



Chicago & North Western Historical Society MODELER

Volume 13, Number 3

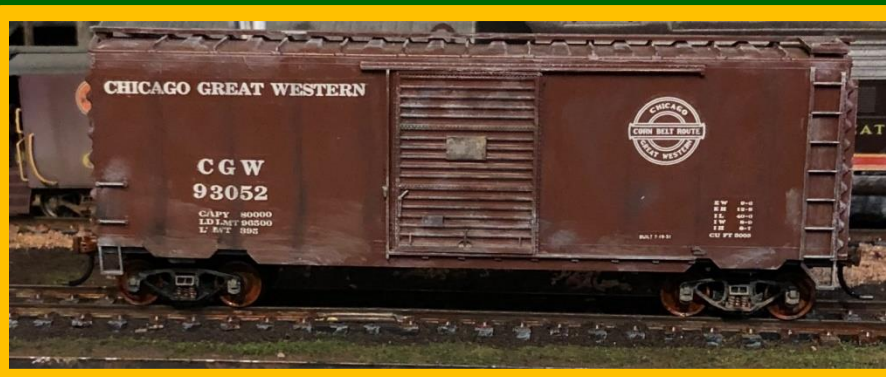
January 2022

C&NW Rebuilt 50 foot boxcar



Eau Claire Interlocking Tower

Simple Freight Car Improvements



Bill of Lading

January, 2022

Masthead

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An Invitation to join the CNW Historical Society

The CNWHS is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the C&NW and related roads. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the CNW. Currently the Society has close to 3000 registered members. Members regularly receive a variety of information including a quarterly publication: NWL.

North Western Lines (NWL) is dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original CNW source material. This publication makes otherwise unobtainable data available to the membership at reasonable cost. Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the CNW with a legitimate, respected voice in the railroad and historical communities. By working together, individuals interested in CNW are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with CNW and affiliated railroads.

The Archives Committee of the C&NWHWS is very active and maintains a large collection of the C&NW and related roads. For more information see the CNWHS web site.

Merchandise related to the C&NW, as well as back issues of NWL, Car kits and structure kits for modeling are offered through the CNWHS web site.

Chicago and North Western Historical Society Modeler is a publication of the CNW Historical Society (CNWHS) for the purpose of disseminating CNW modeling information.

An Illinois not-for-profit Corporation dedicated to preserving the legacy of the C&NW and its predecessor & successor roads since 1973.

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Apologies if I have inadvertently omitted anyone. Any person left out is entirely the fault of the editor.

NOW IS THE WINTER OF OUR DISCONTENT MADE GLORIOUS SUMMER BY THIS SON OF YORK

by Michael Mornard

-- Shakespeare, "Richard III," Act 1, Scene 1

Or in other words, though this is the January issue, I am putting it together in April.

On the other hand, it was snowing a little while ago here in South Dakota, so maybe "the winter of our discontent" isn't quite glorious summer yet.

So, in any case, here we are with another issue. I'm actually quite content with it, because the articles are very good. You might say I'm content with the content. Of course, I'm always looking for more articles; I can't publish what I don't have. I'm happy to say I have enough articles for at least two more issues right now, but nothing makes editors as happy as a full submissions folder.

The other thing I'd like to reiterate a call for is reviews. There are more models for the C&NW and allied lines in every scale every day. We members can provide a valuable service to one another by talking about our experiences with these products. Further, as the C&NW Historical Society, we have access to information others don't. We are an educational organization, and discussion of models available is part of this educational outreach.

Speaking of the Society, as I write this our Annual Convention in Mankato is only a few weeks away. It's been too long since we've been able to gather in person, and I for one am looking forward to it. Hope to see folks – and excellent models! – in May.

C&NW REBUILT 50' BOXCAR 27596

by Tim VanMersbergen

CNW rebuilt a number of 50' boxcars. Among them were the 27500-27599 series with new sloped side sills and 9' modified doors. I wanted one of these uniquely CNW boxcars for my 1969 era model railroad.



C&NW 27596, February 1966, unknown location and photographer, D. P. Holbrook collection

An additional prototype photo of this series may be found on Fallen Flags:

cnw27023a06.jpg (1400x439) (rr-fallenflags.org)

The base kit was a Branchline welded 9' door boxcar. Lots of these are still available out there and they strip easily in 90% isopropyl alcohol. Once the body shell was stripped, I sanded off all the weld lines to leave a smooth car side. The side sills were modified with .020 X .080 styrene to match the prototype.



The ends are 5/5 W-corner post ends from an Intermountain modified 10'6" ih 1937 boxcar. These were used in place of the more modern Branchline ends.

