



GREAT NORTHERN



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Great Northern Lunch Counter Lounge Dormitory [Part No. 173-573]

Great Northern P-S 60-Seat Coach [Part No. 173-574]

Great Northern "Lake" Dining Car [Part No. 173-575]

Great Northern ACF 60-Seat Coach [Part No. 173-576]

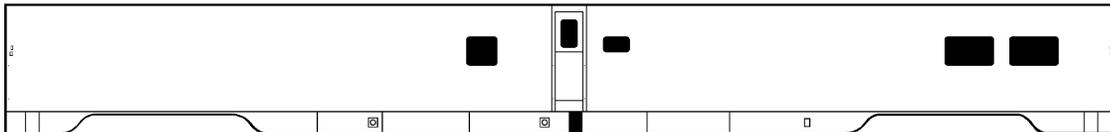
This sheet is supplied with our N-scale brass car sides for the Pullman-Standard cars built for the *1947 Streamlined Empire Builder* as well as the ACF coaches built for the *Internationals* and *Red River Streamliners*. It supplements modeling information contained in our other *Empire Builder* sheets. 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.

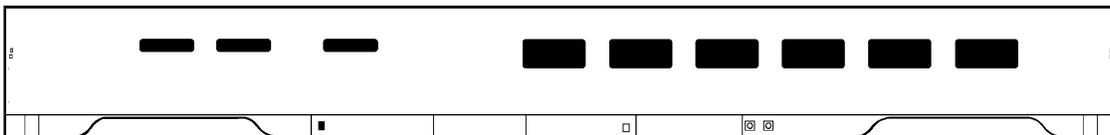
Vol. 5: Rocky's Robe of Many Colors for coverage of all trains during 1960-1971.

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).



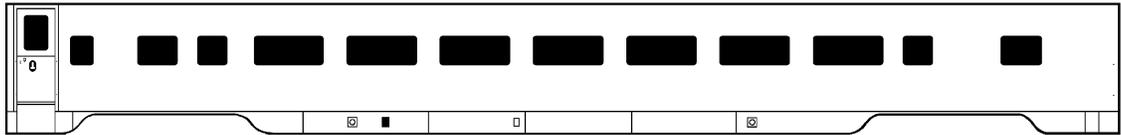
When the *Empire Builder* was re-equipped in 1951 these cars were assigned to the *Western Star*. In that service they were joined by a sixth very similar car, GN 1148 Devils Lake which GN finished from a P-S shell. Our sides follow the original window plan (above). The original five cars were rebuilt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

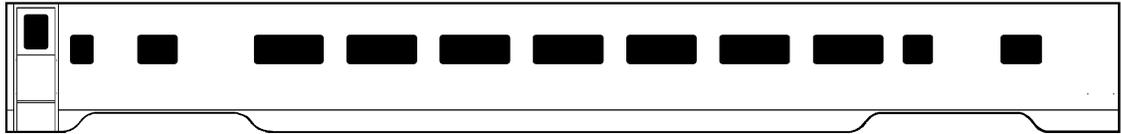


They were named and numbered as follows: GN 1150 Lake Superior, GN 1151 Lake McDonald, GN 1152 Lake Chelan, GN 1153 Lake Josephine, CB&Q 1154 Lake Michigan. GN 1155 Lake Washington was built as a shell by P-S and finished by the GN shops in 1949.

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 (over).



The Seattle-Vancouver, B.C. *Internationals* and St. Paul-Grand Forks *Red River* entered service in June, 1950 with cars produced by ACF and very similar in design to some of the P-S plans. Each train normally carried two 60-seat coaches, numbered GN 1116 and 1118 for the *Internationals* and GN 1138-1139 for the *Red River*, 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 Burlington Route 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.

These sides are designed to be used with the American Ltd. Models #8010-8040 kits, with the #8015 (gray) and #8025 (black) providing the more correct truck style. The ALM kits include detailed instructions, which these sheets supplement. The modelers who reserved these sets requested that they be produced with the original full skirting. Modelers should consult photographs for specifics for the years of interest. 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. The center skirts may be removed with a sharp tin snips by those wishing to depict the later appearance. One of our N-scale modelers has written up his technique for bending the skirts and this is posted on our website at www.brasscarsides.com/pdf_tech_sheets/Bending_Skirts.htm.

The following paints are listed for GN lightweight cars:

<u>Paint Scheme</u>	<u>Scalecoat</u>	<u>Floquil</u>	<u>Modelflex</u>	<u>Polyscale</u>	<u>Tru-Color</u>
Orange/Green	10452,-462		1664,1665	224, 227	TCP-49, -50
Big Sky Blue		56, 11	1663,1602	113, 203	TCP-51, -05

Decals: Microscale set 60-153 is for the *Mid-Century Empire Builder* which lacks the first "Pass" series sleeper names. Set 60-154 provides the stripes only. We believe that there is or has been a Microscale set for the 1947 *Empire Builder* but have been unable to confirm this. We would appreciate hearing from modelers who have better information on available decals.

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 dchenry@gac.edu. See our web pages at www.brasscarsides.com. Revised 12/4/11.