



ROUTE OF THE *Vista-Dome*  
**NORTH COAST LIMITED**  
**BRASS CAR SIDES**



*Passenger Car Parts for the Streamliners*

Northern Pacific Budd Dining Cars  
NP 459-463, CB&Q 458 [Part No. 173-29]

Six full dining cars were delivered to the NP by Budd in 1957-58, and they displaced a like number of Pullman-Standard cars into service on the *Mainstreeter*. They operated between Chicago and Seattle until the end of the premier train's career. Diners were cycled in and out of eastbound No. 26 at the NP Commissary in St. Paul. They were the last full diners built before the advent of Amtrak. Five of the six were purchased by Amtrak in 1971 and operated in the *North Coast Hiawatha*, and later in the "Heritage Fleet", particularly on the trains between Chicago and New York and Washington.

A typical summer consist for the *North Coast Limited* of the late 1950's and 1960's is listed below. [Side sets in brackets available from BRASS CAR SIDES.]

NP 400-411	Water-baggage (Chicago-Seattle)	[173-56]
NP 425-430	Mail-dorm (Chicago-Seattle)	[173-50]
NP 325-336	24-8 Budd Slumbercoach (Chicago-Seattle)	[Walthers or Con-Cor]
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 coach (extra cars as needed from pool)	[173-30]
NP 586-587	56-Seat leg-rest Deluxe coach (substitute or extra car)	[173-72]
NP 494-499	"Traveler's Rest" Buffet-lounge (Chicago-Seattle)	[173-19]
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 2704]
NP 390-394	4-1 PS Observation-lounge-sleeper (Chicago-Seattle)	

Our No. 173-29 dining car sides are designed to be used as overlays on the Con-Cor 10/6 Budd sleeper or Budd Slumbercoach. Modelers may also wish to consider the Eastern Car Works Budd Core Kit No. 1399, or the Walthers Budd diner.

#### REFERENCES

NP Color Guide to Freight and Passenger Equipment, Todd Sullivan (Morning Sun)  
The Vista-Dome North Coast Limited by, William R. Kuebler, Jr. (Oso Pub.)  
Passenger Car Library Vol. 3 Western Roads by W. David Randall (RPC)  
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)  
Burlington Northern Passenger Cars by Charles A. Rudisel (C.A.R. Pub., 1974 O.P.)  
Dining Car Line to the Pacific by William McKenzie (Minn. Hist. Soc., 1990)  
Some Classic Trains by Arthur Dubin (Kalmbach, O.P.) p. 331  
Streamliner Cars Vol. 2 The Budd Company by David Randall (RPC Publications, O.P.)

*NMRA Bulletin* issues of 11/87 and 7/90 construction articles by Ed Novit for NP cars. *Mainline Modeler* issues of 10/90 and 5/95 construction articles by Bill Harvey for UP cars cover overlay techniques well.

## RECOMMENDED CONSTRUCTION TECHNIQUES

The preliminary body work on the Con-Cor plastic car consists of removing fluting from sides, trimming skirting, and enlarging windows. The first step can be done by with a hand sander or with an electric 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. Second, remove center skirting and as much of the end skirts as required. You may wish to remove all end skirting. 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 and then reinforce the brass 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 with paste-type stripper 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 NP cars, the lower strip is painted white. The grabiron holes are designed to accept Detail Associates #6601 and #6602 vestibule and roof grabirons.

The roof of this diner is a good deal more detailed than that of a sleeper or Slumbercoach. An HO-scale copy of the side elevation drawing from Chuck Rudisel's book is enclosed. The Con-Cor roof has six raised air intakes which should be filed down. Three of these can be overlayed with the new Budd roof vents from Train Station Products No. 732-435 or in brass from Athabasca Scale Models. There are three manifold-type intakes at the kitchen end of the prototype, and these extend down to the letterboard. The radio antenna can be made from 5 eyepins (Northeastern 860) and brass wire. The other larger "hump" vents over the kitchen will probably have to be scratchbuilt. Unfortunately, we have not found a good reference for underbody detail, although it is known that the air conditioner was electro-mechanical.

We call to your attention other HO-scale passenger car detail parts. The modeler is referred to the Walthers HO Model Railroad Reference Book for illustrations of what may be available. Candidates include: Train Station Products #460 underbody kit, and Budd vent, Eastern Car Works parts in core kit #1399, Custom Finishing (kits #292 & 293 especially), Precision Scale, American Ltd. Models, Detail Associates, Cal-Scale, Athabasca Scale Models, and Century Foundry produce passenger car detail parts. We will be grateful to hear of other sources of detail parts, decals and references, and will update this sheet when it is reprinted.

DECALS: Champ PH-119, Walthers 75810, Microscale 87208, Chartpak 1/32" white striping  
PAINTS: Scalecoat 60 & 61; Tru-Color 57 & 58

To receive our 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. Address e-mail to [dchenry@gac.edu](mailto:dchenry@gac.edu). See our web pages at [www.brasscarsides.com](http://www.brasscarsides.com).

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