The car has a Viking corrugated roof. Des Plaines Hobbies made a 40' Viking roof. Two of these were spliced together to get the 50' length.



Doors would've been one of the more difficult parts of the project. I was fortunate in that Dan Holbrook scratchbuilt this door over 20' years ago to model CNW War Emergency 40' rebuilt boxcars. He was kind enough to give me the excess resin cast doors for this project. Were I starting without them, I'd look at fabricating them from a 6' corrugated door and styrene shape. Alternately these could be drawn up and rendered as 3D prints. *Editor's note: Great idea!*

Once the basic box was together, I plotted the rivet lines on the car side and applied Archer AR88025 ½ inch nominal 7/8 diameter rivet to panel joint locations. I followed with Archer AR88030 alternate-center rivet lines in between the main seams.

Final details include Branchline 8-rung ladders, cut down to 7 rung on the ends, Plano Apex roofwalk and brake platform, Tangent Universal handbrake and retaining valve, as well as piping and cut levers fabricated from brass wire.



The finishing was started by priming the car with a mix of 80% light gray with 20% aluminum. I find that is a good mix for bare galvanized metal. The base color is boxcar red, leaving some galvanized finish showing in the roof panels. Finally the ends were painted black.

Lettering is a combination of Microscale 87-1333 CNW boxcars for the herald and reporting marks, with Microscale 87-462 yellow Roman data providing the 50' dimensions and weight.

The final step was weathering using a fade of raw umber and dullcoat to represent dirt on the body and roof with an earth grime color for the trucks and underbody.

PHOTO GALLERY



“The Lonest Job on the Railroad” by Robert Baulder, as a lineman climbs a pole to work on the wires on a sunny autumn day. It looks to me like one of those hot September days that make you glad it’s not August any more. I hope there’s some breeze to keep the mosquitos in the ditch off of the poor lineman.

I also like the farmer on his tractor. The world is full of people who just don’t give a hoot about what the railroad is doing. “Make hay while the sun shines!”

Mike Galligan sent Ye Editor this picture of his C&NW transfer caboose. I really like the oil stains on the deck, the weathering on the roofwalk, and the subtle variations of tone on the smokejack. Maybe we can persuade Mike to do an article on how he built this little gem?



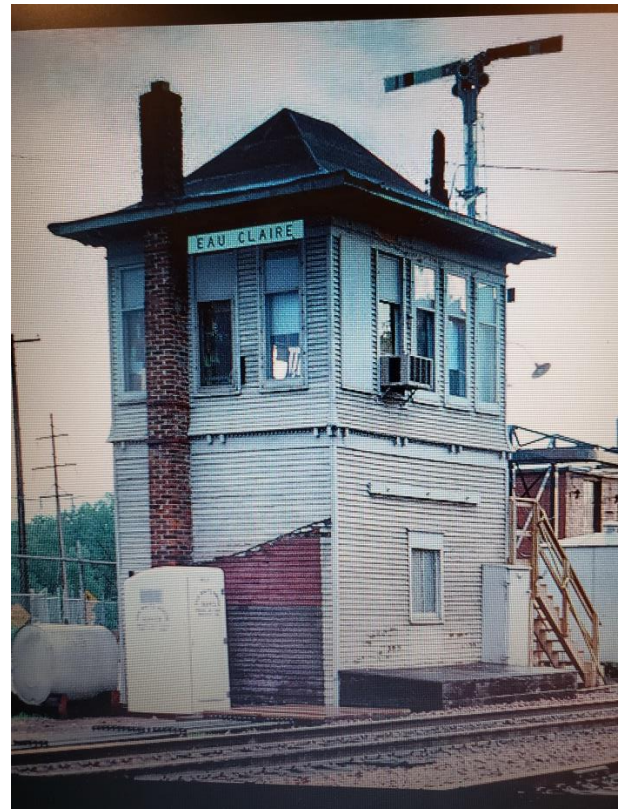
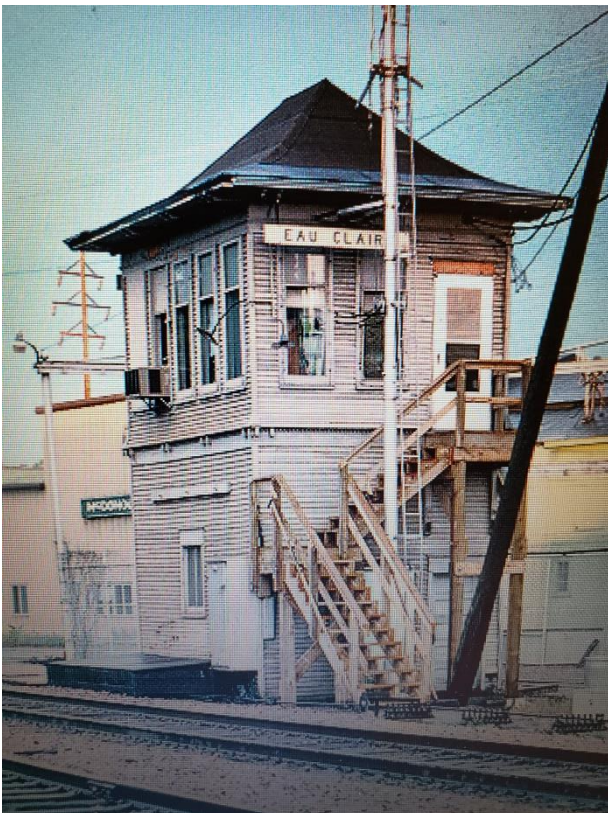
THREE STRUCTURES AND TWO SEMAPHORES or, WHAT I DID TO KEEP MY SANITY DURING THE PANDEMIC – PART 2

