



BRASS CAR SIDES

Passenger Car Parts for the Streamliners



UP 8000-8009 ACF Dome Diners [Part No. 173-522]
UP 9000-9014 ACF Mid-Train Dome Lounges [Part No. 173-526]
UP 9000-9014 ACF Dome Observation Lounges [Part No. 173-536]

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. In 1973, the UP sold 30 of these cars to Auto-Train. One dome coach and lounge were retained for special trains and several more have returned to the UP and been rebuilt to operate in the business car fleet.

BRASS CAR SIDES has produced N-scale photoetched brass overlay sides for these three UP dome cars. All were designed to be used with the Kato dome coach body. The diner sides come as a pair, while the dome lounge piece has been formed from a single 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 UP 9003.
The Union Pacific Streamliners by Ranks & Kratville (1974, Kratville).
Pullman-Standard Library Vol. 14 Postwar by Randall (1993, RPC Pub.)
Some Classic Trains by Arthur Dubin (1964, Kalmbach) pp. 193-97.
UP Color Guide to Freight and Passenger Equip. Vol. 1 by Stagner & Yanosey and Vol. 2 by Lou Schmitz (Morning Sun).
Union Pacific's Challenger by Patrick C. Dorin (2001, TLC).
Railroad Model Craftsman issues of Jan., 1971 (dome diner), and June, 1971 (dome lounge) for plans & photos. Send 2-stamp LSSAE for free photocopies.
"40 Years of Domes-II" by Karl Zimmermann, *Passenger Train Journal*, 1/86.

RECOMMENDED CONSTRUCTION TECHNIQUES

The Kato dome coach forms the basis for all three conversion projects. The common 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 vertical corners of the rear end be slightly rounded with a fine file, and that the car end and removable roof be contoured. The brass side is intended to fit flush below the roof piece, at the top of the body. Even though Bill Harvey's article in *MM* deals with the similar HO conversion, we recommend it highly to N-scale modelers of these cars.

The brass parts are coated with Krylon clear acrylic film to protect the surfaces. This coating may be left intact throughout construction and painting or it may be removed for painting if you prefer. The brass will begin to oxidize as soon as the Krylon is removed. The

Krylon is most easily and safely removed with a semi-paste type paint remover such as Strypeeze. Liquid solvents containing acetone and methyl ethyl ketone will also do the job, but with some rubbing and more fumes. *Since these metal parts are only 0.008" thick and are easily bent, great care must be taken during any rubbing.* Also, all of these chemicals are dangerous when inhaled or absorbed through the skin, so minimize your exposure to them by using rubber gloves and good ventilation.

_____ Diner: Remove the roof, but leave the floor assembly in place to provide internal support for the body. The grabirons, rivet row, two vertical end strips, and two horizontal seams above and below the windows by light scraping with a hobby knife and sanding. When the plastic side surface is flat and trimmed to clear the new window outlines, affix the brass sides with contact cement (e.g. Walthers GOO) that has been applied very lightly to both surfaces and allowed to become tacky. If you wish, you can superdetail the roof by modifying the two fresh air intakes and add the "fins" visible ahead of the dome.

_____ Lounge: Repeat the plastic and brass preparation steps as for the diner, and pry off the diaphragm assembly from the vestibule end. Lightly 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 across the remnant of the diaphragm. When pulled forward, the brass piece will bend across the plastic and will match the length of the body. If necessary to lengthen the body slightly, add back some of the diaphragm. The corner radius of the two bends in the brass side may be sharpened with a smooth-surface needle-nose pliers. The contouring of the obs roof is really the only bothersome part of the conversion, and photos, the RMC plans and Bill's article and are your best guide. A small styrene patch may be cemented in place or body putty applied and then filed and sanded.

The underbody detail is virtually complete as is. Grabiron "dimples" have been etched into the rear of the brass sides to permit easy drilling for those wishing to add wire grabirons. The conversion of the dome interior from 12 sofa seats to the diner's three large and three small tables and chairs plus pantry area is a straightforward, but miniature scratchbuilding task, following the references. The main windows should be reglazed with thin (0.005") clear acetate or styrene immediately behind the brass openings, but only after painting, of course.

We recommend Scalecoat #22 UP Yellow and #32 UP Harbor Mist Grey paints. Floquil #166 and #167 and Accupaint #67 and #68 were once available, but newer sources such as Tru-Color should now be considered. The Accu-flex numbers are 1624 and 1625. Microscale decal sets believed to be available for these cars are 60-616 and 60-630.

All of our catalog sheets, technical information, reservation forms and the current bulletin are available for downloading at www.brasscarsides.com. For paper copies by mail please send a two-stamp SSAE to **BRASS CAR SIDES**, 715 S. 7th St., St. Peter, MN 56082. Address e-mail to info@brasscarsides.com.

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These three sets were removed from production in 2009 and placed on closeout status.