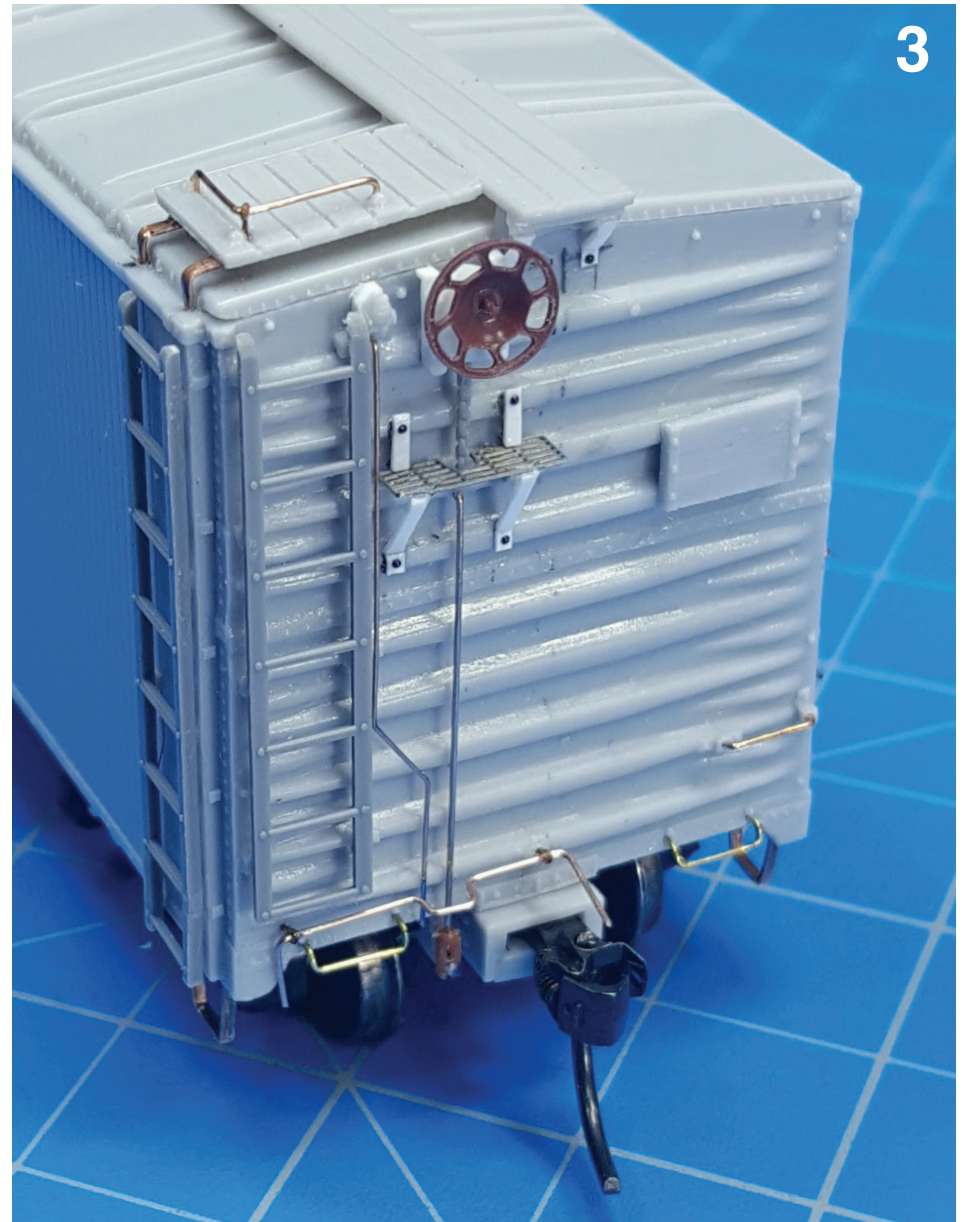




2

Run 0.010" wire from the retainer valve to the bottom of the end. Run 0.0125" wire from the bottom of the chain to the bellcrank. I attached the Apex brake step directly to the car end using the taps on the etched part. Scrap 0.010" x 0.030" styrene was used for the brake step supports. Or, you could also use bent staples to create the brake step supports, which is another trick I learned from Richard Henerickson. There's no chance of the brake step breaking off using this method. Drill #76 holes through the ends as per the photos, bend the staples, and attach. Finally, attach the etched