by Dave Casey

As stated previously in Part 1;

It seems folks approached the 2019/2020 pandemic in differing ways. For me, I decided to take out a few of those old HO model kits that I had picked up at various train shows, dust them off, and build them.

Now that we've followed the kit building of C&NW Standard Depot #2 plus the semaphore for the station, we'll venture into the Eau Claire [WI] Interlocking Tower build plus the C&NW Crossing Shanty.



We'll start off with the tower which is a Lake Junction Models kit of C&NW Small No. 1 HO Scale kit #1015 purchased through the C&NW Historical Society. First, of course, is taking an inventory of the

parts in the kit and reviewing the instructions (even though some of us have been known to dive into the project blindly).

Having become familiar with the kit, I separated those parts needing a primer (Rustoleum 2X gray in this case) and sprayed them in the booth. Next, I found it helpful to determine ahead of time which parts required which colors such that they could be grouped accordingly prior to painting. Some parts had adhesive backs and, therefore, skipped.

Reference shot from the West shows the tower in gray colors (early 1970s), but earlier pics had it in a Tuscan red which I chose for my 1960's era.

Using Titebond wood glue plus some good old rubber bands, I glued the basic structure together and let it cure.



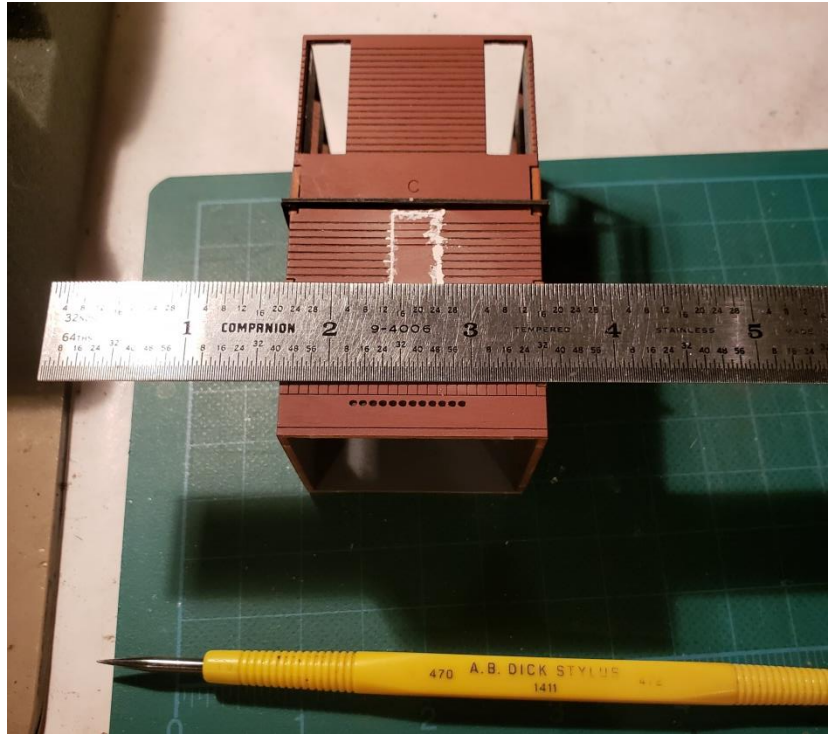
Now it was time to deviate from the instructions knowing that I would be adding a shed alongside the east wall. So, I plugged the lower-level window with a piece of scrap and prepared the dark brown trim for mounting – again using Titebond wood glue. After the glue was set, I



