



# BRASS CAR SIDES

## *Passenger Car Parts for the Streamliners*



C&NW 56-Seat 400 Coach [Part No. 173-501]  
(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 sold to NdeM in 1964. During the interim, they saw lease service, including on CB&Q steam fan trips.

These scale-length N-scale sides are designed to be used with American Limited Models Core Kits 8010, 8020 & 8030 without the need for external spacers. 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 (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., 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" full-hard brass sheets. Both 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. 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. Acetone, MEK or similar solvent may be used, 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.

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

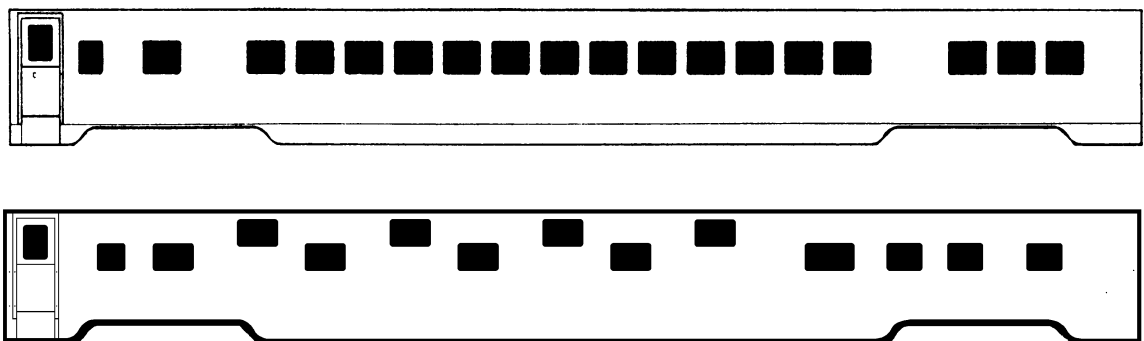
C&NW Yellow: Scalecoat 35, 36  
Black for roofs: Floquil 17, Scalecoat 10, Accupaint 62  
UP Armour Yellow: Floquil 166, Scalecoat 22, Accupaint 67  
UP Harbor Mist Gray: Floquil 167, Scalecoat 32, Accupaint 68  
NP Greens: Scalecoat 60, 61; CB&Q Aluminum: Scalecoat 47  
GN Orange and Green: Scalecoat 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 our brass side sets and kits. The production of future cars depends on customer reservations.

To receive our 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 to [dchenry@gac.edu](mailto:dchenry@gac.edu). See our web page at [www.brasscarsides.com](http://www.brasscarsides.com).



Revised printing June 25, 2006