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BASS CAR SIDES

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Passenger Car Parts for the Streamliners

Illinois Central "C" Series 10-6 PS Sleeping Cars
 Baltimore & Ohio 7040-7049 10-6 PS Sleeping Cars
 Pullman-Standard Plan 4167 (Part No. 173-41)

One of the most popular post-war lightweight sleeping cars was the 10 roomette 6 double bedroom Pullman-Standard design built as Plan 4167. This configuration, with the bedrooms in the center and the bedrooms split into groups of five at each end was built in both partially fluted and smoothside versions. The largest order (75 cars) was placed by the C&O, but 19 of these were delivered to other roads (D&RGW, B&O, IC). The IC and NKP also placed orders for cars of this plan on their own behalf. The C&O sold additional cars from their remaining lot to IC, ACL, and B&O. Various of these cars were purchased by Amtrak, NdeM, and individuals. The following table has been distilled from the references to assist in identifying these cars:

<u>Road</u>	<u>Quantity</u>	<u>Source</u>	<u>Numbers or Series</u>	<u>Siding</u>
C&O	56	new	2600-2655 "City"	fluted below windows
IC	5	new	3510 "Cairo"	smooth sides
B&O	10	new	7040-49 "Auglaise"	smooth sides
NKP	13	new	200-212 "City"	fluted below windows
D&RGW	4	new	1270-73 "John Evans"	fluted below windows
ACL	4	C&O	"Bryan County"	fluted below windows
IC	8	C&O	3511-22 "Calvert"	smooth sides in service
IC	8	NKP	3525-32 "Calumet"	smooth sides in service
B&O	4	C&O	7050-53 "Allegheny"	fluted below windows

BASS CAR SIDES is pleased to offer HO-scale photoetched brass sides for the smoothside version of this sleeping car. We regret that we are unable to produce the half-fluted version. We acknowledge with thanks the encouragement and technical assistance received from John Pitts and Bob Perrin of the Illinois Central Historical Society, and John Niehaus, editor of B&O News. This item was returned to our catalog in May of 2010 after having been placed on special order status in 2009. We thank Jerry Johnson for his support in helping us maintain the availability of this set.

REFERENCES

Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall. (RPC Pub. 1982)
A Century of Pullman Cars Vol. 1 by Ralph Barger, pp. 260, 307. (Greenberg)
 "P-S Plan 4167, Lot 6864", Mainline Modeler, March, 1990 by George Trager
Pullman-Standard Library Vol. 11 C&O, B&O, N&W, WAB, NKP (RPC Pub.)
Pullman-Standard Library Vol. 12 Illinois Central (RPC Pub.)
Baltimore & Ohio Passenger Service Vols. 1&2 by Harry Stegmaier (TLC Pub.)
Some Classic Trains by Art Dubin, p. 151 IC photo. (Kalmbach, 1964)
From Zephyr to Amtrak by W. David Randall (out of print)
Car Names, Numbers and Consists by Robert Wayner (out of print)
 "The Venerable 10-6 Sleeper" by Elbert Simon, Jr., Passenger Train Journal, 1/91
 "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. They are designed to be used either as an overlay on the Rivarossi [not IHC] "1930" smoothside coach or sleeper bodies, or with our Basic Body Kits. We highly recommend the four modeling articles by Ed Novit and Bill Harvey (see references) for general techniques.

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) Walthers 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 Body Kit. Kit consists of milled basswood roof, pewter cast ends, and basswood floor, wood centersill. Instructions for using the body kit is enclosed with kit. 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.

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 manufacturers' catalogs for illustrations and prices. Train Station Products (TSP), Eastern Car Works (ECW), Precision Scale (PS), American Ltd. Models (ALM), Cal-Scale (CS), and Custom Finishing (CF) produce a variety of passenger car detail parts. Recent additions are listed in our Supplementary Information Sheet.

Trucks (Central Valley 139 & 140, as available, MDC 2935, Con-Cor, TSP #414/416), wheelsets (Jay-Bee No. 106, Kadee 521), underbody kits (Train Station Products 460 & 461), Pullman-Standard detail parts kits (CF Nos. 292 & 293), axle generator (CS GE-353), diaphragms (Walthers or Con-Cor for rubber type, ALM 9000 for detailed plastic, also TSP); grabirons and handrails (Detail Associates PC 6601 & 6602).

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: Scalecoat #27 IC Orange, #37 B&O Royal Blue; Accupaint #71 ICG Orange.

Decals: IC (Champ BRH-15, -17; Walthers 56610, 56820); B&O (Champ PH-9D, Walthers 26810).

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 for all current and archived documentation.

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