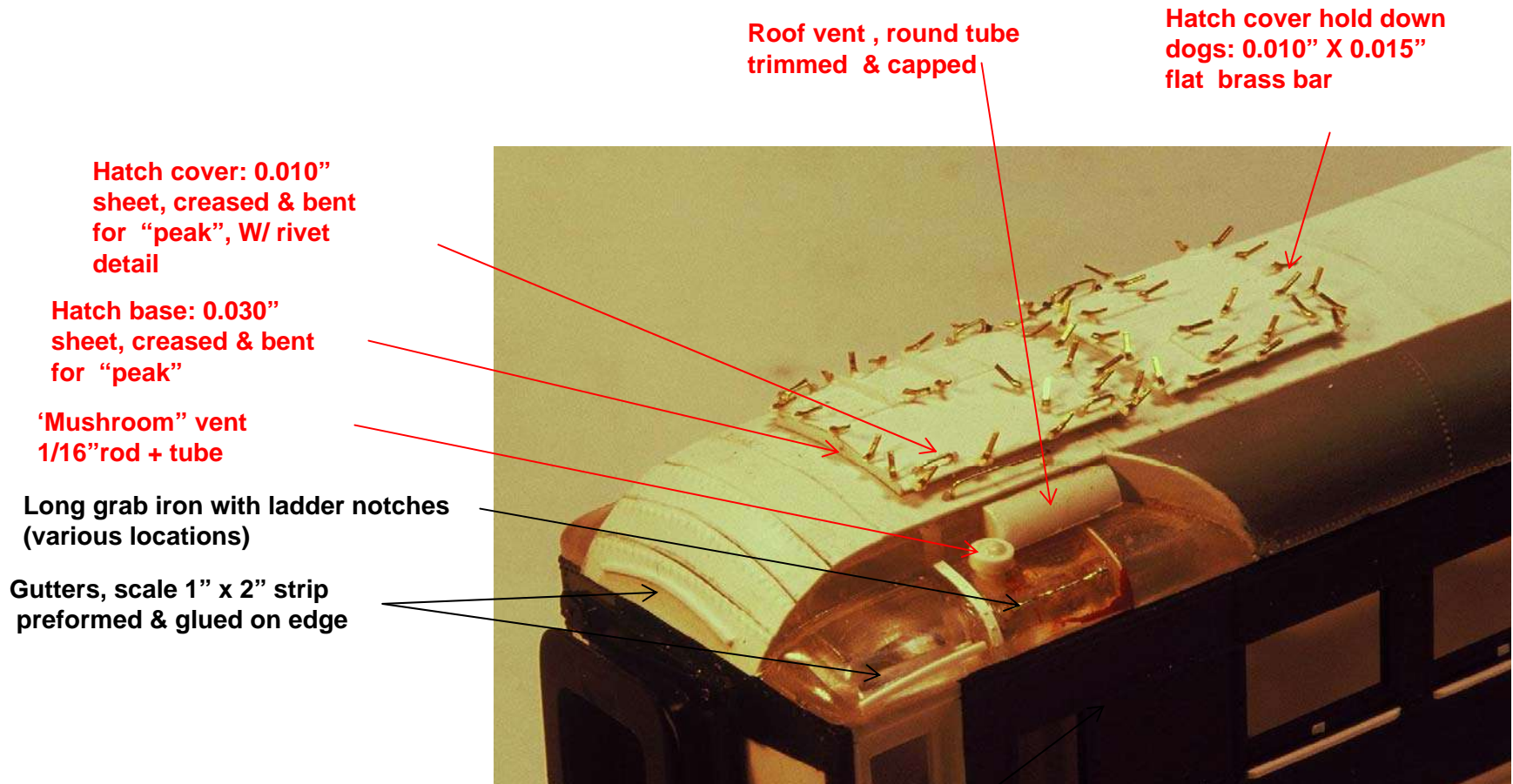
Lid stop brace: brass shim

Pantry area ice hatch:
0.010” base flange , 0.030”
body, 0.010” lid, 0.005”
hinge leaf & 0.010 rod
hinge , brass wire handle,

