

THE B&O MODELER



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In Pursuit Of B&O Passenger Cars...P.6
Bruce Elliott's B&O Passenger Car Fleet ...P.11
Adding a Diner to Two Special Passenger Specials...P.60

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AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans can accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Review membership options on the [Society website](#), print and complete the membership information and mail to:

B&ORRHS

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FROM THE EDITOR

DAVID MURVIHILL

Welcome to another edition of *The B&O Modeler*. This edition is entirely devoted to passenger cars from the early 1950's. Bruce's overview of current manufacturers and products will benefit anyone interested in modelling the era and his article on his collection of homemade and kit-bashed cars will inspire all. Thanks too to Fran Giacomini for his article on another unique and interesting dining car, hopefully he won't mind if I put one of his pictures on the cover.

I don't have too much to say for this issue (eight roofs are half-finished for the 1935 Royal Blue), so instead I'm going to fill up the page by posting a picture of two special models from my own railroad:



These are both old kit-built B&O cars and neither is particularly noteworthy nor in great condition (have to fix that roof rib). But they are two of the last three cars surviving from my father's railroading days. He started model railroading in the 50's but had to give it up to raise five kids. He started to railroad again in his 70's but passed shortly afterwards. My brother saved these and found them in a box a few years ago.

Still on the lookout for more articles, feel free to contact me if you have any ideas.

Feel free to contact me via e-mail (Davidmurvihill@gmail.com) or by phone (314-939-9028).

WHAT IS NEW AND WHAT IS NEWS

- Bruce Elliott reports that Leopard Architectural Models has modelled the D tower in Grafton, WV, and the B&O passenger station in Cleveland. LEOPARDARCHMODELS.COM



(Photos courtesy of Leopard Arch Models)

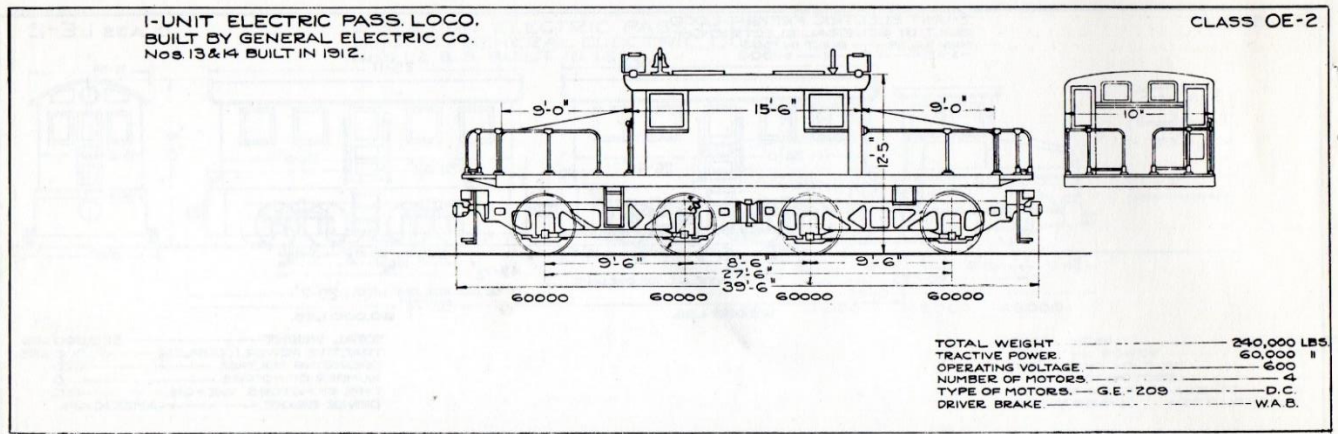
- **Congratulations to....**

Jeff Hanke...on his attainment of Master Model Railroader No. 727

Jeff's "MMR story" appears in the March 2023 issue of *The NMRA Magazine*. Jeff's byline has appeared on at least 4 articles in *The B&O Modeler* over the years. His focus is on the East End of the Cumberland Division in the Chessie System era, and he is editor of the modeling section of the Chessie System Historical Society's publication. The photo portrait of Jeff in *The NMRA Magazine* shows him standing in front of the Frog Hollow Branch at Martinsburg with scratch-built models of NA Tower (*Modeler* March-April 2010) and what looks like the Fruit Exchange Building. The photo backdrop is a great shot of the Martinsburg roundhouse complex when the East Roundhouse was still standing. How about an article on that Fruit Exchange for *The Modeler*, Jeff? (reported by John Teichmoeller)

- "Building the DRT No. 165" by Brook Qualman, MMR in *NMRA Magazine*, August 2022, pages 12-15. Don't worry, you aren't reading *New York Central Modeler*. This center cab electric motor was one of 6 used in the Michigan Central's Detroit River tunnel and turns out to be the same GE model purchased by the B&O for the Howard Street tunnel. The B&O also had 8, purchased in twos between 1910 and 1927. This was the third style of tunnel motor used by the B&O. Said to be virtually identical, they served until diesels took over in 1952.

This is not a chop-by-chop construction article *per se*, but the 13 photos give a patient modeler a good idea of how the components were fabricated. The model uses 2 Stanton drives and is equipped with DCC and sound. The author shared some of her false starts and wrong way turns. She said she had "an excellent blueprint" of the loco. Wonder where she got it? I do believe the Society has a good collection of photos of these motors, and the accompanying diagram has most of the dimensional data you need. The good news is that the DRT units had a lot more "spindly stuff"—tanks, piping, etc.-- hanging on them that you don't need for the B&O's which were fairly clean. You can even model the Howard St. tunnel. You can decide which end to model—Camden or Mt. Royal—and most of the layout can be hidden trackage; use photo backdrops for the Howard St. storefronts. I know of two models of Mt. Royal Station, one in HO, another in S, so somebody could probably help you there. Brook built the model for her Master Model Railroader qualification



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but apparently, it's bad form in the NMRA to tell us how many points you get; Brook got her MMR. (reported by John Teichmoeller)

- Doug Forbes announces that he has developed a 3D printed "kit" that represents the interlocking tower located in Pana, Illinois, in HO scale. Pana tower oversaw the intersection of the IC, NYC, C&EI, and the B&O. There are eight parts consisting of four walls, a subroof, a chimney, roof brackets, and a staircase as shown in the photo. The pictures show the completed model that was glued together, painted, and shingled with GCLaser laser cut shingles. The price is \$80 for the kit plus \$10 for shipping. FORBESTRAINMODELS@GMAIL.COM



IN PURSUIT OF B&O PASSENGER CARS

HO Models of B&O passenger cars 1950 – 1955

BY BRUCE ELLIOTT

In October of 2005 I put together a compilation entitled “Baltimore and Ohio Railroad Passenger Equipment, Models Available in HO Scale.” It was not published in a formal sense but was distributed to some friends and “interested parties.” Many new models have become available in various forms in the last eighteen years, so it is time for an update and sharing with a wider audience. I focus on cars in revenue service ca. 1950-1955 since that is an extremely popular modeling period. Having said that, it is important to note that there are still many classes that have yet to become available in any model form. For example, there is a gap between “early heavyweights” and “modernized heavyweights.” I will also omit brass offerings from my listing since they are of limited availability and also beyond the means of many modelers. The format I will use is to first categorize by manufacturer, then by class within manufacturer all known cars which are offered as ready to run. I will then list complete kits, then cars that can be done using kitbashing options, and then I will include notes about parts and fittings. Finally, I will include an album of photos of cars I have built up or acquired for my personal fleet. Both sides of each car will be shown since the window pattern was different based on interior arrangements. And even this presentation is not complete as there are kits that are available that I simply have not gotten around to building.

