

RESIN CAR WORKS  
**RCW**

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*Freight Cars of Every Description*

## Kit 11.0 Great Northern Mid-Century 40'-6" Composite Wood-Sheathed Boxcar

### Introduction

Thank you for your interest in Resin Car Works and this kit. Resin Car Works is not a business in the traditional sense. Its purpose is to share in the fun of prototype railroad freight car modeling and their operations with others to provide unique and different equipment that isn't readily available. Several friends assisted with various production phases, so it's not quite a one-man operation. To list a few who helped with the production of this kit, I would like to thank: Tom Madden for his casting work; Ted Culotta for the decal artwork (which is taken directly from the prototype cars themselves); Ken Soroos for his help with formatting the instructions; and to Eric Hansmann, the keeper of the website and blog.

This is a "CRAFTMANS" level resin kit and its construction should not be attempted by anyone who has not built similar types of models or who doesn't have a knowledge of prototype freight car construction and components. The kit consists of a one-piece resin body, floor and detail parts; A-Line stirrups; Plano Model Products etched Apex brake steps; Tichy AB brake set, ladders and turnbuckles; assorted wire sizes and grabs; decals to letter the car in the standard GN mineral red paint scheme with three different goat-style heralds; and Tahoe Models Works #006 Buckeye A.R.A.



*All Model and Construction Photos by Frank Hodina*

50-ton trucks. The modeler is to supply any small styrene bits, couplers, weight and small screws needed to complete the model. The model is a completely reworked version (with new ends, roof, underframe and detail parts) of a kit released by Sunshine Models sometime around 1993.

### Warranty

All sales are final. There will be no exchanges or returns. Resin Car Works will replace any part(s) found to be defective due to manufacturing or shipping to the original purchaser within the first 30 days after shipment. The damaged part(s) must be sent back with your request for replacement. As these are limited production kits, don't ask for replacement of parts that you damage or lose after the 30-day period.

### Liability

Resin Car works will not be responsible or held liable for any and all personal injury and/or health problems, short and/or long term, that may

result from the use and/or misuse of tools, adhesives, materials, castings, paints or any other product(s) used to construct and/or contained in this kit. This kit contains polyurethane castings. Although non-toxic in their cured state, dust is created during filing, sanding and drilling. Air circulation and/or ventilation should be provided. Always work in a well-ventilated room. Wear a dust mask or respirator and safety glasses for protection. Always wash your hands when you're finished working.

## History

An excellent and complete history of these cars is available in an article by Patrick C Wider in **Railway Prototype Cyclopedia** (RP CYC 23), *Mid-Century Composite Box Cars – Late Wood-Sheathed Anachronisms*. In short, from 1937 to 1942 the Great Northern purchased 8,000 boxcars of a design similar to that of an A.A.R. 1937 boxcar, but with a built-up center sill matching the 1922 design, and wood-sheathed sides. The cars were built by a variety of sources: ACF, Pullman-Standard, General American and Pressed Steel Car Co.

The first 1,000 cars were constructed in 1937 by ACF and Pullman and were placed in the 50000 to 50999 series. This version was distinctive in its use of a vertical brake staff of two different types. These were later replaced with standard power brake housings and cast wheels of various manufacturers. No cars were built in 1938. In 1939 the 51000 to 51999 series cars were built by Pullman. One thousand cars were acquired from Pullman and Pressed Steel in 1940 - numbers 52000 to 52999. In 1941 the GN received 3,000 cars, which were placed in the 47000 to 49999 series, moving the car series numbers downwards. These cars came from Pullman, ACF and other builders. Some 2,000 cars were received in 1942 from Pullman, Pressed Steel and General American. These last orders forced the car numbers down again into the 45000 to 46999 series. This placed the entire lot of these GN cars in the 45000 to 52999 series.

When constructed, most, if not all, of the 1937 and 1939 cars used a steel shield next to the triple valve as a means to protect the valve from damage. The plate was perforated with small holes and secured and supported by angle braces to the back (See photos on pages 17 and 19). Evidence suggests that this plate was removed during the life of the cars, as it isn't visible in photos taken from about the mid-forties on.

