



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



C&O/D&RGW/D&H/SP/C&NW/SAL/NKP 52-Seat PS Coaches
Full Skirts [Part No. 173-45] - Partial Skirts [Part No. 173-46]

In mid-1950, the Chesapeake & Ohio and the Denver and Rio Grande Western received 59 and 8 52-seat lightweight coaches, respectively, from Pullman-Standard, built to Plan 7600. Railroad numbers were C&O 1610-68 and D&RGW 1240-1247. The Nickel Plate received 10 virtually identical cars built to plan 7600A, with only one corridor window of slightly different size and position. All of these coaches originally carried stainless steel fluting of two widths below the windows. Many cars were later sold to D&H, SAL, C&NW, SP, Amtrak, transit authorities and individuals. Some had their fluting and/or their center skirts removed. Additional roster information from the references is tabulated below.

Delaware & Hudson (from D&RGW)	21-25
Nickel Plate (Plan 7600A)	100-109 then N&W 1704-1709 and ACL 260-263
Seaboard Air Line	6242-6251 then SCL 5254-5263
Chicago & North Western	3483-3485
Southern Pacific	2216-2218, later NdeM 2216
Amtrak	5254-5263 then 5238-5243; also 5244-5253

BRASS CAR SIDES is pleased to offer HO-scale unfluted brass sides for these popular cars, in both original full skirting and the later partial skirting. The sides are designed to receive Evergreen Nos. 4527 and 4525 fluted styrene sheeting (not included) as overlays to model the fluted cars. Outline drawings appear on the back of this sheet.

REFERENCES

Pullman-Standard Library Vol. 11 Mid-Atlantic & Vol. 15 Western by Randall (RPC)
Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall. (RPC Pub. O.P.)
"C&O Streamlined Coach", by George A. Trager, *Mainline Modeler*, July, 1987, pp. 45-47 plans, roster, photos. Back issue available (see below).
"C&O Passenger Cars" by R.L. Hundman, *N-Scale*, Jan./Feb. 2000.
Chesapeake and Ohio Streamliners Vol. 1: The Cars by James K. Millard (C&O HS)
The Best of Mainline Modeler's Passenger Cars Vol. 1, Phoenix Pub. (For trucks)
Baltimore & Ohio Passenger Service Vols. 1 & 2 by Harry Stiegmaier (TLC)
Illustrated Treasury of P-S Railway Passenger Cars Since 1945 Vol. 1 by Mike Kerr, p. 24 photo of C&O 1623 and interior. (Delta, O.P.)
Amtrak Car Diagrams by Robert Wayner. p. 4 (Wayner, O.P.)
Car Names, Numbers and Consists by Robert Wayner (Wayner, 1972, out of print)
"Modeling North Coast Limited Vista Domes", Nov. 1987 *NMRA Bulletin*, pp. 11-16.
"Modeling a Northern Pacific 'Day-Nite' Coach", July, 1990 *NMRA Bulletin*, pp. 19-22. Both articles by Ed Novit, with photos and step-by-step tips using the overlay method (11/87) or body kit (before end castings were included, 7/90). Single copies \$1.50 from NMRA Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421.
"Pennsylvania Jeffersonian Cars: IHC/AHM Coach and Brass Car Sides" by Willard Harvey, *Mainline Modeler*, October, 1990, pp. 68-73. Over 40 photos and step-by-step suggestions for building this car using the overlay method.

DESCRIPTION AND CONSTRUCTION TECHNIQUES

These sides are etched from 0.010" full-hard brass sheets and have etched door and surface outlines, as well as grabiron holes and some skirt details. They are designed to be used either as overlays on the Rivarossi smoothside coach or sleeper bodies, or with either our Deluxe or Basic Body Kits. The fluting was cosmetic on the prototypes and was later removed on several cars. The wider fluting below the windows can be simulated with Evergreen No. 4527 styrene sheets with .060" spacing (5.25" scale), while the narrow fluting from the floor down over the skirts can be approximated with No. 4525 with .030" spacing (2.63").

Skirts should be curved before the styrene sheet pieces are attached with contact cement. One method of curving the skirt is to clamp the side along a dowel or broom handle and gently form the skirt with a piece of 1x4" pine. This is an eyeball technique, and the principal caution is not to start the bend too far up the side. (One reason we have avoided fully skirted sides in the past is the nuisance of bending the long center skirt.)

