



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



C&NW 56-Seat 400 Coach [Part No. 173-501 Discontinued]
(Also GN 1076-1099, NP 518-526, and CB&Q 4650-4657)
C&NW 16-3-1 "Northern" PS Sleeper [Part No. 173-506]

In 1946-47 the Chicago and North Western took delivery of 46 streamlined coaches from Pullman-Standard (Lots 6722-6812) with numbers 3431-3476. These cars, together with 31 pre-war cars of a very similar design, formed the backbone of the "400 Fleet". With the reductions in passenger service and the arrival of the long-haul bi-level coaches, most of the cars in this series were sold to the Great Northern, the Northern Pacific, and the Burlington Route in the early 1960's. They became GN 1076-99, NP 518-526, and CB&Q 4650-4657. The CB&Q cars ran both in *Zephyrs* and in lesser trains. Most of the BN cars, and a handful of the C&NW cars remained in service right up to Amtrak.

In late 1948 the road received 12 streamlined "Northern" series sleeping cars from Pullman-Standard as Plan 4146 in Lot 6774. Five of the cars were owned by the CMSt.P&O. They contained 16 duplex roomettes, 3 double bedrooms, and 1 compartment, and were assigned to the *North Western Limited* and the *Duluth-Superior Limited*. These trains were discontinued in 1959 and the 16-3-1 sleepers were sold to NdeM in 1964. During the interim, they saw lease and pool service, including on CB&Q steam fan trips, as shown in Emery Goulash films.

These N-scale sides are designed to be used with American Ltd. Models Core Kits. The ALM kits come with instructions, which this sheet supplements.

REFERENCES

- Pullman-Standard Library Vol. 9 C&NW by Randall (RPC Pub., 1990)
- Streamliner Cars Vol. I & III P-S/Others by David Randall (RPC Pub.)
- The 400 Story by Jim Scribbins (Univ. of Minn. Press, 2008 Reissue)
- Chicago and North Western Passenger Cars by Patrick Dorin (TLC, 2001)
- Chicago and North Western Passenger Service by Patrick Dorin (TLC, 2000)
- Some Classic Trains by Arthur Dubin (Kalmbach, 1964 O.P., then Interurban)
- More Classic Trains by Arthur Dubin (Kalmbach, 1974 O.P.)
- Train Shed Cyclopedia Vol. 16 for C&NW 400 (Newton K. Gregg)
- A Century of Pullman Cars Vol. 1 by Ralph Barger (Greenberg, 1988)
- The Union Pacific Streamliners by Ranks and Kratville (Kratville, 1974)

CONSTRUCTION NOTES

These parts are etched from .008" spring brass sheets. Both sets have been produced with center and end skirting, although this may be cut off to represent various later deskirted versions of the prototype. If the deskirted version is desired, use a steel rule and scribe on a hard surface to scratch a line on the rear of the metal prior to shearing. A slight curvature may be imparted to the brass skirts by hand-forming the bottom of the sides over a curved surface, such as mailing tube, broomstick handle, or whatever gives the curvature that looks realistic to your eye. See also Dallan Schowe's suggested method described on our website at (www.brasscarsides.com). A little curvature goes a long way here.

The sides are coated with a clear acrylic to retard oxidation. This coating may be left in place on the rear surface, but should be removed from the front side prior to construction and painting. If it is left in place, there is a risk that some paints, particularly those that are water-based, may not adhere adequately. The acrylic coating may be removed most easily with a paste-type paint remover such as Strypeeze. Acetone, MEK or similar solvent may be used, but be sure to do so with good ventilation. The sides will begin to oxidize as soon as they are stripped, but this is mostly a cosmetic effect. Finger oils are a greater impediment to a good paint job, and should be removed with alcohol, and the model dried just before air brushing or painting.

Microscope slide cover glass makes a fine window material, but clear or green-tinted styrene or acetate sheet stock is also good, and easier to work with. Of course, final attachment will have to wait the painting and finishing steps. Grabiron "dimples" on the rear or holes through the brass sides have been etched to facilitate the installation of wire grabirons.

PAINTS

C&NW Yellow: Scalecoat 35, 36

Black for roofs: Floquil 17, Scalecoat 10, Accupaint 62

UP Armour Yellow: Floquil 166, Scalecoat 22, Accupaint 67

UP Harbor Mist Gray: Floquil 167, Scalecoat 32, Accupaint 68

NP Greens: Scalecoat 60, 61; CB&Q Aluminum: Scalecoat 47

GN Orange and Green: Scalecoat 45, 46, Accu-Flex 1664, 1665

GN Sky Blue and White: Floquil 56, 11, Accu-Flex 1663, 16107

DECALS

Microscale: C&NW (60-859), GN (60-153, 60-154), NP (60-208). Walthers lists GN (52830). We would appreciate receiving information about other appropriate decals. Check our website for updates to this sheet.

Refer to our catalog sheets for illustrations of all of current brass side sets, detail parts and railroad DVD's. We solicit your interest in planned new items since the production of future cars depends on customer reservations.

All of our information sheets are available for downloading at www.brasscarside.com, where many photos of cars built by our customers may also be viewed. To receive printed copies of our catalog, reservation form, and current bulletin, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Send e-mail to info@brasscarsides.com.

