



AT&SF CASWELL GONDOLA KIT NUMBER 42750 HO SCALE

CAR HISTORY AND PAINT DECORATION

The Atchison, Topeka, and Santa Fe Railroad owned thousands of these gondolas. This kit can be used to build car classes Ga-X, Ga -2, -4, -5, -7, -9, -10, -11, and -12, which were delivered to the railroad from 1913 to 1926. Originally equipped with 'K' brakes, these cars were converted to 'AB' brakes in the 1930's. The cars were painted AT&SF mineral brown with white lettering. Some cars in later maintenance-of-way service would have been painted gray with black lettering. Please refer to your favorite photo for detailing and lettering. There is a photo of a Ga-12 on page 36 of the Santa Fe Railway Painting and Lettering Guide, published by the Santa Fe Railway Historical & Modeling Society. A photo of a Ga-7 was published in Mainline Modeler magazine on page 42 in the May, 2006, issue.

GENERAL COMMENTS

Please read all instructions and study the drawings and parts before beginning assembly of this kit! Many of the parts are very delicate, in order for your completed model to be as attractive and authentic as possible. **DO NOT ATTEMPT TO BEND, TWIST, OR BREAK PARTS FROM THE SPRUE.** The most effective tools to use in removing parts from their sprue are an X-ACTO knife, fine clippers, or a sharp, single edge razor blade.

It is best to test fit **ALL PARTS** before applying glue. The locators sometimes are slightly damaged in removing them from the runner and must be trimmed before the locator holes will accept them. It may be helpful to open locator holes with a drill or reamer. We recommend a gap-filling cyanoacrylate glue for joining the parts, plastic-to-plastic, and the metal parts to the plastic. Generally very small amounts of glue are needed to affix parts, so we recommend that glue be used sparingly and applied with a small applicator.

The connecting point between the part and the "runner" to which it is attached is called a "gate". The gates have been designed to be trimmed completely flush with the part except in those cases where the part itself is used as the gate.

ASSEMBLY SEQUENCE

BODY

Step 1. Refer to the assembly diagram. Remove any flash from the body (1).

Step 2. Attach the deck plate with the small hole for the brake staff (5) and the two triangular braces (6), each molded with an angular bracket, to the 'B' end (brake wheel end) of the body. There are two holes to the left of the center slots at the 'B' end of the body. Remove material from the small, top end of the triangular brace to fit it into the slot in the end of the car, if necessary.

Step 3. Attach the deck plate without the small hole (7) and the two triangular braces with the smooth surfaces (8) to the 'A' end (end without the two holes to the left of the center slots).

Step 4. If assembling the car with the vertical brake staff, attach one platform bracket (9) and the brake platform (10) to the 'B' end. The platform rests on the platform bracket and on the angular brackets molded onto the triangular braces. The small hole in the brake platform locates above the small hole in the deck plate.

Step 5. Attach the rectangular filler (11) in the center of the floor of the car body.

Step 6. Attach the frame (3) to the underside of the car body. Orient the bolsters by the square and round shapes. The square shape is at the 'B' end of the body.

DETAILS

Step 7. Attach the operating levers (12) to each end of the long shaft (13) (there are two shafts, one for each side). The levers should be oriented parallel to each other, and perpendicular to the shaft.

Step 8. Attach the assembled shaft to the frame. The shaft locates in the slots of the cross bearers of the frame, toward one side of the car. The rollers on the shaft align with the rails molded onto the drop doors of the underside of the body. The levers are inserted through the slots in the deck plates and tilt toward the triangular braces centered in the ends. If necessary, remove material from the end of the shaft to fit it in position. Attach the second shaft to the opposite side.

Step 9. Remove the locating pin, closest to the 'A' end, from the bolster cap of the lower frame (4). If assembling the car with the KC brake gear, as indicated in the assembly diagram, remove the brackets for attach of the triple valve and reservoir from the lower frame. Refer to the lower frame diagram. Drill open the locator hole for the brake cylinder along the center web of the lower frame. A number 51 drill (.067 in.) is the right size.

