



GREAT NORTHERN



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Great Northern Lunch Counter Lounge Dormitory [Part No. 173-73]

Great Northern P-S 60-Seat Coach [Part No. 173-74]

Great Northern "Lake" Dining Car [Part No. 173-75]

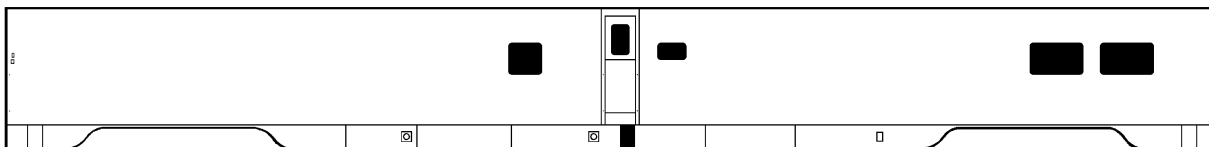
This sheet is supplied with three of our HO brass car sides for the Pullman-Standard cars built for the 1947 *Streamlined Empire Builder*. It supplements modeling information contained in our other *Empire Builder* sheets. Modelers interested in train consists, photographs and operating details of all the GN's passenger trains are encouraged to refer to the Great Northern Pictorial series (listed below) by John F. Strauss, Jr., published by Four Ways West.

Vol. 3: Rocky's Clean Window Trains for 1947, 1950 and 1955 *Empire Builder*.

Vol. 4: Rocky's Northwest Postman and New Companions for *Western Star*, *Fast Mail*, *Winnipeg Limited*, *Red River* and other post-war trains.

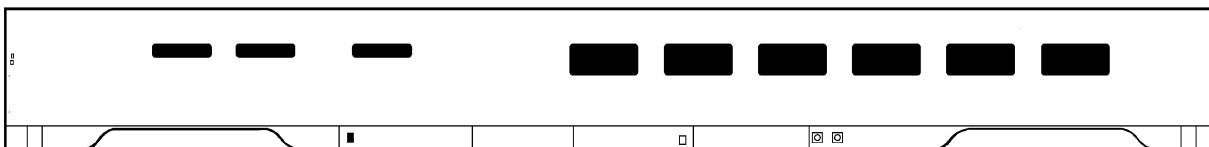
Vol. 5: Rocky's Robe of Many Colors for coverage of all trains during 1960-1971.

The lunch counter lounge dormitory cars (with kitchen side shown below) were built by P-S in 1947 to Plan 7498 in Lot 6718 and were owned, named and numbered as follows: GN 1140 Waterton Lake, GN 1141 St. Mary Lake, GN 1142 Two Medicine Lakes, GN 1143 Coeur d'Alene Lake, CB&Q 1144 Red Eagle Lake (to GN in 1955).



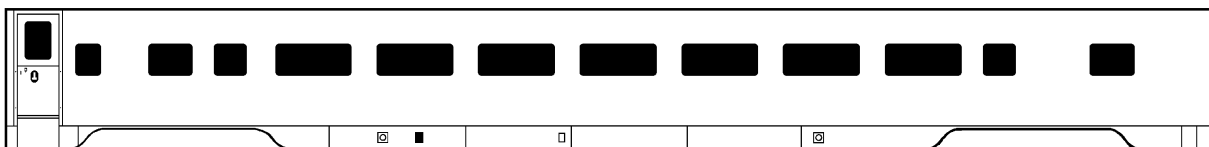
When the *Empire Builder* was re-equipped in 1951 these cars were assigned to the *Western Star*. In that service they were joined by a sixth very similar car, GN 1148 Devils Lake which GN finished from a P-S shell. Our sides follow the original window layout shown above. The original five cars were rebuilt in 1951 to include the Devils Lake's three windows in the dormitory area .

The *Empire Builder's* dining cars were originally built with 36 seats under P-S Plan 7498 Lot 6718 but the capacity was increased to 46 or 48 seats in the early 1950's when the cars were assigned to the *Western Star*. The kitchen side of this series of cars is illustrated below.



They were owned, named and numbered as follows: GN 1150 Lake Superior, GN 1151 Lake McDonald, GN 1152 Lake Chelan, GN 1153 Lake Josephine, CB&Q 1154 Lake Michigan. GN 1155 Lake Washington was built as a shell by P-S and finished by GN in its St. Paul shops in 1949.

Passengers traveling shorter distances usually rode in the 60-seat coach drawn from the GN 1110-1113 and CB&Q 1114 group, built by P-S to Plan 7495 Lot 6718 as illustrated below.



Beginning in 1956 the *Western Star* was combined with *The Fast Mail* over some portions of their routes at different times. After 1954, the *Western Star* was combined with the Burlington Route's Nos. 47-48, the *Blackhawk-Western Star-Mainstreeter* between Chicago and St. Paul, although two sections were typically operated during the summer and winter holiday seasons. Since the Great Northern's Commissary was in St. Paul, the lunch counter lounge dorm and the dining car were switched out for fresh cars at St. Paul Union Depot during the eastbound trip when the trains ran through to Chicago. In later years the *Western Star's* food-service cars terminated and originated in St. Paul and only a few coaches, sleepers, and head-end cars operated through to Chicago on Burlington 47 & 48. It was common to see the *Blackhawk* carrying Burlington cars in Pullman green and stainless steel coupled to GN cars in orange and green and NP cars in two-tone green. Of course, when "Big Sky Blue" began to be applied in 1967 and then "Cascade Green" appeared as the BN merger approached and then arrived, "rainbow" trains were the norm.

The lunch-dorm and diner sides are sized to match the Walthers *Empire Builder* "Ranch" coffee shop and "Lake" dining car bodies while the 60-seat coach sides may be applied to the Walthers 60-seat *Empire Builder* coach. The sides may also be easily used with our #173-101 Basic Body Kit. Per requests from modelers the sides have been produced with the original full skirting. A slight curvature to the skirts can be imparted by clamping the sides between a flat piece of steel and a broom handle or pipe of similar diameter. The skirt can then be formed around the cylinder with a wood tool, such as a piece of 1"x4" pine or fir board. Not much curve is needed to achieve the effect. One of our N-scale modelers, Dallan Schowe, has written up his technique for bending the skirts and this is posted at www.brasscarsides.com/pdf_tech_sheets/Bending_Skirts.htm. The center skirts may be removed with a sharp tin snips by those wishing the later appearance. Brass Car Sides will remove the center skirts by special order on sides obtained directly from us.

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. Address e-mail to info@brasscarsides.com. See our web pages at www.brasscarsides.com.

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