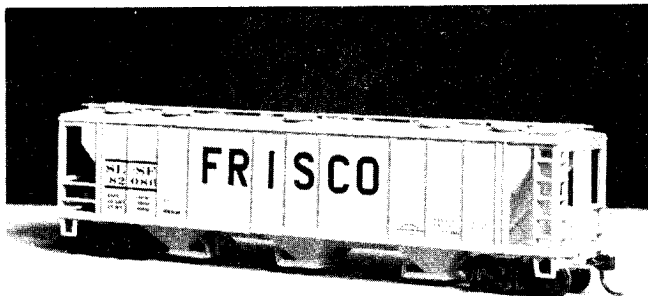


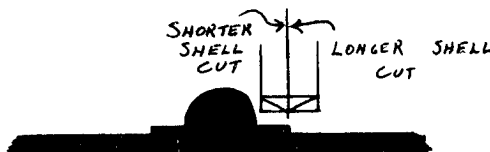
# cms

## Consolidated Mechanical Shop



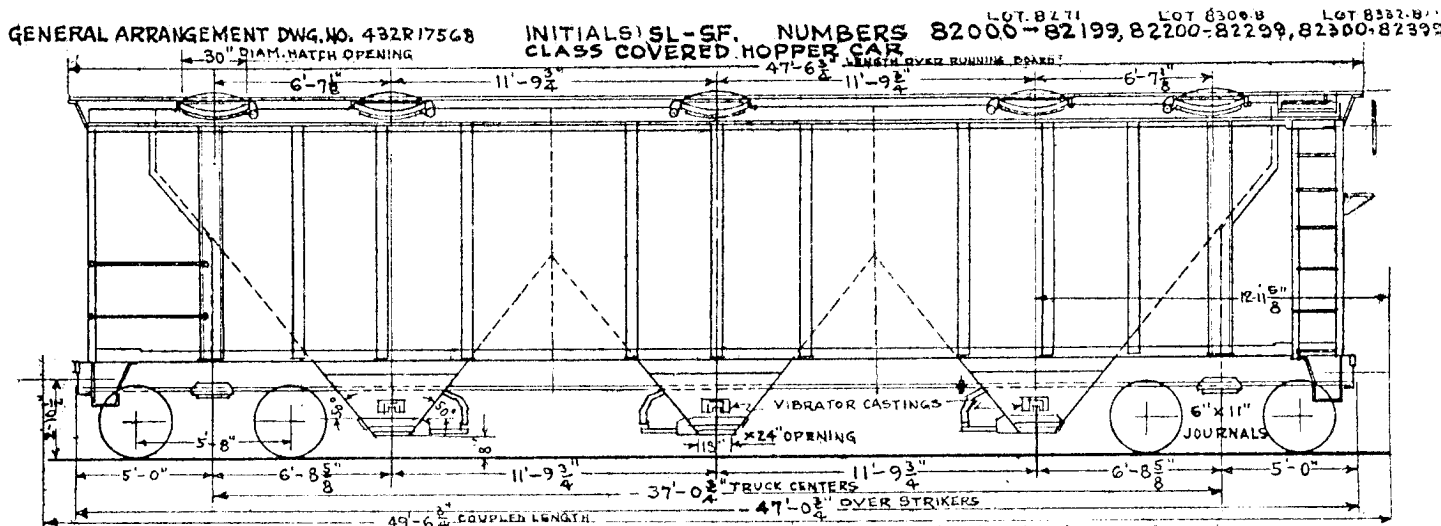
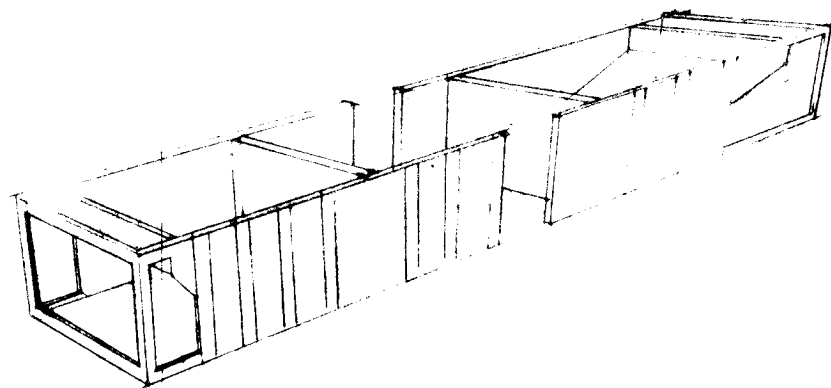
The Frisco had 400 three bay covered hoppers in the 82,000-82,399 series. For some time I have noticed how similar these cars were to MDC's two bay covered hopper. By kit bashing two of the MDC cars into one car a reasonable facsimile can be made. This method will leave the center bay about 6 scale inches off center but this is not noticable unless the model is viewed at a very low angle. I started by cutting the two shells as shown in the diagram below.

By cutting the longer of the shell sections next to the flat shelf along the side ridges and the short shell section on top of the



flat shelf next to the ridge the resulting seam when the shells are joined together will be virtually invisible. The frames were cut to fit after the shells were joined together. When I glued the frames into the shells I overlapped the long frame from the short shell end to give added strength to the joint in the shell. I also added scrap pieces of styrene to the inside of the shell over the joints for strength. I next cut the two roof sections down to fit the new carbody then filed all of the detail off of the top to give a flat surface. A piece of .020 styrene was cut to fit the the new roof and glued on to cover all of the misplaced holes. The centers of the roofhatches were then marked and holes drilled in the roof just large enough to accommodate the pins on the under side of the hatch covers. The rest of the model was then assembled according to directions provided with the kit. I did, however, go an extra step and used etched brass roof walk material.

The car was then painted with Floquil's Grey Primer and any seams that showed filled in. The car was then given an additional coat of the grey primer. When dry I used Herald King's set of decals for the Ramax two bay center flow hopper with dimentional data coming from the scrap box. The Pullman Standard Logo came from a Walthers set for boxcar data.



BUILDER REBUILT	INSIDE			OUTSIDE			CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	A/R MECH. DESG.			
	LENGTH	WIDTH	HEIGHT	LENGTH OVER STRIKERS	WIDTH AT EAVES	HEIGHT FROM RAIL TO EAVES	TO TOP OF RUNNING BOARD	TO OVER ALL				CUBIC FEET	POUNDS	
P.O. M.C. No. 8271 8109-B 8332-B DATE	DATE	41'-0 3/4"	9'-5 1/2"	—	47'-0 3/4"	10'-2 1/8"	12'-2"	13'-1 1/8"	13'-1 3/4"	2893	154 000	397	6,760	LD