



THE "400" STREAMLINER FLEET BRASS CAR SIDES



Passenger Car Parts for the Streamliners

56-Seat "400" Coaches C&NW 3431-3476 [Part No. 173-1]
(Also GN 1076-1099, NP 518-526, and CB&Q 4650-4657)
"Northern" Series 16-3-1 Sleeping Cars [Part No. 173-6]

In 1946-47 the Chicago and North Western took delivery of 46 streamlined coaches from Pullman-Standard (Lots 6722-6812). These cars, together with 31 pre-war cars of a very similar design, formed the backbone of the "400 Fleet". With the elimination of passenger service on many routes and the arrival of the long-haul bi-level coaches [our Kit No. 173-47], most of the cars in this series were sold to the Great Northern, the Northern Pacific, and the Burlington Route in the 1960's. Many were in BN service right up to Amtrak, primarily on secondary trains.

In late 1948 the C&NW 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 these sleepers sold to NdeM in 1964. During the interim, they saw lease service, including on CB&Q steam fan trips.

REFERENCES

Pullman-Standard Library Vol. 9 C&NW by Randall and Anderson (RPC, 1990)
The 400 Story by Jim Scribbins (Interurban Press, 1990 reprint)
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., reprinted by Interurban)
More Classic Trains by Arthur Dubin (Kalmbach, 1974 O.P.)
Streamliner Cars Vol. 1 Pullman-Standard by David Randall (RPC Pub. out of print)
Burlington Northern Passenger Cars by Charles A. Rudisel (C.A.R. Pub., 1974) O.P.
Train Shed Cyclopedia Vol. 16 (Newton K. Gregg)
A Century of Pullman Cars Vol. 1 by Ralph Barger (Greenberg, 1988)
Car Names, Numbers and Consists by Robert Wayner (Wayner, 1972) Out of Print

RECOMMENDED CONSTRUCTION TECHNIQUES

The C&NW "400" coach was our first set of sides, produced in 1978 with the wise and generous assistance of Fred Hultberg at Fotocut. In 1983 we redrew the artwork and brought this set up to current standards of detail. The sides are the correct 80'4" scale length and are therefore too short to be used directly as an overlay on Rivarossi "1930" plastic cars, or with the Train Station Products #807 PS/ACF core kit, which matches 82' 4" cars, although the latter core kit may be shortened. The "Northern" sleepers originally were produced in scale length (82' 10"). In 1995 it was retooled to match the excess-length Rivarossi "1930 85-foot" plastic cars. Set #173-6 went out of production in 2005, and in May of 2006 was retooled to match the length of the TSP #807 core kit.

Either set of sides may be used with our body kits if the modeler is comfortable with the working properties of metal and wood and wants a more correctly weighted car than plastic gives. The Basic Body Kit No. 101 consists of basswood roof, floor and centersill, and American pewter end castings. The Deluxe Body Kit No. 102 has the same roof, but brass end castings and clad pc board floor. The kit instructions cover the basic steps for building the car body. Hobsco/Walthers Goo and Ambroid Fas'N'All,

other types of contact cements, and even epoxies (such as J-B Weld) have been used with success by modelers to attach the sides to plastic bodies, core kits, and the body kits. Permanence seems to vary somewhat by climate and with how the adhesive was applied. Bill Harvey's excellent articles in the October, 1990, and May, 1995 *Mainline Modeler* report on the overlay method.

These two side sets are fabricated with full skirts, just as they were delivered to the C&NW. In a general rebuilding in the late 1950's, the coaches received varying degrees of de-skirting, with some cars losing all skirts and acquiring fixed steps, while others only lost the center skirts. Modelers should consult photographs for specifics. If full skirts are desired, a slight curvature can be imparted by clamping the sides between a flat piece of steel and a broom handle or pipe of similar diameter. The skirt can then be formed around the cylinder with a third wood tool, such as a piece board of 1"x4" pine or fir. Not much curve is needed to achieve the effect. Alternately, the skirting can be cut away with a sharp tin snips. (This nuisance of bending the skirts is partly the reason that we have limited their application in most of our sets.)

DECALS, PAINTS AND DETAIL PARTS

<u>Paint Scheme</u>	<u>Paints</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>
C&NW Yellow	Scalecoat 35, 36	PH-71	38810,-820	87859
NP Green	Scalecoat 60, 61	PH-119	75810	87208
GN Orange	Scalecoat 45, 46	PH-122	52810	87153, 87154 stripes
GN Sky Blue	Floquil 56, 11	PH-128	52830	
CB&Q Aluminum	Scalecoat 47	Special Run for CB&Q Historical Society		

Polly-Scale, Badger ModelFlex, and Accupaint also produce many of these colors.

The full skirting on the prototypes obscured the underbody machinery for many years and diagrams and photos are hard to come by. It is known, however, that both types of cars on all four roads used Waukesha air conditioning equipment. The roofs were relatively plain. Several manufacturers produce detail parts for lightweight passenger cars. These include Train Station Products, Eastern Car Works, Custom Finishing, Century Foundry, Cal-Scale, American Limited Models, and Precision Scale. The Walthers HO Catalog and your dealer are your best sources of information on what is available. We particularly call your attention to:

Train Station Products #460 passenger car detail set, Century Foundry #200 Waukesha A/C, Detail Associates #6603 roof grabirons, Custom Finishing Nos. 292 & 293 roof and underbody kits, American Ltd. Models #9000 diaphragms, Trucks (MDC 2935, Train Station Products, Central Valley #39, 40, 139, 140 as available second-hand, and Walthers).

Refer to our catalog sheets for illustrations of our extensive line of brass sides and kits in both HO and N-scale. To receive our latest 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. See our web site at www.brasscarsides.com. Send e-mail questions to dchenry@gac.edu.

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