



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



GREAT NORTHERN EMPIRE BUILDER

- ACF Baggage-Dormitory (Part No. 173-518)
- ACF 60-Seat Coach (Part No. 173-514)
- PS 48-Seat Coach (Part No. 173-512)
- ACF "Ranch" Coffee Shop (Part No. 173-510)
- ACF "Lake" Dining Car (Part No. 173-515)
- Budd "View" Full-Dome Lounge (Part No. 173-527)
- P-S "River" 7-4-3-1 Sleeper (Part No. 173-511)
- P-S "Pass" Series 6-5-2 Sleeper (Part No. 173-513)

The 1951 *Mid-Century Empire Builder* introduced the distinctive "Ranch" coffee shop lounges, the classic and efficient "Lake" diners, and the new "River" and "Pass" series sleepers. The partial reequipping in 1955 brought the three Budd dome coaches and the full dome "View" series lounges. Both versions of the train included the 1200-series baggage-dorm car, and 60-seat coach. The three series of feature cars were named and numbered as follows:

Ranch: 1240 Crossley Lake; 1241 Running Crane Lake; 1242 Hidden Lake; 1243 (later CB&Q) Iceberg Lake; 1244 White Pines Lake; 1245 Whitefish Lake

Diner: 1250 (later CB&Q) Lake of the Isles; 1251 Lake Wenatchee; 1252 Lake Ellen Wilson; 1253 Lake Union; 1254 Lake Minnetonka; 1255 Lake of the Woods

"View": GN 1390 Glacier View; GN 1393 Lake View; GN 1391 Ocean View; GN 1394 Prairie View; GN 1392 Mountain View; CB&Q 1395 River View

Ownership of the "Pass" sleepers was: GN 1370-1384, except CB&Q owned 1371, 1378, and 1382, and SP&S No. 701. Most of these cars appeared in "Big Sky Blue" after 1967, and a few in the BN green and white scheme. After the dome coaches arrived the 48-seat coaches saw service as extra cars on the *Empire Builder*, but were regularly assigned to the *Western Star* and *Winnipeg Limited*. Many of the cars were purchased by Amtrak and commuter agencies. The *1955 Empire Builder* included these cars between Chicago and Spokane:

- 1-2 Storage-Mail 275-series
- 1 Baggage-Mail 37-42 (ACF)
- * 1 Baggage-Dorm 1200-1205 (ACF)
- * 3 Vista Dome Leg-rest Coaches 1320-1335 (Budd) [#173-520 added by BCS in 2008]
- * 1 60-Seat Foot-rest Coach 1209-1214 (ACF)
- * 1 48-Seat Leg-rest Coach 1215-series (PS) extra car
- * 1 Coffee Shop Lunch Counter "Ranch" Lounge 1240-1245 (ACF)
- * 1 Diner (Lake Series) 1250-1255 (ACF)
- * 1 Great Dome "View" Lounge 1390-1395 (Budd)
- * 2-3 7-4-3-1 Sleeper (Second River Series) 1260-1274 (PS)
- * 2-3 6-5-2 Sleeper (Second Pass Series) 1370-1384 (PS)
- 1 Observation Sleeper Lounge (Coolee/River Series) 1190-1194 (PS)

*Offered by **BRASS CAR SIDES**. Non-dome car sides are designed to be used with the American Ltd. Models Core Kits #8010-8040, with the #8015 and #8025 providing the more correct trucks. The dome coach sides are designed to be used with the Con-Cor CZ-style Budd dome, and the dome lounge sides are designed to be applied to the Bachmann full dome car.

REFERENCES

GN Pictorial Vols. 3-5 by John F. Strauss, Jr. (Four Ways West Pub., 1994-8)
The Passenger Car Library Vo. 3 Western Roads by W. David Randall (RPC)
Domeliners by Karl Zimmermann (Kalmbach, 1998)
GN Color Guide to Freight & Passenger Equipment by D. Hickcox (Morning Sun)
Passenger Cars 3 by Hal Carstens (Carstens, 2007) p. 288 for PS "River"
Some Classic Trains by Arthur Dubin (Kalmbach, later Interurban)
Streamliner Cars Vols. 2 & 3 Budd & ACF by W. David Randall (RPC Pub.)

RECOMMENDED CONSTRUCTION TECHNIQUES

All non-dome sets: The American Limited Models core kits and our sides combine to make attractive and easy-to-build models. The ALM kits include detailed instructions. See additional suggestions below.

"View dome lounge": The preliminary body work on the Bachmann plastic dome car breaks down into three steps; removing fluting from sides, trimming skirting, and enlarging windows. Remove the floor and truck piece. The window insert and dome floor pieces make the remaining shell more rigid, but there is greater chance of scratching the insert during the fluting removal. Hand sand the sides with a block or with the car side moved along fixed sandpaper. Be careful not to round the car corners or damage the lower dome framing. Test fit with the brass side. Finally, enlarge the windows by filing, cutting or motortooling, 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.

We recommend that the protective coating be left on the brass sides until you are ready to attach them. Microscope slide cover glass makes a fine window material, but clear styrene and acetate sheet stock are also good, and easier to work with. In any case, final attachment will have to wait the painting and finishing steps. Grabiron "dimples" or starter holes have been etched into the rear and/or front of the brass sides to permit easy drilling for those wishing to add wire grabirons.

After all modifications have been made to the plastic body, affix the sides with contact cement, such as Walthers GOO. Follow the instructions about letting the cemented surfaces become tacky before joining them. Be sure that you have removed the Krylon coating with a paste-type paint remover, acetone, or similar solvent prior to this step.

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 also offer sides for most of the cars for the 1947 *Empire Builder*, *Western Star*, *Winnipeg Limited*, and some for the *Internationals* and *Red River*. All of our information sheets are available for downloading at www.brasscarside.com. To receive copies of our catalog, reservation form, and current bulletin, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Send e-mail to info@brasscarsides.com.

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