

Français au verso

THE *Osgood Bradley* LIGHTWEIGHTS



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RAPIDO

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Prototype History

The Osgood Bradley Company of Worcester, Massachusetts was founded in 1822 as a builder of stagecoaches, carriages and sleighs. They were quick to enter the new market for railroad cars, building their first passenger car for the Boston & Worcester Railroad in 1835. These were some of the earliest passenger cars constructed in the United States. During the Civil War the Osgood Bradley Company produced gun carriages for the Union Army. Over the next one hundred years Osgood Bradley became known as one of the premier builders of not only railroad cars but also trolleys and buses. In the early 1930's Osgood Bradley was purchased by the Pullman Company, officially becoming the Pullman-Bradley Car Company. They continued to produce passenger cars, buses and trolleys into the late 1950's before finally closing around 1960.

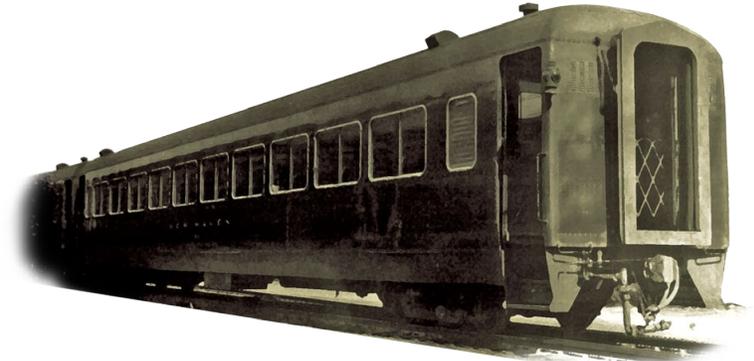
The early 1930's were a period of many technological advances, with many railroad car builders starting to embrace the streamliner craze. Not to be left out, Osgood Bradley delivered its first streamlined passenger car models to the New Haven Railroad in 1934. Designed with the help of industrial designer Welter Derwin Teague, these cars featured a rounded aircraft style body that was constructed of Cor-Ten steel, a copper-steel alloy which was lighter than conventional carbon steel. In fact, the lightweight cars weighed nearly 15 tons less than comparable cars of standard construction.

The New Haven was by far the largest buyer of these cars, coming back for additional orders in various configurations in 1936 and 1937. Neighboring railroads took notice, and long-time Osgood Bradley customer Boston & Maine ordered 30 cars of its own between 1935 and 1937. The Bangor and Aroostook followed with a group of five cars in 1937. The BAR also purchased three RPO-baggage combines, these being the only full head-end Osgood Bradley lightweight cars produced.

Purchases from other railroads soon followed. The Kansas City Southern, Seaboard Air Line and the Saint Louis Southwestern (Cotton Belt) each purchased Osgood Bradley lightweights in various configurations, including baggage-coach combines on the KCS and SAL. The Lehigh Valley bought a group of ten cars in 1939 which were to be the last new passenger cars purchased by the line. These cars featured a more conventional roof design with squared off rather than rounded ends, but were otherwise similar to other cars in the series.

The Osgood Bradley lightweight cars became well known to model train enthusiasts when the A.C. Gilbert Toy Company of New Haven, Connecticut produced an S scale model for its American Flyer toy train line. No doubt inspired by the New Haven cars that ran right past its factory, the Gilbert factory produced thousands of these cars between 1946 and 1958. The models provided the cars with their popular nick name among model railroaders, but officially they were always just Osgood Bradley or Pullman-Bradley lightweights.

The Osgood Bradley Lightweights had a long service life. Many of the New Haven's cars lasted into Penn Central service, and some ex-B&M cars survived in Long Island Railroad commuter service well into the 1970's. Eventually all of the cars succumbed to age and corrosion. Only a few original cars still exist today awaiting restoration in museums.



PRODUCT GUIDELINES

Thank you for purchasing this Osgood Bradley Lightweight HO scale passenger car from Rapido Trains, Inc. We hope you will agree that our passenger cars are the most detailed on the market, and with every new car style we will continue to make advancements in level of detail and reliability of operation.

We stand by our products 100%. If you ever have a problem with your car Osgood Bradley passenger car that is not solved by reading these instructions, please e-mail us or give us a call. Our e-mail address is trains@rapidotrains.com Our toll-free number is 1 (877) 738-6445. Outside North America please call +1 905 738 6445. We will do our best to solve any problems you have.

MINIMUM RADIUS REQUIREMENTS

With the installed couplers, your Osgood Bradley passenger car will reliably operate on a 24" radius curve on level track. By replacing the installed couplers with the included long-shank couplers (see item #5 in the list to the right), your car can handle 22" radius curves on level track. It is possible to modify them for operation on curves below 22" by installing the long shank couplers and removing some of the underbody piping above the trucks. However, we should warn you that running a train of full-length passenger cars around an 18" radius curve at 75 MPH may be a recipe for disaster! Please note that full-skirted cars don't like 18" radius curves and you may need to file the corners of the trucks to get them to work reliably.

MACDONALD-CARTIER METAL KNUCKLE COUPLERS

Your car comes equipped with Rapido's own Macdonald-Cartier medium-shank magnetic couplers installed on the model. These are compatible with all major brands of knuckle couplers. Your car also includes an extra pair of Macdonald-Cartier long-shank magnetic couplers for operation on tight curves.

MISSING OR DAMAGED PARTS

With as many as 200 parts, these passenger cars are very complex models. To prevent possible frustration it is worth taking a few minutes and checking your car before you put it into operation. We do try to catch all issues at the factory, but with literally thousands of cars in each production run it is possible that some problems get past our QC inspectors. Also, despite our best engineering and packaging efforts, some small parts may work loose in shipping. Should you be missing any parts we will be happy to provide you with complimentary replacement parts needed. Just give us a call or send us an e-mail. At Rapido we aim for 100% customer satisfaction.

CHECKING AND ADJUSTING YOUR CAR

Before you put your Osgood Bradley Lightweight passenger car into service we recommend that you check the following items:

1. Verify that all wheelsets are in gauge using a National Model Railroad Association (NMRA) RP-2 Standards Gauge. Should the gauge be too narrow the gauge can be adjusted by twisting the wheel with the black plastic busing while pulling out slightly.
2. Check that all underbody piping is firmly installed and nothing is hanging low. Most of the underbody piping is mounted using press-fit fins, so if a pipe is hanging down a bit it can generally be repaired by simply pressing it back into the mounting hole. A drop of CA (Super Glue) can be added to help hold the part in position.
3. Make sure that the trucks turn freely. One truck should swivel from side to side and the other should swivel side-to-side and up-and-down. Tighten or loosen the truck screws as necessary.
4. Check that the diaphragms move in and out smoothly. If they bind, it may mean that there is a burr on the diaphragm preventing it from compressing. Remove the roof and gently push out the diaphragm by pressing on the two vertical clips with a screwdriver. If you see a bit of plastic where there shouldn't be one just nip it off or file it smooth, then reinstall.
5. If your layout includes curves below 24" radius or crossovers below #6 frogs, we recommend that you replace the standard couplers on the model with the long shank couplers included in the packaging. Simply unscrew the coupler box cover using a small Phillips screwdriver and remove the standard coupler. Now insert the long-shank coupler and replace the coupler box cover checking that the coupler swings freely.
6. Check the coupler trip pin heights to ensure that they don't interfere with your switches and crossings. If needed bend them up to clear. We recommend using Kadee part #237 (Trip Pin Pliers) or Micro-Mark part #80600 (Trip Pin Bending Plier).
7. Check that the steam line connectors (the L-shaped pipe near each coupler) are tightly attached and do not droop below the coupler pins. If they are loose re-attach the steam lines with a drop of CA (Super Glue).

If you still have problems, give us a call and we will do our best to resolve the issue.



“EASY-PEASY” LIGHTING

Our cars are equipped with Rapido’s “Easy-Peasy” battery-powered interior lighting. The lighting is tinted to represent the green-tinted hue of coach interior lighting viewed through “Solex” passenger car windows without using green-tinted plastic, which always looks too green. Some of the benefits of battery-powered lighting include:

- No more flickering lights over switches and dead spots
- No more drain on your power pack caused by a fleet of passenger cars with interior lights all drawing power
- No more lighting meltdowns due to high track voltage
- The ability to turn car lighting on and off with ease without paying for a decoder in each car

How it works:

The lights are turned on and off with the Rapido Lighter, a magnetic wand included with your passenger car. To turn the lights on, wave the magnetic tip once over the switch hidden in the roof of the car. To turn the lights off, wave it again. The switch (a small glass tube) is located near the battery holder. Be sure to install the batteries first.

Turn the lights off when not in use: The batteries have a limited life and should only be used for “night-time” operation. To save on re-placement battery costs, remember to turn off the lights in daylight and when the cars are not being used. Like the real things, these passenger cars don’t have Head End Power!

You can order our “EASY-PEASY” lighting sets separately!

STANDARD LIGHTING SET

PRODUCT #102003 - MSRP \$15.95

For lightweight passenger cars

SHORT AND NARROW LIGHTING SET

PRODUCT #102013 - MSRP \$15.95

For heavyweight passenger cars and station platforms

Convert your entire fleet!

Installing the batteries:

To install the batteries, you must first remove the roof. Gently grasp the roof between your thumb and forefinger, near the center of the car. With your other hand, gently grab the car sides at the same spot. Lever the roof upwards on one side to pop it off. You might want to do this in a clean room; if anything goes flying, you’ll want to be able to find it! This gets easier with practice. You will see the battery holders attached to the printed circuit board. Push the batteries into their holders, with the positive side facing out. This means that, looking into the roof, the flat side is facing you.

If replacing old batteries, push them out with a bamboo skewer or something similar and replace them with Rapido Trains Inc. part #102000, Replacement Alkaline Batteries. The roof snaps back on. Make sure it is oriented the right way! You can order replacement batteries from your local hobby dealer.

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The Rapido Telegraph
and

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and receive exclusive new product announcements and updates.

www.rapido trains.com

LIMITED LIFETIME WARRANTY

We will do our best to solve any problems that you have with your passenger car. If your car has any factory defects, we will repair or replace the part or the car. However, we can only replace your car while we have it in stock. We keep spare cars for each product number for up to six months after it is released. If you purchased this car or first opened it after that time, it is possible that we don't have any replacements left. Give us a call or send us an e-mail and we'll see what we can do.

There are a couple of items that are not covered by the warranty. If your car arrives with some grab irons or other parts that came loose in shipping these are easily fixed and we expect that you will replace them. Most of these parts can be reattached in about two minutes. However, if any parts or grab irons are missing please contact us and we'll send you replacements.

And of course, damage caused by trips to the basement floor, running our cars around 18" radius curves at ridiculously high speeds, throwing them to your friend on the other side of the layout room, picking them up with wet paint on your hands, or other damage caused by you is not covered by this warranty. However, if catastrophe does strike and your car is damaged, please give contact us and we'll try our best to help.

e-mail trains@rapidotrains.com

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Outside North America **+1 905 738 6445**

ACKNOWLEDGEMENTS

No project of this type would be possible without the input of numerous historians and modelers. Rapido would like to thank the following for their help in providing information used in the design of these models.

Rick Abramson

Bill Aldrich

Ted Anderson

Paul Bizier

Denis Blake

Bruce C Bowden

Ron Brann

Ted Culotta

Paul Cutler III

Wayne D. Drummond

Ronald Elsdorfer

Paul Faulk

Jim Fellows

Andy Harman

Doug Kisala

Tom Madden

Dale Madison

Blair Mielnik

Kathy Millat

Peter Ness

New Haven Railroad Historical
& Technical Association

Harry Owens

Andy Robinson

Bill Shanaman

John Sheridan

Jim Swain

Tom E. Thompson

Bob Warren

Bob Webber

Asa Worcester

Rapido would like to extend a very special thanks to noted New Haven modeler and Osgood Bradley expert, John Pryke for both the many hours of assistance and the copious amount of prototype information that he selflessly provided us. Without his help this project could not have been completed. Thanks John!



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THE *Osgood Bradley* LIGHTWEIGHTS

TRUCKS

Both types of trucks used on our Osgood Bradley Lightweight are available to upgrade your other models or modify your existing cars.



HO 4 WHEEL SOLID BEARING PASSENGER CAR TRUCKS
PRODUCT #102028 • MSRP \$15.95



HO 4 WHEEL ROLLER BEARING PASSENGER CAR TRUCKS
PRODUCT #102029 • MSRP \$15.95

DETAIL PARTS

We have an ever growing line of detail parts. See the parts page on our web site for a complete listing:

<http://rapidotrains.com/details.html>

“TOTALLY WIRED” TELEPHONE POLES

HO SCALE “TOTALLY WIRED” TELEPHONE POLES

Bring your layout alive! We all want wires on our model railroad telephone poles, but who wants to spend the 20 years to install them? That's 10 years to install the wires, and 10 years of therapy to recover! Now you can add super-detailed, “Totally Wired” Telephone Poles to your entire HO scale mainline or branchline in no time at all.

Pre-wired and ready to install! Each package contains 11 single poles and one double pole with 17 scale-size wires are already installed.

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