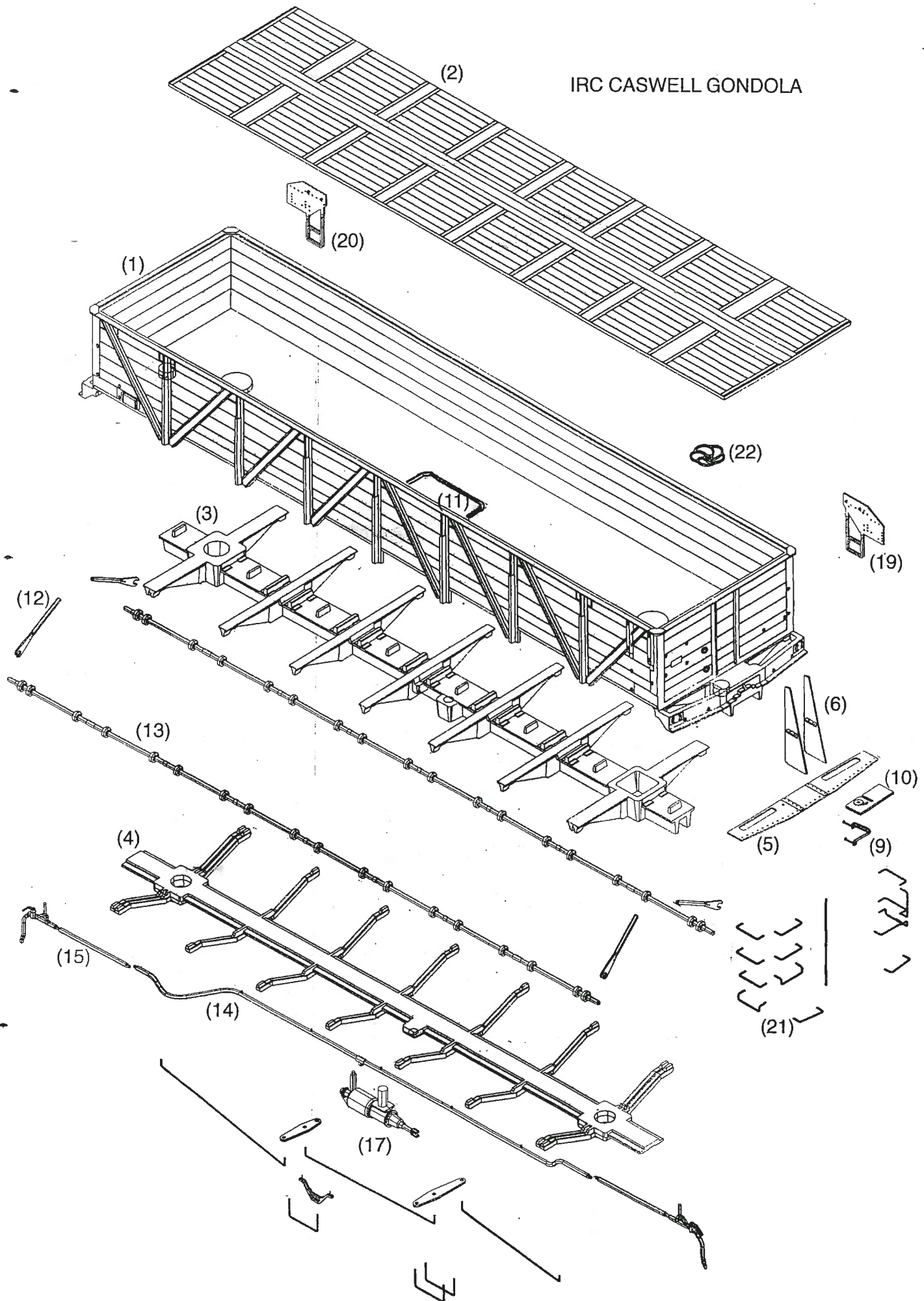
Step 10. Attach the lower frame to the frame. The cross bearers of the two frame components form slots within which the long shafts are enclosed.

