



GREAT NORTHERN

GREAT DOMES ON GREAT NORTHERN'S INCOMPARABLE EMPIRE BUILDER



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



Great Northern "View" Series Full-Dome Lounges
GN 1390-94, CB&Q 1395 [Part No. 173-27] Discontinued

In 1951, the Great Northern Railway re-equipped its premier train, the , with all new cars from ACF and P-S. In 1955, three Budd Vista Dome coaches replaced the three 48-seat coaches, and one Budd "View" series Great Dome Lounge was added to each trainset. The 1947 P-S observation cars were modified, and replaced the 1951 "Mountain" series cars in EB consists. A number of cars were owned by the CB&Q and SP&S at various times. Please refer to our catalog sheets and the references for car numbers and names. A typical late 1950's summer consist, with part numbers for BRASS CAR SIDES in [], follows.

1	Storage Mail 275-series	
1	Baggage-Mail 37-42 (ACF)	[173-43] R
1	Baggage-Dorm 1200-1205 (ACF)	[173-18] R
1	60-Seat Foot-rest Coach 1209-1214 (ACF)	[173-14] R
3	48-Seat Vista Dome Leg-rest Coaches 1320-1335 (Budd)	[173-20] C
0-1	48-Seat Leg-rest Coaches 1215-1231 (P-S) Extra car	[173-12] R
1	Coffee Shop Lunch Counter "Ranch" Lounge 1240-1245 (ACF)	[173-10] R
1	Diner (Lake Series) 1250-1255 (ACF)	[173-15] R
1	Great Dome "View" Lounge 1390-1395 (Budd)	[173-27] B
2-3	7-4-3-1 "River" Sleeper 1260-1274 (P-S)	[173-11] R
2-3	6-5-2 "Pass" Sleeper 1370-1384 (P-S)	[173-13] R
1	16-4 "Glacier" Sleeper 1181-1188 (P-S) Spokane-Seattle	[173-25] R
1	Observation Sleeper Lounge (Coolee Series) 1190-1194 (P-S)	

The full-dome lounge cars seated 75 Pullman passengers upstairs in a combination of 57 forward facing seats and a 18-seat lounge at the rear. The central part of the lower level (not taken up by the two substantial equipment compartments) was devoted to a 34-seat lounge. Unlike the dome coaches, these cars were both named and numbered, as follows: GN 1390 Glacier View, 1391 Ocean View, 1392 Mountain View, 1393 Lake View, 1394 Prairie View, and CB&Q 1395 River View. All six cars appeared in "Big Sky Blue" after 1967, and at least one in an experimental BN green and white scheme. All were purchased by Amtrak. Three were reworked for Amtrak's Autotrain operation, and one has returned to BN rails, having been modified into a glass-end inspection car. Prairie View operates in private car service.

All side sets in this series have been designed to be used directly on Rivrossi (R) coach and sleeper bodies, Con-Cor Budd dome coach (C) or Bachmann full-dome (B) bodies, without the need to shorten the plastic car. Most have been discontinued following the introduction of the Walthers *Empire Builder*. Non-dome car sides may also be used with our No. 101 Basic Body Kit. This sheet describes the application of our No. 173-27 brass sides to the Bachmann full dome car, which follows the very similar Santa Fe prototype.

REFERENCES

GN Pictorials Vols. 3 & 5 by John F. Strauss, Jr. (Four Ways West, 1994, 98)
GN Color Guide to Freight and Passenger Equipment by David Hickcox (Morn. Sun)
"Great Domes" in *Model Railroader*, Sept. 1975 (Send SSAE for photocopy)

The Official P-S Library Vol. 3 GN-NP-SP&S by Randall & Ross (RPC Pub. O.P.)
The Passenger Car Library Vo. 3 Western Roads by W. David Randall (RPC)
Some Classic Trains by Arthur Dubin (Kalmbach, later Interurban)
Streamliner Cars Vols. 1 P-S, 2 Budd, 3 ACF by David Randall (RPC Publications)
Car Names, Numbers and Consists by Robert Wayner (Wayner, out of print)
Everywhere West by Patrick Dorin (Superior, O.P.) [New edition announced]
Lines East by Patrick Dorin (Superior Pub., 1989, o.p.) [New edition announced]
 "A Celebration of Dome Cars" in *Passenger Train Journal*, Dec. '85 & Jan '86.
 "Decals for Empire Builder Cars of the 1950's", Ref. Sheet No. 129, March, 1988,
 by Edwin J. Nellis, Jr., GN Rwy. Historical Society.
 "1947 Empire Builder Color Plans", Dec. 1991 *Model Railroader*.

RECOMMENDED CONSTRUCTION TECHNIQUES

The preliminary body work on the Bachmann 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 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. Some slight additional thickness of plastic should be removed at the top where the side joins the roof in order to form a smooth contour. We recommend that the protective coating be left on the brass sides until you are ready to attach them.

Second, you may wish to remove all plastic skirting and let the brass skirts stand alone. This is best done with a razor saw or with a hobby knife and straight edge. 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.

After all modifications have been made to the plastic body, affix the sides with ACC cement, Ambroid Fas'N'All or other adhesive with which you are comfortable. Be sure that you have removed the Krylon coating prior to this step. The article in the Sept. 1975 *Model Railroader* has good plans for reworking the car interiors. The rolling qualities of the Bachmann car can be substantially improved by the substitution of Jay-Bee No. 106 or Kadee No. 521 36" wheelsets.

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. The grabiron holes are designed to accept Detail Associates #6601 & 6602 vestibule and roof grabirons. The following decals and paints are believed to be correct for these cars:

<u>Paints</u>	<u>Scalecoat</u>	<u>Floquil</u>	<u>Modelflex</u>	<u>Polly S</u>
Orange & Green	45, 46		1664,1665	224,227
Big Sky Blue		56, 11	1663,1602	113,203
<u>Decals</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>	
Orange & Green	PH-45		87153,87154	
Big Sky Blue	PH-128	52830		

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 56082-1435. Address e-mail to info@brasscarsides.com Dealer terms are available. See our web page at www.brasscarsides.com.

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