



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

PULLMAN-STANDARD LIGHTWEIGHT SLEEPING CARS
 4-4-2 "Imperial" Plan 4069 (Part No. 173-516)
 10-5 "Cascade" Plan 4072 (Part No. 173-517)

From 1938 through 1942, Pullman-Standard produced over 220 lightweight sleeping cars of two basic plans. Variations and later modifications were designated by letter suffix. A summary of the various lots, operating roads, quantities and dates for each plan appears below.

Plan	Railroad	Lot	Qty	Date	Sides
4069A	ATSF	6532	12	1/38	Corr.
4069B	PRR	6540	6	3/38	Smooth
4069B	NYC (IC, CN, ACL Plan 6013)	6540	14	4/38	Smooth
4069B	ATSF	6553	2	7/38	Corr.
4069C	ATSF	6597	6	12/39	Corr.
4069D	PRR	6571	6	8/39	Smooth
4069D	NYC (IC, CN)	6571	9	8/39	Smooth
4069D	CRIP, SP	6605	4	5/40	Smooth
4069E	NYC (IC, CN NdeM)	6617	11	10/40	Smooth
4069F	UP, CNW, SP	6636	19	11/40	Smooth
4069G	SP	6642	6	3/41	Smooth
4069H	IC	6668	2	4/42	Smooth
4069H	CRIP, SP	6668	11	4/42	Smooth
4069H	UP, CNW, SP	6668	18	4/42	Smooth
4069L	CRIP	6761	1	8/48	Corr.
4072A	PRR	6542	2	4/38	Smooth
4072A	NYC	6542	12	4/38	Smooth
4072B	Pool (B&O 4, ATSF 2 cars)	6606	8	4/40	Smooth
4072B	PRR	6565	6	6/39	Smooth
4072B	NYC (IC, CP, NdeM)	6565	8	6/39	Smooth
4072C	PRR (Amtrak 8 cars)	6610	33	8/40	Smooth
4072C	NYC (IC 3 cars, CP 1 car)	6610	13	7/40	Smooth
4072D	SP (Overland Route)	6636	2	11/40	Smooth
4072E	SP (Lark)	6641	10	3/41	Smooth
4072H&I	IC (Former NYC 4072C)				

BRASS CAR SIDES added these two popular prototypes to its N-scale line of photoetched sides in 1996. When originally designed they were sized to be applied as overlays on Con-Cor's 85' coach or pullman bodies. In September of 1998 they were scaled to a length of 6.160" to fit the American Ltd. Models Core Kits Nos. 8010 & 8020. This sheet is for the current version.

REFERENCES

The Official Pullman-Standard Library Vols. 2 (NYC), 4 (PRR), 5 (SP), 8 (CRIP), 9 (C&NW), 12 (IC), 14 (UP), 16 (Pool), by Randall et al. RPC Pub.
 "Pullman Plan 4069B NYC, PRR, ACL, IC, CN", Trager, *Mainline Modeler*, 10/91.
 "Pullman Pool Cars Plan 4072B" by G. Trager, *Mainline Modeler*, 8/93.
A Century of Pullman Cars Vol. 1 by R. L. Barger (Greenberg) Lists & photos

Railroad Model Craftsman, 12/66, 6/67, 2/77 (4069); 12/66 (4072). Send large SSAE for free photocopy of out-of-print RMC plans. Specify issue(s).
Streamliner Cars Vol. 1 Pullman-Standard by Randall. RPC Pub. (O.P.)
UP Color Guide to Freight and Passenger Equipment Vol. 2, Lou Schmitz (Morning Sun, 1996)
Union Pacific's Challenger by Patrick C. Dorin (TLC, 2001)
Chicago and North Western Passenger Train Equipment by P.C. Dorin (TLC, 2001)
Some Classic Trains by Art Dubin. pp. 71, 137, 149, 225, 410.
More Classic Trains by Art Dubin. pp. 152, 154, 160, 261, 263.
Pullman Paint and Lettering Notebook by Art Dubin. (Kalmbach)
Union Pacific Streamliners by Ranks & Kratville. pp. 280, 283, 453.

RECOMMENDED CONSTRUCTION TECHNIQUES

These parts are etched from .008" full-hard brass sheets, and have been produced without center skirting, although battery boxes are included. The prototypes were slightly shorter than post-war P-S cars, but these sides have been scaled up to be used with the ALM core kit, without the need for the external spacers. Modelers should follow the instructions supplied with the ALM kits, using the spacers for internal support. Here are a few additional suggestions.

Note that the brass sides have end skirts, which compliment the skirtless design of the core kit. It is likely that your layout's curves will permit you to retain these skirts, but if that is a limitation you will already be aware of it. If a full-skirted car is desired, the battery boxes may be cut off, and styrene pieces (or scraps from Con-Cor bodies) may be added using solvent cement. We recommend that you leave the protective coating on the brass sides until you are ready to attach them.

Microscope slide cover glass makes a fine window glazing material, but clear styrene or acetate sheet stock is also good, and easier to work with. In any case, final attachment will have to wait the painting and finishing steps. Grabiron "dimples" have been etched into the rear of the brass sides to permit easy drilling for those wishing to add wire grabirons.

In our display models we affixed the sides with contact cement (Walthers G00) with good results. Follow the instructions about letting the coated surfaces become tacky before joining them. Be sure that you have removed the Krylon coating with a paste-type paint remover, acetone, or similar solvent prior to this step. The sides will begin to oxidize as soon as they are stripped.

Microscale makes the following decals that may apply to these cars: SP (60-126), SP Golden State (60-122), SP Emblems (60-761), Rock Island (60-4104, 60-1082, 60-1185), UP (60-635), Pullman-Standard (60-371), Pennsylvania Names (60-893), and Santa Fe (60-832). Walthers appears to have no N-scale passenger car decals for roads that used these cars. We would appreciate receiving information about appropriate decals, and we will revise these sheets accordingly.

Refer to our General Information and Catalog sheets for illustrations of our extensive line of overlay brass sides. We continue to add more HO and N-scale sets, and are soliciting reservations for a number of other sets. The production of future cars depends on customer reservations. To receive our catalog, reservation sheet, current bulletin and order blank, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082-1435. Dealer terms are available. Address e-mail to dchenry@gac.edu. Visit our web page at www.brasscarsides.com.

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