Step 11. Attach the air line (14) to the frame. There are five small pin locators on the air line. Remove four, leaving only the center pin locator. The air line inserts into holes in each bolster and is centered on the center cross bearer by the one locating pin.

Step 12. Attach the air hoses (15) next to the coupler boxes.

Step 13. Attach the couplers and the coupler box covers (16) with the screws provided.

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Step 14. Attach the brake details, levers, and wire rods, version 'K' (17) or 'AB' (18), to the lower frame. Refer to the 'AB' brake details diagram as appropriate. If necessary the holes for inserting the metal parts can be cleared with a number 78 drill (.016 in.).

Step 15. Attach the trucks with the screws provided.

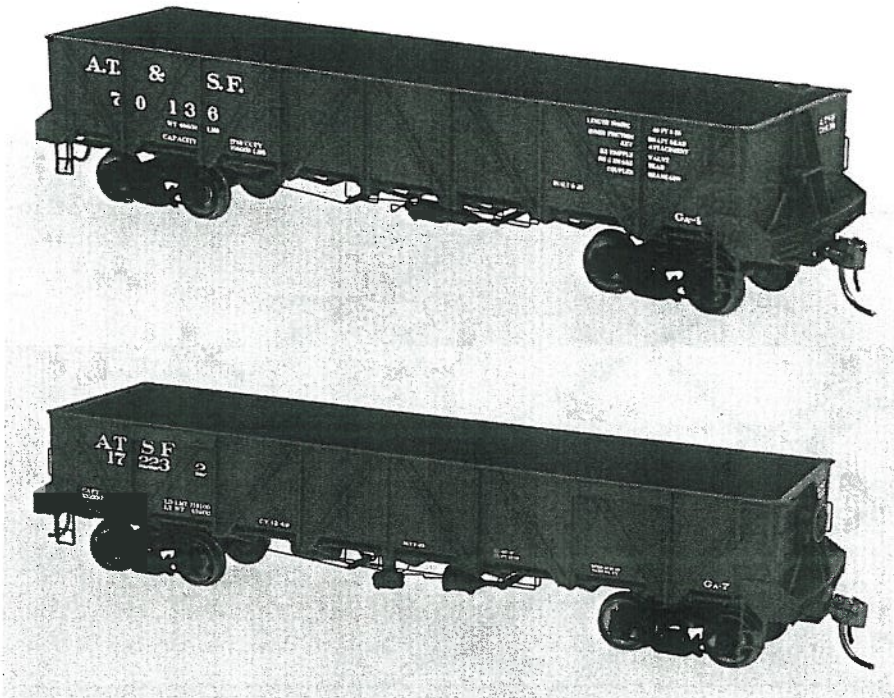
Step 16. Attach the stirrups (19),(20) to the corners of the car body.

Step 17. Attach the grab irons (21) to the body. If necessary the holes for the grab irons can be cleared with a number 78 drill (.016 in.).

Step 18. Attach the upper car body braces to the sides of the car if modeling this feature. Material may have to be removed from the locating rib on the back of the brace to allow the brace to attach flat to the side posts.

Step 19. Attach appropriate weight and the floor (2) into the body. The floor has two pins that insert into the holes above the bolster locations.

Step 20. Attach the brake gear (22) to the 'B' end of the car. The vertical staff inserts through the hole in the brake platform and into the hole in the deck plate below. If modeling the Ajax brake gear, there is no brake platform. The Ajax mechanism attaches to the surface of the 'B' end of the body, to the left of the triangular braces. Open the small hole in the deck plate with a number 72 drill (.025 in.) to insert the plastic brake rod extending down from the Ajax mechanism.



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