



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Pullman-Standard Plan 7551 Dome Coach-Parlor-Lounge [Part No. 173-564]

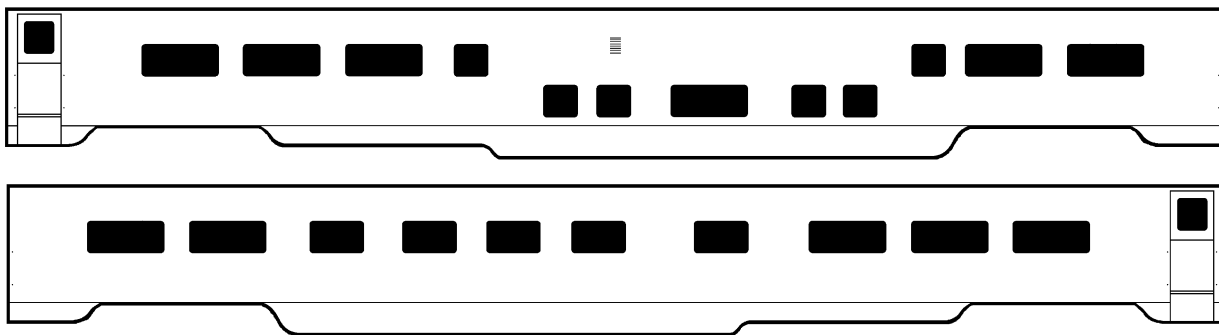
Three railroads took delivery of eight P-S dome cars in the period 1949-52. The cars were:

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. 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 car used on the *Super Chief*. Consideration was given to trying to adapt the sides to the long-out-of-production Röwa P-S dome car, but the latter's length of 6.157" is some 0.161" less than the new and much more widely available Con-Cor car. B&O or Amtrak modelers wishing to use the low-profile dome Röwa body may still make the length compromise and trim the brass sides to fit the Röwa body.



REFERENCES

The Official Pullman-Standard Library Vol. 11 Mid-Atlantic, Randall & Ross for B&O, WAB

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/fredatsf/protopass4.htm>

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

http://www.trainweb.org/web_lurker/WAB1602/

CONSTRUCTION NOTES

While we have been producing brass sides and technical sheets for over thirty years, this specific prototype and the recent Con-Cor model put us on less familiar ground with respect to 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 were authored by some of our reserved customers for these sides.

The Con-Cor model consists of a one-piece plastic body shell with decorated but removable floor/underframe and dome seat insert pieces. The flush-fitting clear plastic glazing pieces are glued inside the shell. The overlay construction method leaves the plastic shell basically intact, but modified so as to accept the thin brass sides as attached to the exterior. In this method, the corrugations are filed and sanded smooth and then the areas of the plastic 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 and sacrificed later. Some modelers may be tempted to cut away all of the plastic sides below the letterboard and near the ends, but this then creates problems with securing the floor and underframe. The roof antenna will be a nuisance early on and should be removed, either temporarily or permanently, depending on the prototype and era being modeled.

The sides come 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 down and opened-up sides. Before that is done, a decision should be made on the method of glazing the windows from inside 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 will have to wait the painting and finishing steps. Grabiron starter holes have been etched through the brass sides to permit more easy drilling for those wishing to add wire grabirons.

Some modelers may wish to modify the interior details to better match their chosen prototype. That includes the dome seating, which was 24 for the Plan 7551 cars. 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. The decal offerings from Walthers and Microscale cover a few of the possibilities, and there may be limited run sources whose identity is often shared through the web and hobby magazines. We will be glad to post such information as it reaches us and regret that we do not have accurate lists to share yet.

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. These sheets as well as as updated versions of this sheet are available from our website www.brasscarsides.com. E-mail: dchenry@gac.edu. Revised May 22, 2008.