

e k

# BRASS CAR SIDES

*Passenger Car Parts for the Streamliners*

q

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 "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 coaches, sleepers and headend 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, and these were joined by new diners 456-57 on the *NCL* until the Budd diners arrived in 1958, at which time the group went to the *Mainstreeter* and pool train. When the Pullman observation cars were retired in 1967, five of the dome sleepers were converted to NP "Lounge in the Sky" dome lounge sleepers. Five of the 8-6-3-1 sleepers were converted to crew dorm cars 440-444 in 1965. A typical summer-season consist for No. 25 between St. Paul and Spokane follows:

- \* 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)
- \* NP 588-597 56-Seat leg-rest coach (Chicago-Portland) (A)  
 NP 549-556 46-Seat Vista-Dome coach (Chicago-Seattle)
- \* NP 588-597 56-Seat leg-rest coach (Chicago-Seattle) (A)
- \* NP 500-517 56-Seat coach (Chicago-Seattle) (A)
- \* 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)

**BRASS CAR SIDES** offers N-scale photoetched sides for the prototypes marked \*. These sides are designed to be used with the American Ltd. Models N-scale core kits (A) Nos. 8010 gray & 8020 black, or for the dome sleeper, as an overlay on the older 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  
Burlington Northern Passenger Cars by Charles A. Rudisel (out of print)

## RECOMMENDED CONSTRUCTION TECHNIQUES

**No. 524.** Con-Cor has recently retooled its Budd dome coach, which is now both harder to disassemble and no longer matches the length of our dome sleeper sides. Modelers should try to obtain the older style bodies, which were in production for many years. The preliminary body work on the Con-Cor 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.** All of these sets have been designed to be used with the ALM core kit. 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 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. Be sure that you have removed the Krylon coating with a paste-type paint remover, acetone, or similar solvent prior to this step.

The following paints are offered in NP "Raymond Loewy" colors: Scalecoat 60 & 61, Accupaint 77 & 78, Modelflex 1677 & 1678, Accuflex 1677 & 1678. Decals: Microscale 60-208.

The production of future cars will depend on customer reservations and continuing sales of current offerings. We invite reservations for the NP 459-series Budd Diner sides. To receive our catalog, reservation sheet, and current bulletin, please send a 58¢ SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Dealer terms are available. Address e-mail to dchenry@gac.edu. See our web page at [www.brasscarsides.com](http://www.brasscarsides.com).

Revised April 9, 2009