



BRASS CAR SIDES



Passenger Car Parts for the Streamliners

Illinois Central Series 2614-40 56-Seat PS Coaches [Part No. 173-544]
Illinois Central 11-Bedroom "B" Series PS Sleeping Cars [Part No. 173-542]

The Illinois Central's pre-war streamlined coaches (2600-03) for the *City of Miami* established the basic design for their post-war P-S coaches. The major lot divided into two plans and served as the backbone of IC's lightweight coach fleet. The larger of these was the group of 27 56-seat coaches built to plan 7531 and delivered in early 1947. They were assigned to the best of the IC trains, specifically *The City of New Orleans*, *Daylight*, *Green Diamond*, and *Land O'Corn*, but they operated all over the system in pool service. 18 cars carried place names, and they were used during Amtrak's first months, but only one (2640) was briefly owned by that company. The second-hand cars were widely dispersed, and many saw several owners, according to David Randall in Streamliner Cars Vol. 1 Pullman-Standard.

In July of 1952 the IC ordered six 11-bedroom sleeping cars from Pullman-Standard for assignment to the *City of Miami* and *Panama Limited*. The cars were built to Plan 4168A and delivered as Lot 6912 in July of the following year. The cars were named as follows, with the numbers in parentheses being applied in 1969: *Baton Rouge* (3500); *Belleville* (3501); *Benton* (3502); *Bloomington* (3503); *Brookhaven* (3505); *Bradley* (3504). The cars rode on 41-BNO-11 trucks and used Safety Industries electro-mechanical air conditioners. All of the cars were sold in 1970-71 to private parties. We again credit David Randall's Streamliner Cars Vol. 1 Pullman-Standard for helpful data.

Beginning in 1966, these sleepers also saw summer service on the Northern Pacific's *North Coast Limited*, in exchange for IC use of the NP Budd dome sleepers during the winter. The IC cars were repainted each year in the NP two-tone green, and then back to IC colors. They were lettered in white, with "Pullman" on the letterboard, IC ownership initials in the upper corners, and car names in place of the NP monad, centered below the windows.

BRASS CAR SIDES is pleased to offer photoetched sides for both models in N scale, and the coach in HO. We acknowledge with thanks the research assistance received from Frank E. Willis, and strong support through reserved orders from Bob Perrin, Ted Richardson, John Pitts, Scott Lauck, and Barry Thompson for the original coach project in the early 1990's. The N-scale 11-bedroom sides were created under an agreement with Chicago Coach Works, which supplied the AutoCAD files. This was part of a planned project by CCW to produce a series of craftsman kits for the complete post-war *City of Miami*.

These N-scale sides are etched from 0.008" spring brass sheet and are designed to be used with the American Limited Models 8000-series core kits.

REFERENCES

Pullman-Standard Library Vol. 12 Illinois Central by Randall & Anderson (RPC)
Streamliner Cars Vol. 1 Pullman-Standard by W. D. Randall. (RPC Pub. O.P.)
Illinois Central Streamliners 1936-46 by Paul M. Somers. (TLC Pub., 1995)
From Zephyr to Amtrak by W. David Randall (RPC Pub. 1972, out of print)
Car Names, Numbers and Consists by Robert Wayner (Wayner, 1972, out of print)
Amtrak Car Diagrams by Robert Wayner. Illustration of former IC 2640. O.P.
"City of Miami Coaches" (2600-03 series), *Mainline Modeler*, December, 1985

SUGGESTIONS FOR CONSTRUCTION

AMERICAN LIMITED MODELS CORE KIT. This core kit consists of styrene roof, floor, ends, underbody parts, trucks, wheelsets, diaphragms, and roof vents. The instructions enclosed with the kit cover all the basic steps for building the car body. To impart a slight curvature to the skirts use a 3/4" diameter wooden dowel as a form, and apply hand pressure with a pine block. Soft clamps may also be valuable. Strip the Krylon coating using paste-type paint remover before attaching sides. The sides will begin to oxidize as soon as they are stripped, but this discoloration does affect painting if the metal is properly prepped. To attach sides to plastic roof and ends use Walthers GOO on both surfaces, but let it dry partially before joining parts. If you prefer, you may use ACC-type cements. Use weights or clamps and let the structure dry. After painting, reglaze the windows with clear styrene or microscope cover slide behind the openings in the brass for a nearly flush appearance. The plans and photographs on pp.142-43 of Pullman-Standard Library Vol. 12 Illinois Central by Randall & Anderson (RPC) show many of the underbody and roof components. We regret that we cannot reproduce these for the convenience of our customers.

PAINTS: Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. Some premixed paints are: IC orange (Scalecoat #27, Accu-paint #71 [ICG], Modelflex 1673); NP 1954 Loewy (Scalecoat 60, 61, Accupaint 17, 77).

DECALS: IC (Microscale 60-655 striping); NP (Microscale 60-208); www.streamstylegraphics.com

Please refer to our catalog for illustrations of our complete line of products. We depend on advance reservations for the production of new items. To receive our combined HO and N-scale 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 questions to dchenry@gac.edu. See our web pages at www.brasscarsides.com.

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