Keep in mind that every one of the commercially available styrene cars listed below by Bachmann, Con Cor, Eastern Car Works, and IHC/Rivarossi will still need to either be re-lettered or repainted, or both. For those wishing to model a car that is not available, a “core” will be necessary and will require body modifications/additions with commercial parts. In some cases, a degree of scratch building will be necessary. Yet there is progress; in some cases, cars that in previous years had to be built from kits or using a core and parts now are available either in kit form or ready to run. (R-T-R).

Commercially available B&O passenger cars by manufacturer:

Assembled:

A note here; the Rivarossi and Bachmann cars listed here are not totally correct. Things like size and style of door as well as very slight variations of windows keep them in a low to mid 90% accuracy range. Keep in mind, a good paint job and correct lettering, even on these "less than right on" cars will go a long way to a convincing appearance. The other models below are correct.

The Intermountain / Bethlehem Car Works (BCW), Fox Valley, Exact Rail and the late model Walthers cars are painted and lettered correctly. They come with metal wheels and knuckle spring couplers, and are R-T-R.

Bachmann

CLASS	TYPE	STYLE
A-20	Coach	80 seat.

These cars carry the correct numbers for the A-20 class, but the car is an excellent starting point for an A-18, A-19 or A-20 coach. Bachmann's car is actually based on a PRR P-70 coach design. Three modifications are necessary: 1) the removal of the cyclone vents on the roof, 2) the installation of a fishbelly underframe and 3) the replacement of the round pressurized water tanks with Pullman tanks from New England Rail Service (NERS).

Exact Rail

CLASS	TYPE
C-16	Express

Fox Valley

CLASS	TYPE
C-16	Express

Intermountain / Bethlehem Car Works

CLASS	TYPE	STYLE
Ae	Coach	76 seat

Rivarossi / IHC

CLASS	TYPE	STYLE
B-8	Express	
E-7	Postal-Express	30' mail 40' express
F-4b	Diner	
H-8	Postal	
S-14	Pullman	12 Section. – 1 Drawing Room

Walthers

CLASS	TYPE	STYLE
A-18	Coach	80 seat.
S-1	Pullman	10 Roomette - 5 Bedroom
S-4	Pullman	8 Section-1 Drawing Room-2 Compartment.
S-14	Pullman	12 Section-1 Drawing Room
S-15	Pullman	14 Section.
S-16a	Pullman	1 Drawing Room, 3 Compartment, Solarium/Observation
V-5	Parlor	26 Seat

Kits:

Bethlehem Car Works (BCW)

CLASS	TYPE	STYLE
Ae	Coach	76 seat
A-18	Coach	80 seat.
D-14	Combine	48 seat.
H-11	Postal	
S-5	Pullman	8 Section-1 Drawing Room-3 Bedroom

Branchline

CLASS	TYPE	STYLE
S-4	Pullman	8 Section-1 Drawing Room-2 Compartment.
S-10	Pullman	10 Section-1 Drawing Room-2 Compartment
S-14	Pullman	12 Section-1 Drawing Room
S-15	Pullman	14 Section

Eastern Car Works / ALCO kits

CLASS	TYPE	STYLE
A-18, A-19, A-20	Coach	80 seat

Funaro and Camerlengo

CLASS	TYPE
C-15	Express
C-16	Express

Model Railroad Warehouse / Cannonball Car Shops

CLASS	TYPE
C-16	Express
C-17	Express

NKP Car Co.

CLASS	TYPE	STYLE
A-18h	Coach	68 seat
A-18ec	Coach	60 seat
A-19c	Coach	60 seat
B-8a	Express	
B-8b	Express	
B-8c	Express	
B-21	Express	
D-14ab	Combine	Baggage-Dorm-Buffer/Lounge
D-15a	Combine	48 seat
F-4bm	Diner	
F-4bn	Diner	
F-8	Diner	
H-9	Postal	
S-3a	Pullman	10 Roomette-6 Bedroom
S-20	Pullman	5 Bedroom-Buffer, Observation-Lounge
S-21	Budd	16 Duplex Roomette-4 Bedroom

Sunshine Models

CLASS	TYPE
C-16	Express

The previous seven manufacturers' cars are in kit form requiring assembly and are minus trucks and couplers except as noted. If you have never kitbashed a car, you may want to consider these kits as a prelude to kitbashing the other passenger cars in this article. A lot of detail can be added to these cars, depending on what level of detail you're comfortable with.

Car Sides Only

Listed below are sides only. A core kit or foundation will be necessary to complete the model.

Brass Car sides

These are two-piece brass sides that replace the sides of/on a Rivarossi heavyweight.

CLASS	TYPE	STYLE
S-1	Pullman	10 Roomette-5 Bedroom
S-2	Pullman	14 Roomette-4 Bedroom
S-3	Pullman	10 Roomette-6 Bedroom

Spring Haven Shop

These are Laser cut styrene sides that will overlay on a Rivarossi lightweight.

CLASS	TYPE	STYLE
A-40	Coach	56 seat.
	Pullman	24 Roomette <i>L. S. Hungerford</i>

These are brass sides and end that will overlay a Rivarossi heavyweight.

	Pullman	8 Section Buffet/Lounge <i>Lotos Club</i>
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Union Station Products

_These are laser cut styrene sides only.

CLASS	TYPE	STYLE
A-40	coach	1949 COLUMBIAN train set.
A-41	coach	1949 COLUMBIAN train set.
D-30	combine	1949 COLUMBIAN train set.
F-10	diner	1949 COLUMBIAN train set
S-7b	Pullman	8 section, 4 Double bedroom
S-21	Pullman	16 roomette, 4 Double bedroom
Z-5		1949 COLUMBIAN train set

Detail Parts

Five manufacturers make up the bulk of the detail parts for these cars:

Bethlehem Car Works

Cal-Scale

Eastern Car Works

New England Rail Service

Precision Scale

Decals

For decals, I use:

Mt. Clare Shops decals (available through Pro-Custom Hobbies)

Microscale decals

Some Acknowledgements

Everyone has a mentor, someone who helped them, showed them, had the knowledge to answer their questions, and I'm no exception. My one of my two biggest mentors was Harold "Bud" Stringham, Bud was a B&O modeler and had the initial interest in HO scale B&O passenger cars, and the machine shop and knowledge to make modernized heavyweight cars with betterment roofs possible. Bud did the hard work--brass window strips and the betterment roof and the turtleback roof, which were exclusively his (at the time). He designed photo etched vents for his roofs that were exclusive to the B&O. He never finished any of the almost two dozen or more cars that he designed (that I know of) before his death. I have finished six of the ten different cars that I bought from him.

My other mentor was Ralph Barger. Ralph's huge B&O library is unrivaled by anyone, perhaps even the National Archives. Ralph forgot more about B&O passenger cars than I will ever know, but he taught me never to take a drawing as gospel, and always have as many pictures as you can get. It was not uncommon for some of the B&O's cars to be rebuilt as many as four times in their lifetime, and even among the same type of car there could be differences in trucks, window styles, painting, striping, lettering, and numbering. Both men taught me the basics of what it would take to build these cars. After all, this is the B&O, and there is no standard.

Bob Chapman is also a great friend and modeler (as we know from his D-14 article in the *Sentinel*, his article in *Model Railroader* on building the 1940 NATIONAL LIMITED, his article on building trains 233 -238, and B-8 and many other cars), and he and I have been kicking ideas back and forth now for over quarter of a century now. We get inspiration from each other to pick us up and keep us going. Bob and I worked together diligently with Walthers on the lightweight 10-5 and the heavyweight cars during 2004. Since we were given the opportunity to work with them, we were determined to get it right. We provided little input on the Pullman cars, other than lettering, but we did supply information for the A-18 coach and all the artwork for all of the cars.

Please humor some brief comments on modeling philosophy, in particular "plastic/kitbash vs. brass." There are minor differences between these Walthers styrene cars or the "core/sides" kit bashes and their brass

counterparts, but there is a big difference in cost. Many of these cars are not even available in brass so this is the only way to get a B&O car in the 98% plus accuracy range at all. None of these cars cost over \$70.00 to make, and many under \$50.00. Today a cheap brass car will cost you \$200.00 and can cost as much as \$800.00+ each! I once thought “if it was brass, the time and effort had been taken to do it right,” but over time I have found this not always so, often due to communications problems across the seas. Still today, with all the available information at their fingertips, manufacturers don't always take the time to do it right, meaning their model might be marginally better than mine. I can't afford a brass fleet, so this is a realistic approach for me. I have built to date 51 cars, 4 partials and 1 yet in the box. This doesn't include brass and styrene R-T-R models (9). I'm always looking for new ideas to build more cars. The following presentation is not a final list, as new manufacturers are coming out all the time with new parts and cars. In the end as always, working from photos is the best source in building a car. This is after all the B&O, and no two cars are "really" the same. Questions and comments are always welcome, after all that's how we learn.

In the image captions below “typical” train service is sometimes mentioned. Some modelers may love the looks of B&O passenger equipment but running passenger service just does not fit their modeling scheme. Consider a way to have passenger equipment without regular passenger service, namely offer “Excursion Service.”

The following classes illustrated in the album below are among those that could be found in such service:
B-8a; A-32a, Ae, A-17, O-27a and P-24a

BRUCE ELLIOTT'S B&O PASSENGER CAR FLEET

Ae 76 seat Coach No. 4500

The B&O acquired several of these cars along with the Cincinnati, Indianapolis & Western. These cars were never air conditioned and would be perfect candidates for excursion service. As with the A-17 and A-32a coaches, the Ae class final paint scheme was the Blue and Dulux Gold stripe through their retirement. The model is from Bethlehem Car Works. Compare its appearance with the A-17, which was built from this BCW kit.



The real difference between one side and the other is the location of under frame appliances.



A-17 72 seat Coach No. 4334

Of interest here is that both the men's and women's lavatory were on the same end of the car. These cars were never air conditioned. This was an early steel car with 4-wheel trucks. The model started as a Bethlehem Car Works Ae coach. Then all the side windows were replaced with NERS paired windows. Roof vents are from BCW/Kit Bits, and the trucks are by Walthers. With no air conditioning, these cars would also be perfect candidates for excursion service.



This side of the car, from L to R, coach seating and women's lavatory.



This side of the car, L to R, men's lavatory and coach seating.

A-18bb 54 seat Coach with Steward Room No.3494

With a Steward Room, this car would have been on a second-class overnight train. A Bachmann PRR coach was the foundation for this car. Cyclone roof vents were removed and one of the end vestibule doors was closed off for the A/C cooling tower. A BCW "Kit Bits" fishbelly under frame was installed along with a York A/C unit and a Pullman pressurized water tank from NERS.



This side, from L to R, A/C cooling tower, men's lavatory, coach seating and hall windows across from the steward's room.



This side, from L to R, pillow locker, women's lavatory and toilet, stewards room coach seating and men's toilet.

A-18cr 68 seat Coach No. 3542

When Walthers first introduced their heavyweight cars, a standard coach was in the offering. Soon thereafter a "modernized" coach appeared. Both coaches had B&O prototypes. Looking through coach diagrams, it didn't take long to realize that by swapping the roofs between the two coach styles that you had two more B&O prototypes. This is one of the two cars. The conversion did require the men's lavatory to be repurposed as an A/C room, thus the blanked-out window. The "turtleback" roof is a strong indication that this car ran on second class trains. (The model needs to be renumbered)



This side of the car, from L to R, women's wash basin, coach seating and men's toilet and lavatory.



This side of the car, from L to R, A/C room, coach seating and women's toilet.

A-18ec 68 seat Coach No.3690

A modernized car with a "Turtleback" roof. Often found on second class trains. One end vestibule door was blocked off for a pillow locker. This car uses a Rivarossi frame and NKP sides, ends and roof.



This side of the car, L to R, A/C equipment, coach seating and women's saloon.



This side of the car, L to R, pillow locker, women's lavatory, coach seating and men's saloon.

A-19 68 seat Coach No. 5426

Even by the early 50's, not all passenger cars had received the Blue & Gray paint scheme. However, this car had received air conditioning by this time. This is a Bachmann car that has had the cyclone roof vents removed as well as the PRR style pressurized water tank. A fishbelly under frame by Bethlehem Car Works and a Pullman pressurized water tank have been installed.



This side of the car, L to R, men's lavatory, coach seating and women's toilet.



This side of the car, L to R, women's lavatory, coach seating and men's toilet.

A-19a 68 seat Coach No. 3630

A modernized car with paired Thermopayne windows, often seen on secondary trains, this was a “one of” car. This model is the other part of the story of swapping roofs between the Walthers standard coach and the modernized coach. It was necessary to blank out a vestibule door to make a pillow locker. As with the other Walthers coach, the number on the model needs to be changed.



This side of the car, L to R, A/C compartment, coach seating and women’s toilet.



This side of the car, L to R, pillow locker, women’s lavatory, coach seating and men’s toilet and lavatory.

A-20 80 seat Coach No. 5458

These cars provided maximum seating. This car was built on the foundation of a Bachmann car and features early '30s A/C duct work. One vestibule door was blocked off and was used for A/C equipment in conjunction with the roof access hatch.



This side of the car, L to R, women's lavatory, coach seating and men's toilet, as well as the A/C duct work.



This side of the car, L to R, A/C equipment locker, men's lavatory, coach seating and women's toilet.

A-32a 84 seat Coach No. 4660

The B&O acquired several of these cars along with the Cleveland, Lorain and Wheeling. These cars were never air conditioned and would be perfect for excursion service.

The model uses a Rivarossi heavyweight coach as a foundation. All of the single windows were removed and replaced with paired windows from NERS.



This side of the car, L to R, women's lavatory, coach seating and men's toilet.



This side of the car, L to R, men's lavatory, coach seating and women's toilet.

A-41 83 seat Dome Coach *High Dome*

This car was part of the lightweight COLUMBIAN that came to the B&O in 1949. The model features photo etched brass sides and dome and were created in the mid 80's by Andy Holtzopfel. The sides and dome were overlaid on a Rivarossi lightweight car. The dome interior came from a Rivarossi dome car. A radio antenna and search lights as well as full width diaphragms were added.



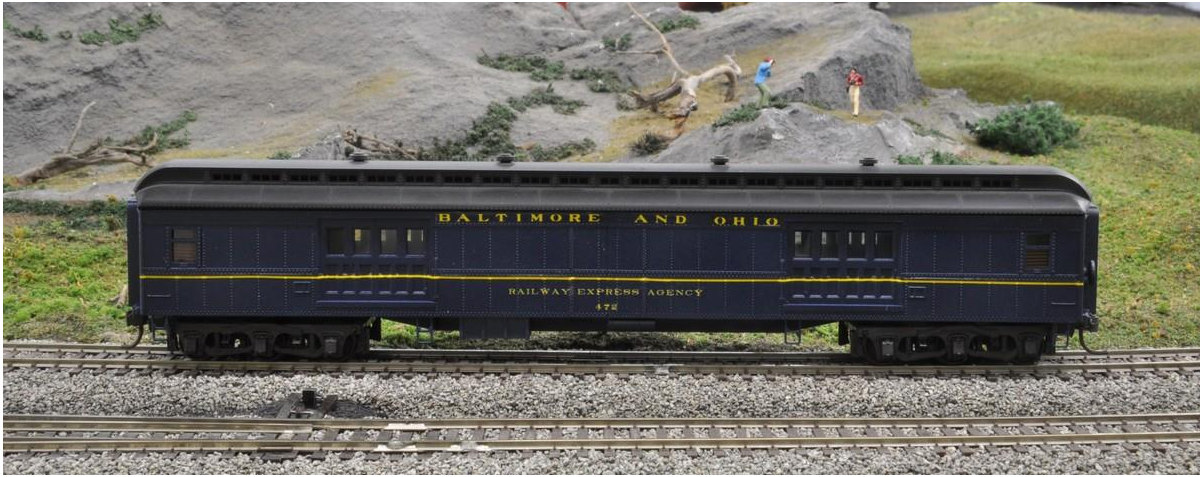
This side of the car, coach seating, (upper) dome seating, (lower) women's toilet, men's toilet, lounge and coach seating.



This side of the car, coach seating, hall across from the lower lounges, dome seating, coach seating and dome observation lights.

B-7 Express #472

By the early '50s this class of car was few and far between in revenue service. Easily identified by their barred windows at the end of the sides along with their roof vents and older style baggage doors, these cars were quickly going into excursion and MofW service.



The model was built from a pair of Rivarossi Postal-Express cars. The two postal halves were made into H-9 #84. The two express halves created this car. Cyclone roof vents are from Bachmann coach, windows are from New England Rail Service, barred windows and stirup steps are from Bethlehem Car works, brake wheel assemblies are by Tichy, couplers and wheels are from Kadee and lettering is from Micro Scale.

B-8a Express No. 625

Often times an extra express car was used in excursion service. The side doors were opened and locked and 2x10s were secured to the sides to restrain passengers for their own safety. This model was built using an IHC model, removing the side doors, adding Evergreen styrene 2x10s and populating the door openings with Preiser figures.



The car sides are identical, the difference is under frame appliances and people.



C-16 Express No. 1897

These cars were built from M-53 boxcars and were equipped with high-speed trucks and steam lines. This model was built from an almost prehistoric Cannonball Car Shops flat kit that while considered archaic now was for a long time all we had.



O-27a Gondola No. 251724

Why a freight car? Because they were abundant and had a large capacity for people and those people could experience "the great outdoors". Often at least one of these cars could be found in an excursion consist. The South Branch Valley still has a gondola in their consist today, though they do have a longitudinal bench seat in their car.

The model uses a Westerfield O-27a kit as a foundation and is heavily populated with Preiser figures. Being a freight car, there was no reason for a second photo.



D-14ab Baggage, -Dormitory-Buffer/Lounge No.1232

A rather bland looking "head end " car, often found on secondary overnight trains. A Bachmann PRR combine was used as the foundation. The baggage doors were moved forward one panel. Roof cyclone vents were removed and A/C duct work from NERS was installed. The right rear vestibule door was blocked off for a pillow locker. Extra windows for this conversion are from NERS as is the Pullman pressurized water tank.



This side of the car, from L to R, storage locker, A/C compartment, lounge, hall across from the buffet and dormitory and the baggage compartment.



This side of the car, from L to R, baggage compartment, toilet for dormitory, lounge and storage locker.

D-15a Combine No. 1447

These were workaday combines with air conditioning and reclining/revolving seats and were easily found on day trains. The model uses a Bachmann PRR combine as a foundation. The cyclone roof vents and PRR water tanks were removed, and a Pullman 145-gallon water tank from NERS was installed as well as a York air conditioning compressor and NERS air conditioning duct work. It was necessary to move the baggage doors forward one panel. Sill steps were installed at the baggage end of the car. A vestibule wall was installed, and a new diaphragm was installed at the rear. The baggage door is from a Rivarossi lightweight express car. Striping and lettering were done with two different sets of decals.



This side of the car, L to R, baggage compartment, coach seating and men's toilet. A/C duct work on this side only.



This side of the car, L to R, lavatory, coach seating and baggage compartment.

D-15g Baggage, -Dormitory-Coffee Shop-Lounge No. 1309

This one-of-a-kind car was built so that when one of the D-30 lightweight cars (from the 1949 Columbian) was in the shop, the 1309 would be a "fill-in". The interiors of both classes of cars were identical. The 1309 however was a heavyweight rebuild. In the early '50s both the Capitol and the Columbian featured dome cars, hence the "ice breaker" on the roof at the front. In later years the ice breaker would eventually be located on the dome cars themselves. This car proudly wears the name plate of the Capitol Limited. The model was built from a lightweight express car and a Rivarossi lightweight coach with a pair of heavyweight trucks and features a radio antenna.



This side of the car, L to R, baggage compartment, dormitory, buffet and lounge.



This side of the car, L to R, lounge, hall wall across from the buffet and dormitory and the baggage compartment.

D-30 Baggage, Dormitory, Buffet/Lounge *Silver Spring*

Unlike the D-30 model offered by Walthers several years ago, this is an earlier version from the 1949 Columbian. The model uses a Rivarossi lightweight coach to which brass photo etched sides have been overlaid. These sides were created by Andrew Holtzophel in the mid 1980s. Unlike the Walthers model, the as delivered version of the Columbian cars had full skirting as well as full diaphragms. It wasn't until the mid 1960s that the ice breaker was removed from this car and placed on the dome car. The Walthers model is tagged as the Capitol Ltd., and this is tagged as the Columbian. The B&O dome plate is by Free State Systems. Striping and lettering are by Mt. Clare Shops and the Columbian plates are by Microscale. The antenna stanchions are by Precision Scale.



This side of the car, L to R, baggage compartment, hall across from dormitory, stewards' room and bar, and lounge.



This side of the car, L to R, lavatory, lounge, stewards' room, dormitory and baggage compartment.

D-35a Baggage-Dormitory-Coffee Shop/Lounge Capitol Garden

This unusual paint scheme was applied when the AMBASSADOR was modernized and was retained into the early '50s. A Bachmann PRR combine was used as a foundation. The baggage doors were moved forward one panel, a new Betterment roof with a radio antenna was installed and the right rear vestibule door was partitioned off for the A/C cooling tower. The PRR pressurized water tanks were replaced with a single Pullman pressurized tank by NERS. Extra windows for the conversion are also from NERS.



This side of the car, L to R, baggage compartment, dormitory, buffet, lounge and hall.



This side of the car, L to R, A/C compartment, toilet, lounge, hall across from buffet and dormitory and baggage compartment.

E-7c Postal-Express #272

This is a 15' postal express . By the early '50s these cars were quickly going into the Mt. Clare shops and having the postal appliances removed and the postal window plated over and converted into B-21 express cars. These cars spent most of their lives on Branchlines where mail traffic was light.

This model is from NKP Car Co. which market it as a B-21. To make a B-7c it was necessary to cut in the postal window. Changes/additions to the kit included Central Valley trucks, Precision Scale vapor traps, Kadee couplers and the barred windows from BCW "KitBits" that were not a part of the kit, along with an additional four cyclone vents. Decals are from Microscale and Mt. Clare Shops. While brake wheels are provided, the Ajax ratchet assembly is not. A Tichy ratchet assembly was installed on the ends. A Tichy ratchet assembly was installed on the ends.



This side of the car, L to R, Postal compartment and Express compartment.



This side of the car, L to R, Express compartment and Postal compartment.

E-11 30' Postal - Express No. 254

This is a Rivarossi model, and it is in a very high 90's+ percentile range for accuracy. The biggest thing that the model needed was correct paint, lettering and number, as well as stirrup steps.



This side of the car, L to R, baggage compartment and mail end.



This side of the car, L to R, mail end and baggage compartment.

F-3c Cafeteria Car No.1025

This is one of Bud Stringham's creations from back in the early '90s. Bud started out with a Rivarossi diner, then machined the body for a brass window strip for the car. The roof was also one of his creations, designed to fit the Rivarossi car. Other details include: BCW roof vents and diaphragms, Bachmann wheels, body mounted close couplers, window glazing, curtains, grab irons, a hall wall and a hall railing. Only two of these cars were built in the Mt. Clare shops. Frequently found on Delaware Park race trains and maybe Charles Town race trains too. The car featured a cafeteria counter that ran the length of the former dining room. The one side view of the car makes you look twice: For the rebuild, Mt. Clare blanked out all the windows in the dining room on the Kitchen/Pantry side. Unlike any other food service car, there was NO seating in this car, another thing that made it unique.



This side of car, L to R, cafeteria area and hall across from the pantry and kitchen.



This side of the car, L to R, kitchen, pantry and serving line.

F-4cc 40 seat Diner No. 1077

This car was assigned to the NATIONAL LIMITED. This "modernized" appearance was the car's third and last rebuild. Bud Stringham created this car in the late 80's using a Rivarossi diner as a foundation. Brass machined window strips replaced the original windows, and a new Betterment roof was added along with roof vents. Since the heritage of the model was AT&SF, it was necessary to move the brake wheel assembly to the other end of the car.



This side of the car, L to R, dining room and hall across from the pantry and kitchen.



This side of the car, L to R, kitchen, pantry and dining room.

F-4ce 36 seat Diner No.1060

A modernized "Colonial" diner with a "Turtleback" roof that was often seen on second class trains. The model was a creation of Bud Stringham in the mid '80s, using a Rivarossi AT&SF diner as a foundation. Bud machined the window strips from brass stock. He also cut and machined the roof and the brass flush roof vents. The larger roof vents are from Bethlehem Car Works. The Pullman pressurized water tank is from NERS. It was necessary to move the brake wheel from one end of the car to the other.



This side of the car, from L to R, dining room and hall across from the pantry and kitchen.



This side of the car, from L to R, kitchen, pantry and dining room.

F-10 38 seat Diner *Pittsburgh*

This car was part of the 1949 lightweight COLUMBIAN train set. The model was built using a Rivarossi lightweight coach with photo-etched brass sides from Andy Holtzopfel which he made in the mid '80s. The car features full width diaphragms and kitchen roof vents from Precision Scale.



This side of the car, L to R, dining room and hall across from the pantry and kitchen.



This side of the car, from L to R, kitchen, pantry and dining room.

H-9 Postal No. 80

Not all postal cars are created the same. The H-9 class had many variations in window arrangements. Their interiors were actually determined by their service by the USPS, not the railroad. That said, postal cars were rebuilt many times over their lives. This modernized look was unique to #80 alone. The model started life as a Rivarossi lightweight PRR Postal-Express car. This rebuild was created by Bud Stringham, who also built the "turtleback" roof.



The left side of this car, 5 windows.



The right side of this car, 4 windows.

H-9

Postal

No. 84

This is the same class as H-9 No. 80 that was streamlined with a “turtleback” roof. There is quite a difference within class. This is a 60’ RPO that was built from two Rivarossi postal express cars. The side windows in the lower photo had to be rearranged. Barred windows and stirrup steps are from Bethlehem Car Works/Kit Bits. Decals came from four different sources.



The left side of this car, 6 windows, three and three. Mail pigeonholes were between the windows.



The right side of this car, 6 windows, two and four. Mail pigeonholes were between the windows.

Pullman 24 Roomette L, S. Hungerford

Close inspection will note that though this car is painted in B&O colors, it in fact belonged to the Pullman Co. and was lettered so. This car ran on the AMBASSADOR between Baltimore and Detroit and was the only one of its kind on the B&O. 24 sets of brass photo etched sides were created in the late '80s by Harold "Bud" Stringham (seen here). Styrene sides have since been released. A Rivarossi lightweight car was used as a foundation.



This side of the car, L to R, women's lavatory and roomettes.



This side of the car, L to R, roomettes and men's lavatory.

Pullman 8 Section-Buffer/Lounge Lotos Club

Until the B&O received the 5 Double Bedroom-Observation/Lounge cars, this car (which was leased from Pullman) could be found bringing up the markers of the Baltimore to Detroit AMBASSADOR. The model uses a Rivarossi chassis as a foundation and photo etched sides and end from Spring Haven Shops. Air conditioning duct work and Pullman pressurized water tank are from NERS. (Prototype is preserved indoors at the Railroad Museum of Pennsylvania).



This side of the car, L to R, women's lavatory, sleeping sections, hall across from men's lavatory and buffet and lounge.



This side of the car, L to R, lounge, buffet, men's lavatory, sleeping sections and hall.

P-24a Flat/temporary excursion service No. 8017

Another freight car conversion. Years ago, I found a drawing and photograph of this car. I believe that the time was taken by the Engineering Department to design an easily built frame that would fit a 40' or 50' deck on an as-needed basis. This was not a permanent arrangement and soon after the excursion the cars were stripped and returned to revenue service. As a former employee at the Cass Scenic Railroad, I was completely impressed at the similarity between a design of the late '40s and the construction that Cass chose. The "B" end of the car is the rear and was protected by a pair of red lanterns. The "A" end had a folding step similar to that found on GP diesels.

The model uses a Proto West body with a totally scratch built canopy from scale Evergreen styrene. Paired seating is so old that I can't remember who it's from and again, Preiser and Weston figures populate the model. These are just a few examples of how to make an excursion train that has unlimited operating potential, usually led by a P or Q class locomotive.



This side of the car, "B" end at the right.



This side of the car, "B" end at the left.

S-1 10 Roomette, 5 Double Bedroom *Cascade Boulders*

All cars in this class had Cascade as the first part of their name. They were found on the CLEVELAND NIGHT EXPRESS, the COLUMBIAN and the AMBASSADOR. These were the first lightweight cars in the system. This is a Walthers car. Of special interest is that this name was not available with the decal sheet. Window curtains were added along with hand rails in the hall.



This side of the car, L to R, hall across from the bedrooms, 5 roomettes and a linen/water closet.



This side of the car, L to R toilet, 5 roomettes and 5 bedrooms.

S-2 14 Roomette-4 Double Bedroom *Paw Paw*

Cars in this class were named after rivers on the system. These cars were on the NATIONAL LIMITED and the DIPLOMAT. Sides are only available from Brass Car Sides or Union Station Products. A Rivarossi lightweight duplex sleeper was the foundation for this project, giving a more correct roof.



This side of the car, L to R, 7 roomettes and the hall across from the 4 bedrooms.



This side of the car, L to R, porters' section, 4 bedrooms and 7 roomettes.

S-3 10 Roomette-6 Double Bedroom *Catoctin*

Cars in this class were named after rivers on the system. These cars were on the CAPITOL LIMITED. This car was built using a Rivarossi lightweight coach and photo etched brass sides from Brass Car Sides. A side note; Rivarossi did make a 10-6, but it was of a different interior and window configuration than the B&O.



This side of the car, L to R, 3 roomettes, 6 bedrooms and 3 roomettes.



This side of the car, L to R, 2 roomettes, the hall across from the 6 bedrooms and 2 roomettes.

S-4a 8 Section, 1 Drawing Room, 2 Compartment *Laurel Branch*

All cars in this class had Laurel as a prefix. These cars were on the CAPITOL LIMITED, the SHENANDOAH, the AMBASSADOR, and trains 430 and 441. The Walthers model started out as a standard heavyweight with A/C and was modernized by replacing the clerestory roof with a "betterment" roof with an A/C access panel, roof vents and folding vestibule steps which came from a Rivarossi lightweight coach.



This side of the car, L to R, men's toilet and lavatory, 4 sections and the hall across from the 1 drawing room and the 2 sections.



This side of the Car, L to R, women's toilet and lavatory, 2 sections, 1 drawing room, 4 sections and the hall across from the men's lavatory.

S-5 8 Section, 1 drawing room, 3 double bedrooms *Hill Tower*

These cars ran on the SHENANDOAH, the WASHINGTON EXPRESS and the CLEVELAND NIGHT EXPRESS in the early 1950s. All cars in this class had Tower as a suffix.

The model is a Bethlehem Car Works kit with 3D printed sides over a Branchline body. In addition to the kit parts, the striping and lettering is from Mt. Clare Shops, Central Valley sprung trucks, hall walls, hall handrails and window shades.



This side of the car, L to R, women's lavatory, 3 double BR, 4 sections and the hall across from the men's lavatory and smoking room.



This side of the car, from L to R, men's lavatory and smoking room, 1 drawing room, 4 sections and the hall across from the 3 double BR and the women's lavatory.

S-7 b 8 Sec., 4 Double B.R. *Emerald Waters*

These cars ran on the **DIPLOMAT**, the **METROPOLITAN SPECIAL** and the **CHICAGO EXPRESS**. Cars in this class carried the prefix of “Emerald”. This is a modernized version with paired Thermopayne windows and a Betterment roof. The model uses a Rivarossi 12-1 as a foundation, with sides from Union Station Products. Vestibule walls and 145 gal. pressurized water tank are from NERS. Diaphragms are from Bethlehem Car Works, vapor traps are from Cal Scale. End skirts are from a Rivarossi lightweight coach. The roof and roof vents, as well as the A/C compartment vents are from Bud Stringham. Hall walls were fabricated from Evergreen styrene. Hall wall railing and grab irons were fabricated. Curtains were cut from masking tape and frosted scotch tape is in the lavatories. Proto 2000 wheels and Kadee close coupled/ body mounted couplers along with Mt. Clare decals completed this model. The car name had to be cut from individual characters.



This side of the car from L to R, the A/C cooling tower, men’s lavatory, 4 sections and the hall across from the 4 Double B.R. and the Womens lavatory.



This side of car from L to R, women's lavatory, 4 Double B.R., 4 sections and v-5 hall across from the men's lavatory.

S-8 8 Section, 5 Double B.R. *Clover Lodge*

These cars ran in the DIPLOMAT, the CAPITOL LIMITED, and the METROPOLITAN SPECIAL. The first modernization of this class was for the Capitol. All cars in this class had ether Clover or Garden as a prefix. The model uses a Rivarossi 12-1 as a foundation, with NKP Car brass sides. Bud Stringham's Betterment roof along with NERS vestibule end walls and 145 gal. water tank, along with BCW diaphragms and Precision Scale vapor traps. Kadee couplers are close coupled and body mounted. End skirts are from a Rivarossi lightweight coach. Hall walls and railings were added. Striping and lettering was from Mt. Clare Shops with the Pullman lettering from Micro Scale.



This side of the car, from L to R: men's smoking room and lavatory, 5 double BR, 4 sections and the hall across from the women's lavatory and toilet.



This side of car, L to R, women's toilet and lavatory, 4 sections and the hall across from 5 bedrooms.

S-9b 8 Section, Buffet/Lounge/Sun Room *Jonathan Club*

Club series cars were often found bringing up the rear of such trains as the DIPLOMAT, SHENANDOAH, the CHICAGO EXPRESS and the METROPOLITAN SPECIAL. These were my favorite car because everything you needed was in one car, sleeping accommodations, air conditioning, food and a room with a view.

This car is a recent acquisition from a very fine modeler, as well as a contributor to *The B&O Modeler*, Greg Larocca. Greg started out with a Rivarossi 12-1. The whole car was rebuilt practically from the rail up, representing a modernized car with a modified Betterment roof to align with lightweight cars and a radio antenna so those in the lounge and sunroom could enjoy some entertainment when available. Greg even went the extra step and included an interior.



This side of the car, L to R, sunroom, lounge, buffet, men's lavatory, 4 sections and hall across from the women's lavatory and toilet.



This side of the car, L to R, women's lavatory, 4 sections, the hall across from the men's lavatory and buffet, the lounge and sunroom.

S-10a 10 Section, 1 Drawing Room, 2 Compartment *Lake Erie*

Cars in this class had prefixes of either Lake or Loch. These cars were on the NATIONAL LIMITED, the SHENANDOAH, the CHICAGO EXPRESS, the WASHINGTON EXPRESS and the WEST VIRGINIAN. This model started out as a Rivarossi 12 section-1 drawing room. Windows were replaced as necessary. A/C duct work is from NERS as is the replacement windows. One of the vestibule doors was closed off to make a pillow closet. The Rivarossi trucks were modified to represent the trucks on these cars.



This side of the car, L to R, A/C equipment, women's toilet and lavatory, 2 compartments, 1 DR, 5 sections and the hall across from the men's lavatory and A/C duct work.



This side of the car, L to R, men's toilet and lavatory, 5 sections and hall across from 1 drawing room, 2 compartments, the women's lavatory and toilet.

S-14 Coach No. 7416

This car started life as a 12 section 1 drawing room Pullman car. It was sold to the B&O in 1949 and was withdrawn from Pullman service as passenger traffic dwindled in the early '50s. The sleeping accommodations were removed and the car was put into coach service or rider service on mail and express trains. The model started out as a Walthers car. To make this a coach/rider car was a simple matter of using the car number rather than the car name that would have been used in Pullman service. However, of note, this Walthers S-14 has a different window configuration than the Rivarossi S-14c *Midlothian* in the Pullman section. Just any name or number on an S-14 won't exactly do, so pay attention to the Plan and lot numbers.



The above photo shows from L to R the men's smoking room and lavatory, the 12 sections and the hall across from the drawing room and the women's lavatory.



The above photo shows from L to R the women's lavatory, the drawing room and annex, the 12 sections and the hall across from the men's smoking room and lavatory.

S-14c 12 Section 1Drawing Room *Midlothian*

“12-1's” were the largest class of Pullmans in the B&O fleet. Federal government employees got reimbursed for cost of lower berth. These cars were on the NATIONAL LIMITED, the METROPOLITAN SPECIAL, and the AMBASSADOR. This car is a slightly modified Rivarossi model, up dated with air conditioning duct work, air conditioning compressor and a vestibule door closed off for the air conditioning cooling tower.



This side of the car, L to R, men's toilet, lavatory and smoking room, 6 sections and hall across from the 1 DR and the women's lavatory and toilet.



This side of the car, L to R, A/C cooling tower, women's toilet and lavatory, 1 DR, 6 sections and the hall across from the men's smoking room, lavatory and toilet. A/C duct work on this side only.

S-15b **14 Section** *Port Colborne*

These cars ran on the NATIONAL LIMITED and the CAPITOL LIMITED. This car was built using the Rivarossi 12-1 as a foundation. Conversion windows and A/C duct work is from NERS. One of the vestibule doors was closed off for the A/C cooling tower.



This side of the car, L to R, men's toilet, smoking room and lavatory, 7 sections, and hall across from the women's lavatory and toilet.



This side of the car, L to R, A/C cooling tower, women's toilet and lavatory, 7 sections and hall across from the men's smoking room, lavatory and toilet. A/C duct work on this side only.

S-16a 1 Drawing Room 3 Compartment. Observation. Capitol Square

The main point here is that by the early '50s all of this class of Pullman had been "modernized" except this one car, *Capitol Square*, which retained its "as built" appearance. This car was a "fill in" on the NATIONAL LIMITED. This is a Walthers model to which the radio antenna and A/C access has been added along with hall wall railing and curtains in the drawing room and compartments. Of all the S-16s, *Capitol Square* was the only one not streamlined.



This side of the car, L to R, the hall is on this side of a toilet, 2 compartments, 1 drawing room, 1 compartment and the buffet, lounge and sun room.



This side of the car, L to R, sunroom, lounge, buffet, 1 compartment, 1 DR, 2 compartments and a toilet.

S-17a **14 Single BR.** *Night Watch*

These cars ran on the CLEVELAND NIGHT EXPRESS. The model uses a Rivarossi 12-1 as a foundation, with NKP brass sides and BCW kit bits diaphragms and NERS 145 gal. water tank, vestibule walls and A/C duct work.



This side of the car, L to R, men's lavatory and hall across from the 14 single bedroom's.



This side of the car, L to R, 14 single bedroom's and the women's lavatory.

S-18 17 Roomette-1 Section. *Roaring Camp*

The B&O purchased this car from the Union Pacific, which operated it on their "49er". On the B&O, this car ran on the AMBASSADOR between Baltimore and Detroit. Like the *L.S.Hungerford*, this too was a one of car on the B&O. The model was built from a Rivarossi 12-1. All the windows were from a Rivarossi lightweight coach and were cut down for width. Roller bearing trucks were installed, end vestibule platforms were replaced with doors and steps from a Rivarossi lightweight and a Betterment roof was installed along with roof vents and an A/C access hatch as was a Pullman pressurized water tank by NERS. This model was under development at the time of Bud's death.



This side of the car, L to R, men's lavatory 1 DR and 8 roomettes.



This side of the car, L to R, 9 roomettes and the women's lavatory.

S-21 16 Roomette, 4 Double Bedroom *Bobolink*

These were referred to as "Bird" cars and were on the NATIONAL LIMITED, the DIPLOMAT, and the CAPITOL LIMITED. The model was built using a Walthers Slumbercoach as a foundation. The sides are from NKP Car. The 16 Roomettes were divided with eight on one end and eight on the other end. The 4 Double Bedrooms were located in the middle, where the car rode smoother and quieter.



This side of the car, L to R, 4 roomettes, 4 bedrooms and 4 roomettes.



This side of the car, L to R, 4 roomettes, hall across from 4 bedrooms, 4 roomettes and a lavatory.

