



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. 173-67]

In 1937 Union Pacific and Chicago and North Western received nineteen 56-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 with the same 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. The HO version was added in November, 2010.

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 CONSTRUCTION NOTES

These sides are etched from 0.010" 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 either scale, but 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" thick by .04" wide styrene or brass strip.

These sides are designed to be used with either our #101 Basic Body Kit or Train Station Products #807 P-S/ACF Core Kits, both of which must be shortened by removing a segment of the roof and floor. Our Basic Body Kit consists of basswood roof, pewter cast ends, basswood floor and centersill. The body kit instruction sheet covers the basic steps for building the model.

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 techniques for these cars and this information is posted on our website at www.brasscarsides.com/pdftechsheets/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.

Walthers GOO contact cement works well for attaching the brass sides to the core kit surfaces. Microscope slide cover glass makes an optically faithful window material, but clear or green-tinted styrene or acetate sheet stock is also good, and easier to work with. Of course, final attachment will have to wait the painting and finishing steps.

DETAIL PARTS: Identifying both prototype and model details for car roof, underbody, and ends takes some effort, particularly given the two fleets and conversions these cars underwent. The photo references listed on the reverse can be supplemented by studying the Walthers HO UP Streamliner cars released in 2009-10. We also refer the modeler to Detail Associates (DA), Eastern Car Works (ECW), Custom Finishing (CF), American Limited Models (ALM), Precision Scale (PS), Train Station Products (TSP), Great Western Passenger Car Details, and Bill's Narrow Gauge Shops. The Walthers HO Model Railroad Reference Book, manufacturer web sites, Yahoo groups, and your dealer are essential sources of information. We particularly call your attention to: TSP #460 underbody parts, CF Nos. 292 & 293 roof and underbody kits, ALM #9000 diaphragms, CS #353 genmotor. There is no known source for the unique trucks used on the UP cars. The C&NW cars used a pre-war, 4-wheel, drop-equalized truck (see Dorin's book). The growing collection of trucks in the Walthers line and the D&G Models trucks are probably the best sources of suitable substitutes. We appreciate hearing from modelers who have found acceptable choices of these and other parts for these models and will update this sheet accordingly.

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 & #110167 (as available), 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 87-1080 & 87-1085. For UP yellow & gray scheme (1946 and later), see Microscale 87-616 & 87-630. For C&NW (Challenger and later) scheme, see Microscale 87-859 (may be discontinued). Champ offered PH-66 & S-89 stripes.

There is a variety of useful information available for reading and downloading for printing on our web page www.brasscarsides.com. To receive paper copies of our combined HO and N-scale catalog, reservation sheet, and current bulletin, please send a SSAE for two ounces to **BRASS CAR SIDES**, 715 S. 7th St., Saint. Peter, MN 56082-1435. Address e-mail to info@brasscarsides.com.

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