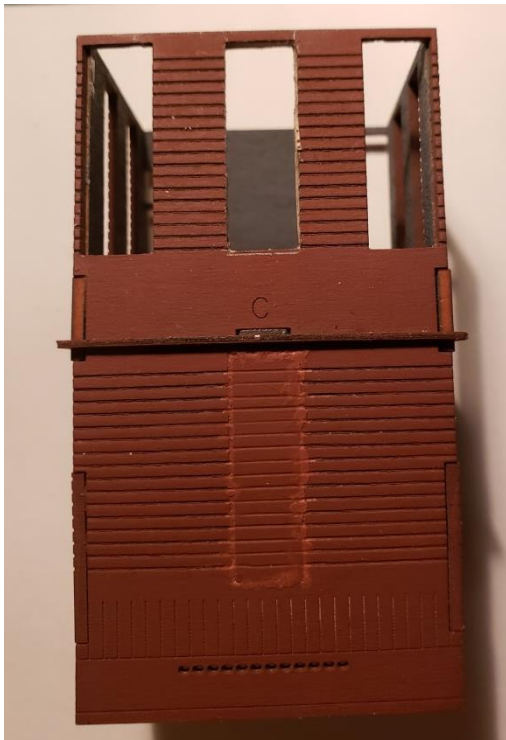


went back to the window plug and applied Testors putty to the seams.

Once the putty was cured, I scribed the shingle lines in the window plug matching the existing surface.



Lastly, I painted the window block with the same Tuscan red as the wall.

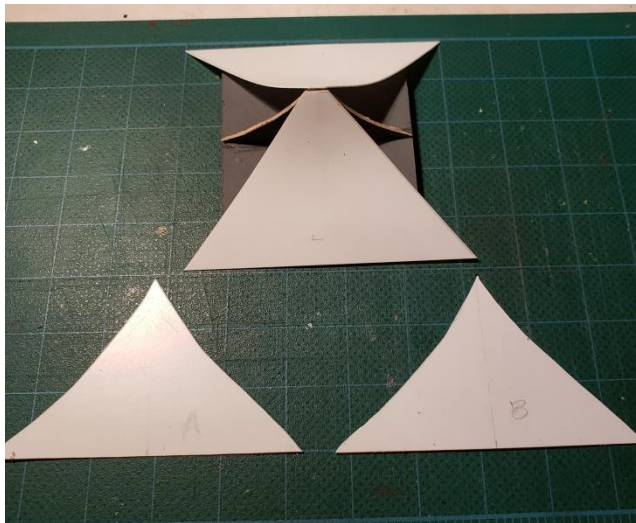
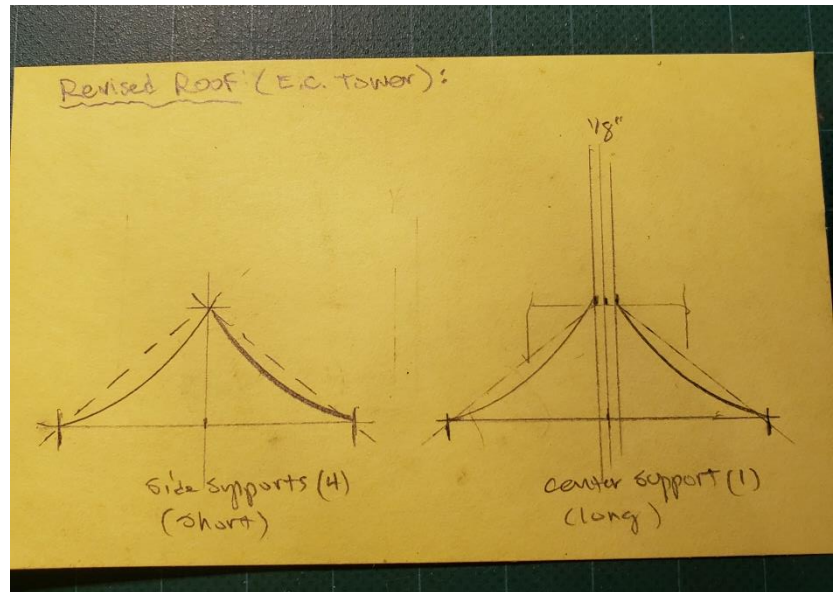


Up on the second level, a third window was needed to comply with the prototype, so I carefully cut one in the middle. I cleaned up the new window in order to fit the trim which was my next step.

Having installed the window frames, I added the shake shingles to the side of the building just under the upper-level windows. Finally, the remaining windows and door trim were added using the adhesive backed trim. Note: the windows & trim were spot on in this kit with little need for corrections.



The prototype tower had both a sloped roof and east side chimney which was where I ran into a lot of trouble.



The pics show my attempts to replicate the slanted roof to no avail.

