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BRASS CAR SIDES

Passenger Car Parts for the Streamliners



NEW YORK CENTRAL "BAY", ILLINOIS CENTRAL "FULTON"
CANADIAN NATIONAL AND VIA "VAL" SERIES
22 ROOMETTE PULLMAN-STANDARD LIGHTWEIGHT SLEEPING CARS (PLAN 4122)
Part No. 173-37

The post-war Pullman-Standard Plan 4122 22 roomette "Bay" series sleeper evolved from the pre-war 18 roomette/17 roomette-one section "County" series of the New York Central and Pennsylvania in the form of a 45-car order delivered in October, 1948. Southern Pacific purchased seven nearly identical cars in 1950, SP 9300-9306, under Plan 4122B, which differed from the NYC plan in the dimensions and position of one window on each side. Canadian National purchased 23 of the NYC cars in 1958-59 and renamed them into their "Val" series. Illinois Central purchased 11 of the NYC cars and left four as sleepers ("Fulton", "Fernwood", "Flossmoor", and "Ft. Dodge"). [Budd produced 31 22-roomette cars for the NYC in their "Harbor" series, but these were in unpainted fluted stainless steel. The Rock Island received one P-S 22 roomette sleeper with corrugated sides.]

The NYC cars were originally assigned to the *20th Century Ltd.*, *Commodore Vanderbilt*, and *Detroit*, but saw service on overnight trains until the declining demand from business travelers caused their premature departure to the IC and CN. The seven SP cars were originally assigned to the *Cascade* (5) and *Lark* (2), but were shifted from the former to the latter in the mid-50s. The four IC cars served on both the *Panama Ltd.* and the *City of Miami*. A 1967 reference shows the CN "Val" cars running on the *Super Continental*, *Ocean* and *Scotian*.

BRASS CAR SIDES is pleased to offer the NYC/CN/IC Plan 4122 sides as No. 173-37. Modelers wishing to portray the very similar SP 9300 sleepers can still use these sides with or without adjusting the small window. The Randall & Ross SP reference below carries the necessary drawings and photos.

REFERENCES

Pullman-Standard Library Vol. 2 NYC by Randall & Ross, pp. 104-5 (RPC Pub. O-P)
Pullman-Standard Library Vol. 6 SP Postwar by Randall & Ross, pp. 110-111 (RPC)
Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall. (RPC Pub. O-P)
Some Classic Trains by Art Dubin, p. 151 for IC, p. 211 for SP. (Kalmbach, 1964)
A Century of Pullman Cars Vol. 1 by Ralph Barger (Greenburg, 1988) p. 308 for CN
SP Passenger Trains Vol. 1: Night Trains of the Coast Line, Ryan & Shine. p. 49
From Zephyr to Amtrak by W. David Randall (out of Print)
Car Names, Numbers and Consists by Robert Wayner (out of Print)
CN Lines, publication of the CN SIG. See issue of July, 1990 and following issues for Al Lill's "Varnish" column for data on assignments and other data.
"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. See also "A sleeper for the Lark", by Ron Plies in the March, 2004 *RMC*, where he describes his modeling of a number of SP sleepers using our sides. However, the wrong part number for the 22-roomette side set is listed on p. 92 due to a typo.

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. They are designed to be used either as an overlay on the Rivarossi (*not* ICH) smoothside coach or sleeper bodies, or with either our Deluxe or Basic Body Kits. We highly recommend the modeling articles cited in the references for general techniques and detail parts choices.

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 center plastic skirts should be removed, but end skirts may be 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 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 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 (ECW), Precision Scale (PSC), American Ltd. Models (ALM), Train Station Products (TSP), Great Western Passenger Car Details (GW) [www.gwpcd.com, Box 414 Unit 35-2855 Pembina Hwy., Winnipeg, Man. R3T 2H5 for underbody and detail parts kits for CN prototypes], Cal-Scale (CS), Custom Finishing (CF), and Century Foundry (CFY) produce a variety of passenger car detail parts. Recent additions are listed in our Supplementary Information Sheet (enclosed).

Trucks (Central Valley 139 & 140, as available, MDC 2935, Con-Cor, IHC, TSP (#414/416), wheelsets (Jay-Bee No. 106, Kadee 521), underbody parts kit (TSP 460, GW CNR-24), Pullman-Standard detail parts kits (CF Nos. 292 & 293), axle generator (CS GE-353), diaphragms (Walthers or Con-Cor for rubber type, American Ltd. Models 9000 for detailed plastic); grabirons and handrails (Detail Associates PC 6601 & 6602).

Paints: Modelers are likely to be adding these cars to existing consists and will have their own preferences for paint. Scalecoat paints are: NYC light gray (65), dark gray (66), IC orange (27), CN yellow (71), CN green (72). Accupaint offers: CN yellow (19), CN green (30), VIA blue (61), D&H (23) for VIA yellow. NYC dark gray (46), SP Lark dark gray (65). Floquil has standard colors and NYC light gray (180) and dark gray (181), as well as their line of Polly Scale, with a growing selection of colors.

Decals: Walthers: CN 30600 and 30610, SP 89630, IC 56610. Champ: NYC PH-81, S-86 stripes, IC BRH-15, SP BRH-86, PH-109, CN PH-51, PH-51B, PH-121. Accucals (SMP Industries, 63 Hudson Road, Bolton, MA 01740): Via Set 5836H. CDS makes dry transfers for three CN schemes for those comfortable with that method.

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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