



GREAT NORTHERN



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



Great Northern *Mid-Century Empire Builder* 48-Seat Coach [Part No. 173-81]

This sheet is supplied with our HO brass car sides for modeling the Pullman-Standard 48-seat leg-rest coaches cars built for the *Mid-Century Empire Builder*. It supplements information contained in our *Empire Builder* sheet. The owners and car numbers for these 18 cars were:

GN 1215-1218,
SP&S 300

GN 1221-1226 (vestibule rear)
CB&Q 1219-1220 (after 1953)

GN 1227-1232

The primary resources used in the creation of these etched parts were the following:

Burlington Northern Passenger Cars by Charles A. Rudisel (C.A.R. Publications, 1974) Out of print
The Official P-S Library Vol. 3 GN-NP-SP&S by Randall & Ross (RPC Publications, 1987) OP

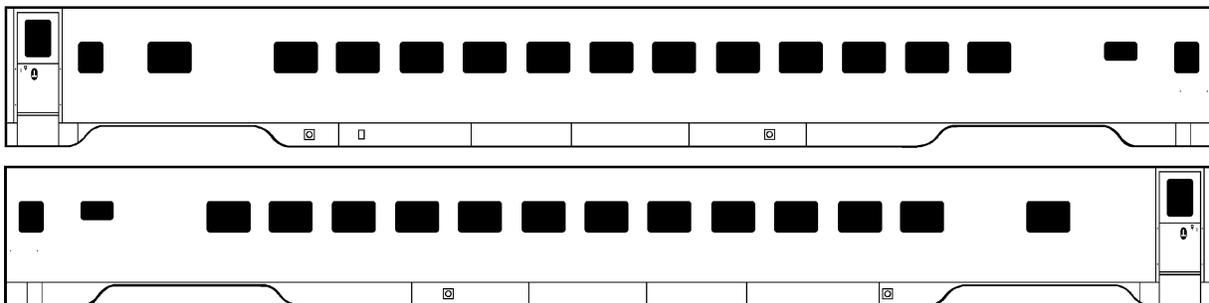
These references plus the last three of John Strauss, Jr.'s Great Northern Pictorial books published by Four Ways West describe and illustrate the equipment and operation of these trains and cars.

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 brass sides in this set are etched from 0.010" spring brass, with etched grabiron and handrail holes and surface details, as illustrated below. Per requests from modelers the sides have been produced with the original full skirting. Sides with the center skirts removed have long been in our catalog as #173-12.



The success of the 1947 *Empire Builder* and the need to retire the heavyweight cars then operating on the *Oriental Limited* prompted the Great Northern in 1948 to order equipment for the *Mid-Century Empire Builder* that was delivered in 1950. The 1947 equipment, with enough additional new cars for six consists, was assigned to the *Western Star*, which replace the *Oriental Limited* on approximately the same schedule in 1951.

The normal consist of the *Mid-Century Empire Builder* included three 48-seat coaches, with one of those coming from the 1221-1226 series (PS Plan 7629) with the vestibule at the rear, running in front of one of the coaches with the vestibule at the forward end. In 1955 the GN received its 16 legendary Budd dome coaches which replaced the three PS 48-seat coaches as the reserved coaches for longer-haul passengers riding the *Great Dome Empire Builder*. The 1215-series coaches were then assigned to the *Western Star* and operated in a pool with the 1120-series coaches on that train as well as on the *Winnipeg Limited*. The 1215-series PS coaches were the first choice for extra and standby cars for the *Empire Builder* during the summer months and holidays, when they were often found in that train over part or all of the route. During the off-season, the Burlington's two cars could be found on some of its overnight trains, particularly the *Blackhawk*.

These 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. 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 bending is needed to achieve the curved effect. One of our N-scale modelers, Dallan Schowe, has written up his technique for bending the skirts (which can be adapted to HO scale) and this is posted on our website at www.brasscarsides.com/pdf_tech_sheets/Bending_Skirts.htm. The center skirts may be removed with a sharp tin snips by those wishing to depict the later appearance while still using the Walthers plastic cars as the core. Note that our #173-12 is sized to be used with the Rivarossi/AHM "1930" coach and sleeper bodies or with the Basic Body Kit.

Some of the coaches in this series received the "Big Sky Blue" paint scheme and a few also the BN green and white, but by this time all had had their center skirts removed. Modelers should consult photographs for specific car numbers and years in the various appearances. 14 of the cars were purchased by NJDOT in 1973 and converted to high-capacity commuter cars. Three cars went to NdeM and one was held by BN for company service.

All of our documents are available for downloading at 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.

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