Having aborted that idea, I resorted to the kit furnished roof and chimney. Before that, though, I added the stairway to the second level.

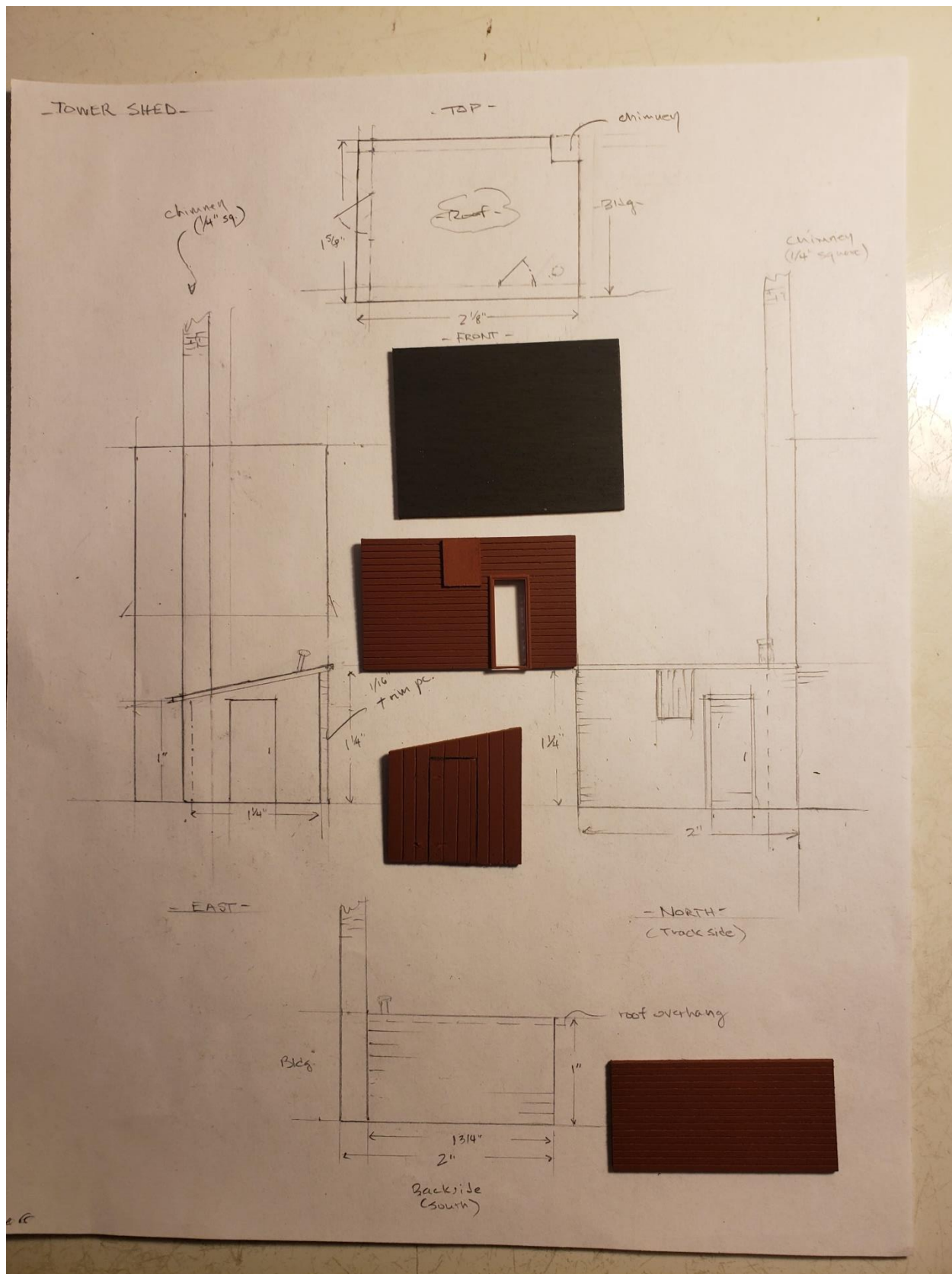
Something I have not attempted yet were the window screens offered as an option in this kit. After coloring the mesh material with black markers, I installed them on the frames and trimmed them. I was pleasantly surprised how easy they were to install even though they are hardly noticeable without close scrutiny. But, it will give me something to show the nitpickers out there.



After adding the railings to the stairs, I put the kit furnished roof together complete with the chimney.

