



# BRASS CAR SIDES

*Passenger Car Parts for the Streamliners*



Union Pacific 5450-87 44-Seat ACF Chair Cars [Part No. 173-40]  
Chicago & North Western 3477-82 44-Seat ACF Chair Cars

The student of Union Pacific post-war passenger train operation and equipment may be forgiven for a certain confusion on the identities the various series of 44-seat coaches ordered by that road. The late Harold Ranks and Bill Kratville (not late) in their monumental "Union Pacific Streamliners" list and illustrate no fewer than six series of cars totaling 162 units from all four of the domestic builders. They are:

UP 5400-5449 (50 cars) PS 1950  
UP 5450-5487 (38 cars) ACF 1953 (C&NW 3477-82 very similar)  
UP 5488-5507 (20 cars) St. Louis Car 1960  
UP 5508-5527 (20 cars) Budd 1960  
UP 5528-5542 (15 cars) St. Louis Car 1964  
UP 5543-5556 (14 cars) PS (rebuilt from "Alpine" series sleepers)

**BRASS CAR SIDES** is pleased to offer HO-scale photoetched brass sides for the ACF order of these chair cars. According to David Randall's Streamliner Cars Vol. 3 ACF, seven of these cars went to GTW, and to then SEMTA before being retired. Great Northern purchased eight for its 1000-1007 series in 1969, and six of these went to NJDOT in 1973. The C&NW cars went to SP in 1961 and most were taken by Amtrak in 1974. The UP still had five of these cars in special service as of the end of 1991. A copy of the UP's diagram P-3-43 (as revised 8-17-60) is enclosed. We acknowledge with thanks technical assistance in documenting the prototype received from Don Snoddy, Director of the UP Museum, and from Larry Hochhalter, Tony Fernandez and Jim Wright.

## REFERENCES

The Union Pacific Streamliners by Ranks and Kratville. (Kratville Pub., 1974)  
Streamliner Cars Vol. 3 ACF-Other Builders by W. David Randall. (RPC Pub. 1982)  
"Union Pacific Chair Car" plans and photos by George Trager for UP 5450-5487, *Mainline Modeler*, February, 2001, pp. 43-45 (some typos, fairly obvious).  
Passenger Cars 2 Streamline Cars by Hal Carstens (Carstens). Plans pp. 172-3  
UP Railroad Diagram P-3-43  
Pullman-Standard Library Vols. 13 & 14 by Randall and Anderson (RPC Pub. 1993)  
UP Color Guide to Freight and Passenger Equipment Vol. 1 by Stagner & Yanosey and Vol. 2 by Lou Schmitz (Morning Sun)  
Car Names, Numbers and Consists by Robert Wayner (Wayner, 1972, out of print)  
"Modeling North Coast Limited Vista Domes", Nov. 1987 *NMRA Bulletin*, pp. 11-16.  
"Modeling a Northern Pacific 'Day-Nite' Coach", July, 1990 *NMRA Bulletin*, pp. 19-22. Both articles by Ed Novit, with photos and step-by-step tips using the overlay method (11/87) or body kit (before end castings were included, 7/90). Single copies \$1.50 from NMRA Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421.  
"Pennsylvania Jeffersonian Cars: IHC/AHM Coach and Brass Car Sides" by Willard Harvey, *Mainline Modeler*, October, 1990, pp. 68-73. Over 40 photos and step-by-step suggestions for building this car using the overlay method.

## DESCRIPTION AND CONSTRUCTION TECHNIQUES

These sides are etched from 0.010" full-hard brass sheets and have etched door and surface outlines, as well as grabiron holes and the car line number

indicators. They are designed to be used either as an overlay on the Rivarossi smoothside coach or sleeper bodies, or with either our Deluxe or Basic Body Kits.

**OVERLAY METHOD:** These sides have been designed to be used directly on Rivarossi (not recent IHC) "1930" coach and sleeper bodies without the need to shorten the plastic car. In the overlay method, plastic surface features and window piers are trimmed with a motor tool, knife and/or saw and the brass sides applied over the existing sides using thick ACC or contact cement, such as Hobsco Goo (tacky dry). All the plastic skirts should be removed. The windows are reglazed immediately behind the openings in the brass, presenting a nearly flush appearance. Underbody details may be added or deleted, although those present provide a realistic appearance.

**BASIC/DELUXE BODY KITS.** This method is economical and allows for easy placement of underbody and roof details and a more faithful rendition of the ACF cars when more accurate detail parts are chosen and applied. This method also leads to increased weight in the superstructure. Both kits consist of basswood roof, cast ends (pewter or brass), and floor (basswood or clad fiberglass). The instructions enclosed with the kit cover all the basic steps for building the car body. The Trager plans and UP P-3-43 diagram shows the location of the underbody units.

**DETAIL PARTS:** We call your attention to the following parts which may be useful in either construction method. Please refer to the Walthers HO Catalog and manufacturers' catalogs for illustrations and prices. Train Station Products (TSP), Eastern Car Works (ECW), Precision Scale (PS), American Ltd. Models (ALM), Cal-Scale (CS), Great Western Passenger Car Details (GW), and Custom Finishing (CF) produce a variety of passenger car detail parts.

Trucks (Central Valley 139 & 140, as available used; MDC 2935, Con-Cor, TSP), underbody parts (TSP #460 kit), Pullman-Standard detail parts kits (CF Nos. 292 & 293), axle generator (CS GE-353), grabirons (Detail Associates 6601-6603), diaphragms (Walthers or Con-Cor for rubber type, ALM or TSP for detailed plastic). Some may wish to add the two horizontal weld seams above and below the windows using .002" brass strip. (It was not possible to include this additional thickness in our etching process.)

**PAINTS:** Modelers are likely to be adding these cars to existing consists and will have their choices of paint already established. We prefer Scalecoat #22 Armour Yellow and #32 Harbor Mist Gray. Accu-flex has 1624 & 1625. When the C&NW pulled out of the "Overland Route", their cars were later repainted, and Scalecoat #35 C&NW yellow and #36 C&NW green are good for this combination. Floquil offers #110166 and #110167, and in the Polly Scale line #414170 and #414176. Accupaint has #67 and #68. The Accuflex and Modelflex numbers are 1624 and 1625. **DECALS:** UP (Champ PH-66 & S-89; Walthers 93640, Microscale 87109, 871105, 87635).

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 56082-1435. Dealer terms are available. See our web page at [www.brasscarsides.com](http://www.brasscarsides.com). Address e-mail to [dchenry@gac.edu](mailto:dchenry@gac.edu).

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