Overlay Method. These sides will fit the Rivarossi "1930" coach and sleeper bodies without the need to shorten the plastic car. Trim the plastic surface features, window piers and skirting with a motor tool, knife and/or saw, and apply the brass sides over the existing sides using gap-filling ACC. After painting, reglaze the windows with clear acetate or microscope cover slide behind

the openings in the brass for a nearly flush appearance. Underbody details may be added or deleted, although those 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), 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 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.

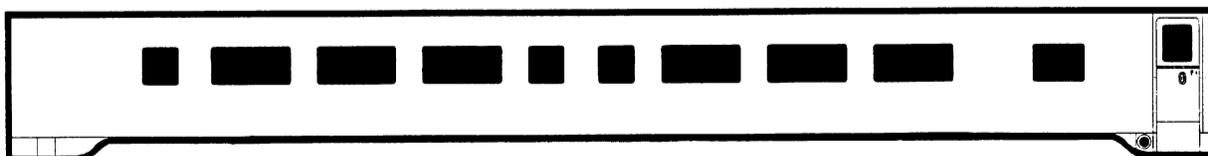
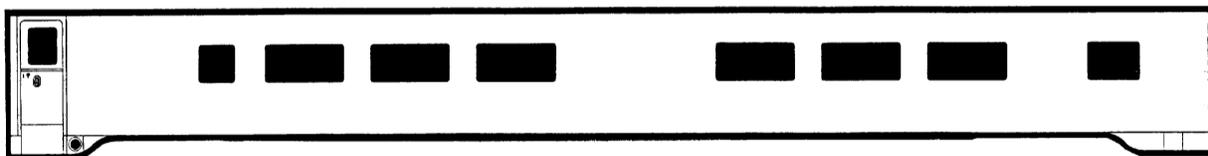
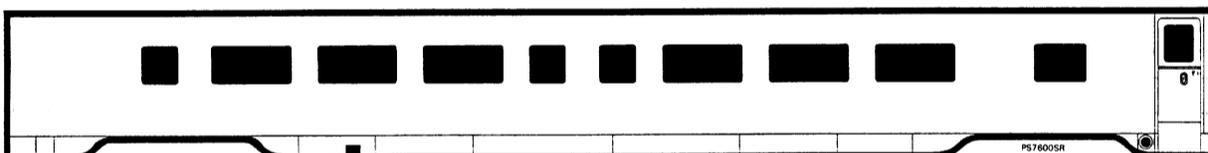
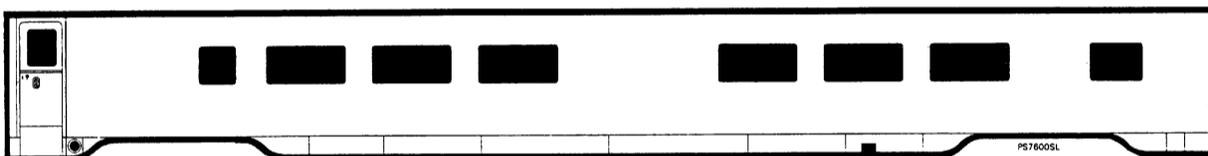
DETAIL PARTS: We call your attention to the following parts which may be of interest in using either construction method. Please refer to the Walthers HO Catalog and individual manufacturers' catalogs for illustrations and prices. Train Station Products, Great Western Passenger Car Details (www.gwpcd.com),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

Trucks (Walthers collection, MDC 2935, Train Station Products #414/416, Central Valley #139 or #140 second-hand), Pullman-Standard Detail Parts Kits (Custom Finishing Nos. 292 & 293), underbody parts kit (Train Station Products No. 460), axle generator (Cal-Scale Nos. 352-53), grabirons (Detail Associates 6601-6603), roof vents (Bill's Narrow Gauge Shops various models), diaphragms (Walthers or Con-Cor for rubber type, American Models Ltd. for detailed plastic).

Paints: Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. Some premixed paints are:

Accupaint: Chessie Yellow (73), Blue (74), D&H Blue (4), Yellow (23); Scalecoat: D&H Yellow (8), D&H Blue (9), D&H Gray (63).

Decals: Champ: C&O (PH-78), D&RGW (PH-87); Walthers: D&RGW (47820)
Set No. 173-45 P-S Plan 7600 Coach with full skirts
Set No. 173-46 P-S Plan 7600 Coach with end skirts only



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 questions to dchenry@gac.edu. See our web pages at www.brasscarsides.com.

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