



# EMPIRE BUILDER



## BRASS CAR SIDES

*Passenger Car Parts for the Streamliners*



In 1951, the Great Northern Railway re-equipped its premier train, the *Empire Builder*, with all new cars from ACF and P-S. In 1955, three Budd Vista Dome coaches replaced the three 48-seat coaches, and one Budd "View" series Great Dome Lounge was added to each trainset. The observations cars were exchanged. A number of cars were owned by the CB&Q and SP&S at various times. Please refer to our catalog sheets and the references for car numbers and names. A typical late-1950's summer consist, with part numbers for BRASS CAR SIDES in [], follows.

1	Storage Mail 275-series	
1	Baggage-Mail 37-42 (ACF)	[173-43] <b>R</b>
1	Baggage-Dorm 1200-1205 (ACF)	[173-18] <b>R</b>
1	60-Seat Foot-rest Coach 1209-1214 (ACF)	[173-14] <b>R</b>
3	48-Seat Vista Dome Leg-rest Coaches 1320-1335 (Budd)	[173-20] <b>C</b>
0-1	48-Seat Leg-rest Coaches 1215-1231 (ACF) Extra car	[173-12] <b>R</b>
1	Coffee Shop Lunch Counter "Ranch" Lounge 1240-1245 (ACF)	[173-10] <b>R</b>
1	Diner (Lake Series) 1250-1255 (ACF)	[173-15] <b>R</b>
1	Great Dome "View" Lounge 1390-1395 (Budd)	[173-27] <b>B</b>
2-3	7-4-3-1 "River" Sleeper 1260-1274 (P-S)	[173-11] <b>R</b>
2-3	6-5-2 "Pass" Sleeper 1370-1384 (P-S)	[173-13] <b>R</b>
1	16-4 "Glacier" Sleeper 1181-1188 (P-S) Spokane-Seattle	[173-25] <b>R</b>
1	Observation Sleeper Lounge (Coolee Series) 1190-1194 (P-S)	

All side sets in this series have been designed to be used directly on Rivarossi [not IHC] "1930" (**R**) 85' coach and sleeper bodies, Con-Cor Budd dome coach (**C**) or Bachmann full-dome (**B**) bodies, without the need to shorten the plastic car. Non-dome car sides may also be used with our No. 101 Basic Body Kit or No. 102 Deluxe Body Kit. The Train Station Products No. 807 PS/ACF core kits have many nice features, but a scale-length of 82'4". Thus, our GN sides are too long to be used with the TSP core kit without shortening the sides. The various construction methods are described further on the back of this sheet.

### REFERENCES

GN Pictorials Vols. 3-5 by John F. Strauss, Jr. (Four Ways West Pub.)  
GN Color Guide to Freight and Passenger Equipment by David Hickcox (Morn. Sun)  
The Official P-S Library Vol. 3 GN-NP-SP&S by Randall & Ross (RPC Pub. O.P.)  
The Passenger Car Library Vo. 3 Western Roads by W. David Randall (RPC)  
Some Classic Trains by Arthur Dubin (Kalmbach, later Interurban)  
From Zephyr To Amtrak by David Randall (RPC Publications, O.P.)  
Streamliner Cars Vols. 1 P-S, 2 Budd, 3 ACF by David Randall (RPC Publications)  
Car Names, Numbers and Consists by Robert Wayner (Wayner, out of print)  
Illustrated Treasury of P-S Passenger Cars Vol. 1 by Mike Kerr (Delta, O.P.)  
Everywhere West by Patrick Dorin (Superior, O.P.). Check for later edition.  
Lines East by Patrick Dorin (Superior Pub., 1989, O.P.) Later edition, also.  
*Railroad Model Craftsman* issue of March, 1970, for "River" series plans. Send a large SSAE for free photocopy.  
*Prototype Modeler* issue of July-Aug., 1988, for article on "River" series.  
"1947 Empire Builder Color Plans", Dec. 1991 *Model Railroader*.

"Decals for Empire Builder Cars of the 1950's", Ref. Sheet No. 129, March, 1988, by Edwin J. Nellis, Jr., GN Rwy. Historical Society.

### RECOMMENDED CONSTRUCTION TECHNIQUES

**Overlay Method.** Instructions for modeling the dome cars are covered in a separate sheet, with more references. In the overlay method, plastic surface features and window piers are filed down or trimmed with motor tool, knife and/or saw and the brass sides applied over the existing sides using thick ACC or (tacky-dry) Walthers Goo. Plastic skirts may be retained or removed as desired. The windows are reglazed immediately behind the openings in the brass, presenting a nearly flush appearance. Underbody details may be added or deleted, although those already present provide a realistic appearance.

**Basic/Deluxe Body Kits.** Both body kits consist of milled basswood roof, cast ends (pewter or brass), and floor (basswood or clad pc board), wood centersill (No. 101 only). Instructions for using the Body Kits are enclosed with those kits. This method is economical and allows for easy placement of underbody and roof details, and a more faithful rendition of the GN cars when more accurate detail parts are chosen and correctly positioned. This method also leads to increased weight in the superstructure.

### DECALS, PAINTS, AND DETAIL PARTS

<u>Paints</u>	<u>Scalecoat</u>	<u>Floquil</u>	<u>Modelflex</u>	<u>Polly S</u>
Orange & Green	45, 46		1664,1665	224,227
Big Sky Blue		56, 11	1663,1602	113,203
<u>Decals</u>	<u>Champ</u>	<u>Walthers</u>	<u>Microscale</u>	
Orange & Green	PH-45		87153,87154	
Big Sky Blue	PH-128	52830		

Manufacturers producing detail parts for lightweight passenger cars include Train Station Products, Detail Associates, Eastern Car Works, Custom Finishing, American Limited Models, Precision Scale, Bill's Narrow Gauge Shops (for brass roof vents in particular), Great Western Passenger Car Details, Box 414, Unit 35-2855 Pembina Hwy., Winnipeg, Man. R3T 2H5 ([www.gwpcd.com](http://www.gwpcd.com)), and Century Foundry. The Walthers HO Model Railroad Reference Book and manufacturers' catalogs are your best sources of information on what is available. We particularly call your attention to: Train Station Products #460 & 461 underbody/floor kits, Century #200 Waukesha A/C, Detail Associates #6601, -02 & -03 grabirons, Custom Finishing Nos. 292 & 293 roof and underbody kits, American Ltd. Models #9000 diaphragms, TSP diaphragms, Cal-Scale 353 genemotor and 359 air brake set, trucks: Walthers 933-1035 GSC, MDC 2935, or the discontinued but rugged and smooth Central Valley #139 or #140. See our supplementary information sheet for other suggestions.

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. Dealer terms are available. Address e-mail to [dchenry@gac.edu](mailto:dchenry@gac.edu). See our web page at [www.brasscarsides.com](http://www.brasscarsides.com).

Revised March 7, 2008.