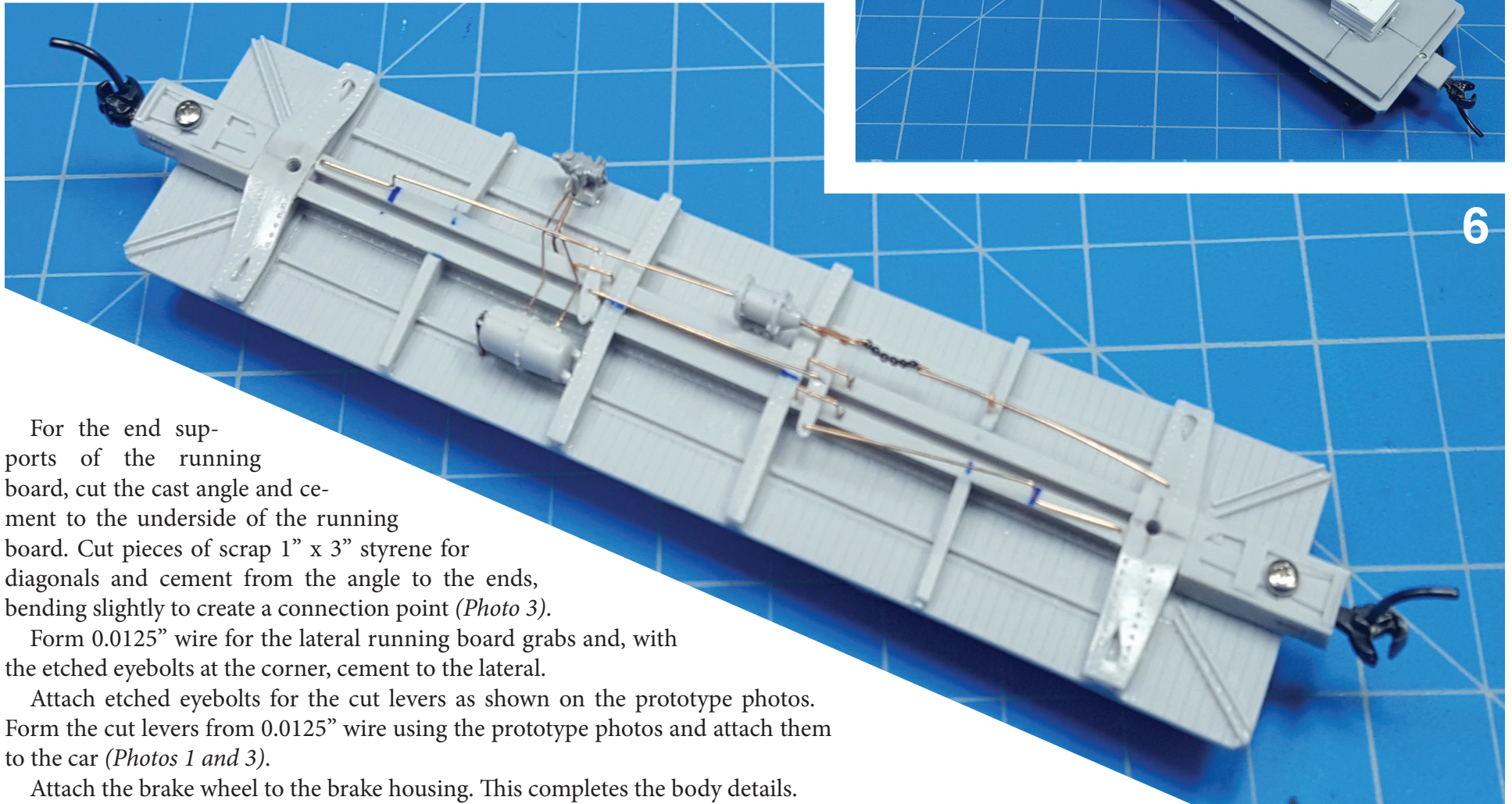
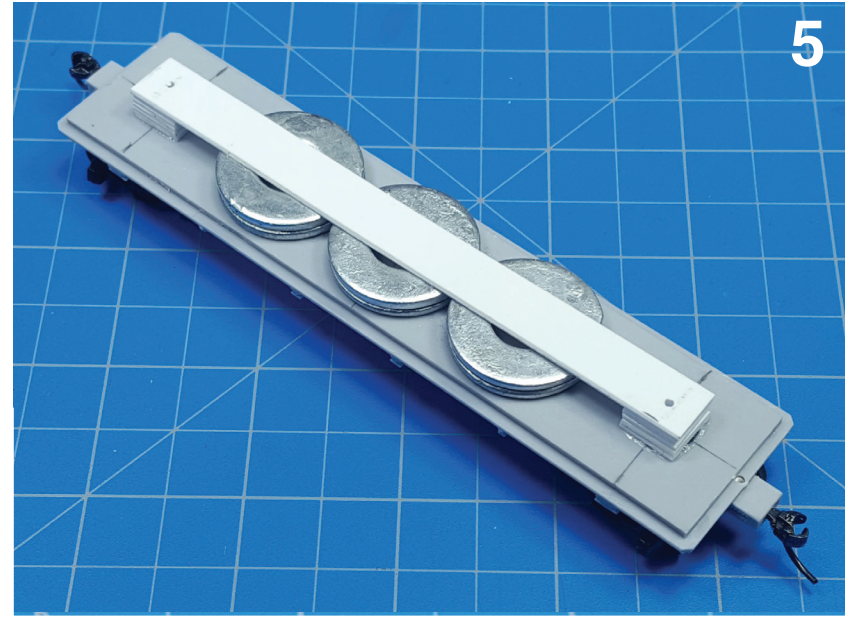


