



Vista-Dome

NORTH COAST LIMITED



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



Budd Dome Sleeping Car Sides [Part No. 173-24]

The Budd dome cars probably contributed more to the aesthetics of postwar rail travel in North America than did any other design innovation. Only the NP, SP&S, CB&Q, D&RGW, WP, CP, and C&O were original owners of the 39 Budd dome sleeping cars built, and most of these were dome sleeper observation cars.

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 to serve as backup and maintenance spare was purchased in 1957. Car numbers and ownership were as follows:

- 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 on 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 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 marked in the typical consist below. (We also produce corresponding N-scale side sets for all 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 Special Order
NP 588-599	56-Seat leg-rest coach (Chicago-Portland)	173-4
NP 549-556	46-Seat Vista-Dome coach (Chicago-Seattle)	173-20 Special Order
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
SP&S 306	4-4-4 Vista-Dome sleeper (Chicago-Portland)	173-24
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
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 Budd dome sleeper sides are designed to be applied as an overlay on the Con-Cor Budd dome coach kits. The Walthers dome coach models may also be candidates for use with these sides with more extensive modifications.

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 Vo. 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.)
Passenger Train Journal on dome cars, December 1985, January 1986, September 1991
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.

RECOMMENDED CONSTRUCTION TECHNIQUES

The preliminary 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 stationary belt or disk 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.

The roof appearance may be improved by grinding or filing down the air vents until they are flush with the roof corrugations. Apply Budd-style roof vent grilles in brass (No. 4204) from Athabasca Scale Models, or in wire mesh from Train Station Products (732-435).

Note that the brass sides are long enough to extend slightly beyond each end. This is prototypical and matches the overhang of the Con-Cor roof. After all modifications have been made to the plastic body, affix the sides with ACC cement. The roof should be in place for this step. Also, be sure that you have removed the Krylon coating prior to this step.

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.

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.

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