

Modeling CNW 612756 by Jeff Eggert

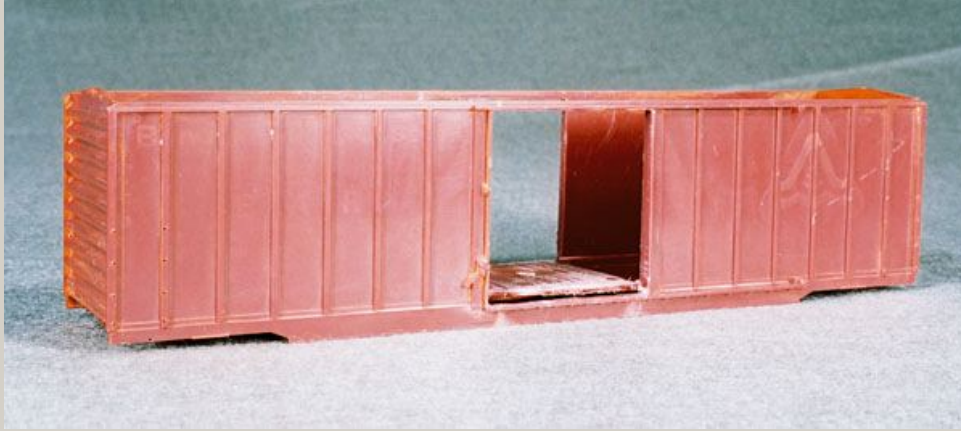


Finished Model

Made from a Branchline Trains Blueprint Series HO 50' Berwick Boxcar.

This car is part of the series CNW 612700-612787. According to the Situation Report in *Chicago and North Western Final Freight Car Roster* by Joe Pierson and Ira Kulbersh, there were 87 left at merger. A photo and note about this series can be found on page 54, while a diagram can be found on page 252. These cars did roam the entire CNW System, but remember finding them the most in Mason City IA.

To build this model, Branchline's Berwick boxcar was the starting point. This model is mostly correct except for the door. In the photo below note that the door has been removed. A dremel tool was used to roughly cut out the doors, and then used sanding blocks and files to shape the final opening.



Basic kit after molded door removal, but before any parts added.

To achieve the correct look of the this series, the bottom side sill must be extended near the ends. The existing angle in the side sill is removed and made square. .040 styrene should be pre-cut to the correct size plus a little extra, in the form of a strip. The strip can then be cut into individual pieces, also pre-cutting the angle. Glue these strips on and let them be raised slight out from the base car side. Once these styrene pieces are fully dry, sand them on both the bottom and car side for a smooth fit.

The door is also made from .040 styrene. Cut a rectangle to fit the door opening and glue in place, slightly sunk inside the edge of the opening. To make the ribbing on the door use HO Scale 1 X 3 styrene strip. Cut two pieces, one for each side of the door edge. Cut the top of these strips at a 45° angle. Glue them onto the styrene door where it meets the door opening. Cut a piece for the bottom of the door so it fits flush with the side pieces. Next, cut a piece for the top of the door with 45° angles to mate with the top of the side pieces. Now that the door is framed, cut five more pieces for the door ribbing, which is the same length as the bottom edge piece. The top four ribs are equally spaced and the bottom rib is below what would be its equally spaced position.

The details which came with the kit were added as supplied. The door opener details, defect card, and placard were added. The door opener is made from styrene HO Scale 1 X 3 and a Kadee brake wheel. Ironically if a 14" Evergreen strip is used, and there is no waste when cutting the door pieces, what remains of the strip is exactly the length needed for the door opener. The defect card is made using a piece of .040 styrene cut to size. The face of the defect card was then scribed to simulate metal guides holding three pieces of wood. The placards were made using .003 shim brass.



All building work done and all kit details added.

Note variations of the placard and door opening wheel.



To reasonably match the color of the car being modeled in 1995, Polly Scale Rock Island Maroon was used. Since the kit I originally used was decorated, the roof was silver to start. If an undecorated model is used, paint it silver. When painting the body of the car, add a slight over-spray to the roof edge.



Before decaling paint the black patches under the re-weigh data and XF data. The car was decaled using Oddballs Decals Set # 187-385. Lube plates came from a Microscale Decal set.



Weathering the car adds to the character of this series of cars. Bright cement streaked across a dark car stands out. Before adding the white/gray cement weathering, streak the roof lightly with rust and paint the trucks and couplers with a rail brown color. The cement weathering was added using a dry brush technique. Take a wet brush and dab the brush dry on a paper towel till it stops marking the towel with a light touch. Then streak the brush the brush across the model where cement is desired, but press harder than on the paper towel to squeeze out the remaining paint. Different effects will be seen as the brush completely runs out of paint. Another trick is to use your

finger to smear the dry brushed paint immediately after it is applied. Once the brush appears completely dry, dip it in the paint again the start the process over again. All of the cement weathering on this model was applied using this technique. Without weather these cars just wouldn't be the same! JME

