



ROUTE OF THE *Vista-Dome*  
**NORTH COAST LIMITED**  
*The Mainstreeter*



## BRASS CAR SIDES



*Passenger Car Parts for the Streamliners*

- Water-Baggage Cars NP 400-404, CB&Q 405 [Part No. 173-56]
- Mail-Dormitory Cars NP 425-429, CB&Q 430 [Part No. 173-50]
- 56-Seat Day Coaches NP 500-517, SP&S 301-305 [Part No. 173-30]
- P-S Deluxe Leg-Rest Coach (NP 586-587) [Part No. 173-72]
- 56-Seat Day-Night Coaches NP 588-597, CB&Q 598-599, SP&S 300 [Part No. 173-4]
- Pullman-Standard Diner (NP 450-457) [Part No. 173-61]
- 8-6-3-1 Sleeping Cars NP 350-363, CB&Q 480-482, SP&S 366 [Part No. 173-5]
- "Travelers Rest" Lounge Cars NP 494-498, CB&Q 499 [Part No. 173-19]
- "Holiday Lounge" NP 487-493 [Part No. 173-65]

**BRASS CAR SIDES** offers ten sets of HO sides for NP/SP&S/CB&Q cars built by Pullman-Standard for the postwar streamlined *North Coast Ltd*, *Mainstreeter*, and *Coast Pool Trains*. We also produce HO sides for three NP Budd cars for the *NCL*, namely the dome coach, dome sleeper, and diner. The Budd cars and P-S 10-6 Plan 4140C sleeper (NP 364-5, SP 9030-52) are covered in separate sheets.

In 1946-48 the NP received streamlined water-baggage cars, coaches of two types, lunch-counter diners, sleeping cars, and sleeper-observation cars sufficient for six *NCL* consists. All were delivered with full skirts, although these were removed in stages during the Loewy restyling in 1953-54. There were nine leg-rest coaches from Pullman-Standard (Lot 6739), with two more cars from this lot going to the CB&Q (598-599), and one to the SP&S (300). These three latter cars were later purchased by the NP. These dozen cars were the familiar flat-top coaches which separated the dome coaches in the years after 1954. The cars also served on Portland-Seattle pool trains Nos. 407-408. These were supplemented by two more leg-rest "deluxe" coaches (586-587) built to a Plan 7643 in 1954. The 18 coaches in NP series 500-517 had individual windows and were originally assigned three per *NCL* trainset between Chicago and the western terminals. The five identical SP&S coaches were delivered in January, 1950, for on-line use in that road's connecting trains between Portland, Pasco, and Spokane. SP&S 301-302 were painted to match the *Empire Builder*. When the Budd dome coaches were delivered to the NP in 1954, the 500-series coaches were assigned to the *Mainstreeter*, although they also frequently ran as extra cars on Nos. 25 & 26, and the pool trains.

The first streamlined sleeping cars owned by the NP came from Pullman-Standard Plan 4119, Lot 6781 in 1948. A total of 18 cars were assigned to the *NCL*, with three of these being owned by the CB&Q and one by the SP&S. The cars were originally named for on-line cities, but received numbers only during the Loewy restyling. The number series became NP 350-363, CB&Q 480-83, and SP&S 366. Most were reassigned to the *Mainstreeter*, to overnight pool trains 401-402, and to extra service on the *NCL*. Five were converted to dorm-sleeper cars and renumbered 440-444 in the mid-1960's.

The cars which later became the famous Lewis & Clark "Travelers Rest" Lounges were received from P-S as coach-buffet lounges for the *NCL* in January, 1947. NP owned 494-498 and CB&Q 499. The conversion to the final plan came with the 1953-55 restyling. Similarly, the original lunch-counter diners became full diners 450-455, supplemented by 456-7 for the *NCL* and *Pool Trains* until the Budd diners moved the PS diners to the *Mainstreeter* in 1958. The "Holiday Lounge" parlor-bar-lounge cars for the *Mainstreeter* (487-491) and *Pool Trains* (492-493) arrived in 1954.

