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GREAT NORTHERN PASSENGER CAR SERIES: NO. 1

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Dining Car 1156 *Lake Pepin*, Buffet-Coaches 1073-1074, Coaches 1072, 1075

One positive result of the massive curtailment of passenger service by some railroads during the sixties was the availability of a considerable amount of fairly modern equipment to other, more passenger-oriented carriers. The Great Northern took advantage of this situation by purchasing surplus equipment from the C&NW, SL-SF (Frisco) and UP; thus allowing the retirement of many worn out heavyweight cars. Probably the most interesting of these second-hand cars were the five purchased from the Frisco in 1966 at a cost of \$110,000.

Diner 1156 was originally SL-SF 650 *Alexander Doniphan*, delivered by Pullman-Standard for *Texas Special* service in January 1948, and coaches 1072-1074 (ex-SL-SF 1253 *Clayton*, 1256 *Richmond Heights* and 1257 *University City*) had arrived for the *Meteor* in December 1947. Coach 1075, as SL-SF 1259 *Picardy Lane*, was a July 1955 addition to the *Texas Special*.

When these cars arrived in St. Paul in January 1966, they were promptly forwarded to the Jackson Street Shops where a close inspection of car 650 revealed that serious deterioration had occurred to the superstructure behind the stainless steel sheathing. This was due to years of moisture accumulation between the sheathing and the inner walls, which had caused the steel side posts to literally disintegrate from rust and corrosion; a problem faced by every railroad with cars of similar construction. Discovery of the hidden damage was made virtually by accident when a section of sheathing was removed to satisfy the curiosity of a shop foreman. It was found to be so severe that complete removal of the stainless steel was necessary to replace the decayed members and a new skin of flat Cor-Ten steel was then applied. This work was complicated by the fact that it was done entirely from the outside so the interior could remain undisturbed. At the same time the kitchen-side loading door was removed, new GN-style kitchen windows were installed and the full *Empire Builder* paint scheme was applied, making the exterior appearance nearly identical to that of original GN equipment.

For the time being the coaches were left "as is" as far as structural repairs were concerned. Car 1075 had been built with a stainless steel superstructure and was undoubtedly in pretty good shape, but by 1969 car 1074 had been given a less extensive version of the job done on the diner. The others were never touched.

Few interior modifications were made immediately to the coaches, but the diner was a different story. Since it would join the *Western Star* pool it was necessary that it be comparable to the 1150-1155 series, requiring numerous alterations, both major and minor, to upgrade it to GN standards. More than \$5600 worth of new kitchen equipment was installed, running the gamut from a Garland gas range and broiler (to replace the original oil and charcoal burners), a Savory gas toaster, and a new steam table to dozens of miscellaneous fittings and

fixtures. Refrigeration was converted from ice to mechanical and later (in 1968) a deep fryer was added.

The dining room was also patterned after the 1150s: the seating capacity was increased from 36 to 46, the same decorative treatment as used (omitting the pier panel murals of Glacier Park flowers), and glass partitions were installed to facilitate the seasonal conversion of the rear third of the car to a lounge section. This was done because the lounge cars were dropped from the *Western Star* during the winter months. At the steward's end the only significant change was the installation of a Westinghouse beverage refrigerator in a former locker space.

