



# BRASS CAR SIDES

*Passenger Car Parts for the Streamliners*

Pullman-Standard Plan 7551 Dome Coach-Parlor-Lounge [Part No. 173-64]

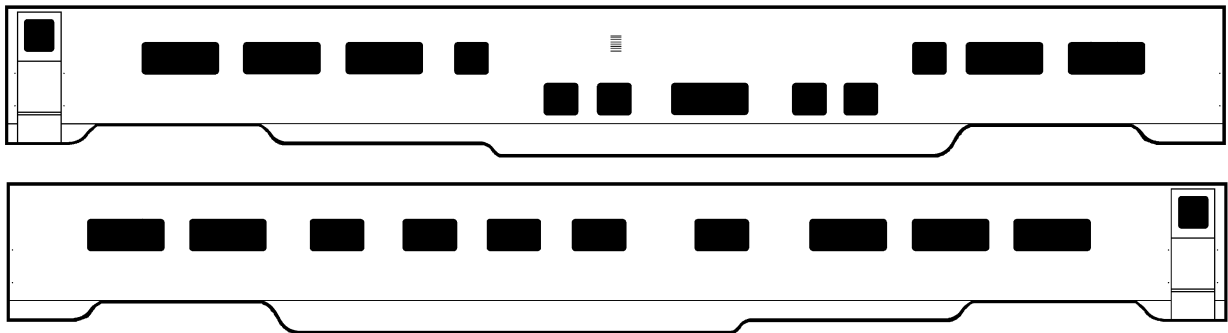
Three railroads took delivery of eight P-S dome cars in the period 1949-52. The cars were:

B&O 550-551 "Strata-Dome" 42-seat dome coach-lounge (low profile dome canopy) Plan 7551. These two cars were repainted and renumbered as Amtrak 9420-9421 in the early 1970's.

Missouri Pacific 893-95, IGN 896, T&P 200 "Planetarium" 42-seat dome coach Plan 7551-A. MP 894, 896 and 897 were sold to the IC in mid-1967, becoming IC 2210 -2212, respectively.

Wabash 1602 "Blue Bird" dome parlor-drawing room Plan 7551-B became N&W 1602 with the 1964 merger, and it went to the Central of Georgia in 1968, followed by service on the Southern, still with the same number.

In the spring of 2008 Brass Car Sides received encouragement and essential reservations for the production of N-scale sides for these cars from members of the N-scaleVarnish group on Yahoo.com, moderated by Jerry M. LaBoda. A smaller number of reservations for the HO version followed and this set was released in mid-2008. These sides are designed to be used with the Con-Cor model of the P-S dome lounge car patterned after the Santa Fe "Pleasure Dome" corrugated-side lounge used on the *Super Chief*. B&O or Amtrak modelers wishing to simulate the low-profile dome canopy of that prototype may find that modifying the Con-Cor car is still a worthwhile approach. The superior Walthers model of the *Super Chief* dome lounge is an alternate conversion option, but it is about 9" longer than the Con-Cor car, more expensive, and not always available.



## REFERENCES

The Official Pullman-Standard Library Vol. 11 Mid-Atlantic, Randall & Ross for B&O, Wabash  
The Official Pullman-Standard Library Vol. 15 Western by Randall & Ross (RPC) for MP  
Domeliners by Karl Zimmerman (Kalmbach, 1998) Chapter 4 "Not a curve in sight".

[http://www.trainweb.org/web\\_lurker/WebLurkersDOMEmain/](http://www.trainweb.org/web_lurker/WebLurkersDOMEmain/)

<http://www.trainweb.org/fredatsf/protopass4.htm>

<http://www.northeast.railfan.net/images/sou1602.jpg>

[http://www.trainweb.org/web\\_lurker/WAB1602/](http://www.trainweb.org/web_lurker/WAB1602/)

## CONSTRUCTION NOTES

Although we have been producing brass sides and technical sheets for over thirty years, this specific prototype put us on less familiar ground regarding prototype-specific details, paints and decals. We welcome suggestions that can be incorporated into later editions of this sheet. The Trainweb pages listed in the references are highly recommended, and some were authored by our customers.

The Con-Cor HO model employs a removable roof with integral interior glazing for dome and side windows that fits into the lower body shell. The overlay construction method modifies the body shell so as to accept the thin brass sides as attachments to the exterior. In this method, the corrugations are filed and sanded smooth and then the areas of the plastic sides that do not match the window layout of the brass sides are removed with drills and cutters. Since the plastic glazing material adds rigidity during the sanding and filing steps, it may be left in place, but protected from abrasion by tape or paper strips. The side replacement method involves cutting away most of the plastic sides below the letterboard and above the floor and then reinforcing the brass with brass or plastic strips or angle stock. Unfortunately, the Con-Cor roof and glazing assembly is not easily separated into two parts, unlike the similar Budd dome models. This requires a good deal more masking at the painting stage. Since the roof is attached by way of six tabs on the bottom of the glazing casting, care must be used to preserve them, or an alternate method of roof attachment will be needed. The Con-Cor model suffers from a complete absence of interior details, particularly the 24 dome seats and floor.

The brass sides are coated with Krylon clear acrylic. This coating may be left in place on both surfaces, but at the risk that some paints, particularly those that are water-based, may not adhere as well. The acrylic coating is most easily removed with a paste-type paint remover, but acetone, or similar solvent will also work. The sides will begin to oxidize as soon as they are stripped, but this is a cosmetic effect and of no concern as long as the surfaces are well degreased before painting. We recommend the use of Walthers GOO, applied as a tacky-dry contact cement to attach the sides to the smoothed plastic areas that remain. Before that is done, a decision should be made on the method of glazing the windows from behind the brass. Microscope slide cover glass makes a fine window material, but clear styrene or acetate sheet stock is also good, and easier to work with. Of course, final attachment of the glazing will have to wait the painting and finishing steps. Starter holes have been etched through the brass sides at the vestibule end to permit the installation of wire grabirons. Depending on the prototype and era being modeled, a roof antenna may be fabricated from brass wire and loop pins or handrail stanchions. The single vent detail that we etched follows the original layout, but some cars carried two vents in later life.

These cars appeared in at least eight railroad paint schemes up through scrapping or private sale. It is common that modelers who add conversion models using Brass Car Sides to their fleets have already established their preferences for paints and decals. Champion Decal, Microscale and Walthers are the major producers of passenger car decals, but there may be limited run sources that surface from time to time on the web and in hobby magazines. We will be glad to post such information as it reaches us and regret that we do not have more data.

To receive our combined HO and N-scale catalog and bulletin, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Current sheets are available at [www.brasscarsides.com](http://www.brasscarsides.com). E-mail: [dchenry@gac.edu](mailto:dchenry@gac.edu). Revised January 2, 2009.