V-5 Parlor Car #2111

In the early '50s, Parlor cars only ran on the **Shenandoah** and the **Capitol Limited**. This is one of Bud Stringhams creations from the late '80s using a Rivarossi heavyweight as a foundation with machined brass window strips and a Betterment roof. Other details include roof vents and diaphragms from BCW "kit bits", vapor traps from Precision Scale, Kadee couplers, Central Valley sprung trucks, vestibule walls and Pullman pressurized water tank from NERS as well as a hall wall and handrail. Folding vestibule steps were grafted from a Rivarossi lightweight coach as were the vestibule windows. Striping and lettering is from Mt. Clare Shops.



This side of car, L to R, women's lavatory, 26 seat parlor seating and the hall across from the Drawing Room.



This side of the car, from L to R, Drawing Room lavatory and Drawing Room, 26 seat parlor seating and men's lavatory.

Z-1b Bar, Stewardess Room No. 3302

This car was built for the 1940 modernized COLUMBIAN from a coach which had the vestibule removed from the "A" end, hence the closeness of the rear truck to the car end. This heavyweight rebuild was created by Bud Stringham, starting with a Rivarossi 12-1. Machined brass window strips replaced the side windows. The vestibule end with folding steps came from a Rivarossi lightweight. Bud also built the Betterment roof. Roof vents are by Bethlehem Car Works. The radio antenna was scratchbuilt.



This side of the car, L to R, men's lavatory, stewardess room, bar and lounge.



This side of the car, L to R, lounge, bar and women's lavatory.

Business Car No. 100

As built by Pullman in July of 1929 it was named "Maryland", carrying that name until 1944. It was the only business car on the 1954 roster built for the B&O that had four staterooms. A/C was added to the car in 1937. At it's last rebuild in 1955, outside swing hanger trucks were applied. 100 was used by many people of notariety including: FDR, Roy B. White, Dwight Eisenhower, Queen Elizabeth II and Barry Goldwater. As well as J. E. Edwards, the eastern region GM, then to C. E. Jackman, assistant VP engineering and lastly to A. W. Johnston, the western region GM.

The model is a creation of Bud Stringham and fearures brass window strips and a betterment roof and roof vents. As well as wind deflectors, vapor traps, streamlined marker lights and rear lights by Precision Scale. Outside swing hanger trucks and Kadee couplers and a NERS Pullman 145 gal. water tank. The roof antenna was scratchbuilt.



This side of the car, L to R; hall across from kitchen, pantry and servants room, dining room, hall across from four bedrooms and the secretarys room, the observation room and open platform.



This side of the car, L to R; open platform, observation room, secretarys room, four bedrooms, dining room, servants room, the pantry and the kitchen.

Conclusion

For the time being, this rounds out my compilation of HO B&O passenger equipment from the early 1950s. It is my hope that you have been inspired in some way to build a fleet of your own and share photos and descriptions of your work. Feel free to contact me via the Society's Modeling Committee if you have any questions.



ADDING A DINER TO TWO SPECIAL PASSENGER SPECIALS

BY FRAN GIACOMA

My HO layout is the Shenandoah Sub-Division from Harpers Ferry to W&W Junction set in late September 1956. Even though passenger service ended in 1949, I stretch reality by running an RDC to Winchester in the morning and return in the evening. I like the look of B&O passenger GP's pulling heavyweights so I model a Race Track Special to Charles Town and use the same train as the Apple Harvest Special to Winchester. The train consists of GP7 #743, GP9 #752 and 3 heavyweight coaches, with everything in the classic blue and gray paint scheme. From pictures and discussions on the B&O groups.io group, I learned that these trains carried a "lunch counter" car to provide light meals to the passengers. Older, clerestory roof diners, 1025 and 1028 (class F3c) were modernized and retrofitted with a long lunch counter along one side of the cars where passengers would stand and eat their food. The windows along the counter were covered over with metal giving the cars a unique look on one side, resulting in 3 small, narrow windows each containing 2 circular vents located at the kitchen end of the car.



OFF TO THE RACES!

Passenger car modeler Bruce Elliott had built car 1025 for one of the numerous passenger trains that he runs on his layout. He sent me photos of it and material needed. I contacted Tom at NKP car Co. and outlined my project to him. He put together a kit consisting of a correct roof, 2 sides, 2 ends plus copies of plans to build it. After I looked at everything, two "gotchas" jumped at me: 1) I would have to blank out one side of windows and 2) I would have to shorten the sides and roof by about 3 feet. I felt that I did not want to take on this much work (I'd rather operate the layout) and I felt I did not have the skill level like Bruce to cover the window openings and make it look like the prototype. So, what can I do with the items to add some type of food car to my Specials?



A DINER TO THE RESCUE

I soon realized that with a little work and some additional parts, the kit from Tom could make car 1035, class F4bc diner. It also helped that I found an article by Ed Bommer in the B&O Modeler issue #40 on how he built an O scale version of car 1035. I outlined my project to Ed and he graciously sent me additional photos of his diner plus tips on how he built it. Although I could not find any evidence that this type of diner ran on my two Specials, I decided to invoke the “it’s my railroad” clause to proceed with the project. I justified it saying lunch counter cars 1025 & 1028 were in the shop that day and diner 1035 was available to cover the assignment.



I used the underframe and trucks from a Walthers heavyweight adding a few details and the “long shank” Kadee 153 scale couplers. Like the three coaches in the Special that are also from Walthers, I had to modify the trucks to get the diner to operate on a couple of sharp curves on the layout. Given that my layout is 41” above the floor, I was not that concerned about how prototype the underbody looked. Instead, I concentrated on correctly detailing the sides and especially the roof. I bent the grab irons from Tichy .010” bronze wire, used Evergreen styrene (various thickness) for roof hatches, and KitBits roof vents. The roof, ends, and underframe were painted Tamiya Matt Black (TS-6). The sides of the car were painted Tamiya Light Gray Fine Surface Primer (87064). I covered the gray band using Tamiya masking tape and sprayed the blue areas black. Once dry, I airbrushed the blue bands on the car sides using Tamiya Royal Blue (X-3). I did this paint procedure because: 1) the primer gray is very close to the gray on the Walthers cars and 2) painting the gray primer black, then painting it Royal Blue resulted in a dark blue that is very close to the Walthers cars.

The entire car received a coat of Testors Glosscote (1261T). I applied the proper decals using Microscale set 87-797 B&O passenger cars (1949-1970) and Microscale set 87-798 B&O passenger car stripes (1949-1970). I used Microscale Micro Sol to settle down the decals and after 24 hours of drying time, the car was sprayed with Testors Dullcote (1260T). Light weathering was done with various shades of PanPastels’ browns and grays. Partial diaphragms from Hi-Tech Details and their air, signal, and steam hoses were installed on each end.

The diner hits the 80-85% mark on the prototype accuracy meter which conforms with my “good enough” philosophy. It adds depth to two Specials that traverse my HO version of the B&O Shenandoah Sub-Division.

COMING:
MODELER NO. 58 and Beyond:
Midland Station