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Founder

Fraternl Order of Empire Builders

GREAT NORTHERN HISTORICAL SOCIETY & SCALE REPLICAS RAILWAY ASSOCIATION

REFERENCE SHEET NO. 2—GREAT NORTHERN PASSENGER TRAIN CONSISTS

Contributor: Norman C. Keyes, Jr.

- A) The 1929 "Empire Builder" - started service June 10, 1929 - Numbers 1 and 2
Six trains of twelve cars each

<u>Car Type</u>	<u>Typical Numbers</u>	<u>Car Type</u>	<u>Typical Numbers</u>
Mail-Baggage	52-71	Diner	1030-1051 Named
Dorm-Smoker	643-667	8-2-1 Sleeper	Named
80-foot Coach	950-979	8-2-1 Sleeper	Named
80-foot Coach	950-979	8-2-1 Sleeper	Named
Tourist Sleeper		12 sec-D.R.	Named
Tourist Sleeper		Solarium Obs.	Named

- B) The 1937 "Empire Builder" - 80-foot Coaches were replaced with "Luxury Coaches" (Numbers 938-949) - these trains became the "Oriental Limited" in 1947.

NOTE: THE 1929 AND 1937 TRAINS WERE MADE-UP OF HEAVY-WEIGHT STANDARD CARS. THEIR COLOR SCHEME WAS 'PULLMAN-GREEN' WITH GOLD LETTERING. THE ROOFS, UNDERFRAMES AND TRUCKS WERE BLACK. AT FIRST THE MOTIVE POWER ASSIGNED WERE THE P-2 CLASS ENGINES WHICH HAD HANDLED THE SAME TRAIN PREVIOUSLY WHEN IT WAS NAMED THE 'ORIENTAL LIMITED'. WHEN THE THE S-2 NORTHERN TYPE WAS OUT-SHOPPED IN 1930, IT REPLACED THE P-2 MOUNTAINS FOR THIS SERVICE.

THE 1947 EMPIRE BUILDER WAS THE FIRST SERIES OF ORANGE AND GREEN 'STREAM-LINERS' IN THIS SERVICE AND THESE WERE POWERED WITH ELECTRO-MOTIVE DIESELS.

- C) The 1947 "Empire Builder" - started service February 23, 1947
Five trains of twelve cars each

<u>Car Type</u>	<u>Typical Numbers</u>	<u>Car Type</u>	<u>Typical Numbers</u>
Mail-Baggage	1100-1104	Lunch-Dorm	1140-1144
60-seat Coach	1110-1114	Diner	1150-1154
48-seat Coach	1120,1122,1123	8-4-4 Sleeper	1160-1164
	1125,1126	8-4-4 Sleeper	1165-1169
48-seat Coach	1121,1124,1127	16-4 Sleeper	1170-1174
	1130,1133	16-4 Sleeper	1175-1179
48-seat Coach	1128,1129,1131	Observation	1190-1194
	1132,1134		

- D) The 1951 "Empire Builder" - started service June 3, 1951
Five trains of fifteen cars each

<u>Car Type</u>	<u>Typical Numbers</u>	<u>Car Type</u>	<u>Typical Numbers</u>
Mail-Baggage	37-42	7-4-3-1 Sleeper	1260-1264
Baggage-Dorm	1200-1205	7-4-3-1 Sleeper	1265-1269
60-seat Coach	1210-1214	7-4-3-1 Sleeper	702,1270-1274
48-seat Coach	1215-1219	6-5-2 Sleeper	1370-1374
48-seat Coach	1221-1225	6-5-2 Sleeper	1375-1379
48-seat Coach	1220,1227-1230	6-5-2 Sleeper	701,1380-1384
Ranch	1240-1245	Observation	1290-1295
Diner	1250-1255		

E) The 1955 "Empire Builder"

Five trains of eighteen cars each

<u>Car Type</u>	<u>Typical Numbers</u>	<u>Car Type</u>	<u>Typical Numbers</u>
Mail-Baggage	37-42	Diner	1250-1255
Baggage-Dorm	1200-1205	Great Dome	1390-1395
60-seat Coach	1210-1214	7-4-3-1 Sleeper	1260-1264
48-seat Coach	1215-1219	7-4-3-1 Sleeper	1265-1269
48-seat Coach	1221-1225	7-4-3-1 Sleeper	702,1270-1274
Dome Coach	1320-1324	6-5-2 Sleeper	1370-1374
Dome Coach	1325-1329	6-5-2 Sleeper	1375-1379
Dome Coach	1330-1335	6-5-2 Sleeper	701,1380-1384
Ranch	1240-1245	Observation	1190-1194,1197

F) The 1969 "Empire Builder"

Five trains of fifteen cars each

<u>Car Type</u>	<u>Typical Numbers</u>	<u>Car Type</u>	<u>Typical Numbers</u>
Mail-Baggage	37-42	Ranch	1240-1245
Baggage-Dorm	1200-1205	Diner	1250-1255
60-seat Coach	1209-1214	Great Dome	1390-1395
48-seat Coach	1215-1219	7-6-1 Sleeper	1260,1262-1264,1274
48-seat Coach	1221-1225	6-5-2 Sleeper	1370-1374
Dome Coach	1320-1324	6-5-2 Sleeper	1375-1379
Dome Coach	1325-1329	6-5-2 Sleeper	701,1380-1384
Dome Coach	1330-1335		

Some general notes:

- 1) In general, the consists were not in the exact order shown (particularly as regards the sleeping cars, due to vestibule configurations)
- 2) 1929 "Empire Builder" Diners were named for States of the Union
8-section, 2-compartment, drawing room sleepers were named for men who were famous in the development of the West and for Generals of the US Army
Solarium Observations cars were named for men who were famous in the development of the Great Northern (James J. Hill, etc.)
12-section, drawing room sleepers were named for famous explorers of the West, cities and towns along the GN and the "Mc"-series
- 3) The 1950 "Internationals" used cars:
1105, 1106, 1115, 1117, 1116, 1118, 1145, 1146, 1195, 1196
- 4) The 1950 "Red River" used cars:
1107, 1137, 1138, 1139, 1147
- 5) Some additional cars built during the period 1948-1951 were:
1108, 1135, 1148, 1155, 1156, 1169 (2nd), 1180, 700, 1181-1188, 1197
1209, 1226, 1231

ADDENDUM TO REFERENCE SHEET NO. 2--GREAT NORTHERN PASSENGER TRAIN CONSISTS

First, in reference to the "Note" on "Reference Sheet No. 2" - speaking of the "Empire Builder" someone had said "... which handled the same train previously when it was named the "Oriental Limited"...". The "Empire Builder" was a new train on June 10, 1929 and the "Oriental Limited" continued in service. The "Oriental Limited" started in December, 1905 as Nos. 1 and 2 from St. Paul to Seattle and, on May 23, 1909, was extended to Chicago. When the 1929 "Empire Builder" came along it assumed the numbers 1 and 2 and the "Oriental Limited" became numbers 3 and 4. The "Oriental Limited" was re-equipped in 1924 (June 1, 1924 was the inaugural day for the new cars). The "Oriental Limited" was discontinued on March 29, 1931 and was revived again in 1947, continuing until June 3, 1951. The 1947 "Oriental Limited" used the 1929 "Empire Builder" equipment. The June 3, 1951 discontinuance coincided with the inauguration of the "Western Star" which used the 1947 "Empire Builder" equipment (the "Empire Builder" being re-equipped in 1951).

In reference to the "substitution" of the S-2 for the P-2 - there were, of course, many different classes of locomotives used on both the "Empire Builder" and the "Oriental Limited" at various times. For example, the 1924 "Oriental Limited" used these:

<u>Between</u>	<u>Westbound</u>	<u>Eastbound</u>
St. Paul-Barnesville	H-5	
Barnesville-Devils Lake	H-4	
Devils Lake-Minot	E-14	
Minot-Williston	P-2	P-2
Williston-Wolf Point	H-4	H-4
Wolf Point-Havre	K-1-S	K-1-S
Havre-Cut Bank	H-5	H-5
Cut Bank-Whitefish	P-2	P-2
Whitefish-Troy	H-4	H-4
Troy-Spokane	H-4	H-4
Spokane-Wenatchee	P-2	P-2
Wenatchee-Seattle	P-2	P-2
Minot-Breckenridge		H-5
Breckenridge-St. Paul		P-2

NORMAN C. KEYES, JR.

LISTING OF EX-GREAT NORTHERN PULLMAN (HEAVYWEIGHT) CARS IN GOVERNMENT STORAGE - 1961

AS RECORDED IN "DESCRIPTIVE LIST OF CARS OF THE PULLMAN COMPANY", D. C. WORNOM, EDITOR. PUBLISHED BY OWEN DAVIES, BOOKSELLER, 1214 N. LA SALLE ST. CHICAGO, ILLINOIS 60610.

<u>CAR NAME</u>	<u>CAPACITY</u>
BUCCANEER	10 SECTIONS, 1 DRAWING ROOM, 2 COMPARTMENTS.
CHARLES A. BROADWATER*	8 " 1 " " 2 "
CRUSADER ROSE	12 " 1 " "
GENERAL A. H. TERRY	6 DOUBLE BEDROOMS, 6 SECTIONS
GENERAL E. S. GODFREY	6 " " 6 "
JOHN MILLER	6 " " 6 "
RAWLINS	12 SECTIONS, 1 DRAWING ROOM

PULLMAN-OWNED CARS PROBABLY IN GN SERVICE, PRIOR TO BEING STORED.

WILLISTON	12 SECTIONS, 1 DRAWING ROOM
WILLMAR	12 " 1 " "

NOT LISTED IN THE ABOVE

JAMES J. HILL*

SOLARIUM LOUNGE OBSERVATION

* SEE PICTURES IN WOOD'S BOOK "LINES WEST", PAGES 102-3.

THE TRANSFER OF OWNERSHIP OF STANDARD PULLMANS TO THE USING RAILROAD COMPANIES OCCURRED AT THE TIME OF THE INTRODUCTION OF THE 'LIGHTWEIGHT' CARS, SHORTLY AFTER WWII. THE USUAL PRACTICE WAS THAT THE PULLMANS WERE MAINTAINED AND 'CREWED' BY PULLMAN COMPANY EMPLOYEES, AND THE FULLY-EQUIPPED CARS WERE ON LEASE TO THE RAILROADS USING THEM. THIS PRACTICE WAS UNIVERSAL. I BELIEVE THE ONLY EXCEPTION WAS THE CMSTP&P - THE MILWAUKEE ROAD - WHICH BUILT ITS OWN 'SLEEPERS' AT THEIR MILWAUKEE SHOPS. **CFM**

NUMBERING AND NAME DATA FOR GN EMPIRE BUILDER STREAMLINE PASSENGER TRAINS

(AS SUPPLIED BY THE AMERICAN RAILROAD MODELS, INC. - THE AMERICAN BEAUTY CARS)

CAT. #GN-1	BAGGAGE CAR	#1000	
CAT. #GN-2	MAIL BAGGAGE	#1100	
CAT. #GN-3	BAGGAGE DORMITORY	#1200	
CAT. #GN-4	DAY COACH	#1210	
CAT. #GN-4A	DAY COACH	#1210-1214,	NO NAMES
CAT. #GN-5	DAY-NIGHT COACH	#1215	
CAT. #GN-5A	DAY-NIGHT COACH	#1215-1220; 1221-1225; 1227-1230.	NO NAMES
CAT. #GN-6	ROOMETTE	#1260	"GUNSIGHT PASS"
CAT. #GN-6A	BED ROOM-ROOMETTE	#1370	"ROGERS PASS"
		#1371	"PITAMAKAN PASS"
		#1372	"AKAMINA PASS"
		#1373	"SANTIAM PASS"
		#1380	"SUIATTLE PASS"
		#1381	"HAINES PASS"
		#1382	"BLEWETT PASS"
		#1383	"INUYA PASS"
CAT. #GN-6B	BED ROOM-COMPARTMENT	#1264	"BAD AXE RIVER"
		#1265	"CHUMSTICK RIVER"
		#1266	"SHEYENNE RIVER"
		#1267	"SKAGIT RIVER"
		#1268	"MOUSE RIVER"
		#1270	"TOBACCO RIVER"
		#1271	"FRASER RIVER"
		#1272	"SPOKANE RIVER"
		#1273	"PEND O'REILLE RIVER"
		#1274	"BOIS DE SIOUX RIVER"
CAT. #GN-7	DINER	#1291	"LAKE SUPERIOR"
CAT. #GN-8	PENDULUM CHAIR		
CAT. #GN-9	OBSERVATION (SOLARIUM)		

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