



GREAT NORTHERN

STREAMLINED WESTERN STAR • ONLY TRAIN SERVING GLACIER NATIONAL PARK

THE WINNIPEG LIMITED

Diesel Powered

Daily fast overnight service between St. Paul-Minneapolis and Winnipeg, Canada.

BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Great Northern 1100-1104 P-S Mail-Baggage Car [Part No. 173-63]

Great Northern 1198-99 "Club" Buffet Lounge Sleeper [Part No. 173-62]

Great Northern 1181-88 "Glacier" 16-4 P-S Sleeping Car [Part No. 173-25]

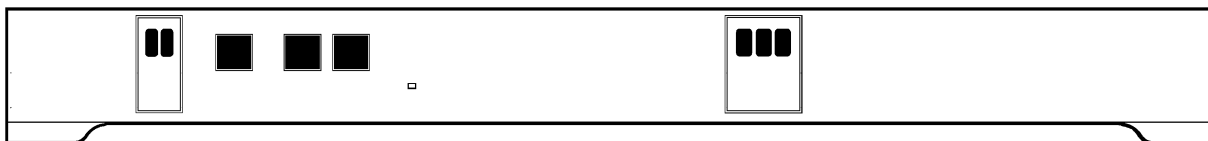
This sheet is supplied with the HO brass car sides for the above-named prototypes. It supplements modeling information contained in our Empire Builder sheet (also enclosed), since all of these models share construction techniques, materials, and references. These three groups of cars overlapped in their train assignments, which are well covered in the references. Modelers interested in train consists, photographs and operating details of the *Empire Builder*, *Western Star*, and *Winnipeg Limited* 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 1100-04 series mail-baggage cars were ordered for the 1947 *Empire Builder*, with the GN owning 1100-03 and the CB&Q the 1104 (until 1953). With the arrival of the ACF mail-baggage cars (37-42) for the *Mid-Century Empire Builder* in 1950, the 1947 cars operated in a pool with the *Western Star* and the *Winnipeg Limited*. These cars are very similar to GN 1105-07, which were ordered for the *Internationals* and *Red River Streamliner*. The brass sides include two different pairs of etched doors. Holes for the end grabirons have been etched through, but we were only able to include tiny "dimples" at the mail and baggage doors between the weld lines. The 3' door pieces include matching dimples on both sides for those brave enough to drill for truly scale grabirons.



The "Glacier" series of 16 duplex roomette 4 double bedroom P-S sleepers arrived in two groups. The first group of ten cars (1170-79) was purchased for the 1947 *Empire Builder* as Plan 4108, with the GN owning eight and the CB&Q two cars. The second group of eight was built by P-S to Plan 4108A, and was placed in service in December, 1950 on the newly inaugurated *Western Star* streamliner created from the five 1947 *Empire Builder* trainsets. The second series differed from the first in external appearance by the absence of one bathroom window. The GN owned all

of the second series, which were both named and numbered as follows:

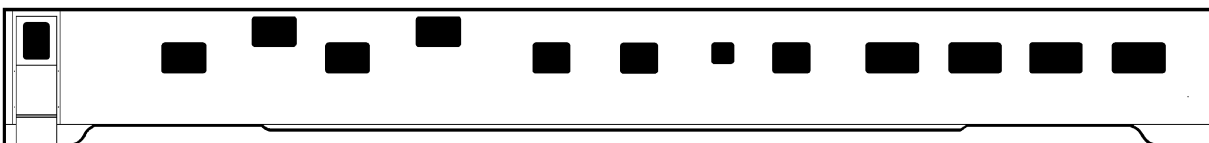
GN 1181 Kintla Glacier	GN 1184 Chaney Glacier	GN 1187 Tahoma Glacier
GN 1182 Agassiz Glacier	GN 1185 Paradise Glacier	GN 1188 Two Ocean Glacier
GN 1183 Hudson Glacier	GN 1186 Pumpelly Glacier	



The "Glacier" sleepers were operated in a pool serving the three major GN overnight trains. Depending on the year and season, the *Western Star* would normally be assigned two 16-4 sleepers and two 4-8-4 "Pass" sleepers over various portions of the routes served. The westbound *Empire Builder* was assigned one 16-4 sleeper between Spokane and Seattle, with that car returning on the eastbound *Western Star*.

Train numbers 3 & 4 were used by the *Western Star* before it was combined in the early 1960's with *The Fast Mail*, numbers 27 & 28. 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 often operated. It was a common sight in both terminals to see the combined trains' Omaha orange and Pullman green GN sleepers and coaches coupled to two-tone green NP 8-6-3-1 sleepers, and the Q's stainless Budd 6-6-4 "Flower" and other 10-6 series sleepers. None of the "Glacier" cars were acquired by Amtrak, although a number were converted to BN work train service and one (1182) was donated to the Wyoming State Historical Society.

The *Winnipeg Limited* (GN Nos. 7 & 8) was streamlined in 1953-54 with headend cars, coaches and sleepers from the St. Paul pool. GN 1198 "Manitoba Club" and 1199 "Winnipeg Club" were the feature cars, which were rebuilt in 1956 from GN sleepers 1175 and 1177. The eight duplex roomettes and two bedrooms at the non-vestibule end were replaced by an attractive buffet lounge, with exterior as illustrated below.



The consist typically included at least one "Glacier" 16-4 sleeper, as well as other sleepers from the first or second "Pass" series, and the 7-4-3-1 "River" series. Coaches were drawn from the *Western Star* pool, and in the last years included the ex-400 C&NW coaches and the stainless steel sheathed cars acquired from the SLSF ("Frisco").

Champ Decals produced set PH-122 Great Northern for these cars, while Walthers at one time made set No. 52610 in HO. Both are for the orange and green scheme.

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 September 17, 2007.