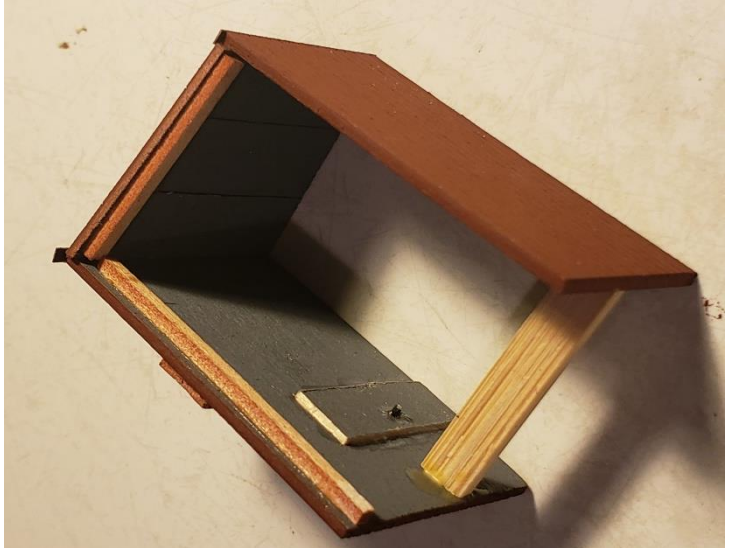
This was the point where I needed to do some scratch building. Using the prototype photo as reference, I drew up my own plans for an attached shed. According to NorthWestern Lines magazine (Issue 28: No. 2: pg.32), this shed housed coal plus had a toilet facility.







After cutting the walls out of scrap Evergreen wood and painting a matching Tuscan red, I glued the addition together using Titebond wood glue and added doors.

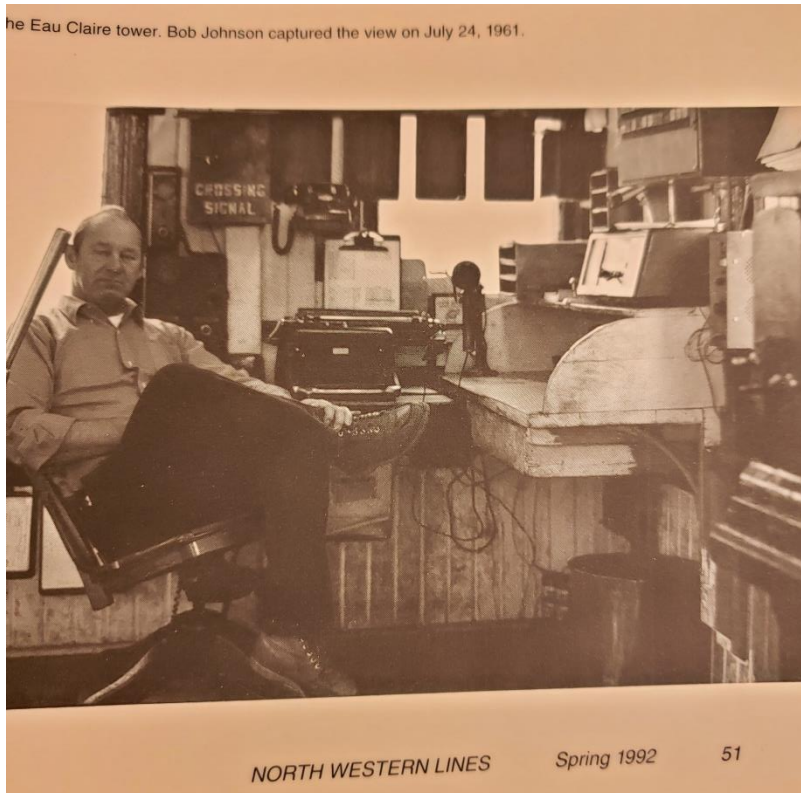


I added interior bracing. After that dried, I added the sloped roof as per the prototype using leftover tarpaper roofing from the main tower.

As an East side chimney wasn't feasible with the stock roof, I painted, weathered and installed the kit chimney and surround on the West roof.



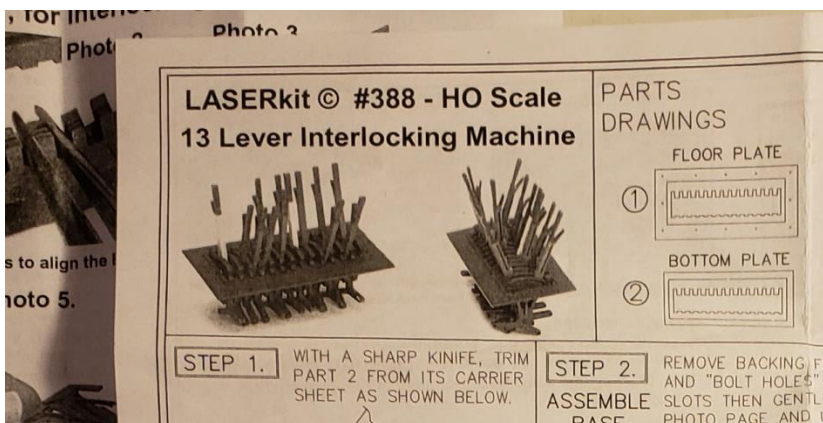
Lastly, I turned to another prototype photo from the NorthWestern magazine to simulate the tower interior.