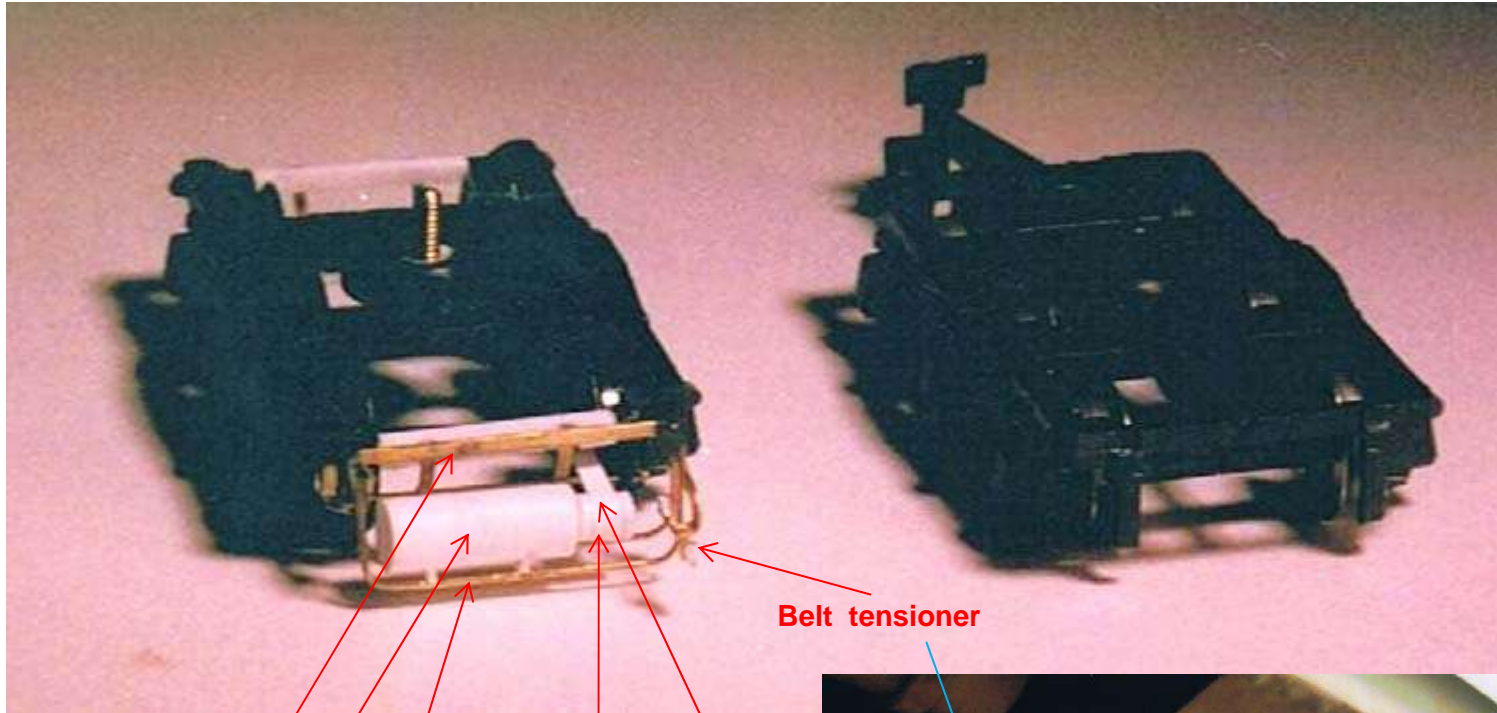
Grab irons
(various locations)

