



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



Union Pacific, Chicago & North Western, Great Northern
ACF Baggage-Mail Cars (Part No. 173-43)

In early 1946, the Union Pacific and the Chicago and North Western together ordered five full-length baggage mail cars from American Car & Foundry as Lots 3027 and 3035, respectively. A month after these cars were delivered in September, 1949, the Great Northern ordered six essentially identical cars from ACF as Lot 3442, and these were delivered for the *Mid-Century Empire Builder* in late 1950 through March, 1951. In 1964, the C&NW sold its two cars to the GN. The assigned numbers and dispositions have been collected in David Randall's Streamliner Cars Vol. 3 ACF, and are summarized below.

UP 5900-5902, retired 1970 to work train service
C&NW 8225-26, sold 1964 to GN as 43-44, retired 1971
GN 37-43, [No. 41 to CB&Q in 1953, 38-39 to BN 600-01 in 1970], retired 1971

BRASS CAR SIDES is pleased to offer HO-scale photoetched brass sides for these distinctive cars. The UP/C&NW prototypes had a total of nine side windows and minimal skirting, while the GN cars had a tenth window and came with full skirts originally. These sides follow the original GN style. The sides also feature six separate etched doors in two sizes that give the recessed appearance of actual head-end cars.

REFERENCES

The Passenger Car Library Vol. 3 Western Railroads, David Randall (RPC, 2000)
The Union Pacific Streamliners by Ranks and Kratville. (Kratville Pub., 1974)
UP Color Guide to Freight and Passenger Equipment Vol. 1 by Stagner & Yanosey and Vol. 2 by Lou Schmitz (Morning Sun)
GN Color Guide to Freight and Passenger Equipment by David Hickcox (Morn. Sun)
GN Pictorials Vols. 3-5 by John F. Strauss, Jr. (Four Ways West Pub.)
Streamliner Cars Vol. 3 ACF-Other Builders by W. David Randall. (RPC, 1982, O.P.)
Car Names, Numbers and Consists by Robert Wayner (Wayner, 1972, out of print)
Burlington Northern Passenger Cars by Charles A. Rudisel (C.A.R. Pub., O.P.)
"Modeling a Northern Pacific 'Day-Nite' Coach", July, 1990 NMRA Bulletin, pp. 19-22, by Ed Novit, with photos and step-by-step tips using the basic body kit before end castings were included. Single copies \$1.50 from NMRA Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421.

DESCRIPTION AND CONSTRUCTION TECHNIQUES

These sides are etched from 0.010" full-hard brass sheets, and the doors and window sashes from 0.006" full-hard brass. In order to keep the cost and complexity of the basic sides to a reasonable level, we have etched the windows with square corners as in the prototype, but are making available etched pieces for the interior window sashes with rounded corners as a super-detail option. [A set of ten such pieces is available for \$4.50 postpaid direct from BCS only.]

The overlay method on Rivarossi [not IHC] smoothside coach or sleeper bodies may be used, but the simplest construction will result from employing our Deluxe or Basic Body Kits. This method is economical and allows for easy placement of underbody and roof details and a more faithful rendition of the ACF cars when more accurate detail parts are chosen and applied. This method also leads to increased weight in the superstructure. Both kits consist of basswood roof, cast

ends (pewter alloy or brass), and floor (basswood or fiberglass). The instructions enclosed with the kit cover the basic steps for building the car body.

The use of full door openings and separate pieces for the doors makes these sides especially vulnerable to bending at those points. We recommend that modelers attach the door etchings to the back of the sides with ACC cement or solder, after cleaning off the Krylon coating. Since the door pieces will cover the grabiron holes, these holes will have to be drilled out from the front with a #78 bit after the doors are in place. Modelers of the GN/BN cars may wish to trim off the short skirting with a tin snips, since these cars operated in that form for most of their service lives. This should probably be done before the doors are attached.

Detail Parts: A number of manufacturers produce detail parts for lightweight HO passenger cars. These include Detail Associates, Eastern Car Works, Custom Finishing, American Limited Models, Precision Scale, Train Station Products, Great Western Passenger Car Details (www.gwpcd.com), Bill's Narrow Gauge Shops, and Century Foundry. The Walthers HO Reference Book, web searches, and manufacturers' catalogs are your best sources of information on what is available. We particularly call your attention to: Detail Associates #6601, -02 & -03 grabirons; Train Station Products No. 460 underbody details, Custom Finishing Nos. 292 & 293 roof and underbody kits and #146 garland vents; American Ltd. Models #9000 diaphragms; Cal-Scale 352 20-kw genemotor and 359 air brake set; trucks (MDC 2935, Train Station Products, Con-Cor 223-700, Railway Classics in brass, Central Valley #139 or #140, as available second hand).

Paints: Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. We prefer Scalecoat #22 UP Armour Yellow and #32 Harbor Mist Gray for that road. Other UP paints: Floquil #110166 and #110167; Polly Scale #414170 and #414176; Accupaint #67 and #68; Accuflex and Modelflex 1624 and 1625. When the C&NW pulled out of the "Overland Route", their cars were later repainted, and Scalecoat #35 C&NW yellow and #36 C&NW green are good. For the GN, Scalecoat 45 & 46 are fine for "Empire Builder" colors, and Floquil 56 and 11 for the "Big Sky Blue" scheme.

Decals: UP (Champ PH-66 & S-89; Walthers 93640, Microscale 87617 & 871105), GN (Champ PH-45, PH-128 ("BSB"); Walthers 52830 (BSB); Microscale 87153 & 87154), C&NW (Champ PH-67 for UP red style).

The production of future cars depends on customer reservations. To receive our 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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