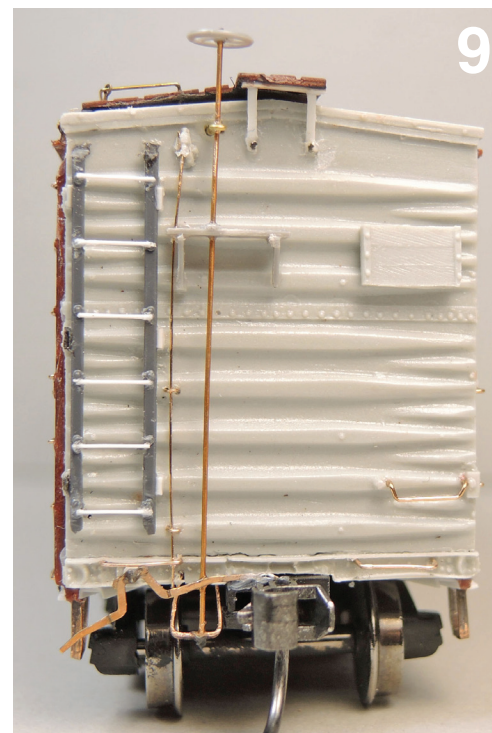




## Step 7

I worked on the “B” end next. To match the side ladders, I installed Grandt Line #5124 Freight Car Ladders that I had in my parts inventory. To match the ladder mounts cast on the end casting for the ladders on the left side, the ladder mounts on the right side were cut from Plastruct #90501, 3/64” styrene angle, and glued with the angles toward the ladder stiles. The ladder rung spacing is a close match to those on the side ladders. However, to get a better match, I cut off the ladder rungs, leaving the stiles, and installed new ladder rungs cut from Plastruct #90850 .010” diameter round styrene rod. A Tichy brake step (platform) and brackets from set #3013 were installed. The retainer valve is a resin one provided in the Mini-Kit. A retainer line, Tichy #1100 .008” diameter PBW, followed the retainer

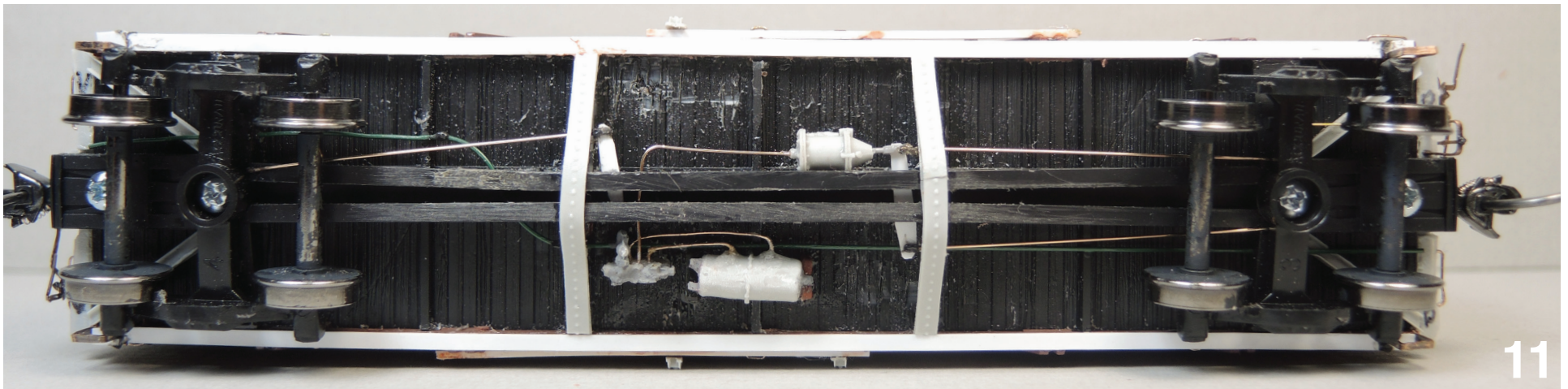
valve install. A brake shaft step, formed from an A-Line #29000 sill step, was installed. The brake shaft is Tichy #1102 .015” PBW with a Tichy brake wheel from set #3013. The brake shaft bracket was created from Tichy #1101 .010” wire formed in a “U”, installed, squeezed with a needle-nose plier and filled with gap-filling CA. Placard boards provided in the Mini-Kit were installed here and on the “A” end. Finally, Yarmouth Model Works (YMW) #400 photo-etched Carmer uncoupling levers were installed. A #80 hole was drilled in the end casting mount, a post cast on the end sill for that purpose. A short length of Tichy #1101 .010” PBW was glued in. Now the YMW levers, using the holes in them, were placed on the wire pin and CA was applied. When the CA set, the wire pin was cut off next to the added levers (*Photos 9 and 10*).

