



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 with end skirts [Part No. 173-563]

Great Northern 1100-1104 P-S Mail-Baggage Car with full skirts [Part No. 173-577]

Great Northern 1198-99 "Club" Buffet Lounge Sleeper [Part No. 173-562]

Great Northern 1181-88 "Glacier" 16-4 P-S Sleeping Car [Part No. 173-525]

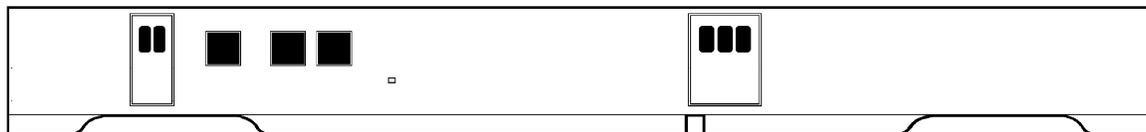
This sheet is supplied with N-scale brass car sides for the above-named prototypes. It supplements modeling information contained in our *Empire Builder* sheet (enclosed), since all of these models share construction techniques, materials, and references. Modelers interested in train consists, photographs and operating details of the *Empire Builder*, *Western Star*, and *Winnipeg Limited* are encouraged to refer to the Great Northern Pictorial series by John F. Strauss, Jr., published by Four Ways West and listed below.

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 cars 1100-1103 and the CB&Q car 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 fully-skirted set #173-577 is illustrated below.



The "Glacier" series of 16 duplex roomette 4 double bedroom P-S sleepers arrived in two groups. The first group of ten cars was purchased for the 1947 *Empire Builder* as Plan 4108, with the GN owning 1170-77 and the CB&Q 1178-79. These cars are available as our #173-570 with full skirts. 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, plus new cars. The second series differed from the first by the absence of one bathroom window. The GN owned all of the second series, listed below.

GN 1181 Kintla Glacier

GN 1184 Chaney Glacier

GN 1187 Tahoma Glacier

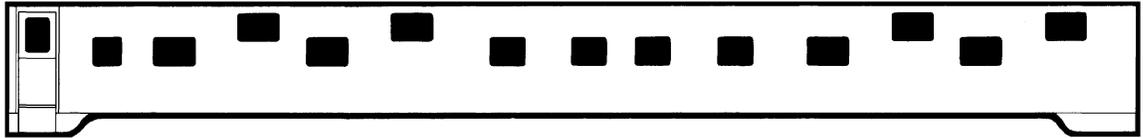
GN 1182 Agassiz Glacier

GN 1185 Paradise Glacier

GN 1188 Two Ocean Glacier

GN 1183 Hudson Glacier

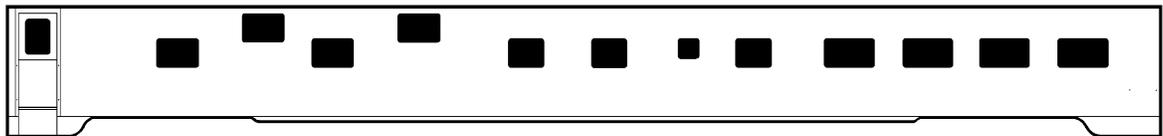
GN 1186 Pumpelly Glacier



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 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 by BN to 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").

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 following paints and N-scale decals are listed for GN lightweight cars. Microscale set 60-153 is for the Mid-Century Empire Builder. 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. Address e-mail to info@brasscarsides.com. See our web pages at www.brasscarsides.com. Revised 3/4/13.