

# MODELER'S ROUNDTABLE

## SOO LINE 6177

Extreme Prototype Modeling by George Toman

Resin Car Works is introducing a kit to model the 6100-6399 series of 200 50-ton open hopper cars (HM) built for the Soo Line in 1930 by Siems-Stembel of the Twin Cities. See page 100 of *Freight Equipment and Caboose* for more information about these cars. RCW will also be producing Northern Pacific and Great Northern models of this same design. Check the RCW website for information regarding the release of these model kits.

George Toman, an excellent modeler from the Prototype Modeler community, built a pilot model of the Soo car. George goes well beyond the kit instructions to apply finer and additional details to his models. Some of his work is described on the following page. He is planning to give a presentation on his construction techniques at the Railroad Prototype Modelers meet in Illinois this Fall.

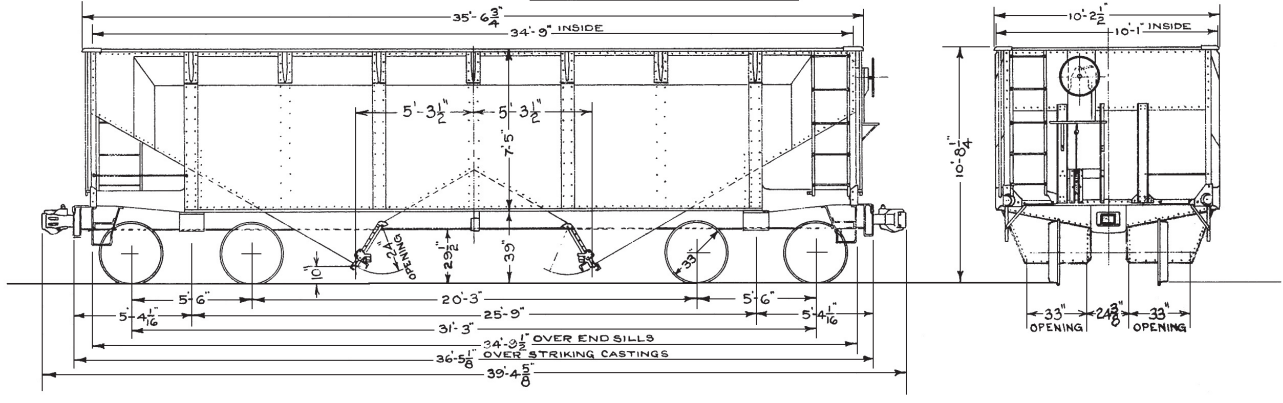


The prototype photo above was taken in Minot, ND on July 15, 1957—*Bob's Photo*.



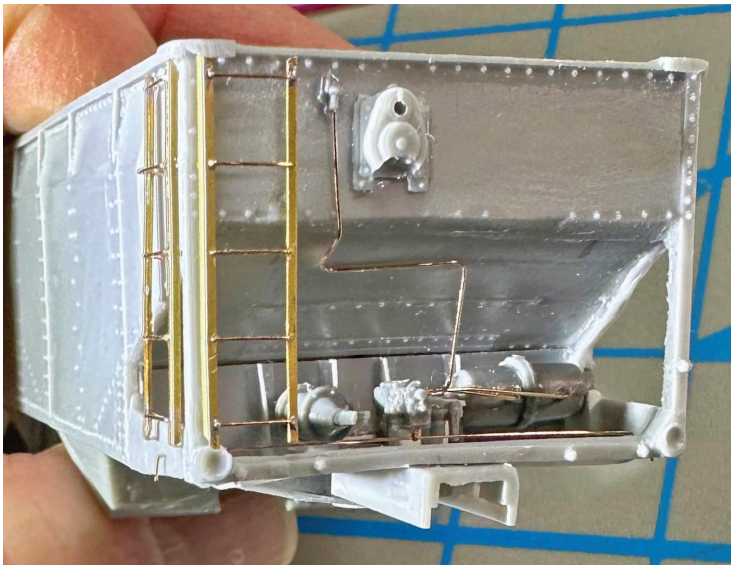
Model and all model photos by George Toman.

### HOPPER CAR - HM



NUMBER OWNED _____	196	CAPACITY, LBS. _____	100000	TRUCKS _____	DALMAN-BARBER LATERAL MOTION DEVICE
600175 6399 (ODD NOS) _____	196	CAPACITY, CU. FT. _____	LEVEL, 2230	WHEELS _____	750" 33" CAST IRON
BUILT BY SIEMENS-STEMBEL Co. _____	AUG. 1, 1930	WEIGHT, LBS. _____	47300	BRAKES _____	INSIDE HUNG WESTINGHOUSE 10"x12" CYL
		DRAFT GEAR _____	WAUGH-GOULD TYPE .402	BRAKE BEAMS _____	No 2+ AJAX
		COUPLERS _____	RADIAL TYPE "D", 6"x8 SHANK	JOURNALS _____	5 1/2" x 10"
		UNCOUPLING DEVICE _____	IMPERIAL TYPE "B"	JOURNAL BOXES _____	NATIONAL
		HOPPER OPENING _____	33"x24"	SIDE BEARINGS _____	WOODS
		LENGTH INSIDE _____	34'-9"	CENTER BEARINGS _____	DROP FORGED
		WIDTH _____	10'-1"	SPRINGS _____	HELICAL
				CONSTRUCTION _____	ALL STEEL

9-3-30



There were no instructions for these kits at the time I built them. My clinic will cover what I did. This clinic will be posted later on the Resin Car Works blog. For both the Soo and NP cars I used the body and the two styles of hopper doors from the resin part sheet. Most my work went into the ends, brake system and piping.

To the left are early construction photos for the Soo car. All the vertical supports and brake steps are scratch built from styrene or brass. The rivets are either Archer decals or harvested individually from Athearn kit car bodies. The brass ladder stiles have 17-inch spacing and the steps are modified Yarmouth Model Works parts.

The car is weathered with Pan Pastel chalks.

George Toman

