



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



PENNSYLVANIA RAILROAD P-85BR 44-SEAT LIGHTWEIGHT COACHES
PRR 4100-4169 (ALTOONA SHOPS) / PRR 4068-4091 (ACF) [Part No. 173-32]

In June of 1945, the Pennsylvania Railroad commissioned its Altoona Shops to build what became a famous class of 70 long-haul lightweight coaches for service on that road's own trains, primarily between the East and Chicago and St. Louis. An order to ACF in January, 1946 added another 24 very similar cars, all of which were delivered by late 1947. Known as "Jeffersonian" coaches for their service on that train, they also ran on the General, Admiral, Liberty Limited, and Trail Blazer. According to various references, a rebuilding of PRR 4100 in 1965 revealed that the cars were in such poor condition that they were all retired and scrapped, without being renumbered for Penn Central in 1968. **BRASS CAR SIDES** responded to requests from Pennsy modelers for these HO brass sides in 1988, and N-scale in 1997. These parts were carefully designed from original PRR side elevation drawings provided through the courtesy of Mr. Joseph A. Oricko.

REFERENCES

"Pennsylvania Jeffersonian Cars: IHC/AHM Coach and Brass Car Sides" by Willard Harvey, *Mainline Modeler*, October, 1990, pp. 68-73. Photo construction article.
"Pennsylvania RR's ACF 44-seat P85B coaches" by Keith Thompson, with plans by George R. Trager, *Model Railroader*, pp. 111-113, October, 1995.
Streamliner Cars Vol. 3 ACF - Other Builders by W. David Randall (RPC Pub.)
Rails Northeast, Vol. 4 No. 4 (May 1976) pp. 24-26a
The Pennsy Journal (Spring 1983) pp. 26-27
From Zephyr to Amtrak by W. David Randall (Out of Print)
Car Names, Numbers and Consists by Robert Wayner (Out of Print)
Railway Age issue of Feb. 21, 1948

DESCRIPTION AND CONSTRUCTION TECHNIQUES

These sides are etched from 0.010" full-hard brass sheets and have etched door, window and surface details, as well as grabiron holes. They have been produced with the original short center skirts. These sides are designed to be used as overlays on the Rivarossi [not IHC] "1930" smoothside coach or sleepers, or with either our Basic or Deluxe Body Kits. The overlay method is the subject of Willard Harvey's definitive construction article, step-by-step description and over 40 photos, underbody diagram and many suggestions. Both of our Body Kits include step-by-step instructions, and we recommend the Harvey article and the Trager plans in MR for help with details using either method.

The raised belt rail below the windows of the prototype could not be etched on these parts. This rail was covered by the double yellow stripes in the original ACF paint scheme, and by a single stripe in later years. The PRR drawings from which these sides were patterned show this welded belt as approximately 3-4" in height. Modelers wishing to add this rail may use a thin strip of brass or styrene of this width, and solder or cement the strip below the windows, just touching the bottom of the fine etch lines below the two framed windows.

OVERLAY METHOD. 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. The plastic skirts should be removed, at least partially. 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.

BASIC/DELUXE BODY KITS. Both body kits consist of milled basswood roof, cast ends (pewter or brass), and floor (basswood or clad pc board), and wood centersill (No. 101 only). Instructions for using the body kits are enclosed with those kits. This method is economical and allows for easy placement of underbody and roof details and creating 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.

DETAIL PARTS: We call your attention to the following parts which may be of interest in using either construction method. Please refer to the Walthers HO Catalog and individual manufacturers' catalogs for illustrations and prices. Eastern Car Works, Precision Scale, American Ltd. Models, Train Station Products, Cal-Scale, Custom Finishing, Detail Associates, Great Western Passenger Car Details, and Century Foundry produce a variety of passenger car detail parts.

Trucks (Central Valley 139 & 140, as available, MDC 2935, Con-Cor, Train Station Products #403/404), Wheelsets (Jay-Bee No. 106, Kadee 521), underbody detail kit (Train Station Products #460), Pullman-Standard detail parts kits (Custom Finishing Nos. 292 & 293), axle generator (Cal-Scale GE-353), diaphragms (Walthers or Con-Cor for rubber type, American Ltd. Models 9000 for detailed plastic). Grabiron holes have been spaced to accept Detail Associates PC 6601 & 6602 grabirons and handrails.

DECALS AND PAINTS

Modelers are likely to be adding these cars to existing consists and will have their favorite paints and decals to match. We have listed what appears to be available from the suppliers. **Decals:** Walthers 77800, Champ PH-153. **Paints:** Accupaint #37 PRR Maroon, Scalecoat #12 Tuscan Red, Floquil #25 Tuscan, Modelflex 1622 Pennsy Maroon, Polly Scale 414161 PRR Maroon.

To receive our combined HO and N-scale 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 to dchenry@gac.edu. See our web pages at www.brasscarsides.com

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