



Union Pacific *Streamliner*
BRASS CAR SIDES
Passenger Car Parts for the Streamliners

Union Pacific *Challenger* 56-Seat Chair Cars
UP 5200-5211, C&NW 6160-6166 [Part No. 173-567]

In 1937 the Union Pacific and Chicago and North Western received 1956-seat streamlined chair cars from Pullman-Standard for use on the *Los Angeles Challenger* and the San Francisco Challenger. The cars were ordered on Lot 6510 Plan 7386 and included a nurse's room adjacent to the ladies lounge. Between 1946 and 1954 the UP cars were converted to club lounge cars numbered between 1502 and 1523, but without modifying the window layouts. (See UtahRails online reference below for details.) The last of the cars in this series were retired in 1964. In the spring of 2010 modeler Dallan Schowe commissioned **Brass Car Sides** to create N-scale brass sides for this prototype and generously allowed us to add them to our catalog.

REFERENCES

Pullman-Standard Library Vol. 14 UP 1937-1958 by Randall and Anderson, (RPC Pub.)
Streamliner Cars Vol. 1 Pullman-Standard by W. David Randall (RPC Pub., O.P.)
Union Pacific's Challenger by Patrick D. Dorin (TLC, 2001)
Chicago & North Western Passenger Train Equipment by Patrick C. Dorin p. 17 (TLC, 2001)
UP Color Guide to Freight and Passenger Equipment Vol. 2 by Lou Schmitz for photo on page 72 of UP 5322 from same production year (Morning Sun)
<http://www.utahrails.net/pass/pass-numbered-6.php>
Car Names Numbers and Consists by Robert J. Wayner (Wayner Pub., 1972. O.P.)
"Challenger Chair Cars" Plans by George Trager, Model Railroader, July, 2000

DESCRIPTION AND RECOMMENDED CONSTRUCTION TECHNIQUES

These sides are etched from 0.008" spring brass sheets and have etched door and skirt access details, as well as grabiron holes. They accurately depict the prototype's window proportions and sharper corner radii, original full skirting, and overall length of 81' 4". The rivet detail of the prototype could not be rendered in N-scale and would be invisible under all but the thinnest paints in any case. For a more accurate rendition of the UP cars, a belt rail can be added below the window line (see references for details) using a .01" by .02" styrene or brass strip.

These sides are designed to be used with the American Limited Models #8010 or #8020 Core Kits, which must be shortened by removing a segment of the roof and floor. Questions naturally arise about how to contour the skirts to take on the streamline contour of the prototype. Dallan Schowe has developed and shared his helpful techniques for these cars and this information is posted on our website at www.brasscarsides.com/pdf_tech_sheets/BendingSkirts.htm.

The brass parts have been coated with Krylon clear acrylic film to retard oxidation. This coating may be left in place on the rear surface, but should be removed from the front side prior to construction and painting. If it is left in place, there is a risk that some paints, particularly

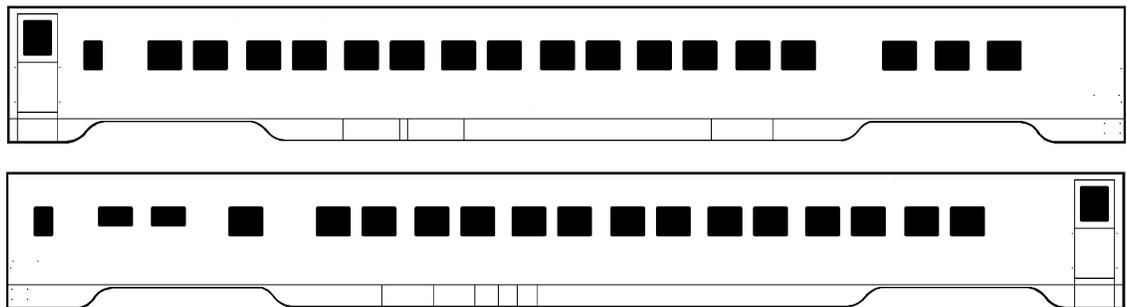
those that are water-based, may not adhere adequately. The acrylic coating may be removed most easily with a paste-type paint remover. Acetone, MEK or similar solvent may be used, with good ventilation. The sides will begin to oxidize as soon as they are stripped, but this is mostly a cosmetic effect. Finger oils are a greater impediment to a good paint job, and should be removed with alcohol, and the model dried just before air brushing.

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PAINTS: Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. UP color options include: Scalecoat #22 Armour Yellow and #32 Harbor Mist Gray, Accu-Flex/Model-Flex 1624 & 1625, Floquil #110166 and #110167, Polly Scale #414170 and #414176, and Accupaint #67 and #68. C&NW: Scalecoat 35 and 36 for the 400 scheme, with black for roofs and underbody chosen from Floquil 17, Scalecoat 10, and Accupaint 62. These cars are not known to have been painted in two-tone gray.

DECALS: For UP Challenger (green) scheme, see Microscale 60-1080 & 60-1085. For UP yellow & gray scheme (1946 and later), see Microscale 60-616 & 60-630. For C&NW (Challenger and later) scheme, see Microscale 60-859 (may be discontinued).

TRUCKS: There is no known source for the unique and distinctive trucks used on the UP cars. The C&NW cars used a pre-war, 4-wheel, drop-equalized truck (see Dorin).



The production of future cars depends on customer reservations. To receive our catalog, reservation sheet, and a current bulletin, please send a two-stamp SSAE to: **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Dealer terms are available. Address e-mail to dchenry@gac.edu. See our web pages at www.brasscarsides.com.

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