

S.P. SHASTA DAYLIGHT

#5003 Baggage/RPO:

Accurate roof & underbody details. Correct American Models 6 wheel trucks with BTS brake cylinders added.

#2381 VR Chair/News Stand:

46 Seat, vestibule rear chair car. Always ran behind Baggage/RPO. American Models sprung 41-N-11 trucks and correct underbody details

#2395 VR Chair Car:

48 Seat, vestibule rear chair car. American Models sprung 41-N-11 trucks and correct underbody details.

#2385 VR Chair/Crew car:

36 seat, vestibule rear chair car with crew locker room. Always ran ahead of articulated diner. American Models sprung 41-N-11 trucks and correct underbody.

ARTICULATED TRIPLE UNIT DINER:

#10261 Coffee Shop

#10263 Kitchen Car

#10264 Dining Car

Accurate reproduction of articulated triple-unit dining car set. American Models 41-N-11 sprung trucks on coffee shop and dining car ends with American Models 6 wheel trucks & BTS brass brake cylinders on center dining car. Correct underbody and roof details. Operates on 40" or larger curves flawlessly.

#2389 VF Chair Car:

48 seat, vestibule forward chair car. American Models sprung 41-N-11 trucks and correct underbody details.

#2382 VF Chair Car:

48 seat, vestibule forward chair car. American Models sprung 41-N-11 trucks and correct underbody details.

#2383 VF Chair Car:

48 seat, vestibule forward chair car. American Models sprung 41-N-11 trucks and correct underbody details.

#10316 Timberline Tavern

One of two 54 seat Timberline Tavern lounge cars built for the Shasta Daylight. American Models sprung 41-N-11 trucks and correct underbody details.

#2398 VR Chair Car:

48 seat, vestibule rear chair car with radio. Always operated ahead of observation. American Models sprung 41-N-11 trucks and correct underbody details.

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#2354 Parlor/Observation:

36 seat, parlor/observation car. SP used two parlor/observation cars from the 1941 Coast Daylight on the new Shasta Daylight. These cars had fluted sides and did not have the larger 24" windows of the new 1949 Shasta Daylight cars, but were painted with the matching larger orange stripe. Model has correct River Raisin triple bolster brass trucks and correct underbody/car details.

#3606 Dome/Lounge:

In 1955 S.P. replaced the two Timberline Tavern lounge cars with new, Sacramento-built full-length dome/lounge cars. Five AM domes were combined to create this car. Model has correct Des Plaines Hobbies swing hanger trucks, underbody/car details.

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In June, 1946 the Southern Pacific Railroad ordered 29 cars from Pullman-Standard for what would be its final and "best" new passenger train, the Shasta Daylight to run between Oakland, California and Portland, Oregon. The new Shasta Daylight entered service on July 10, 1949 along the 718 mile Shasta Route, so named for the majestic 14,162 foot high Mt. Shasta located along the line north of Redding.

The distinguishing feature for the new 15 car trains was the inclusion of extra-large 34 inch "Sky view" windows (30% larger than standard windows) for viewing the fabulous scenery along the line. Included in the train-set were new triple-unit coffee shop/kitchen/diner articulated cars and the 54 seat Timberline Tavern lounge cars. All cars were smooth-sided, a departure from past S.P. practice. Two Parlor/observation cars from the 1941 Coast Daylight were rebuilt for service on the Shasta Daylights.

This 13 car model of the Shasta Daylight is as accurate as I can make it for service in the 1951-52 period. Included is a 14th car, a 95% accurate model of the full-length dome/lounge car #3603 that replaced the Timberline Tavern lounge cars in 1955.

Car construction used American Models 81' car bodies for basic shells. Laser Horizons created special .020 styrene sides for me based on the prototype drawings that I provided. Correct car body details came from a variety of sources including brass BTS brake sets, generators, car end steam & air lines. Ladd Houde and Train Station products were used as as required. The diaphragms are modified American Models diaphragms. The cars were painted in Scalecoat enamel and the decals are from no longer produced Microscale Daylight lettering sets.

The cars use the correct American Models sprung 41-N-11 trucks, detailed American Models 6 wheel trucks, DPH swing-hanger trucks or River Raisin brass triple-bolster trucks, as is appropriate to the prototype. All cars except the Baggage/RPO, Dome/Lounge and Parlor/Observation use the AM truck mounted couplers to ensure the train set will operate on 40" curves. These three cars use KD #802 couplers. The recommended minimum operating radius is 44-48".