

ACHIEVEMENT PROGRAM MASTER BUILDER CARS STATEMENT OF QUALIFICATIONS FORM May 2006

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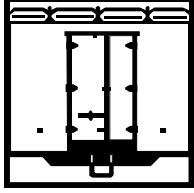
To qualify for this certificate you must:

1. Build eight operable scale models of railroad cars. There must be at least four different types of cars represented in the total of eight. One of these must be a passenger car and at least four must be scratch built. The remaining four cars, if not scratch built, must be super detailed either with scratch built parts or with commercial parts as defined in the "DEFINITIONS" section.

2. Earn a Merit Award with four of the above models either via an NMRA sponsored model contest or AP Merit Award Judging.

3. Submit a completed Statement of Qualifications (SOQ) which shall include the following:

- Attachment giving detailed descriptions of the models.
- Identification of the scratch built features.
- List of all the commercial components appearing on each model.
- Materials used in building the models.
- Verification of the Merit Awards.



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	Description of Model	Scratch Built	Merit Award	Verified By	Date	NMRA #
1	HO scale Stock car	No	No			
2						
3						
4						
5						
6						
7						
8						

Member's Statement and Agreement:

I certify that I have completed all of the requirements for this Certificate of Achievement as listed above and that I will agree to assist other members in this subject whenever possible, whether or not they are participants in the Achievement Program.

NAME: _____ SIGNATURE: _____ Date: _____

Certification of Regional Achievement Program Chair

As the NMRA Regional Achievement Program Chair of the _____, I certify that I have examined this SOQ and, having compared it to the stated requirements for this certificate, I am satisfied that the stated requirements have been met.

NAME: _____ SIGNATURE: _____ Date: _____

Region Cert #: _____

Approval by AP National Executive Vice Chair

NAME: _____ SIGNATURE: _____ Date: _____

Attachment 8

Car 8- HO Scale Stock Car

Using the directions supplied with this super detailed kit I constructed a 40-foot single deck stock car. This kit provided a replica of a Mather patent sheet metal roof, open ends, AAR standard underframe complete with an AB brake system, 50 ton spring-plankless trucks, non-magnetic blackened metal wheels, interior floor boards that conceal the weights, and universal coupler pockets.

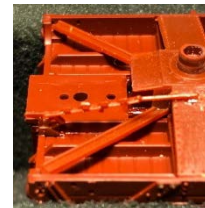
HOW THE CAR WAS CONSTRUCTED

The first step was to review the directions to assure that all of the parts were properly identified. After this construction of the underbody was started placing the car body upside down and attaching the underframe component to the body.



The air reservoir/triple valve was then mounted. The air cylinder/brake linkage was then mounted on the underframe and floor.

Then the brake rod base was mounted on the underframe and floor.



The couplers were then mounted on the ends of the car. I used Kadee number 5 couplers in place of the supplied couplers. The wheel axle assemblies were then mounted into

the truck side frames and the assembled trucks were then mounted to the underframe. This completed the underside of the car and efforts then moved to the car body.

The car body was turned right side up and the car weight was mounted. The car floor was then mounted to the body.



Next the bulk heads were test fitted then mounted in place on the ends.



The door guides were then mounted and the long grab rails were put in position below the door openings. The doors were then mounted in the proper position.



Next the brake housing was glued in place along with the brake rod and chain. Care was taken to assure that the clevis at the bottom slid over the brake rod base and that the top of the brake rod fit into the recessed arc of the brake housing.

The right- and left-hand stirrup steps were then mounted. The remaining grab irons were mounted at this time. (See the photos below)



The brake step was positioned and glued in place. Next, the brake wheel was mounted onto the brake wheel housing. This completed the car body and work commenced on the roof of the car.

The car roof was constructed by starting with mounting of the roof walk assembly. Grab irons were then attached to the roof walk assembly.



The retainer valve was then mounted on the B end of the roof. The roof walk supports were then attached to the roof walk ends and roof.

This completed the construction of the roof walk assembly which was then attached to the car body assuring that the retainer valve was located over the B end of the car body.



The finished car is shown in the picture below:

