
MODELING B&O's CLASS D-14AB COFFEE SHOPPE – LOUNGE – DORMITORY - BAGGAGE CAR

BY BOB CHAPMAN

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



NKP Car's HO scale D-14ab combine kit builds into a fine B&O prototype model.

[Author's Note -- It was a very good day when NKP Car announced its B&O class D-14AB and D-15 combines. My "Diplomat" consist was in serious need of a D-14AB, and in front of me was the perfect solution.]

B&O's Class D-14 Combines

From the beginnings of passenger service, passengers traveled with baggage, and the railroads experienced the challenge of dealing with it. The earliest railroad carriages accommodated baggage lashed to their roofs, while second-generation coaches incorporated cabinetry for baggage in a sowbelly under the floor, not unlike today's intercity buses.

As passenger trains grew longer, the need for baggage space increased, but fell short of requiring a dedicated car. The solution was the combination passenger-baggage car, or "combine".

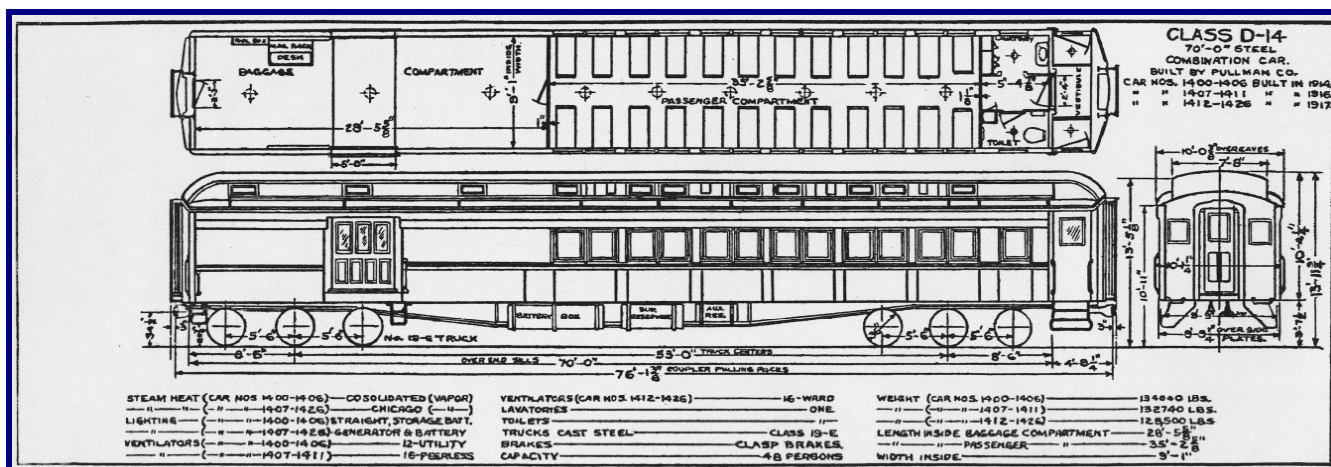
In many trains, combines assumed an additional function as a male retreat – a hideaway from wife and family where a man could enjoy a good cigar and hearty conversation with other men.

The combine was known by a variety of names in B&ORR diagrams, consist books, and timetables, but was seldom called a "combine". In some cases the same car was designated by different names among these sources, and in some cases the same car was known by different names in different eras. For our purposes, we'll use the names attached to the cars on the B&ORR diagrams.

Also, before we describe the various combine classes, a disclaimer – the B&O was notorious for within-class passenger car variations. While the B&ORR diagrams are usually correct for many of the cars in a class, photographic evidence often spotlights interesting differences, such as a window or door plated in a diagram and not plated in a photo (or vice versa). For our purposes, we'll rely on the B&ORR diagrams for our carbody descriptions, but the modeler is well advised to model his car from a photo wherever possible.

The class D-14 was B&O's first steel Passenger & Baggage car, built by Pullman in three batches in 1914, 1916, and 1917. A total of 27 cars was built, numbered in the #1400-1426 series.

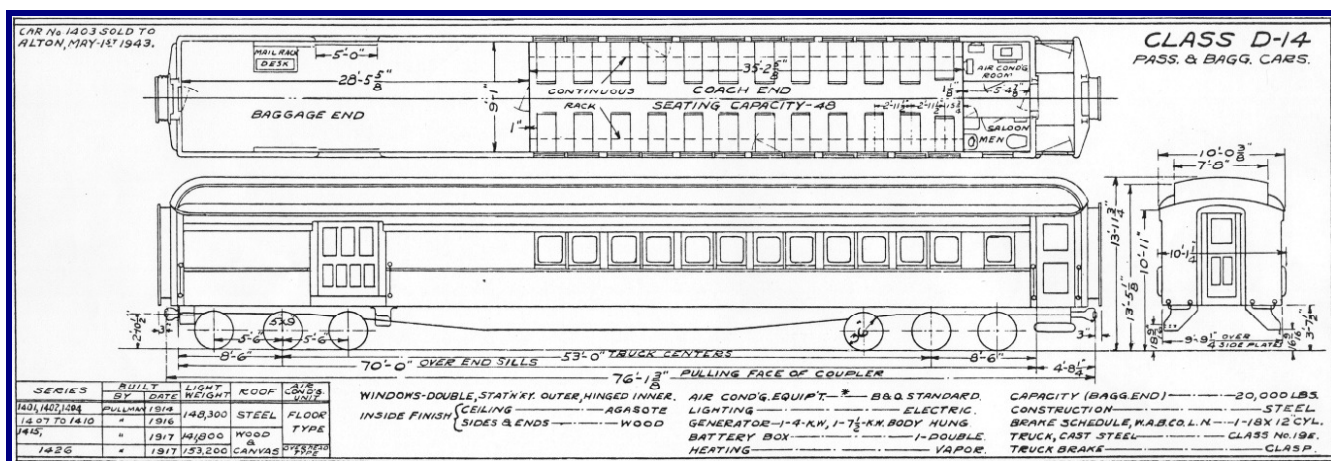
The carbody shared space between a passenger compartment and a baggage compartment. The passenger compartment seated 48 passengers; a single restroom facility resided just inside the vestibule, with small toilet and washbasin compartments separated by the center aisle. A 28'6" baggage compartment occupied the opposite end of the car.



Class D-14 Clearance Diagram T-42109 c. 1923 (B&ORRHS collection).

B&O's 27 D-14's operated without modification for about 20 years until 1936-37, when 22 of them received B&O's standard York air-conditioning at the road's Mt. Clare shops. To create a room for the

air-conditioning equipment, the washbasin was squeezed into the toilet compartment and the window in the resulting equipment room blanked.



Class D-14 Clearance Diagram T-63356 Revision H dated 2-07-1958 (B&ORRHS collection).

Concurrent with this change, nine cars were selected for further modification as Class D-14A Passenger & Baggage Car with Dormitory, for use in B&O's primary overnight trains. A nine-bunk crew dormitory with toilet facilities was added in the center of the carbody. To make room, the passenger compartment was shortened from 48 to 40 seats, and the baggage compartment shortened from 28'6" to 16'10". The cars retained their original numbers after the modification.

In June/July 1940, four of the remaining D-14s would return to Mt. Clare for complete makeovers, emerging as class D-14AA Coffee Shoppe-Lounge-Dormitory-Baggage cars for service in the all-streamlined *National Limited* trainsets. [For more information on the *National Limited*, see Frank Wrabel's article in the upcoming *First Quarter 2015*

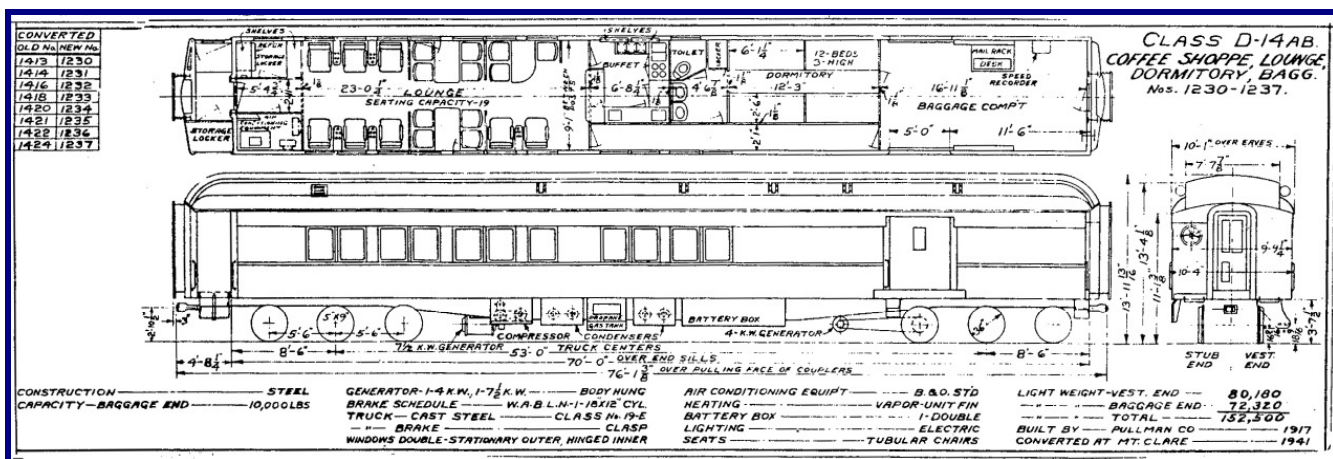
issue of *The Sentinel*. — Ed.] Their exterior appearance nearly matched that of the latest lightweight cars with full-length skirts, a streamline-profile roof, and a full-width diaphragm on the car's trailing end, but retaining their vintage narrow windows.

Their interior was also extensively modified. An 18-seat lounge with comfortable chairs replaced the 48-seat passenger compartment, serviced by a small buffet kitchen nestled near the center of the carbody. Gone was the lavatory, replaced by a food storage locker in support of the kitchen; a second storage locker was placed in the right rear vestibule, resulting in the door being blanked. Beyond the kitchen was an expanded 12-bed dormitory with toilet facilities. Rounding out the carbody was a 16'11" baggage area, the same as on the D-14A.



a plate featuring the B&O capitol emblem in brass: on the opposite side of the baggage door was a rectangular plate with the train name in brass script. Originally numbered as D-14s #1417, 1419, 1423, and 1425, the D-14AA combines were renumbered #1302-1305.

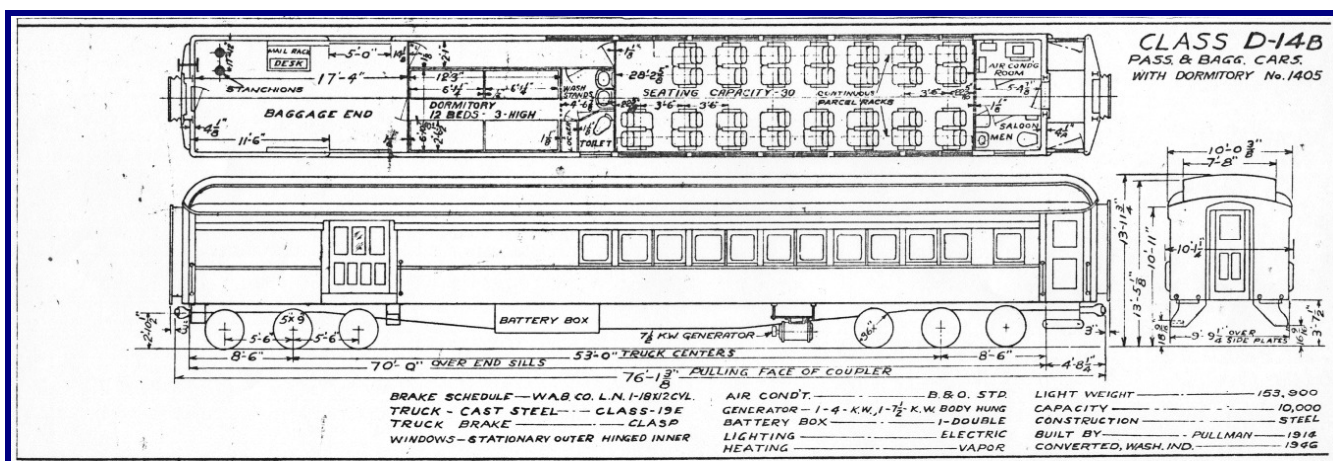




Class D-14AB Clearance Diagram T-67303 Revision C dated 9-28-1948 (B&ORRHS collection).

A year later in June/July 1941, all but one of the D-14A combines received a second rebuilding to become class D-14AB Coffee Shoppe-Lounge-Dormitory-Baggage cars. While their interior was modified to a near-match to the *National's* D-14AA class, their exterior was left largely untouched. With the modification, the cars were renumbered into the #1230-1237 series; the lone surviving D-14A retained its original number, #1412. The D-14AB cars were most often assigned to the *Diplomat* and *Shenandoah*.

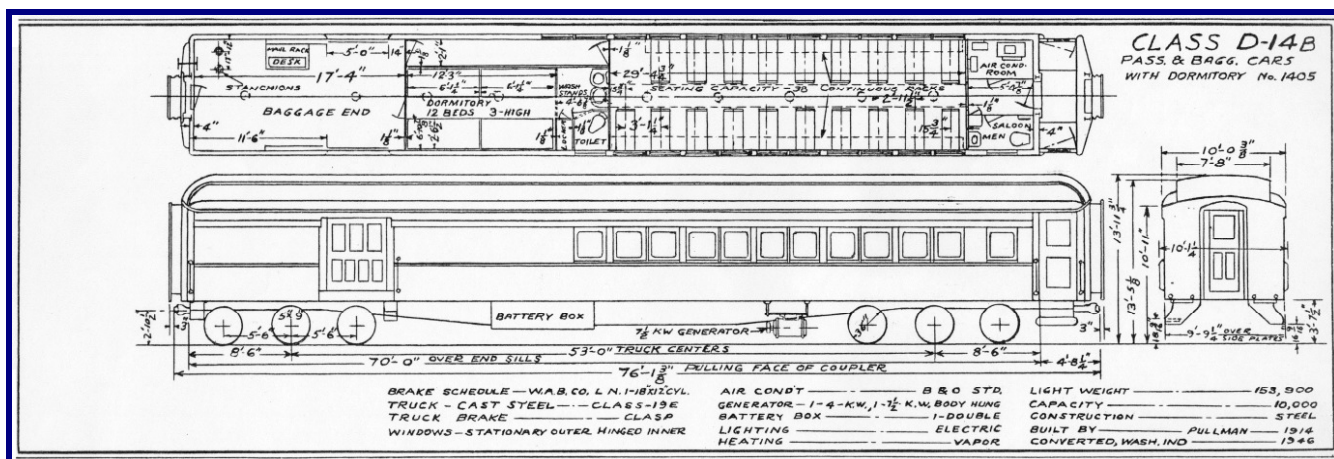
A final conversion took place in July 1946, when D-14 #1405 was modified to Passenger & Baggage Car with Dormitory in a new class, D-14B. Seating was reduced from 48 to 38, the baggage area from 28'6" to 17'4", and a 12-bed crew dormitory and lavatory added. The modifications made the car a near-twin of the lone remaining D-14A #1412, and the two cars served as opposites on the *Washington Express* and *Chicago Express*.



Class D-14B Clearance Diagram T-71545 Revision A dated 11-05-1947 (B&ORRHS collection).

A final note – D-14 #1401 received distinction as a communications car assigned to Presidential specials. Unmodified except for air-conditioning and a radio antenna, the car was leased by the U.S. Government in 1942 with its B&O lettering removed, and was retired in 1950.

The D-14s and their modifications led long and productive lives, in some cases serving over 50 years. As the cars progressed through their service lives, many would receive rounded-corner Thermopane windows and replacement single-window baggage doors. Last to leave the roster were D-14AA #1302 and 1303, and D-14AB #1235, all in 1969.



Class D-14B Clearance Diagram T-71545 Revision B dated 9-23-1948 (B&ORRHS collection).

