



EMPIRE BUILDER



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



Great Northern "Pass" 8-4-4 P-S Sleeping Car [Part No. 173-568]

Great Northern "Glacier" 16-4 Sleeping Car [Part No. 173-570]

Great Northern 48-Seat Day-Night Coach [Part No. 173-571]

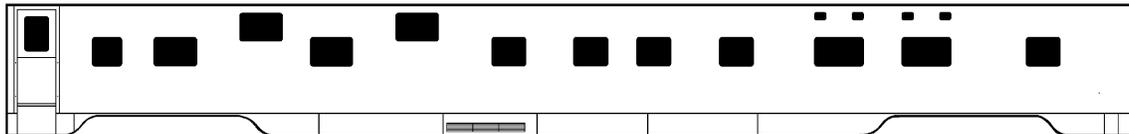
This sheet is supplied with three of our N-scale brass car sides for the Pullman-Standard cars built for the 1947 *Streamlined Empire Builder*. It supplements modeling information contained in our *Empire Builder* sheet since many of these models share construction techniques, materials, and references. Modelers interested in train consists, photographs and operating details of the *Empire Builder*, *Western Star* and other GN trains 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

GN1161 Ptarmigan Pass

GN1162 Dawson Pass

GN 1163 Piegan Pass

GN 1164 Logan Pass

GN 1165 Triple Divide Pass

GN 1966 Lincoln Pass

CB&Q 1167 Cut Bank Pass

CB&Q 1168 Red Gap Pass

GN 1169 Swift Current Pass

GN 1180 Stevens Pass

SP&S 700 Indian Pass

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

GN 1170 Blackfoot Glacier

GN 1171 Ahern Glacier

GN 1172 Grinnell Glacier

GN 1173 Hanging Glacier

GN 1174 Many Glacier

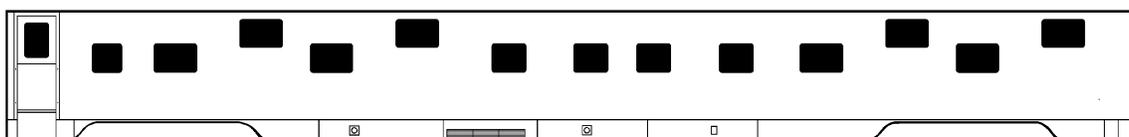
GN 1175 Oberlin Glacier

GN 1176 Sexton Glacier

GN 1177 Harrison Glacier

CB&Q 1178 Sperry Glacier

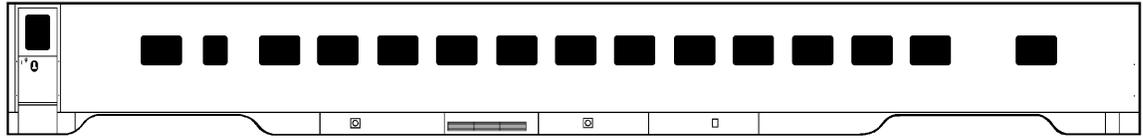
CB&Q 1179 Siyeh Glacier



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 16 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.



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 at different times with *The Fast Mail* over some portions of their routes. 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. (Note that there were two "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 to NJDOT in 1973.

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 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 and this is posted on our website at [www.brasscarsides.com/pdftechsheets/Bending Skirts.htm](http://www.brasscarsides.com/pdftechsheets/Bending%20Skirts.htm).

The following paints and decals are listed for GN lightweight cars. 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.

<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

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. Send e-mail to info@brasscarsides.com. See our web pages at www.brasscarsides.com. Rev. 1-8-2014.