3

brake step platform to the supports (*Photos 1 and 3*).

Place small amounts of Pliobond on the roof supports. Place the running board on the roof supports, equidistant from the ends. Touch the roof supports with small amounts of ACC when the Pliobond is dry to set the running board.

Another of Richard Hendrickson's building techniques was to use A-Line style "A" stirrups to support the lateral running boards. The stirrups are cut in half and re-bent to form the corner supports. Attach the laterals to the modified A-Line stirrups and the running board (Photos 4, 1, 2 and 3).



For the end supports of the running board, cut the cast angle and cement to the underside of the running board. Cut pieces of scrap 1" x 3" styrene for diagonals and cement from the angle to the ends, bending slightly to create a connection point (Photo 3).

Form 0.0125" wire for the lateral running board grabs and, with the etched eyebolts at the corner, cement to the lateral.

Attach etched eyebolts for the cut levers as shown on the prototype photos. Form the cut levers from 0.0125" wire using the prototype photos and attach them to the car (Photos 1 and 3).

Attach the brake wheel to the brake housing. This completes the body details.

2. Underframe

Add weight to the floor. I like using 1" steel washers for this as they are cheap. A bag of a 100 is about \$5 at the big box home improvement stores. And since I don't trust any glues holding the weight, I make a bracket using scrap styrene and attach it directly to the floor over the weight (*Photo 5*).

Attach the coupler pockets to the underframe. Then drill and tap holes for 1-72 screws for the couplers. The coupler boxes will accept only Kadee No. 158 semi-scale Whisker couplers (*Photo 6*).

Also drill and tap for 2-56 screws for the trucks.

Cement the two bolster covers and the cover plates on the crossbearers.

Fit and cement four crossties to the center sill. The crossties

are located 6'-3" from the crossbearers. They are placed with the channels facing outwards towards the ends of the car (*Photos 6, 7, 8*).

Refer to the photos to determine the location of brake components. The triple valve goes on a pad made of scrap styrene that's 6" above the floor. A bracket for the brake reservoir will also be required from scrap styrene. Follow the model photos for location. Now install all the brake components and connecting piping using the 0.010" wire (*Photos 6, 7, 8*).

Install brake levers with 0.0125" wire using the Tichy turnbuckles with one end removed as clevises. Also install the connecting rod from the brake cylinder to the bolster with a small piece of chain at the brake cylinder.

This completes the underframe.