The following table was largely compiled from information presented in a 1985 B&ORRHS data sheet developed by Ralph L. Barger:

Table 1: B&O Class D-14 Roster and Evolution

Car No.	Date Bld.	Date A/C	Rebuild #1		Rebuild #2		9/24/50 Assign.	Date Ret.	Comment
			To Class	Car No.	To Class	Car No.			
1400	6/14	None						9/57	
1401	6/14	3/37						6/50	Leased to US Govt 6/42
1402	6/14	None						6/60	
1403	6/14	None							Sold to Alton 5/43
1404	6/14	4/37						4/59	
1405	6/14	4/37	D-14B	7/46 1405			9-10	?/64	
1406	6/14	None						7/53	
1407	3/16	4/37						12/59	To X-4444
1408	3/16	5/37						6/60	
1409	3/16	8/36						6/60	
1410	3/16	5/37						2/58	
1411	3/16	None						12/57	
1412	10/17	4/37	D-14A	4/37 1412			9-10	?/64	
1413	10/17	4/37	D-14A	4/37 1413	D-14AB	7/41 1230	5-6	?/64	
1414	10/17	4/37	D-14A	4/37 1414	D-14AB	6/41 1231		6/60	
1415	10/17	7/36						6/60	
1416	10/17	4/37	D-14A	4/37 1416	D-14AB	6/41 1232	3-4	?/65	
1417	10/17	7/36	D-14AA	6/40 1302			1-2	?/69	To Cent. NY NRHS
1418	10/17	7/36	D-14A	7/36 1418	D-14AB	6/41 1233		6/60	
1419	10/17	6/36	D-14AA	6/40 1303			1-2	?/69	
1420	10/17	4/37	D-14A	4/37 1420	D-14AB	6/41 1234	3-4	?/61	
1421	10/17	7/36	D-14A	7/36 1421	D-14AB	6/41 1235	3-4	?/69	
1422	10/17	7/36	D-14A	7/36 1422	D-14AB	7/41 1236	7-8	6/60	
1423	10/17	6/36	D-14AA	7/40 1304			1-2	?/63	
1424	11/17	7/36	D-14A	7/36 1424	D-14AB	7/41 1237		?/65	
1425	11/17	8/36	D-14AA	6/40 1305			1-2	10/56	
1426	11/17	4/36						6/60	

Reference: Data Sheet, Class D-14 Pass.-Bagg., Number Series 1400-1426, Ralph L. Barger, B&ORRHS, January 1985.

About the D-15s

While our modeling focus will be the D-14AB, some words about the D-15 class are in order, since in some cases the D-15s matched the appearance and function of the D-14s, and sometimes shared assignments with them.

The 30-car D-15 class, numbered #1427-1456, arrived in 1926-27, nine years after the delivery of

the final D-14. As built, the D-15s were nearly identical to the D-14s in dimensions, capacity, and appearance.

As time passed, the evolution of the D-15 class was remarkably parallel to that of the D-14s. As with the D-14s, several of the class received York air-conditioning in 1936-37. At the same time, four of

In 1937, a pair of D-15s (#1432, 1434) was modernized to class D-15C and renumbered to #1300-1301 for service on the *Royal Blue*. The standard carbody was streamlined with full skirting, a streamline-profile roof, and full-width diaphragms. The interior changes were modest, with air-conditioning equipment rooms added just inboard the toilet and lavatory compartments on either side of the aisle; the baggage area was unchanged, and no crew dormitory was required for the *Blue's* daylight run. These cars would set the standard for later similar D-14 and D-15 conversions for such trains as the *National Limited* and *Capitol Limited*.

In 1941, the *Columbian* required an additional Coffee Shoppe-Lounge-Dormitory-Baggage car to supplement the pair of similar but somewhat longer class D-35A cars (#1317-1318) rebuilt by Pullman in 1938. To meet this need, the *Royal Blue's* D-15C #1300 was converted a second time to D-15CA #1306. Most of the changes were on the interior, with a 19-seat lounge with buffet replacing the 36-seat passenger compartment, the elimination of the restrooms, the addition of a 12-bed dormitory, and the shortening of the baggage compartment from 28'6" to 16'11". As a result of the interior changes, the exterior window arrangement was modified.