Roof Top S/E A/C hatch detailing

The café lounge shown, same components on the diner, but split locations



Truck Modifications



Belt tensioner

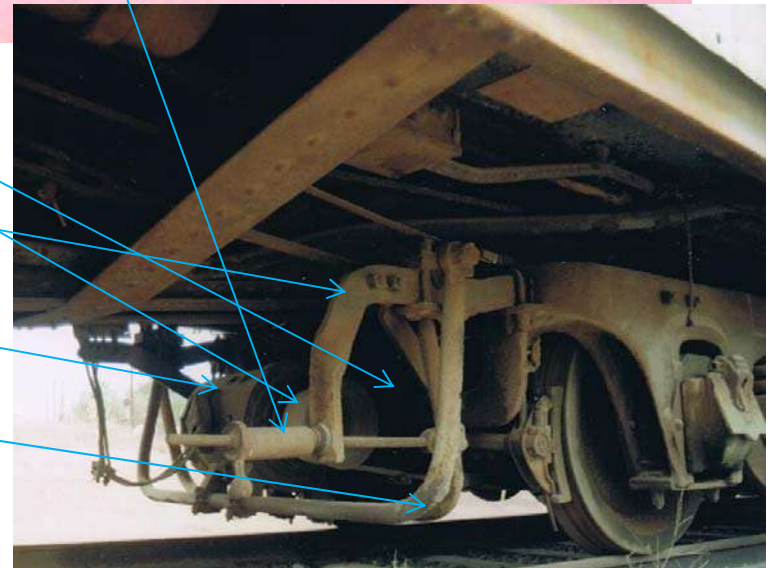
Pulley

Belt

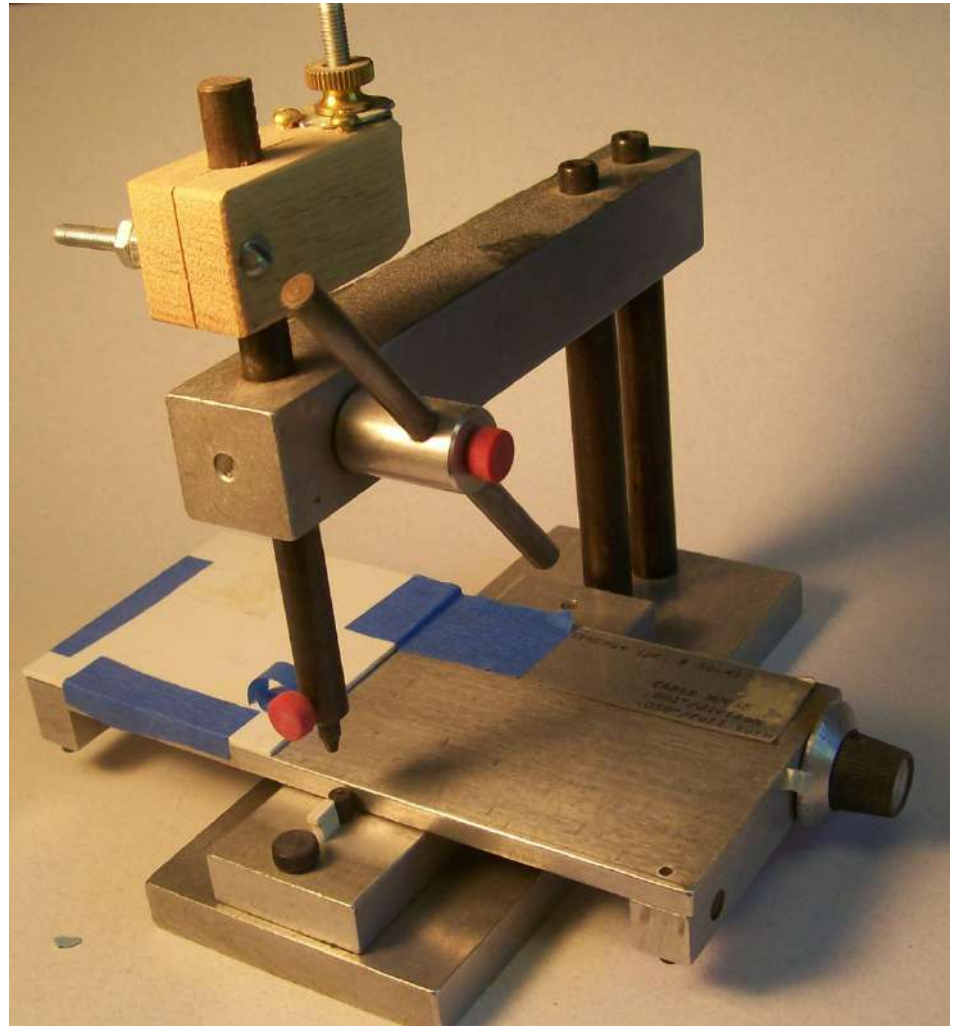
Generator support bar
(truck mounted part)

