



GREAT NORTHERN



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

Great Northern ACF 60-Seat No-office Coach [Part No. 173-76]

Great Northern ACF Cafe-Coach [Part No. 173-78]

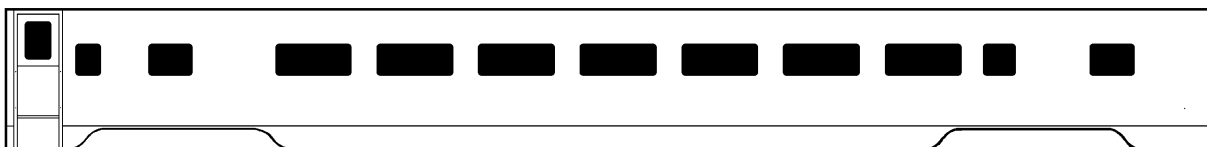
This sheet is supplied with our HO-scale brass car sides for the Great Northern *Internationals* and *Red River Streamliners*. It supplements modeling information contained in our *Empire Builder* sheets. Modelers interested in train consists, photographs and operating details of all the GN's passenger trains are encouraged to refer to the Great Northern Pictorial series (listed below) 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.

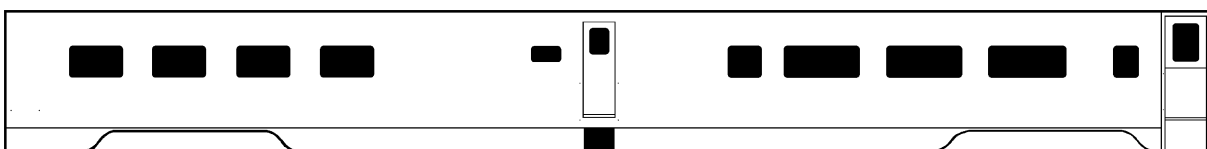
The Seattle-Vancouver, B.C. twin *Internationals* and St. Paul-Grand Forks *Red River* entered service in June, 1950 with cars built by ACF. The coaches built for these trains were very similar in appearance to the GN 1110-series built by P-S for the *1947 Empire Builder*. Each train normally carried two 60-seat coaches, numbered GN 1116 and 1118 for the *Internationals* and GN 1138-1139 for the *Red River*, as illustrated below.



These four coaches did not contain the conductor's office and differed from those that did (GN1115, GN 1117 and GN 1137) by one window, as illustrated below. (Brass sides for these coaches will be produced when sufficient reservations have been received.)



The *Internationals* offered dining service in the café section of GN 1145 and 1146. These cars also contained 28 coach seats and are illustrated below.



The cafe-coaches were withdrawn from the *Internationals* in mid-1960 and in 1962 began operating in the St. Paul-Fargo-Grand Forks reconfigured *Red River* and Nos. 3 & 4 *Dakotan*. The center skirting on these and most other post-war cars was removed during the 1950's. GN began applying "Big Sky Blue" to its cars in 1967 and then "Cascade Green" on a few cars in the 14 months between the BN merger the Amtrak takeover. At least five of the original ACF cars are known to have survived into the 21st Century, including GN 1146 which is being restored by Eric Hopp and friends. See his excellent web coverage and history of this equipment at <http://www.erixrailcar.com/>.

The 60-seat coach sides are designed to be applied as overlays or kitbashed on the Walthers 60-seat *EB* coach. The cafe-coach sides are similarly sized to match the Walthers *Empire Builder* "Ranch" coffee shop and "Lake" dining car bodies. The sides may also be easily used with our #173-101 Basic Body Kit.

The majority of modelers reserving these sides have requested that they be produced with the original full skirting. A slight curvature can be imparted to the skirts 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 wood tool, such as a piece of 1"x4" pine or fir board. Not much curve is needed to achieve the effect. Dallan Schowe has developed and shared his alternative method for bending skirts at http://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. Brass Car Sides will remove the center skirts by special order on sides obtained directly from us.

Decals: Champ PH-122. Microscale makes 87-154 stripes, but set 87-153 is for the *Mid-Century Empire Builder*.

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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