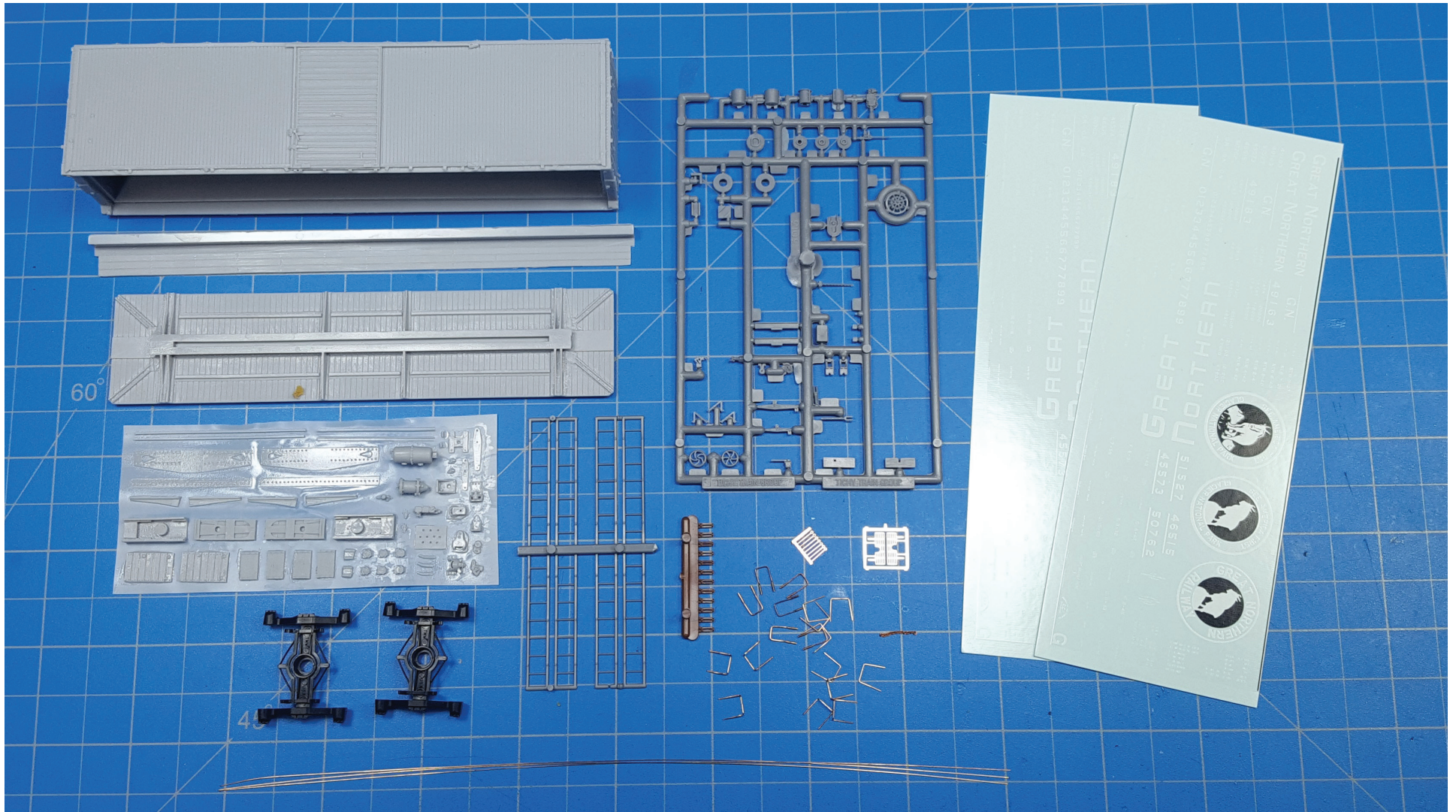
## Construction

It's recommended that before you start construction that you familiarize yourself with the additional information and photos that pertain to this kit on the **Resin Car Works** website [www.resincarworks.com](http://www.resincarworks.com).

- First, give the resin parts a good cleaning with Dawn and a toothbrush to remove any mold releasing agents. A light sanding of joints also helps parts to bond.
- The cast parts are best attached with ACC. When the term "cement" is used in these instructions, it refers to ACC. ACC is a strong adhesive which dries quickly. It can easily attach a part where it is not supposed to be. It will glue skin. Be careful. Place a few drops on a plate of glass and use a wire or pin to transfer small amounts of ACC to the area to be joined. Always wear safety glasses. ACC debonder is a useful tool for removing smudges of ACC from surfaces where it shouldn't be. Place a drop on the offending spot and wipe up.
- GOO or other such products are not recommended for construction except in small quantities, as they will soften the casting material.
- When a measurement is given, it's in prototype feet and inches.
- When the word "scrap" is used, it refers to an item that the modeler is to supply.
- These instructions explain how I built this model and may differ from your modeling techniques. I construct models for layout handling, so at times I take shortcuts in detailing the car. Why put a detail on if it's just going to get broken off?

Frank Hodina





## 1. Body

As this is a one-piece body kit, most of the hard work has been done in creating the basic car shell. As I like to get the nasty tasks done first, clean the resin parts of any flash and drill the holes for the various parts. I generally use a #78 drill for all the grabs and #76 for the stirrups. Refer to the prototype photos as to the location of the grabs and stirrups, and install. The A-Line stirrups will need to be re-bent some to fit.

I find that it's easier to paint the model if the underframe is left off the car body and installed after painting. It's also easier to glue parts which go through the body from the inside.

Install the door tracks along the bottom of the doors. Cast ones are provided, but if you're lazy like me and don't like cleaning small resin parts, substitute scraps of 0.020" x 0.030" styrene. Install the bottom door rollers and the pads at the bottom of the door. Attach tack boards and route cards to the doors and ends (*Photos 1, 2 and 3*).





Tichy ladders have been provided, but an additional rung will need to be added for the side ladders. Trim the top of one ladder just above the bolts of the rung. Trim the bottom of another ladder just above the rung itself. Dress the edges up with a file to maintain spacing. Working on a plate of glass, cement the two sections together. There are small tabs on the underside of the Tichy ladder that need to be removed first. Dress the ladder with a file, cut to fit, and attach to the car (*Photos 1 and 3*).

Determine which end will be the brake wheel (“B”) end of the car. You’ll

also need to determine which brake gear style to install, based on what time period you model. The first group of cars had both Klasing horizontal and Universal vertical-shaft power hand brakes. Resin castings are provided for these types (they’re the best I could do with the info at hand), but you’ll have to supply your own brake wheels for them (*Photo 2*). Later cars had both Ajax and Universal power hand brakes (only an Ajax brake wheel is supplied with the kit). Install the brake housing bracket, brake housing, plastic chain and bellcrank on the end along with the retainer valve.