



Vista-Dome

NORTH COAST LIMITED



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



HO Budd Dome Sleeping Car Sides

[#173-24 for Con-Cor Conversion, #173-84 for Walthers Conversion]

In mid-1954, the Northern Pacific Railway added two four-roomette, four single-bedroom, four-double bedroom sleeping cars to each of its five consists of the *North Coast Limited*. An eleventh car for standby and maintenance cycles was purchased in 1957. Car numbers and ownership were:

NP 307-314 (307, 308, 311, 312, and 304 became 375-378 in 1967)
CB&Q 304, 305 (304 became 380 in 1967)
SP&S 306

Amtrak purchased all of these cars and operated them at one time or another on various of its trains outside the Northeast Corridor. Fortunately, at least two have survived, these being Nos. 309 & 313, preserved and moved to the State of Washington by the late Mike Gelhaus.

A typical 1959 summer consist for the St. Paul-Spokane portion of NP Nos. 25 & 26 is listed below. Beginning in 1959 and continuing through 1968 (except for 1960-64), one dome sleeper was removed during the winter season, when it ran between Chicago and Miami on the IC *City of Miami* and PRR *South Wind*. **BRASS CAR SIDES** produces HO-scale etched brass side sets for the prototypes identified in the typical consist below. (We also produce corresponding N-scale side sets for those same cars except for the Budd diner.)

NP 400-411	Water-baggage (Chicago-Seattle)	173-56
NP 425-430	Mail-dorm (Chicago-Seattle)	173-50
SP&S 559	46-Seat Vista-Dome coach (Chicago-Portland)	173-20
NP 588-599	56-Seat leg-rest coach (Chicago-Portland)	173-4
NP 549-556	46-Seat Vista-Dome coach (Chicago-Seattle)	173-20
NP 588-599	56-Seat leg-rest coach (Chicago-Seattle)	173-4
NP 500-517	56-Seat day-nite coach (Chicago-Seattle)	173-30
NP 586-587	56-Seat Deluxe coach (Chicago-Seattle extra car)	173-72
NP 494-499	"Travelers Rest" Buffet-lounge (Chicago-Seattle)	173-19
NP 325-336	24-8 Budd Slumbercoach (Chicago-Seattle)	Walthers, Con-Cor
NP 459-463	Budd Diner (Chicago-Seattle)	173-29 and -89
SP&S 306	4-4-4 Vista-Dome sleeper (Chicago-Portland)	173-24 and -84
NP 350-363	8-6-3-1 PS sleeper (Chicago-Portland)	173-5
NP 307-314	4-4-4 Vista-Dome sleeper (Chicago-Seattle)	173-24 and -84
NP 367-372	8-6-4 PS sleeper (Chicago-Seattle)	Athabasca
NP 390-394	4-1 PS Observation-lounge-sleeper (Chicago-Seattle)	Brass

BRASS CAR SIDES #173-24 HO Budd dome sleeper sides are designed to convert the Con-Cor Budd dome coach kits. In 2018 these sides were completely retooled as #173-84 to match the length of the Walthers Proto dome coach models produced for the GN *Empire Builder*.

REFERENCES

The Vista-Dome North Coast Limited by, William R. Kuebler, Jr. (Oso Pub.)
Northern Pacific Pictorial Vol. 3 by William R. Kuebler, Jr. (Four Ways West)
Northern Pacific Pictorial Vols. 4 & 5 by John F. Strauss, Jr. (Four Ways West)

Passenger Cars 3 by Hal Carstens (Carstens Pub. 2007) pp. 260-61 plans & photos
NP Color Guide to Freight and Passenger Equipment, Todd Sullivan (Morning Sun)
The Passenger Car Library Vol. 3 Western Roads by W. David Randall (RPC)
Domeliners: Yesterday's Trains of Tomorrow by Karl Zimmermann (Kalmbach, 1998)
Streamliner Cars Vol. 2 The Budd Company by David Randall (RPC Pub, O.P.)
NMRA Bulletin, Nov. 1987 article by Ed Novit on modeling NP Budd Dome coaches and sleepers using our sides on Con-Cor bodies. Available from NMRA.

SUGGESTED CONSTRUCTION TECHNIQUES

Con-Cor Conversion: The body work on the Con-Cor plastic car breaks down into three steps: removing fluting from sides, trimming skirting, and enlarging windows. The first step can be done by hand sanding with a block or with a vibrating sander. Be careful not to round the car ends and corners. Some interior blocking should be used to keep the plastic sides from being depressed during the operation. We recommend that the protective coating be left on the brass sides until you are ready to attach them. The Krylon coating is most easily removed with a semi-paste paint remover such as Strypeeze.

Second, remove excess skirting, particularly center skirting toward the vestibule end. You may wish to remove all skirting and let the brass skirts stand alone. Finally, enlarge the windows by filing, cutting or motor-tooling, as required to clear brass window openings. Some vertical piers should be left for support. Some modelers remove most of the existing plastic side and then reinforce the brass side with a (K&S) brass angle or 0.040" styrene sheet. Note that the brass sides extend slightly beyond each end of the plastic body. This is prototypical and matches the overhang of the Con-Cor roof. Think about whether you want to reglaze the side windows on the body now or after you have painted the model.

After all modifications have been made to the plastic body, affix the sides with GOO (tacky dry) or other contact cement previously tested for use on brass and plastic. The roof should be in place for this step. Also, be sure that you have removed the Krylon coating.

If Budd-style roof vents grilles can be found, the roof appearance may be improved by grinding or filing down the air vents until they are flush with the roof corrugations. Look for brass as Athabasca Scale Models #4204 and in wire mesh by Train Station Products #732-435.

The 2" snap strips of the prototype (located immediately above and below the windows) have been simulated by two sets of fine parallel etch lines. On the NP cars, the lower strip is painted white. The grabiron holes are designed to accept Detail Associates #6601 vestibule grabirons.

Walthers Conversion: Please see supplement sheet enclosed with sides sold and online at <http://www.brasscarsides.com/pdftechsheets/173-84-89WKWConversion.pdf>. The online sheet will be updated periodically to share techniques developed by our customers.

DECALS AND PAINTS

<u>Paints</u>	<u>Scalecoat</u>	<u>Modelflex</u>	<u>Tru-Color</u>	
NP Loewy	60, 61	1677	57, 58	
<u>Decals</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>	<u>Chartpak</u>
NP Loewy	PH-119	75810	87208	white 1/32" striping

Photos of our customers' models and all of our current product literature are available for viewing and downloading at www.brasscarsides.com. For paper copies of our HO and N-scale catalog, reservation sheet, and current bulletin, please send a SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Dealer terms are available. Send e-mail to info@brasscarsides.com.