



# BRASS CAR SIDES

*Passenger Car Parts for the Streamliners*



CHICAGO & EASTERN ILLINOIS - LOUISVILLE & NASHVILLE "PINE" SERIES  
CANADIAN NATIONAL - VIA "GREEN" SERIES  
6 SECTION-6 ROOMETTE-4 DOUBLE BEDROOM  
PULLMAN-STANDARD LIGHTWEIGHT SLEEPING CARS (PLANS 4183, 4183A)  
Part Nos. 173-34 (CN - discontinued) and 173-35 (C&EI/L&N/NC&St.L)

Somewhat late in the post-war evolution of streamlined cars, Pullman-Standard returned to the 6-6-4 combination of spaces that it had first introduced in its pre-war "American" sleepers as Plan 4099. In the more modern arrangement, the four bedrooms were located in the center of the car, with the roomettes moved to the vestibule end. The small upper berth windows for the sections also disappeared. The C&EI/L&N/NC&StL cars (built to Plan 4183 in early 1953) differed from the CN cars (Plan 4183A, 1954) in having one additional window for the toilet annex at the section end of the car.

The 29 C&EI/L&N/NC&StL cars were ordered for service on the Georgian, Hummingbird, and Dixie Fleet trains. The 20 CN cars were part of that road's enormous 200-car order that made the Super Continental and other principal trains into streamliners. The author of this sheet recalls seeing both series of cars mingling at Chicago's Dearborn Station, from which the Grand Trunk Western's International Limited operated with through cars to the CN via Port Huron. Specific car names and numbers are summarized below.

C&EI 900-903 "Slash Pine, Pitch Pine, Loblolly Pine, and Pond Pine" (4 cars)  
L&N 3450-3471 "Alabama Pine" through "Yellow Pine" (22 cars)  
NC&StL 200-201 "Chickamauga Pine", "Georgia Pine", "Tennessee Pine" (3 cars)  
CN 1162-1181 "Green Point" through "Greenwich" (20 cars)  
[Another 6 CN "Green" 6-6-4 cars "Greendale" through "Greenock" (1190-95) were purchased from the B&M in 1966, but they were built to Plan 4194]

For many years we produced sides for both the CN and C&EI/L&N versions. Due to dwindling demand for the CN version and the availability of sides for that prototype from Athabasca Scale Models, we discontinued #173-34 in 2006.

## REFERENCES

Pullman-Standard Library Vol. 7 Southeastern Roads by W. David Randall (RPC) Pullman-Standard Library Vol. 16 CN, Pullman Pool, Others (RPC)  
Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall. (RPC Pub. O-P)  
Louisville & Nashville Passenger Trains by Castner, Chapman & Dorin. (TLC Pub.)  
Chicago & Eastern Illinois RR in Color by Ed De Rouin (Morning Sun, 2001) p. 116, etc.  
"L&N's Pine Sleepers" by Bob Chapman, L&N Hist. Soc. *Dixie Line* #50, Oct. 1995  
"Modeling L&N's Pine Sleepers in HO" by Bob Chapman, L&N Hist. Soc. *Dixie Line* #50.  
Some Classic Trains by Art Dubin, p. 415 for C&EI photo. (Kalmbach, 1964)  
More Classic Trains by Art Dubin, p. 451 for CN photo. (Kalmbach, 1974)  
Railroad Model Craftsman, May, 1967, drawings, plans and photos of L&N and C&EI cars by George Trager. Beware of caption for different car on p. 26. Send a large SSAE to BCS for free photocopy.  
"The C&EI Flyer", Vol. IV, No. 2 (April, 1985). C&EI Historical Society.  
A Century of Pullman Cars Vol. 1 by Ralph Barger (Greenburg, 1988) p. 282 L&N Car Names, Numbers and Consists by Robert Wayner (out of Print)

## DESCRIPTION AND CONSTRUCTION TECHNIQUES

These sides are etched from 0.010" full-hard brass sheets and have etched door and surface outlines, as well as grabiron holes and some end skirt details. They are designed to be used either as overlays on the Rivarossi smoothside coach or sleeper bodies, or with either our Deluxe or Basic Body Kits.

**Overlay Method.** These sides will fit the Rivarossi "1930" coach and sleeper bodies without the need to shorten the plastic car. Trim the plastic surface features, window piers and skirting with a motor tool, knife and/or saw, and apply the brass sides over the existing sides using gap-filling ACC. After painting, reglaze the windows with clear acetate or microscope cover slide behind the openings in the brass for a nearly flush appearance. Underbody details may be added or deleted, although those present provide a realistic appearance.

**Basic/Deluxe Body Kits.** This method is economical and allows for easy placement of underbody and roof details and a more faithful rendition of the P-S cars when more accurate detail parts are chosen and applied. This method also leads to increased weight in the superstructure. Both kits consist of basswood roof, cast ends (pewter alloy or brass), floor (basswood or clad pc board), and centersill (basic kit only). The instructions enclosed with the kit cover all the basic steps for building the car body. The plans for the C&EI/L&N cars in the *Railroad Model Craftsman* reference show the location of the underbody and roof details, but the caption is in error.

Some or all of the following parts may be used to detail cars using either construction method. The modeler is referred to dealers or the Walthers HO Reference Book for illustrations of these and other parts and prices. Also refer to the Supplement Sheet enclosed with the sides. Several manufacturers produce detail parts for lightweight passenger cars. These include Train Station Products, Eastern Car Works, Custom Finishing, American Limited Models, and Precision Scale. Great Western Passenger Car Details ([www.gwpcd.com](http://www.gwpcd.com)), Box 414 Unit 35-2855 Pembina Hwy., Winnipeg, Man. R3T 2H5 produces many underbody and detail parts kits for CN prototypes, such as the E-series sleepers. See below for individual parts.

Detail Associates #6601 door grabirons & #6603 roof grabirons, Custom Finishing Nos. 292 & 293 roof and underbody kits, American Ltd. Models #9000 diaphragms, air conditioners and other underbody parts Train Station Products #460, trucks (Con-Cor 223-700 are very close, alternates are Central Valley #139 or #140, MDC 2935, Train Station Products #414 & 415, and Walthers), generator (Cal-Scale sets #352 or 353).

Modelers are likely to be adding these cars to existing consists and will likely have their own formulas for paint. For the C&EI/L&N cars, Walthers recommends Floquil #50 Dark Blue for the sides, with a metallic grey roof. Accupaint and Scalecoat both offer CN yellows and greens, and Accupaint a Via blue. The decal picture for the U.S. cars has been improved by custom L&N & NC&St.L sets from John Arnold, 5635 Monk House Road, Sommerville, TN 38068 [901-4635-5385, [fallenflagdecals@aol.com](mailto:fallenflagdecals@aol.com)]. The price is \$6.00 per set (specify which you want), plus a SSAE. There is lettering sufficient for six cars per set, with script lettering, "Pullman", and car names. Walthers once offered set 61610 L&N Passenger Modern Yellow and set 61-80 with dulux gold script L&N and NC&St.L owners initials, but no sleeper names. Old C&EI set 36-81 in dark gold had correctly spaced letters, but no sleeper names in script. Champ PH-84 has close-set orange letters for Whippoorwill, etc., but not these sleepers. Their L&N PH-61 and 61D are probably correct, but are said not to include car names. For CN, Walthers offers CN 30600 and 30610, while Champ lists PH-51, -51B, and -121. The C&EI Historical Society has produced some HO decals for other car series.

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 page at [www.brasscarsides.com](http://www.brasscarsides.com) Address e-mail to [dchenry@gac.edu](mailto:dchenry@gac.edu). Revised January 11, 2008.