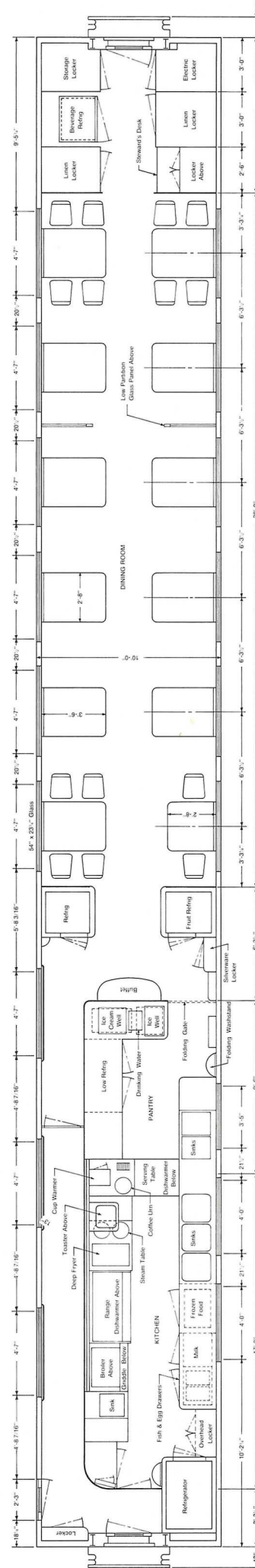
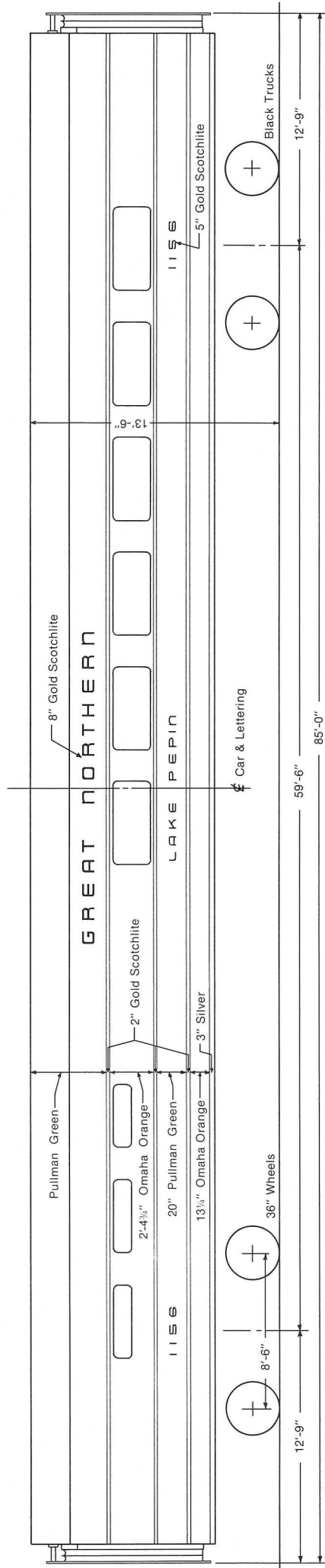
Finally in September 1966 the former Frisco 650 emerged from the shops as GN 1156 *Lake Pepin*, thoroughly remodeled and upgraded inside and out, representing a total investment of over \$49,000. Although it was basically similar to the other *Western Star* diners, there were a number of variations, such as a lack of automatic ice cube makers in the pantry, individual compressor units in each refrigerator instead of two main units under the car and shades on the dining room windows rather than Venetian blinds. There was also somewhat of a problem with the smaller water tanks, which occasionally ran dry between regular servicing points, requiring the *Western Star* to make an unscheduled stop so they could be filled.

As coaches 1072-1075, which had been refurbished for only \$1252 each with little more than a paint job and some minor repairs, were released from the shops in February 1966, they were placed in general service and regularly appeared in such trains as the *Gopher/Badger*, *Dakotan* and *Red River*. Corrugated sides notwithstanding, they sported the familiar GN colors, with Omaha Orange pier panels and Pullman Green roofs, ends and letterboards. All four eventually received the Big Sky Blue paint treatment adopted in mid-1967.

Between February and May of that year cars 1073 and 1074 were at the Jackson Street Shops being equipped with a snack bar section consisting of a kitchenette and four tables seating 16 for *Winnipeg Limited* service, coinciding with the withdrawal of the sleeper-buffet-lounge cars and news butcher service from that train. In making this change the GN invested over \$31,500 but expected to save more than three times that amount by eliminating the sleeper-lounges.

With the coming of Amtrak in May 1971, the five ex-Frisco cars began a prolonged period of storage at various yards in the Twin Cities area. Coaches 1072 (stored after the BN merger in 1970) and 1073 were finally sold for scrap in September 1979; 1074 and 1075 met the same fate in May of 1981. Diner 1156 was disposed of in January 1980 when it was sold, in heavily vandalized condition, to the Sierra Railroad.

John A. Kennedy photo.

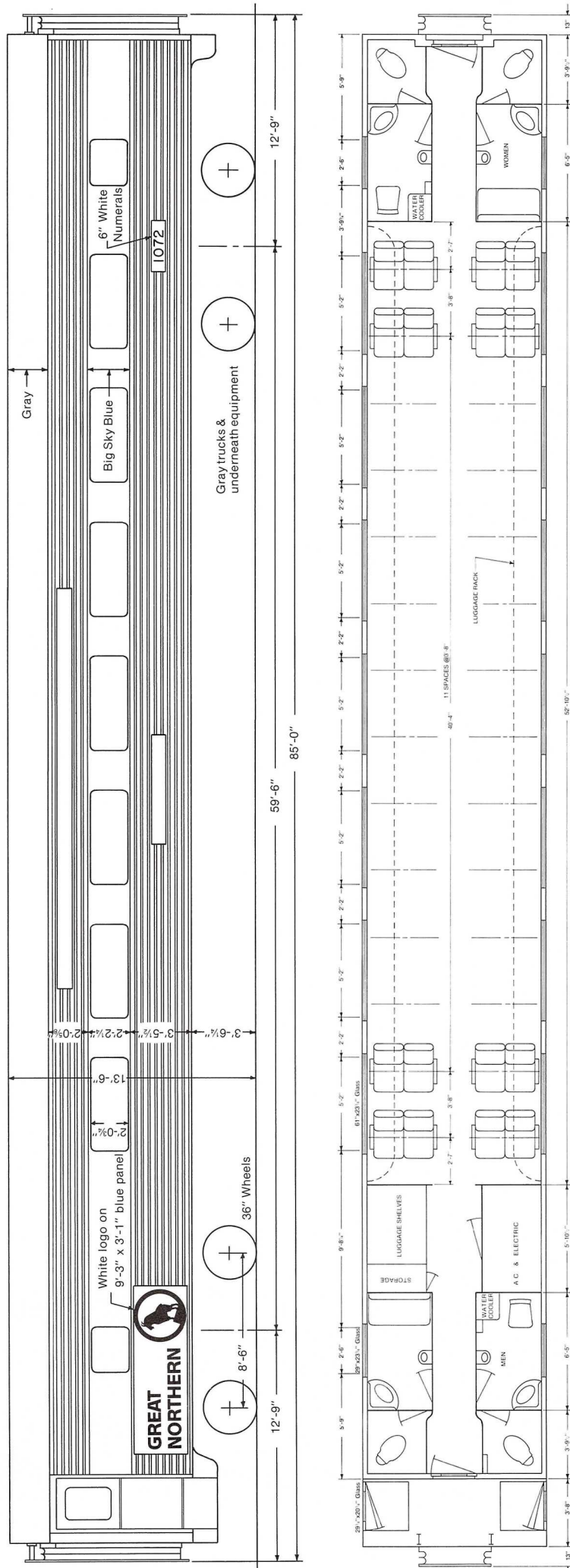
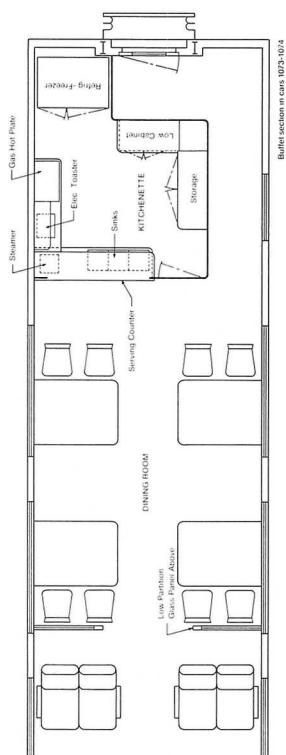




Red and silver **Texas Special** diner SL-SF 650 at the Pullman-Standard plant on January 8, 1948 and ...
... 23 years later, in Omaha Orange and Pullman Green at St. Paul, Minn. on May 26, 1971. C.A. Rudisel photo.



No. 1072 still wore orange and green when it was photographed at the Mississippi St. coach yard in February 1968.
Cordell Newby photo.





Coach No. 1072 at Minneapolis in June of 1968. Al Chime photo, Eric Archer collection.

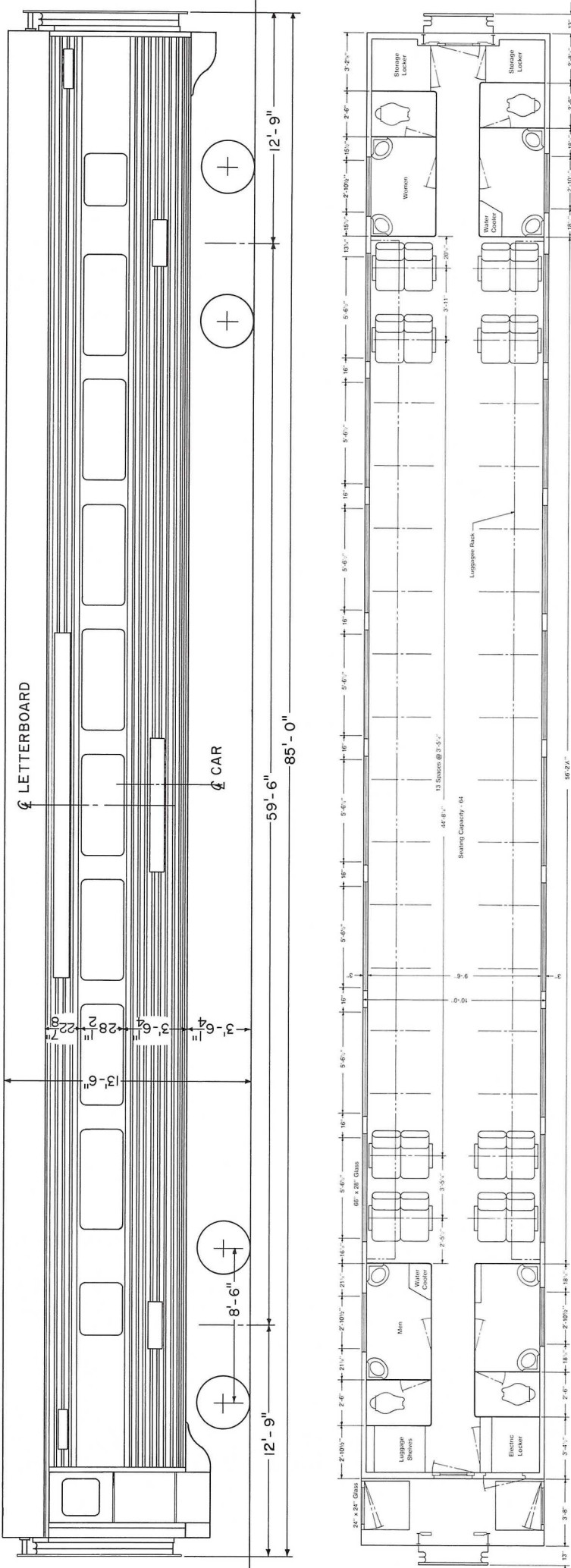


Coach No. 1072 at St. Paul in April of 1970. Eric H. Archer photo.

General Data

Builder.....	Pullman-Standard Car Mfg. Co.
Date Built.....	1156..... 1-48 (Lot 6768 Plan 7540) 1072-1074..... 12-47 (Lot 6768 Plan 7537) 1075..... 7-55 (Lot 6965 Plan 7647)
Weight.....	1156..... 139,200 lbs. 1072..... 126,500 lbs. 1073-1074..... 128,000 lbs. 1075..... 134,900 lbs.
Coupler.....	Type H "Tritelock" Air Brakes..... HSC Schedule
Truck Brakes.....	1156..... Clasp 1072-1075..... Budd Disc
Wheel Slip Control.....	Decelostat
Air Conditioning.....	1156..... Waukesha Ice Eng. 1072-1074..... Safety/Carrier Steam Ejector 1075..... Safety/Carrier Electro-Mech.
Heating.....	Vapor "Thermo-Zone"
Lighting.....	1156, 1072-1074..... Genemotor - 32 volt 1075..... Genemotor - 64 volt
Generator Drive.....	Spicer
Wheels.....	Rolled Steel - 36 inch
Coach Seats.....	Heywood-Wakefield "Sleepy Hollow"
Windows.....	Adams & Westlake

Author's Note: This is the first of a series that, hopefully, will become at least a semi-regular feature of *The Goat*. The purpose is to present material on some of the many GN passenger cars that were not included in my book *Burlington Northern Passenger Cars* (C.A.R. Publications, 1974) and additional information on some that were. The floor plans and elevations shown here are based on Pullman-Standard and GN drawings and, in the case of diner 1156, also on an actual check of the car. The information conveyed in the text was developed from personal observation, conversations with retired GN/BN mechanical department officials and other personnel; and a review of the appropriate AFE (authorization for expenditure) records made available through the courtesy of Joe Sery, George Cylkowski, Martin Nelson and Fred Capuzzi of BN's Disbursement and Property Accounting Departments. Special thanks to Pat Stafford, Bill Schmidt and Paul Fallquist for their valuable assistance in preparing this article. C.A.R.





Frisco No. 1259 (GN 1075) was identical to Katy No. 1203 pictured above. These cars were notable for their all-stainless steel body frame construction and Melamine plastic (low maintenance) interior finish. The 1203 became NP 531 in 1966, and later was among 16 former **Texas Special** and **Meteor** cars to wind up on the BN, via GN, NP and SP&S. Pullman-Standard photo, W.D. Randall collection.



Coach No. 1075 at St. Paul in July of 1969. Eric H. Archer photo.



Aisle side of No. 1156. C.A. Rudisel photo.



The unmistakable appearance of car No. 1074 (corrugated sheathing above the windows and painted flat steel below) was the result of structural repairs in 1969. A window was blanked when the buffet was installed. C.A. Rudisel photo.