

Passenger Car Parts for the Streamliners

CANADIAN NATIONAL AND VIA "EASTPORT" SERIES
 PULLMAN-STANDARD 8 DUPLEX ROOMETTE, 4 BEDROOM, 4 SECTION
 LIGHTWEIGHT SLEEPING CARS (PLAN 4124A) [Part No. 173-38]

When CN placed its enormous order for lightweight cars with Pullman-Standard in October, 1952, it committed itself to 52 cars in the "Eastport" series, (CN 1110-1161). The 8-4-4 mix of accommodations had first appeared in the 1947 GN *Empire Builder* "Pass" series, but open sections were of limited popularity by 1954 when these CN pullmans were delivered. The longevity of these cars in CN and VIA service is attested to by the fact that some of the class were the only ex-CN sleepers still running on the few steam-heated VIA trains in 1994. The April, 1955 Official Guide shows these cars assigned to the *Continental Ltd.*, *Inter-City Ltd.*, pool trains, Nos. 45-46, the *Northland*, Nos. 193-194, Nos. 211-212, and other trains. (This writer recalls riding in the bedroom of an "E" sleeper on the *Super Continental* from Vancouver to Jasper to Winnipeg in 1972.)

BRASS CAR SIDES is pleased to offer these sides with the research assistance of Canadian modelers Al Lill, Robin Lowrie, Stafford Swain, and Lloyd Perkins. Features unique to these cars or not previously incorporated in our PS sides include the recesses behind the horizontal grabirons, space for fixed steps, lighted car number indicators, and the stretcher window. We also produce sides for the CN "Green" 6-6-4, 18-roomette "South", 17-roomette "West", 4-4-2 "Cove", 22-roomette "Val" PS sleepers, and the CCF-built CN 5437-5654 coaches.

REFERENCES

Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall. (RPC Pub. O-P)
Pullman-Standard Library Vol. 16 Canadian National by W. David Randall (RPC)
More Classic Trains by Art Dubin, p. 451 for builder's photo. (Kalmbach, 1964)
Chicago's Passenger Trains by R.P. Olmsted, p. 15 for vestibule details.
Illustrated Treasury of P-S Passenger Cars Vol. 1 by Kerr, p. 18 photo (Delta OP)
A Century of Pullman Cars Vol. 1 by Ralph Barger (Greenburg, 1988)
From Zephyr to Amtrak by W. David Randall (out of print)
Car Names, Numbers and Consists by Robert Wayner (out of print)
CN Lines, publication of the CN SIG. See issue of July, 1990 and later issues for Al Lill's "Varnish" column for data on assignments of these and other lightweight cars and for other helpful data.
 "Modeling North Coast Limited Vista Domes", Nov. 1987 NMRA Bulletin, pp. 11-16.
 "Modeling a Northern Pacific 'Day-Nite' Coach", July, 1990 NMRA Bulletin, pp. 19-22. Both articles by Ed Novit, with photos and step-by-step tips using the overlay method (11/87) or body kit (before end castings were included, 7/90).-
 "Pennsylvania Jeffersonian Cars: IHC/AHM Coach and Brass Car Sides" by Willard Harvey, Mainline Modeler, October, 1990, pp. 68-73. Over 40 photos and step-by-step suggestions for building this car using the overlay method.

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. Because of the prototypes use of fixed steps and no skirting, the sides work best with either our Basic or Deluxe Body Kits. The Rivarossi [not IHC] plastic "1930" non-dome cars can be used with the overlay method, but a fair amount of plastic hacking on the underframe would be required. We recommend the articles cited in the references for first-time users of our sides, no matter what method is being used. A brief summary of the two methods follows.

BASIC/DELUXE BODY KITS. Both body kits consist of milled basswood roof, cast ends (pewter or brass), and floor (basswood or clad pc board), wood centersill (No. 101 only). Instructions for using the body kits are enclosed with the kits. This method is economical and allows for easy placement of underbody and roof details and creating a more faithful rendition of these cars when more accurate detail parts are chosen and applied. This method also leads to increased weight in the superstructure and a lower center of gravity.

OVERLAY METHOD. In the overlay method, plastic surface features and window piers are trimmed with motor tool, knife and/or saw and the brass sides applied over the existing sides using thick ACC or (tacky-dry) Hobsco Goo. The center and end plastic skirts should be removed. The windows are reglazed immediately behind the openings in the brass, presenting a nearly flush appearance. Underbody details may be added or deleted, although those present provide a realistic appearance.

Some of the following parts may be used to detail cars using either construction method. The modeler is referred to dealers and the Walthers HO Reference Book for illustrations of these and other parts and prices. Eastern Car Works (ECW), Precision Scale (PS), Custom Finishing (CF), American Ltd. Models (ALM), Detail Associates (DA), Train Station Products (TSP), Great Western Passenger Car Details (GW), Cal-Scale (CS), and Century Foundry (CFY) produce many passenger car detail parts. BCS will be grateful to hear of specific additions to these lists of parts, paints, decals and references, and we will include these additions when these sheets are revised.

Underbody kits (GW #CNR-11, TSP #460), steps (Walthers 941-989, discontinued), generator (CS #352 & 353), grabirons (DA #PC6601 & 6602), diaphragms (ALM #9000, TSP, or Walthers or Con-Cor rubber), outside swing hanger trucks (TSP #403/404). Alternate trucks from this era include: Con-Cor 223-700, Rivarossi "1930"-style, Precision Scale brass, Railway Classics brass, Central Valley #139 or #140, MDC 2935; wheelsets (Jay-Bee No. 106, Kadee 521).

PAINTS: Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. Scalecoat paints are: CN yellow (71) and CN green (72). Accupaint offers: CN yellow (19), CN green (30), and VIA blue (61), and D&H 23 for VIA yellow. Check also Badger's new Accuflex line. Floquil has standard colors which may be used singly or mixed, depending on the scheme being modeled. Gloss black from each manufacturer is available.

DECALS: Walthers: CN 30600 and 30610. Champ: CN PH-51, PH-51B, PH-121. Accucals (SMP Industries, 63 Hudson Road, Bolton, MA 01740): Via Set 5836H. CDS makes dry transfers for all three schemes for those comfortable with that method.

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. E-mail may be addressed to dchenry@gac.edu. See our web page at www.brasscarsides.com
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