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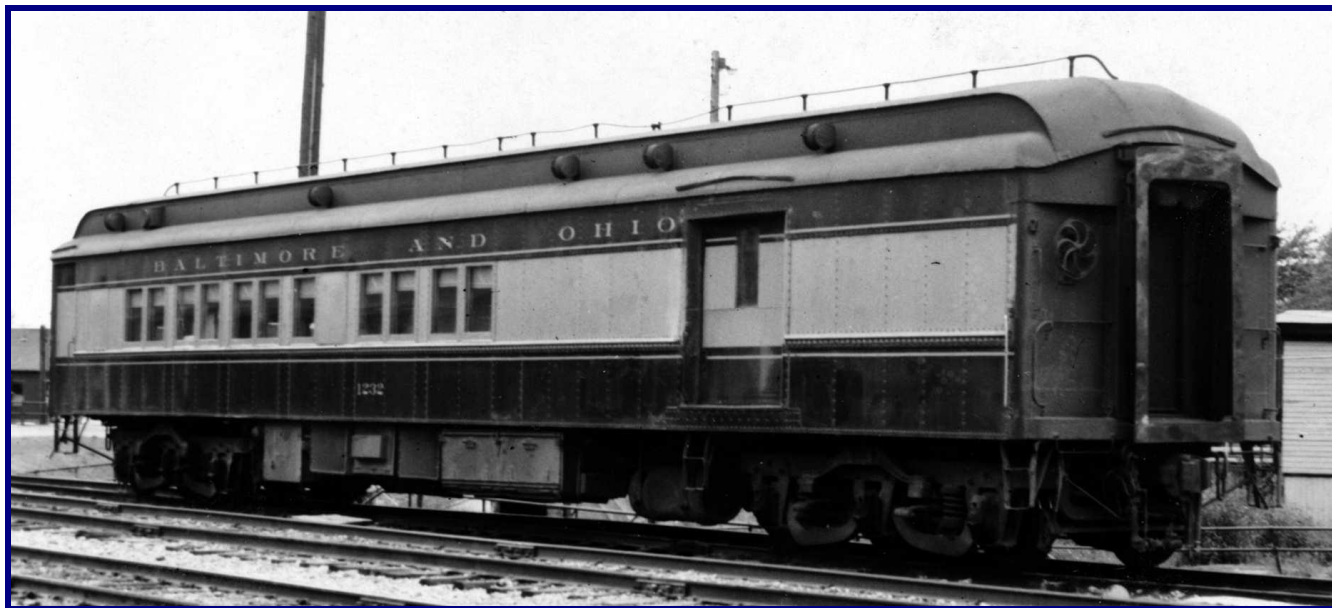
To solve an ongoing chronic shortage of Lounge-Buffer-Dormitory-Baggage cars on the B&O, in 1947 a pair of D-15s (#1428, 1431) was converted to class D-15EA #1239-1240. These cars were near-duplicates of the D-14ABs of 1941, and served interchangeably with them on such trains as the *Shenandoah* and *Diplomat*.

Second Quarter 2014

PHOTO STUDY: CLASS D-14AB

COFFEE SHOPPE – LOUNGE – DORMITORY - BAGGAGE CAR

FROM THE BARNARD-WOLFORD COLLECTION AT THE B&O RAILROAD HISTORICAL SOCIETY ARCHIVES



B&O 1232, Class D-14AB, Willard OH, September 16, 1964 (J. W. Barnard photo). Originally Class D-14 #1416 built October 1917, rebuilt into Class D-14A April 1937, rebuilt into Class D-14AB June 1941 and renumbered #1232, retired 1965.



B&O 1232, Class D-14AB, Baltimore MD, June 12, 1965 (J. W. Barnard photo).



B&O 1235, Class D-14AB, Willard OH, December 18, 1964 (E. J. Wolford photo). Originally Class D-14 #1421 built October 1917, rebuilt into Class D-14A June 1936, rebuilt into Class D-14AB June 1941 and renumbered #1235, retired 1969.



B&O 1235, Class D-14AB, Baltimore MD, June 12, 1965 (J. W. Barnard photo).

Acknowledgments

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