The Official Pullman-Standard Library Vol. 3 GN-NP-SP&S by Randall and Ross (RPC Pub., 1987) (O.P.)  
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)  
NP Color Guide to Freight and Passenger Equipment, Todd Sullivan (Morning Sun)  
Passenger Cars Vol. 2 by Hal Carstens (Carstens). Plans for 500-517 coaches (p. 130); Travelers Rest (202); mail-dorm (126); "Holiday Lounge" (188)  
Passenger Cars Vol. 3 by Hal Carstens (Carstens). Plans for 8-6-3-1 sleepers (p. 238)  
Streamliner Cars Vol. 1. Pullman-Standard by David Randall (RPC. O.P.)  
Car Names, Numbers and Consists by Wayner (Wayner, O.P.)  
NMRA Bulletin, Nov. 1987 article by Ed Novit with color photos showing construction of NP Budd dome coaches and dome sleepers using our sides on Con-Cor bodies.

## RECOMMENDED CONSTRUCTION TECHNIQUES

There are several possible methods of construction, depending on the modeler's choice and the length of the sides. Please refer to the General Information Sheet, and Instructions for Body Kits. All cars may use our Basic Body Kit No. 101, consisting of scale-width roof, wood floor, pewter alloy end castings, and centersill. Mail-Dorm No. #173-50 (effective 11/2004), Water-baggage #173-56, Diner #173-61, and "Holiday Lounge" #173-65 are sized to match the Train Station Products #807 PS/ACF core kit, which is a few scale inches shorter than the other body options. The #173-72 Deluxe Coach sides are sized to match Walthers' *Empire Builder* 60-seat coaches or our Basic Body Kit. The following sets are designed as an exact length match to overlay the Rivarossi [*not* IHC] "1930" smoothside coach or sleeper: 8-6-3-1 sleeper #173-5 (after mid-1996), "Travelers Rest" #173-19, and 500-series coach #173-30. Using our body kits or the TSP core allows for easy placement of underbody and roof details, while the overlay method can be faster and includes reasonable details. The water-baggage and the mail-dorm have been produced with center skirts, which may be removed with a metal shear. The modeler may wish impart a slight curvature to the end and center skirts by clamping the sides under a strip of flat steel to broom handle or wooden dowel, and then forming the skirts with a piece of pine 1x4" or equivalent. The separate doors for these sets should be soldered or taped to the back of the sides prior to the rest of the construction. The mail-dorm has grabiron starter dimples on the rear, which assist in drilling #80 holes, if desired.

**PAINTS:** Scalecoat 60 & 61; Tru-Color 57 & 58

**DECALS:** Champ PH-119; Walthers 75810; Microscale 87208; Chartpak white stripes 1/32"

**DETAIL PARTS:** Train Station Products, Custom Finishing, Bill's Narrow Gauge Shops, Detail Associates, American Ltd. Models, Cal-Scale, and Great Western Passenger Car Details, are all good detail parts sources. See our Supplement Sheet for information on new items and suppliers. Refer to the Walthers HO Model Railroad Reference Book and web site for lines they stock. It is difficult to obtain accurate information on the mechanical underbody devices and systems which these cars employed during their long lives. It is known, for example, that the Waukesha single-engine air conditioner unit was used by all three roads on these types of cars. The following detail parts are believed to be correct for some cars:

A/C, battery boxes, and various underbody parts (Train Station Products #460, Custom Finishing sets 292 and 293 for P-S cars, Century Foundry #200 A/C), generator (Cal-Scale sets #352 or 353, also PSC), trucks (Walthers 933-1060, MDC 2935, Central Valley 139 or 140), roof vents (Bill's Narrow Gauge Shops has many), roof grabirons (Detail Associates 6602), antenna (Northeastern 860 eye pins & brass wire).

All of our documents are available for downloading at [www.brasscarsides.com](http://www.brasscarsides.com). To receive paper copies of our combined HO and N-scale catalog, reservation sheet, and current bulletin, please send a SSAE with postage for two ounces to **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Address e-mail to [info@brasscarsides.com](mailto:info@brasscarsides.com). Revised June 17, 2015