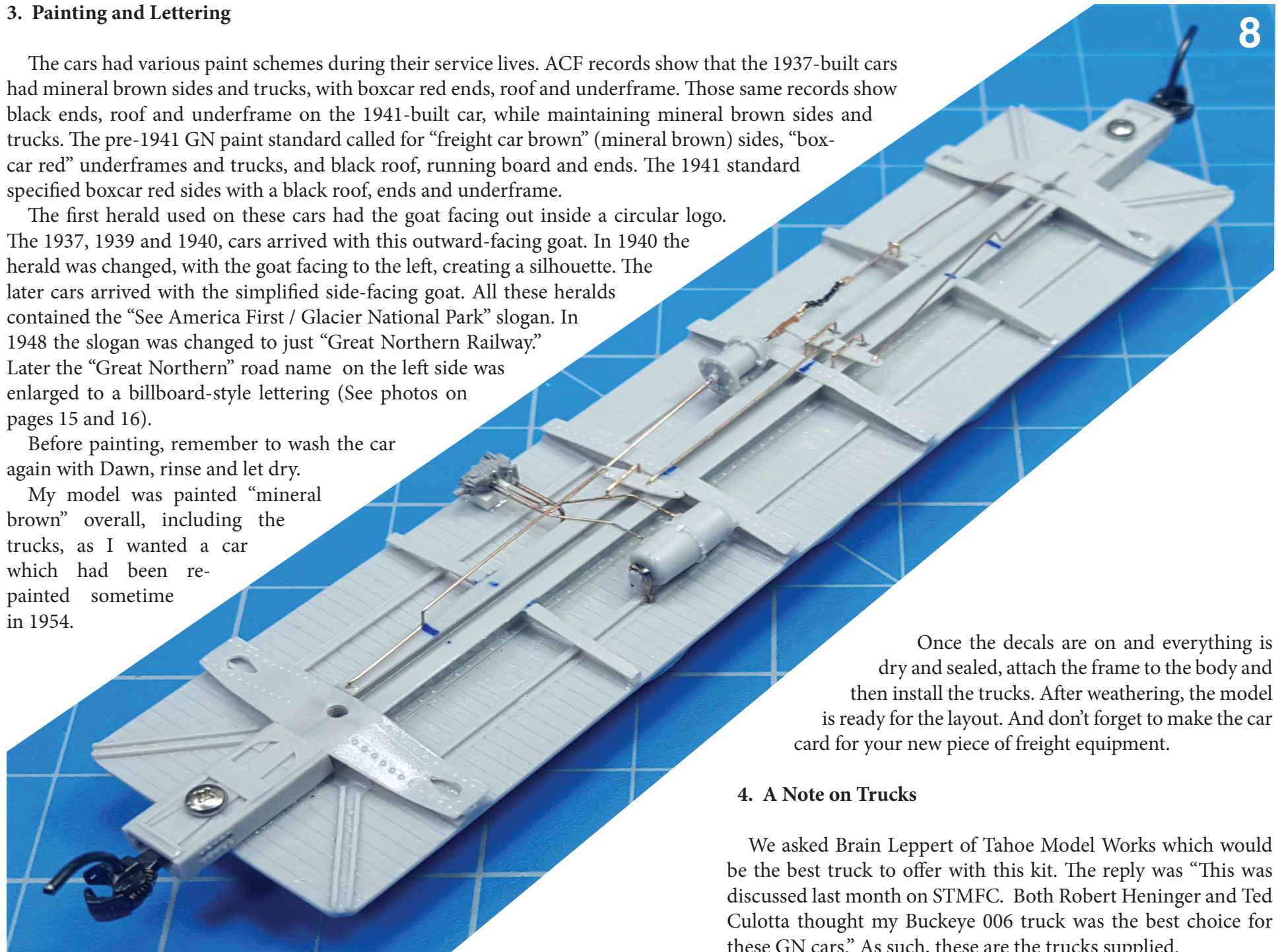
3. Painting and Lettering

The cars had various paint schemes during their service lives. ACF records show that the 1937-built cars had mineral brown sides and trucks, with boxcar red ends, roof and underframe. Those same records show black ends, roof and underframe on the 1941-built car, while maintaining mineral brown sides and trucks. The pre-1941 GN paint standard called for “freight car brown” (mineral brown) sides, “box-car red” underframes and trucks, and black roof, running board and ends. The 1941 standard specified boxcar red sides with a black roof, ends and underframe.

The first herald used on these cars had the goat facing out inside a circular logo. The 1937, 1939 and 1940, cars arrived with this outward-facing goat. In 1940 the herald was changed, with the goat facing to the left, creating a silhouette. The later cars arrived with the simplified side-facing goat. All these heralds contained the “See America First / Glacier National Park” slogan. In 1948 the slogan was changed to just “Great Northern Railway.” Later the “Great Northern” road name on the left side was enlarged to a billboard-style lettering (See photos on pages 15 and 16).

Before painting, remember to wash the car again with Dawn, rinse and let dry.

My model was painted “mineral brown” overall, including the trucks, as I wanted a car which had been re-painted sometime in 1954.



Once the decals are on and everything is dry and sealed, attach the frame to the body and then install the trucks. After weathering, the model is ready for the layout. And don't forget to make the car card for your new piece of freight equipment.

4. A Note on Trucks

We asked Brain Leppert of Tahoe Model Works which would be the best truck to offer with this kit. The reply was “This was discussed last month on STMFC. Both Robert Heninger and Ted Culotta thought my Buckeye 006 truck was the best choice for these GN cars.” As such, these are the trucks supplied.