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BRASS CAR SIDES

Passenger Car Parts for the Streamliners

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Southern Pacific and Northern Pacific 10-6 Sleepers
Pullman-Standard Plan 4140C [Part Nol. 173-51]

In 1950, Southern Pacific and Northern Pacific received 25 10-roomette 6-double bedroom streamlined sleeping cars from Pullman-Standard, as Plan 4140C Lot 6874. Original numbers, names, and assignments were as follows [Ref. Streamliner Cars Vol. 1 Pullman-Standard]: SP 9030-35 and NP 364-65 for the *Cascade*; SP 9036-39 for the *San Francisco Overland*; SP 9040-45 *City of San Francisco*; SP 9046-48 *Golden State* (Golden Sun, Golden Crest, Golden Star); SP 9049-52 *Lark*. Names were dropped from the three *Golden State* cars in 1965. SP 9041-45 were rebuilt with a blunt end in mid-1953. All the SP cars were retired by 1969, and only two of these escaped dismantling. NP 364 became BN Stampede Pass in 1974. Cars built to this plan differ slightly in window sizes and arrangement from similar smoothside PRR, N&W, RF&P, and L&N sleepers. (The Rivarossi/old IHC/AHM "1930 Sleeper 85FT" plastic model follows the PRR ACF 10-6 cars in the *Huron Rapids* series built to Pullman Plan 9008.) The several references from RPC Publications are highly recommended to those interested in identifying and sorting out these variations.

Brass Car Sides added HO and N-scale photoetched sides sets for these prototypes to its catalog in 1999.

REFERENCES

NP Color Guide to Freight and Passenger Equipment, Todd Sullivan (Morning Sun)
Northern Pacific Pictorial Vol. 5 by John F. Strauss, Jr. (Four Ways West, 2001)
The Official Pullman-Standard Library Vol. 3 GN-NP-SP&S, and Vol. 6 SP-Postwar
by W. David Randall and William M. Ross (RPC Publications, O.P.)
Burlington Northern Passenger Cars by Charles A. Rudisel (C.A.R. Pub., O.P.)
Streamliner Cars Vol. I. Pullman-Standard by David Randall (RPC, O.P.)
Car Names, Numbers and Consists by Wayner (Wayner, O.P.)
Illustrated Treasury of P-S Passenger Cars Vol. I by Mike Kerr (Delta, O.P.)
See our General Information Sheet for list of construction articles using our sides that have appeared in the modeling magazines.

RECOMMENDED CONSTRUCTION TECHNIQUES

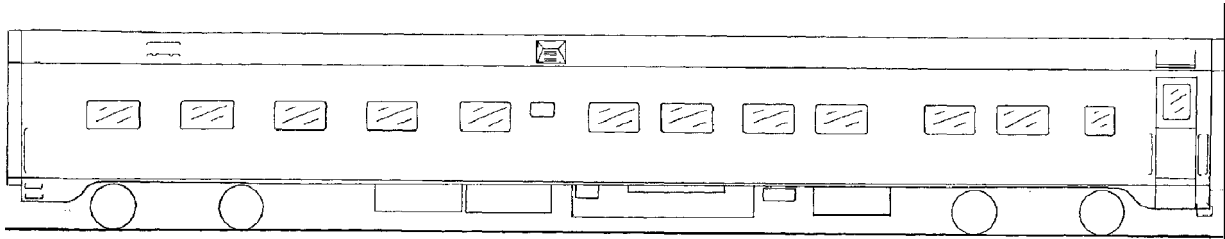
There are two principal methods of construction; body kits and overlay. The sides match the lengths of the bodies of both methods without the need for any cutting.

BASIC/DELUXE BODY KITS. Both body kits consist of milled basswood roof, cast ends (pewter or brass), and floor (basswood or clad pc board), wood centersill (No. 101 only). Instructions for using the Body Kits are enclosed with those kits. This method allows for easy placement of underbody and roof details and a more faithful rendition of these cars when more accurate detail parts are chosen and applied. This method also leads to increased weight in the superstructure and a lower center of gravity.

OVERLAY METHOD. These sides are also designed to overlay the Rivarossi "1930" [not current IHC] smoothside coach, sleeper, or duplex sleeper, without the need to shorten the car body. In the overlay method, plastic surface features and window piers are trimmed with motor tool, knife and/or saw, and the brass sides applied over the existing sides using thick ACC or (tacky-dry) Hobsco Goo. Center plastic skirts should be removed, but end skirts retained. The windows

are reglazed immediately behind the openings in the brass, presenting a nearly flush appearance. Underbody details may be added or deleted, although those already present provide a realistic appearance.

Note added 10/29/99: We received a note and photo from one of our long-time customers, Don Munger, advising that the small toilet window on the vestibule-right side of this set was missing. This drafting error will be corrected in the tooling for subsequent production runs. We are very sorry for this error. We will, of course, take back for a full refund unused #51 or #551 sets from modelers who decide to return them to the place of purchase. The drawing below, cropped from the *Pullman-Standard Library Vol. 6 SP Post-War*, shows the window in question. (We did not use this drawing during design, but drew the master side elevation from scratch, based on dimensioned P-S drawings. For example, the skirts are too long in the illustration below.) According to P-S plans, the window was 20" wide, and located 15.25" from the adjacent roomette window on the left, and 28.75" from the adjacent bedroom window on the right. The height of the window appears to be half that of the rest of the windows, with the same corner radii. The glazing was "prism glass". Modelers will find it fairly straightforward to drill and file out this window. This omission will be fixed when these sides are retooled.



DECALS, PAINTS AND DETAIL PARTS

<u>Paint Scheme</u>	<u>Paints</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>
SP <i>Cascade</i>	Depends on era	SHS-209		
SP <i>Lark</i>	Depends on era	SHS-410		
SP <i>Golden State</i>	aluminum, scarlet	PH-83A		87122
SP <i>City of SF</i>	UP colors (various)	PH-66, 68		87126
NP 1954 Loewy	Scalecoat 60, 61 Accupaint 17, 77	PH-119	75810	87208

Precision Scale, Cal-Scale, Custom Finishing, Detail Associates, American Ltd. Models, Bill's Narrow Gauge Shops (43708 N. Heaton Ave., Lancaster, CA 93534), Great Western Passenger Car Details (www.gwpcd.com), and Century Foundry are all sources of detail parts. See our Supplement Sheet for latest information on other vendors. It is difficult to obtain accurate information on the mechanical underbody devices and systems which these cars employed during their long lives. As of 1959, these cars were equipped with, electromechanical air conditioner units. The Walthers HO Model Reference Book and manufacturers' catalogs and web sites are indispensable for identifying what is available. The following detail parts are believed to be correct for some cars:

Underbody parts: Train Station Products #406 and Custom Finishing #292 and #293; generator: Cal-Scale sets #352 or 353, also PSC; trucks: Central Valley 139 or 140 (second-hand), MDC 2935; roof vents (Bill's Narrow Gauge Shops several types), roof grabirons (Detail Associates 6602).

To receive our catalog, reservation sheet, and current bulletin, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Dealer terms are available. Address e-mail questions to dchenry@gac.edu. See our webpage at www.brasscarsides.com. Revised January 29, 2004.