Amongst the many options to add was a potbelly stove which I assembled and painted black. Other items such as desk, chair, typewriter, coal bin and broom were available from Scale Structures LTD in metal alloy, but my real challenge was the bank of interlocking levers.



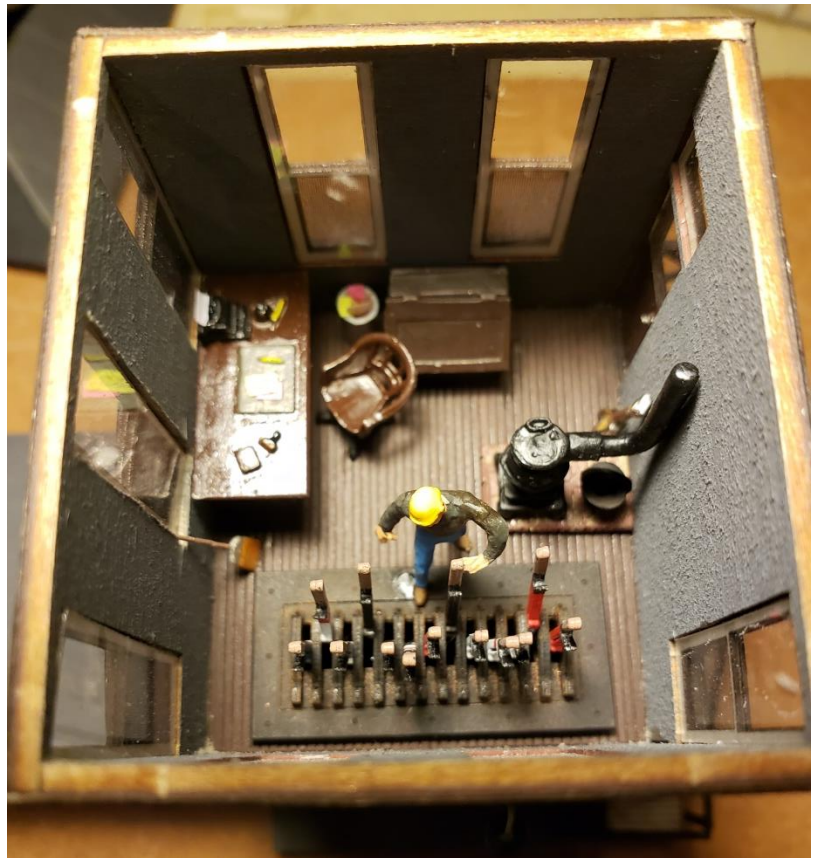
After researching the prototype, I was able to find a kit that would fill the bill.



Although somewhat tedious, I was able to assemble the levers in a bank, paint them appropriately, and add them to the base. Installing in the tower required opening up a rectangle in the floor and dropping them in.



They fit nicely in the room and were correctly positioned on the track side.



Views from trackside, rear, West, and East show the tower with some added details like the fuel tank, interlocking rods, wood deck, door light, and utility truck.





In summary, I found this tower project quite interesting, albeit sometimes challenging, and would encourage anyone interested to explore the interchange further. A good starting point would be the 2008 NorthWestern Lines magazines Number 1, Eau Claire /Altoona Part 1, and Number 2, Eau Claire/Altoona Part 2.

And for those planning to attend the C&NWS Annual Convention in Mankato (May 19 – 22), I am planning to bring this tower plus the Standard Depot #2 to the modelers table for viewing and conversation.



CROSSING SHANTY

The C&NW Crossing Shanty is a Banta Modelworks (kit #2065) laser cut wood structure. I decided to put this kit together to replace a Walthers plastic version that has been holding its place for too long on my layout. Having previously built an elevated version by the same manufacturer (kit #2024), I had some idea what to expect with this structure.

The kit had well defined and cut pieces and the instructions were quite thorough. After reviewing both pieces and instructions, I bundled the parts to be spray painted by color such that I could avoid a lot of hand painting.

To avoid a lot of repetition in this article, I will move rather rapidly through the paint and build part of the actual structure. The biggest challenge I encountered in building was trying not to break the window frames which were very delicate once cut from the sprue.

