



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



Passenger Car Parts for the Streamliners

HO *North Coast Limited* Budd Dining Cars (NP 459-463, CB&Q 458)
 #173-29 for Con-Cor Conversion, #173-89 for Walthers Conversion

Six full dining cars were delivered by Budd in 1957-58 for the *Vista-Dome North Coast Limited*. They were the last full diners built before the advent of Amtrak. They displaced the Pullman-Standard dining cars NP 450-455 to service on the *Mainstreeter*. The Budd diners operated between Chicago and Seattle until the end of BN service in 1971. Dining cars were cycled in and out of eastbound No. 26 at St. Paul Union Depot and were serviced at the nearby NP Commissary. Five of the six cars 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 or other manufacturers.]

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 & -89]
SP&S 306	4-4-4 Vista-Dome sleeper (Chicago-Portland)	[173-24 & -84]
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 & -84]
NP 367-372	8-6-4 PS sleeper (Chicago-Seattle)	[Athabasca 2704]
NP 390-394	4-1 PS Observation-lounge-sleeper (Chicago-Seattle)	[Oriental Ltd., Shoreham]

Our #173-29 dining car sides are designed to be used as overlays on the Con-Cor 10/6 Budd sleeper or Budd Slumbercoach. In 2018 these sides were completely retooled as #173-89 to match the length of the Walthers Proto NYC-prototype grill-dining cars that have appeared in several road names.

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

Con-Cor Conversion: The 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 vibrating 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. Some modelers remove most of the existing plastic side and then reinforce the brass side 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.

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. If Budd-style roof vents grilles can be found, the roof appearance may be improved by grinding or filing down the air vents until they are flush with the roof corrugations. Look for brass as Athabasca Scale Models #4204 and in wire mesh by Train Station Products #732-435. 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 five eyepins (Northeastern 860) and brass wire. The other larger "hump" vents over the kitchen will probably have to be scratchbuilt. The grabiron holes are designed to accept Detail Associates #6601 and #6602 vestibule and roof grabirons

Unfortunately, we have not found a good reference for underbody detail, although it is known that the air conditioner was electro-mechanical. Check photos and then the Walthers Model Railroad Reference Book and manufacturer websites for illustrations of what may be available. Candidates include: Train Station Products #460 underbody kit, and Budd vent, Custom Finishing (kits #292 & 293 especially), Precision Scale, American Ltd. Models, Detail Associates, Cal-Scale and Century Foundry have produced passenger car detail parts. Please let BCS know of other sources of detail parts, decals and references.

Walthers Conversion: Please see supplement sheet enclosed with sides and available online at <http://www.brasscarsides.com/pdftechsheets/173-84-89WKWConversion.pdf>. The online sheet will be updated periodically to share additional references, parts and techniques developed by modelers.

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

Photos of our customers' models and all of our current product literature is 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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