Chicago Great Western 2006 Cu Ft Covered Hoppers
HO model by Jason Klocke

The Chicago Great Western bought 50 2006 Cu Ft capacity covered hoppers from ACF in February 1956. These cars were placed in the 710–759 number series. Running boards were a combination of Apex and US Gypsum. All cars came with Ajax hand brakes and Barber S-2 A roller bearing trucks. When built these cars were painted with Noxrode primer, body and underframe with painted with Milak AA1 black, stenciling was aluminum.

CGW 728 at Stewartville MN. In June of 1968 this car was assigned to HB Reed in Gibson, IN on the IHB-NYC. By the looks of it in this 7-9-62 Sidney Wheeler photo the car may have been assigned to the Agent at Mason City, Iowa for either the fertilizer or cement loading.

CGW 756 at Stewartville MN looks cleaner than 728 because it was assigned to Central Soya, bean processing plant in Belmond, Iowa. These cars were meant to be in captive service on the railroad so the CGW opted to spend the extra cash for the trouble free roller bearing trucks. Sidney Wheeler

Two cars in cement service out of Mason City Iowa were in a wreck near Manly, Iowa. Car 733 reporting marks have been re stenciled with the Great Western's extended roman font. The reweigh date on 733 is 4-67 so this wreck happened after that date. Art Holding photos from Scott Magee/RITS collection

Jason used an undecorated Bowser covered hopper as a starting point for this project. Starting with the roof, Jason replaced the square hatch covers with round ones by Details West. A strip of .030"x.040" Evergreen styrene was glued to the side edges of the roof and the top of the sides making the roof flush with the sides.
The vertical channels above the bolsters at the ends of the sides were replaced with hat section supports that match the other vertical stiffeners. These were made from .015"x.060" and .030"x.040 styrene strip.
The car's hoppers were equipped with vibrator pockets to aid in unloading. These were fabricated using a square of .010:x.100" for the back plate and two pieces of .020"x.030" styrene for the brackets.
The must complex challenge of this project was the reconfiguring of the end slope sheets. On the Bowser model the slope sheet has a short vertical drop down from the roof then runs at an angle all the way to the bottom of the hopper with angle iron supports midway. The sides of the model have triangular sections between end hat sections and the side ladder stiles. Jason started by filing off the end of the triangular section where it meets the ladders. This matches the slope sheet contour. Next he put a large piece of styrene vertically across the end of the car from the bottom of that side angled section to the frame. The new end slope sheet now matches the contour of the side panels. (For visual reference check the slope sheets on a PS hopper made by either Atlas or Kadee.)

Model ready for paint

The A end of completed model

The B end of completed model

The model was painted with Floquil Engine Black. To provide a glossy surface for decals the model was airbrushed with Floquil Crystal Coat.
Decals are a hodgepodge from the scrap box. Bits and pieces from Oddballs, Champ, and Walthers decals were used. Some of the data may not be correct, but Jason made an effort to use the correct font where ever possible and to achieve a prototype 'appearance'.
After the decals with set in place the car was given a final over spray of Floquil Flat Finish.
After the couplers and Atlas 70 ton roller bearing trucks were installed the car was assigned to the Agent at Roseport MN and put to work on the layout.

Clark Propst

Prototype data from Gene Green's Morning Sun book "CGW Freight and Passenger Equipment in color" and CGW freight car diagrams courtesy of Allen Stanley
Car assignments courtesy of Don Vaughn