Generator

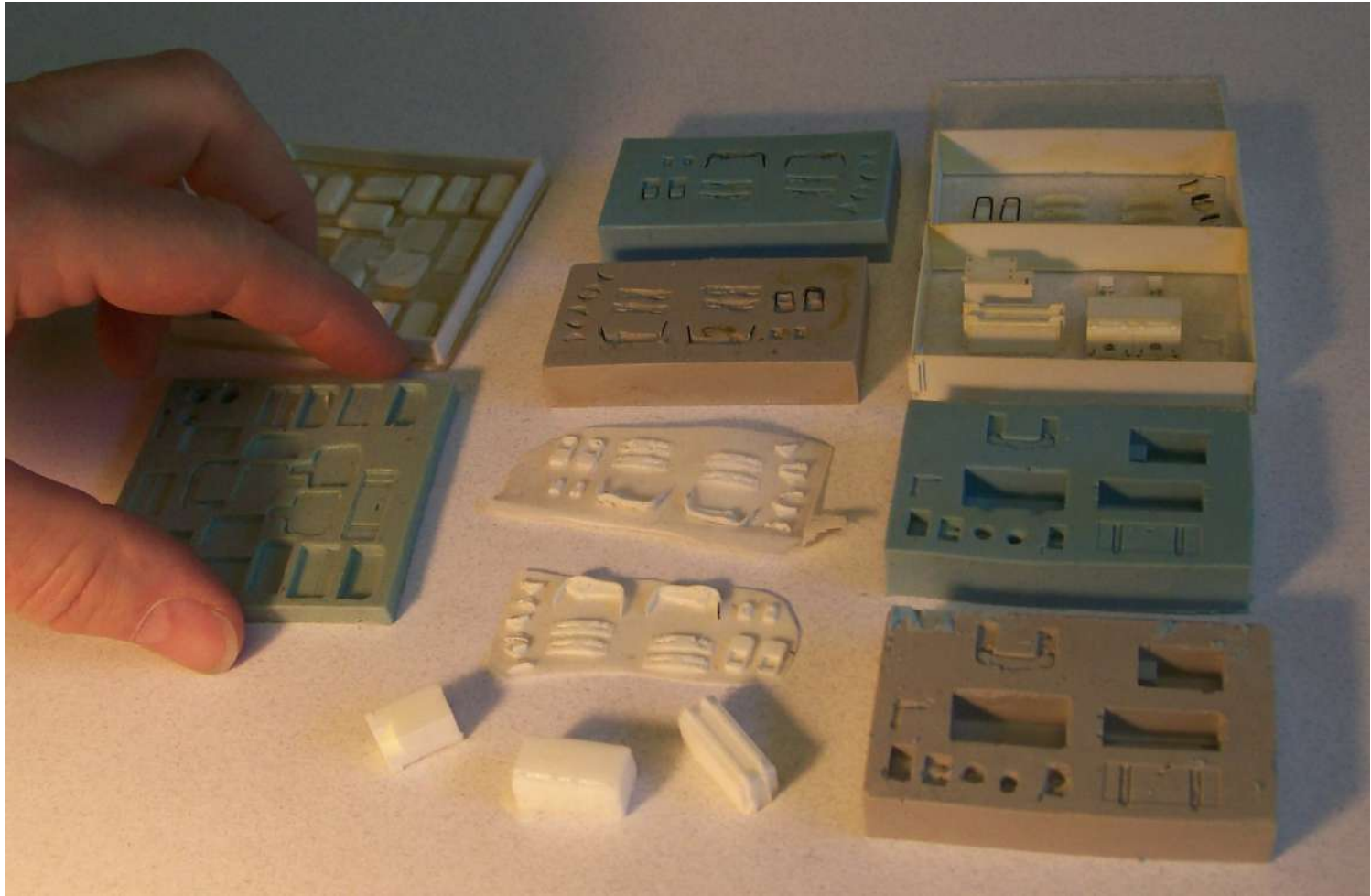
Moveable support bars



Modified NWSL Riveter



Resin casting to multiply your work



Painting



I chose the two tone grey scheme due to the era I model, 1949 - 1950

Paint the light grey first (Scalecoat D&H grey was used)

After masking, paint the dark grey second (Scalecoat UP Harbor mist grey was used)

If trying to accelerate drying time, try not to melt the car while doing so! D-UH!!!



“The Diner”

- A debt of gratitude to the many authors, editors, prototype photographers represented in the Society publications, all the information you could want is found there!
- Thanks for your time and attention!
- If you'd like a copy of this presentation, email me at: tyesac@aol.com
- Any questions?



Ship and travel Santa Fe -All the way!