



# EMPIRE BUILDER



## BRASS CAR SIDES



### *Passenger Car Parts for the Streamliners*

Great Northern "Pass" 8-4-4 P-S Sleeping Car [Part No. 173-68]

Great Northern "Glacier" 16-4 Sleeping Car [Part No. 173-70]

Great Northern 48-Seat Day-Night Coach [Part No. 173-71]

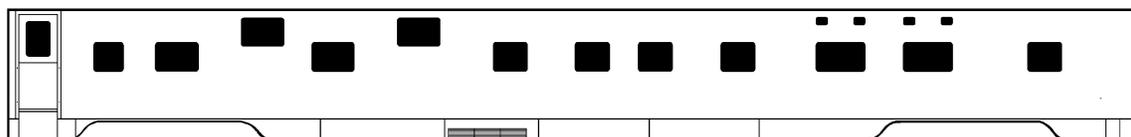
This sheet is supplied with three of our HO brass car sides for the Pullman-Standard cars built for the 1947 *Streamlined Empire Builder*. It supplements modeling information contained in our *Empire Builder* sheet, since many of these models share construction techniques, materials, and references. Modelers interested in train consists, photographs and operating details of the *Empire Builder*, *Western Star* and other trains to which these cars were assigned are encouraged to refer to the Great Northern Pictorial series 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 first ten cars in the 8-4-4 "Pass" series were built by Pullman-Standard in 1947 under Lot 6751 and Plan 4107 and were owned, named and numbered as listed below. Two additional cars were built in January 1950. When the *Empire Builder* was re-equipped in 1951 all 12 cars were initially assigned to the new *Western Star*.



GN 1160 Gunsight Pass

GN 1164 Logan Pass

CB&Q 1168 Red Gap Pass

GN1161 Ptarmigan Pass

GN 1165 Triple Divide Pass

GN 1169 Swift Current Pass

GN1162 Dawson Pass

GN 1966 Lincoln Pass

GN 1180 Stevens Pass

GN 1163 Piegan Pass

CB&Q 1167 Cut Bank Pass

SP&S 700 Indian Pass

The "Glacier" series 16-4 sleepers also arrived in two groups, with the first ten built to Plan 4108.

GN 1170 Blackfoot Glacier

GN 1174 Many Glacier

GN 1177 Harrison Glacier

GN 1171 Ahern Glacier

GN 1175 Oberlin Glacier

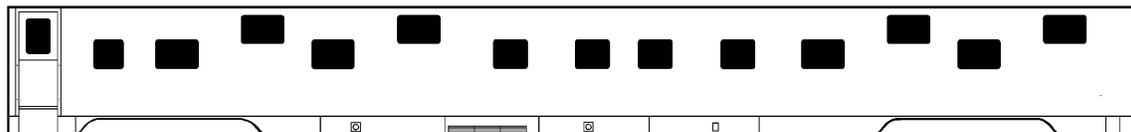
CB&Q 1178 Sperry Glacier

GN 1172 Grinnell Glacier

GN 1176 Sexton Glacier

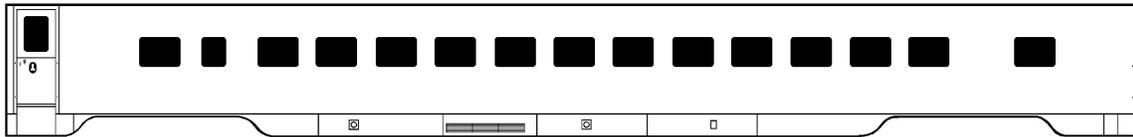
CB&Q 1179 Siyeh Glacier

GN 1173 Hanging Glacier



These 16-4 sleepers differ by one window on the left side and the center skirts from the eight cars built in 1950 to Plan 4108A, which are available as our Nos.173-25 (HO) and 173-525 (N).

Coach passengers traveling greater distances were accommodated in sixteen 48-seat Day-Night coaches numbered GN 1120-1131, CB&Q 1132-1134, and SP&S 350, although numbering and ownership of some cars changed in later years. Some of the cars in this series were configured to operate with the vestibule forward and others with the vestibule to the rear.



The first lightweight *Empire Builder* and then the *Western Star* were initially assigned three 48-seat coaches, two 8-4-4 "Pass" sleepers, and two 16-4 "Glacier" sleepers between Chicago and Spokane, where the sleeper for Portland was switched to the SP&S. Beginning in 1956 the *Western Star* was combined with *The Fast Mail* over some portions of their routes at different times. Beginning in 1954 the *Winnipeg Limited* drew its coaches and sleepers from the same pool as the *Western Star*. 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. It was common to see the combined Nos. 47 and 48 carrying Burlington cars in Pullman green and stainless steel coupled to GN cars in orange and green and NP cars in two-tone green. During lower-traffic times the 8-4-4 "Pass" sleepers (particularly the two owned by the Burlington) could be seen on other overnight trains of the parent roads and even in Pullman pool service. (Note that there were two distinct "Pass" series of P-S sleepers, with the second being built for the *Mid-Century Empire Builder* with configuration 6-5-2 and numbered GN 1370-84.) None of the sleepers were acquired by Amtrak. The bulk of the coaches were sold in 1973 to NJDOT.

The HO sides are sized to match the Walthers *Empire Builder* sleeping car and coach bodies and may also be easily used with our #173-101 Basic Body Kit. The modelers who reserved these sets requested that they be produced with the original center and end skirting. Modelers should consult photographs for specifics. 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 third 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 (which could be adapted to HO scale) and this is posted on our website at [www.brasscarsides.com/pdf\\_tech\\_sheets/Bending\\_Skirts.htm](http://www.brasscarsides.com/pdf_tech_sheets/Bending_Skirts.htm).

Decals: Champ PH-122. Microscale makes 87-154 stripes, but set 87-153 is for the *Mid-Century Empire Builder*. Walthers at one time made set No. 52610 and Shoreham Shops had a beautiful set made by Microscale for the *1947 EB*. All of these are for the orange and green scheme.

All of our documents are available for downloading at [www.brasscarsides.com](http://www.brasscarsides.com). To receive paper copies of our combined HO and N-scale catalog, reservation sheet, and current bulletin, please send a two-stamp SSAE to **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Address e-mail to [info@brasscarsides.com](mailto:info@brasscarsides.com). Revised June 9, 2013.