



The way they work is that you cut an end sill and place it in the marked slot across the end of the jig. Then you cut six longitudinal sills and slide them into the six slots in the jig's crossmembers. Glue them to the end sill and let dry. Now, adjust the other jig down to the right length on the longitudinal sills, trim up the sills so they're all exactly the same length, and glue the other end sill on, using the jig to keep the whole assembly square and flat.

There are also notches for locating the needle beams under the frame. Because the two jig halves are separate, you can build a frame of practically any length you want. Doing a frame this way literally takes minutes, and the results are as good as you can possibly get.

The concept worked well enough that John has since designed similar, and more elaborate, jigs for Bob Hartford's cabooses and stock car. They make one of the most critical and fiddly parts of car building a really effortless job. Of course you can use them for many different cars. John has a couple of different designs -- the one shown was for the American Car and Foundry car Jeff Saxton produced last summer, but could of course be used for others as well. Check with John for more info.