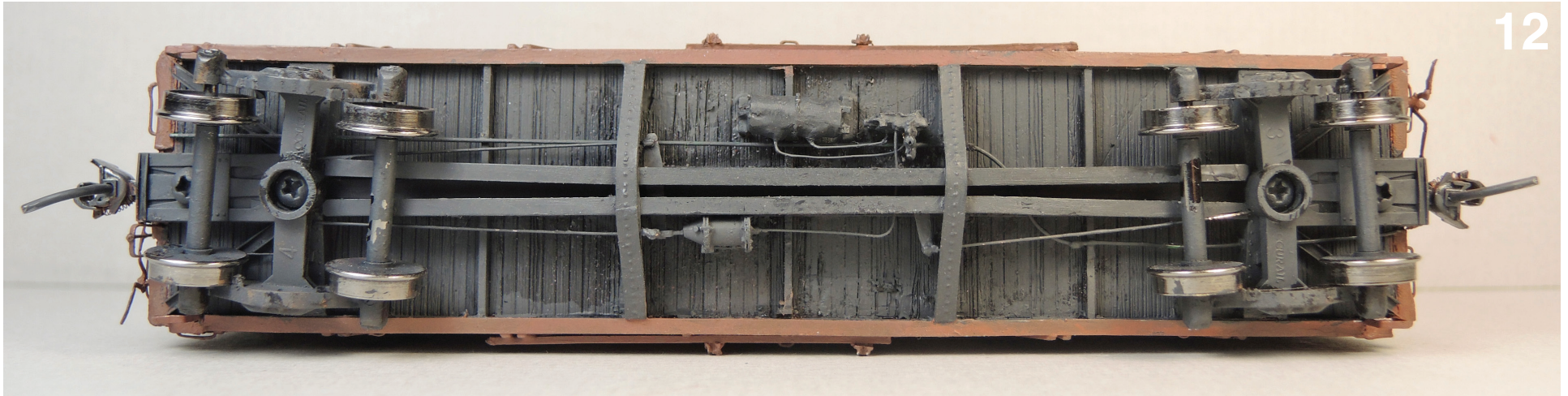


## Step 8

Only the underbody work remained to be completed. The Accurail fishbelly center sill was installed. I kept the Accurail coupler pockets and covers rather than cutting them off and installing the Mini-Kit resin cast coupler pockets. Truck bolster cover plates and coupler pockets were tapped for 2-56 screws. Molded-on cross bearers were cut off and the resin cross bearers and cover plates provided in the Mini-Kit were installed. Mini-Kit resin brake components were drilled for piping and installed. The brake cylinder was mounted in the normal location. Photos show the air reservoir centered under the door and the control valve next to it on the other side of the fishbelly center sill (*Photos 11 and 12*). Other underbody details installed were as follows:

- Brake Levers, Evergreen #8108 1" x 8" and #8106 1" x 6" strip styrene
- Piping from the air reservoir to the control valve, Tichy #1101 .010" PBW
- Piping from the brake cylinder to the control valve, Tichy #1106 .0125" diameter PBW
- Brake rods, Tichy #1106 .0125" PBW
- Chain, A-Line black #29219, 40 links per inch
- Train line, .018" floral wire
- Dirt collector, Tichy, set #3013
- Train line couplings and dirt collector tee, MEK Goop
- Side flange, Evergreen #8106 1" x 6" strip styrene





## Step 9

With the underbody work complete, the car was moved to the paint shop. The underbody was hand painted with Vallejo Black Grey 70.862. The detail parts and the car ends were painted with a Vallejo mix: Model Color Black Red, 70.859 (2 drops or 50%) and Model Color Saddle Brown, 70.940 (2 drops or 50%). At times the paint or paint mix used to match a manufacturer's paint can be difficult to find. Such was the case with this Accurail-applied paint.

The car number was changed from 176172 to 16172. The first 1 and the 7 in the original car number were removed with a Euro scratch brush. Woodland Scenics R. R. Roman Numbers—white, dry transfer lettering, set DT510—was used to add the 1 (*Photo 14*).

On the ends, the area above the top rib was brushed with Vallejo Gloss Medium 70.470. When dry, decals I made were applied. The decals were made with Clover House Railroad Roman Alphabet Condensed Bold White #9600-11 dry transfers applied to decal paper and coated with Microscale Liquid Decal Film. The decals were applied with Microscale Micro Sol. When the decals were dry, the car body was sprayed with Vallejo Matt Varnish 70.520 to protect the dry transfers and decals during handling and for weathering (*Photo 17*).

Illinois Central boxcar 16172 was weathered with Artmatic eye-shadow makeup and Pan Pastels. The eye-shadow makeup, a brown color similar to the boxcar color, was applied to the sides and roof. Pan Pastels used were as follows: Paynes Grey Ex. Dark 840.1, was applied to the roof and lightly to the sides, Neutral Grey 820.5 and Red Iron Oxide 380.3 were applied over the new lettering to tone it down.





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After renumbering and weathering, Illinois Central boxcar 16172 was put into service on Les Breuer's Minneapolis & Northland Railroad Company. IC boxcar 16172 at Brooks Lumber on the M&N.



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