Many of these parts had adhesive backing so they could be easily inserted, but given such small a size, you had to be precise, or they would not fit properly.

Once I had the walls painted and glued (Titebond wood glue), I checked out the roof requirements. Using the paper shingles provided, I began at the bottom of the roof and glued each strip across the roof base leaving excess on both ends.

After the [Titebond] glue had thoroughly set up (I left it overnight), I hand painted the shingles with Floquil (now out of production) grimy black and added some weathering powders for interest.



Prior to installing the finished roof, I installed a pot belly stove (Scale Structures LTD) inside the shanty and drilled a hole in the roof for the smokestack and its surround. The stove kit included a part that worked as a throw rod for the interior. Other items I added were the outside coal bin, entry platform (scratchbuilt), and door handle (a common pin head). I used weathering powders where appropriate to enhance the realism.

Finally, having researched a couple different pictures of shanties, I decided to add a couple crossing signs that the guard could use when needed.





So, I'll let you be the judge...do you like the original plastic shanty, or do you prefer, like I did, the new wood shanty?



ADDENDUM – After permanently installing the roof on this building thinking there was nothing more I needed to access inside, Murphy's Law reared its ugly when, upon transporting it to a meet, I discovered the stove had come loose and now was rattling around the inside. Note to self...always allow for access in buildings – even after you think they are completed.

HOW TO IMPROVE THE APPEARANCE OF YOUR ROLLING STOCK IN LITTLE TIME AND LITTLE MONEY

By Robert Baudler/Photos by the Author

By Taking this....



And Getting This...



I model the Chicago Great Western Railroad and recently acquired a nicely built bulkhead flat car with a telephone pole load. The bulkhead flat car model had the Chicago Great Western markings and data (the Chicago Great Western was the original owner of the bulkhead flatcar) but it also had the Chicago and North Western logo, modern placards and the Clinton rebuilt date (which was after the CGW merged with the CNW).

Fortunately, the original built date for the Chicago Great Western was on the bulkhead flat car, so I decided to remove the stamp painted Chicago and North Western logo, modern placards and the Clinton rebuilt date. I like to use single edge razor blades in my modeling (you can cheaply purchase a box of Warner #109 single edge industrial blades (100 of them) that are 9 gauge in the paint section of Lowes). Using the edge of a single edge razor blade and with little pressure, I very carefully

scraped off the layer of paint for the Chicago and North Western logo, the modern placards and the Clinton rebuilt date.



With the removal of all indication of the Chicago and North Western, I got my paint brush (3/0 Fine Detail Brush) and Testors paint in Rust. I proceeded to paint each set of three coil springs on each outside of the trucks. There are a total of four sets of the coil springs on the two trucks. Just make sure to paint only the coil springs and you will be amazed how this little amount of paint makes the previously unseen coil springs stand out! I also carefully paint the top and the sides of the KADEE couplers with the rust paint.

I then used my fine detail paint brush and the Testors Rust paint and painted just the outside of each wheel making sure that I did not get any rust paint beyond the rim. I used to completely paint both sides of the wheel and then paint silver on the part of the wheel that was in contact with the rail. I could not see any difference in painting just the outside of the wheel and painting the complete wheel. Plus, the current method saves time and paint which equals money.

After letting the rust paint dry, I grab my dense bristle paint brush and a bottle of Model Master FS30219 Dark Tan (I call this Earth) paint. I like to use the Dark Tan paint to represent dirt/dust. After I shake up the bottle of paint, I like to dip my paint brush into the paint left on the inside of the paint lid. I then dap the dense paint brush on a piece of Kleenex tissue until there is hardly any paint left on the paint brush. Then starting with the trucks, I gently dry brush the Dark Tan paint across each truck. Again, each time I do this, I am amazed at how the details pop. These details were there before but you could not readily notice them. I then dip my dense paint brush and dap on the Kleenex tissue to get most of the paint off. I then gently dry brush the ends and sides of the bulkhead flatcar. Make sure you DO NOT PAINT any new lumber used to stabilize the load. I found painting the new lumber makes it appear that the lumber was not new.

I clean my dense bristle brush and grab a bottle of Model Master FS364 Light Gray paint. I use the same method to dry brush as I did with the Dark Tan paint.

After I clean my dense bristle brush, I grab my fine detail brush and a bottle of Model Master Classic Black paint. Using my fine detail brush, I paint the KADEE coupler hoses black EXCEPT about a scale 2 inches at the track end. The unpainted black painted area represents the air hose metal coupler (you can paint the air hose metal coupler area silver if you like).

So, in little time and with little money spent, I have taken a nice shiny unused looking model and made rolling stock model look like a more realistic used model. Here are some more examples using the detailing technique I just described:

