



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



UP 8000-8009 ACF Dome Diners [Part No. 173-22]
UP 9000-9014 ACF Mid-Train Dome Lounges [Part No. 173-26]
UP 9000-9014 ACF Dome Observation Lounges [Part No. 173-36]

In 1955-58, the Union Pacific Railroad received a total of 40 dome coaches, lounges and diners for its "**CITY OF LOS ANGELES**", "**CITY OF PORTLAND**", "**CITY OF ST. LOUIS**", AND "**CHALLENGER**" **STREAMLINERS**, thereafter known as "**DOMELINERS**". In 1956, the dome lounges were modified for mid-train use, and were generally positioned just ahead of the dome diner on the COLA and COP. These ACF-designed dome cars were the only ones to rival the aesthetics of the Budd dome cars operated by the CB&Q, NP, GN, D&RGW, and WP in the West. The cars did not operate over the Southern Pacific between Ogden and Oakland, and only briefly ran over the C&NW before the UP switched to the Milwaukee Road for its Omaha-Chicago routing on October 31, 1955. In 1973, the UP sold 30 of these cars to Auto-Train. One dome coach and lounge were retained for special train, and several more have returned to the yellow fleet and operate in company excursion service.

BRASS CAR SIDES produces both HO- and N-scale photoetched brass overlay sides for the UP dome diners and both versions of the dome lounges. The HO sides are designed to be used with the Rivarossi/early-IHC/AHM dome coach body. The diner sides come as a pair, while the dome lounge piece has been formed from a single 24.5" etching with integral observation end.

REFERENCES

Construction article "Brass Car Sides" by Bill Harvey in the May, 1995 issue of *Mainline Modeler*, pp. 69-73, in which he builds an HO model of UP 9003.
Passenger Cars 2 by Hal Carstens (Carstens). Plans for dome diners (pp. 172-3)
Passenger Cars 3 by Hal Carstens (Carstens). Plans for dome lounges (pp. 328-9)
Passenger Car Library Vol. 7 Southwester Railroads by Randall (2003, RPC Pub.)
Pullman-Standard Library Vol. 14 Postwar by Randall (1993, RPC Pub.)
The Union Pacific Streamliners by Ranks & Kratville (1974, Kratville)
UP Color Guide to Freight and Passenger Equipment Vol. 1 by Stagner & Yanosey and Vol. 2 by Lou Schmitz (Morning Sun)
Domeliners: Yesterday's Trains of Tomorrow by Karl Zimmermann (Kalmbach, 1998)
Some Classic Trains by Arthur Dubin (1964, Kalmbach, pp. 193-97)
Car Names, Numbers and Consists by Robert Wayner (1972, Wayner) O.P.

RECOMMENDED CONSTRUCTION TECHNIQUES

The Rivarossi-type "1930" vista dome coach" forms the basis for all three conversion projects. The essential steps consist of trimming the plastic surface features and window piers to match the brass sides' window pattern. The dome lounge has the additional requirement that the corners of the rear end be rounded with a file and that the roof be contoured by cutting and filling or by grafting a short roof section from the "1930 Observation" or an Athearn RDC. However, since it is the floor which is removable from the Rivarossi dome model, rather than the roof, some of these tasks become easier than for the flat-top car conversions. The brass side is intended to fit up against the raised edge and rivet strip at the top. The paint should be stripped, of course, before final attachment of brass sides with adhesive. We recommend Bill Harvey's article in *MM* for all modelers of these kits.

Diner: Remove the grabirons, two vertical end strips, and two horizontal seams above and below the windows by scraping. When the plastic side surface is flat and trimmed to clear the new window outlines, affix the brass sides with ACC cement, Hobsco GOO (dry to tacky), or Ambroid Fas'N'All. Be sure that you have removed the acrylic coating from the brass first. If you wish, you can change the two fresh air intakes and add the roof "fins" visible ahead of the dome.

Lounge: Repeat the plastic and brass preparation steps as for the diner. Contour the vertical corners at the vestibule end with a file using the brass part as a template. If you are modeling the tail-end version, cut holes in the plastic car end to clear the brass windows and allow for easy reglazing. Note that the rear end of the prototype was not flat all the way across the door. Rather, the sheathing was stretched over the internal collision posts, forming a slight extension between the end windows (whether blanked or not). We have designed the brass side with this characteristic in mind. Although the brass has been formed with a flat end, it responds well to being pulled forward across the remnant of the diaphragm. You can create this remnant by cutting back the plastic diaphragm to approximately .040" thickness. When pulled forward, the brass sides will bend across the plastic and will just match the length of the body. Final conforming of the brass is easily done with a soft piece of wood as a tool. The contouring of the obs roof is really the only bothersome part of the conversion, and Bill's article and the George Trager plans in Hal Carstens' book are your best guide for the geometry here.

The underbody detail is virtually complete as is. Add Detail Associates 6601 door handrails, 6602 and 6603 ladder grabirons to sides and roof. The conversion of the dome interior from 12 sofa seats to the diner's 3 large and 3 small tables and chairs plus counter area is a straightforward scratch-building task, as shown in the reference. The relatively clear dome windows encourage this refinement. The main windows should be reglazed with clear acetate or microscope slide glass immediately behind the brass openings, but only after painting, of course. Purists may wish to add back 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.)

We recommend Scalecoat #22 UP Yellow and #32 UP Harbor Mist Grey paints. 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. The following decal sets are available for these cars: Champ PH-66, S-89 (stripes); Walthers 93640; Microscale 87-630, 87-635, 87-110 (stripes).

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. Check out our web pages at www.brasscarsides.com for forthcoming releases and updated reference sheets.

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