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Vista-Dome
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BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Budd Dome Coaches [Part No. 173-20]

The Budd dome cars probably contributed more to the aesthetics of postwar rail travel in North America than did any other design. Already popular trains of the "Hill Roads" were immeasurably enhanced for nearly a generation with the addition of these distinctive cars.

In mid-1954, the Northern Pacific Railway added two 46-seat dome coaches to each of its five consists of the **North Coast Limited**. The Great Northern followed suit a year later by including three externally identical cars in each of its five **Empire Builder** consists, with a 16th car as a spare. An additional dome coach was received by the NP in 1957. During the off-season, the **Empire Builder** operated over at least part of its route with only two dome coaches, and the **Western Star** received a dome coach between St. Paul and Seattle. Amtrak purchased all of these cars and operated them on at one time or another on a great number of its trains outside the Northeast Corridor. Car numbers and ownership for the NP, GN, CB&Q and SP&S were:

North Coast Limited: NP 549-556, CB&Q 557-558, SP&S 559

Empire Builder: GN 1320-1331, SP&S 1332, CB&Q 1333-1335

BRASS CAR SIDES produces a set of highly detailed HO-scale photoetched sides [173-20] for these illustrious prototypes. These sides are specifically designed to be applied as an overlay on the Con-Cor Budd dome coach kits. Application to the Walthers Budd dome coach, which is a CP prototype, may be possible, but samples have not been tested for dimensional match. We also produce HO and N-scale sides for the NP Budd dome sleepers and the GN "Great Dome" lounges.

REFERENCES

The Passenger Car Library Vol. 3 Western Roads by W. David Randall (RPC)
Domeliners: Yesterday's Trains of Tomorrow by Karl Zimmermann (Kalmbach, 1998)
GN Color Guide to Freight and Passenger Equipment by David Hickcox (Morning Sun)
NP Color Guide to Freight and Passenger Equipment by Todd Sullivan (Morning Sun)
Passenger Cars Vol. 2 Streamline Cars by Hal Carstens pp. 158-9 (Carstens, 2002)
Great Northern Pictorial Vols. 3 & 5, by John F. Strauss, Jr. (Four Ways West)
Northern Pacific Pictorial Vol. 5 by John F. Strauss, Jr. (Four Ways West)
Streamliner Cars Vol. 2 The Budd Company by David Randall (RPC Publications)
Car Names, Numbers and Consists by Robert Wayner (Wayner, O.P.)
Illustrated Treasury of Budd Railway Passenger Cars 1931-1981 by Kerr (Delta)
Some Classic Trains by Arthur Dubin (Kalmbach, later Interurban Press)
Passenger Train Journal on dome cars, December, 1985 and January, 1986.
NMRA Bulletin, Nov. 1987 article by Ed Novit on modeling NP Budd Dome coaches and sleepers using our sides on Con-Cor bodies. \$1.50 from NMRA.
Railroad Model Craftsman issue of April, 1967 for plans. Send a large SASE for free photocopy.

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. A planer might work for this, but we have not tried it. 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 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. Also decide 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 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 original GN cars, these strips are painted yellow. On the NP cars, the lower one 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>Floquil</u>	<u>Modelflex</u>	<u>Polly S</u>	<u>Accupaint</u>
Orange & Green	45, 46		1664,1665	224,227	
Big Sky Blue		56, 11	1663,1602	113,203	
NP Loewy	60, 61				17, 77
<u>Decals</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>		
Orange & Green	PH-45		87153,87154		
Big Sky Blue	PH-128	52830			
NP Loewy	PH-119	75810	87208		

To receive our combined 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. Address e-mail to dchenry@gac.edu. See our webpage at www.brasscarsides.com

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