



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



- P-S Water-Baggage (NP 400-404, CB&Q 405) [Part No. 173-556]
- P-S Mail-Dorm (NP 425-29, CB&Q 479) [Part No. 173-550]
- P-S Leg-Rest Coach (NP 588-597, CB&Q 598-599, SP&S 300) [Part No. 173-504]
- P-S 56-Seat Coach (NP 500-517, SP&S 301-305) [Part No. 173-530]
- P-S "Deluxe" Leg-Rest Coach (NP 586-587) [Part No. 173-572]
- P-S "Travelers Rest" Lounge Cars NP 494-498, CB&Q 499 [Part No. 173-519]
- P-S "Holiday Lounge" Cars NP 487-493 [Part No. 173-565]
- P-S Diner (NP 450-457) [Part No. 173-561]
- P-S 8-6-3-1 Sleeper (NP 350-363, CB&Q 480-82, SP&S 366) [Part No. 173-505]
- Budd Dome Sleeper (NP 307-313, CB&Q 304-305, SP&S 306) [Part No. 173-524]

The *North Coast Limited* began to receive streamlined cars in 1946 and reached its zenith with the arrival of the Budd dome coaches, dome sleepers, and diners in 1954-58. The *Mainstreeter* and coast pool trains drew from the same coach and sleeper pool. The latter two trains employed the "Holiday Lounge" parlor-bar cars for several years. The 1947 P-S chair buffet lounge cars were converted in 1955 to the distinctive "Lewis and Clark Travelers Rest" counter-tavern lounge cars. The 1947 lunch-counter diners were converted in 1953-54 to full diners 450-455, complemented by new diners 456-57 until the Budd diners arrived in 1958, at which time the group went to the *Mainstreeter* and pool train. With the retirement of the Pullman observation cars in 1967, five of the dome sleepers were converted to NP "Lounge in the Sky" dome lounge sleepers. A typical summer-season consist for No. 25 between St. Paul and Spokane follows, with Brass Car Side prototypes marked as *:

- * NP 400-411 Water-baggage (Chicago-Seattle) (A)
- * NP 425-430 Mail-dorm (Chicago-Seattle) (A)
- * SP&S 559 46-Seat Vista-Dome coach (Chicago-Portland) [See #520 sheet]
- * NP 588-597 56-Seat leg-rest coach (Chicago-Portland) (A)
- * NP 549-556 46-Seat Vista-Dome coach (Chicago-Seattle) [See #520 sheet]
- * NP 588-597 56-Seat leg-rest coach (Chicago-Seattle) (A)
- * NP 586-587 56-Seat "Deluxe" leg-rest coach (Chicago-Seattle) (A) extra
- * NP 500-517 56-Seat coach (Chicago-Seattle) (A) extra
- * NP 494-499 "Traveler's Rest" Buffet-lounge (Chicago-Seattle) (A)
- NP 325-336 24-8 Budd Slumbercoach (Chicago-Seattle) [Kato]
- NP 459-463 Budd Diner (Chicago-Seattle)
- * SP&S 306 4-4-4 Vista-Dome sleeper (Chicago-Portland) (DC)
- * NP 350-363 8-6-3-1 PS sleeper (Chicago-Portland) (A)
- * NP 307-314 4-4-4 Vista-Dome sleeper (Chicago-Seattle) (DC)
- NP 367-372 8-6-4 PS sleeper (Chicago-Seattle) [Athabasca #6604]
- NP 390-394 4-1 PS Observation-lounge-sleeper (Chicago-Seattle)

The non-dome sides are designed to be used with the American Ltd. Models core kits (A). The dome sleeper sides overlay the old Rawa version of the Con-Cor 85' dome coach (DC).

REFERENCES

- NP Color Guide to Freight & Passenger Equipment by T. Sullivan (Morning Sun)
- The Vista-Dome North Coast Limited by, William R. Kuebler, Jr. (Oso Pub.)
- Northern Pacific Pictorial Vol. 5 by John F. Strauss, Jr. (Four Ways West)

Passenger Cars 2 by Hal Carstens (Carstens) Our Nos. 519, 530, 550, 561
Passenger Cars 3 by Hal Carstens (Carstens) Our Nos. 524 and 505
Pullman-Standard Library Vol. 3 by Randall & Ross (RPC Pub., out of print)
Burlington Northern Passenger Cars by Charles A. Rudisel (out of print)

RECOMMENDED CONSTRUCTION TECHNIQUES

No. 524. Con-Cor has produced two versions of its Budd dome coach. The current version is both harder to disassemble and no longer matches the length of our dome sleeper sides. Modelers should try to obtain the older Rawa-style bodies, which were in production for many years. The preliminary body work on Con-Cor's Rawa body breaks down into three steps; removing details from sides, trimming the center skirt, and enlarging windows. Unlock and remove the combination roof and window piece by gently compressing the two pairs of plastic tabs under the floor, just behind the dome in the middle of the car. Scrape or hand sand the sides to remove the raised lines and grabirons. Test fit the brass side. (We recommend that the protective coating be left on the brass sides until you are ready to attach them.) The length of our brass sides was precisely etched to match the original Con-Cor bodies, and includes the scale inch weld seam that is characteristic of Budd cars. Note that the plastic center skirt is longer than the scale brass skirt. Trim the plastic skirt back so that it matches the brass, or, you may remove the plastic skirt completely. Note that the brass sides have end skirts, which the plastic car omits in order to allow greater truck and coupler swing. Depending on your layout's curves, you may be able to retain the end skirts.

Finally, enlarge the windows by filing, cutting or motor tooling, as required to clear brass window openings. How large you make these holes will depend upon how you plan to reglaze the windows. You may wish to cut out holes in the clear plastic window insert, too. Microscope slide cover glass makes a fine window material, but clear styrene or acetate sheet stock is also good, and easier to work with. In any case, final attachment will have to wait the painting and finishing steps. Grabiron "dimples" have been etched into the rear of the No. 524 brass sides to permit easy drilling for those wishing to add wire grabirons.

Nos. 504, 505, 519, 530, 550, 556, 561, 565 & 572. All of these sets have been designed to be used with the ALM core kits, with best truck match the #8015 and #8025. Follow the instructions included with those kits, with the additional suggestions in the next paragraph. We have produced the passenger-carrying cars without the original center skirting, which the 1947 cars lost during the 1953-55 Loewy restyling and conversions. The water-baggage and mail-dorm sides include the original skirting, which may be easily removed with a tin snips. Grabiron dimples or holes have been included at the ends of the headend car sides.

All Side Sets. After the plastic body is ready, affix the sides with contact cement, such as Walthers GOO. Follow the instructions about letting the cemented surfaces become tacky before joining them. The Krylon coating may be removed with a paste-type paint remover such as Strypeeze prior to this step. Some modelers leave it intact for improved paint adhesion.

The following paints are offered in NP "Raymond Loewy" colors: Scalecoat 60 & 61, Tru-Color 57 & 58, Modelflex 1677. Decals: Microscale 60-208.

All of our documents are available for downloading at www.brasscarsides.com. To receive paper copies of our 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. Address e-mail to info@brasscarsides.com. Revised November 26, 2020