



Union Pacific *Streamliner*



BRASS CAR SIDES

Passenger Car Parts for the Streamliners

UNION PACIFIC "CHALLENGER" 48-SEAT CHAIR CARS
UP 5331-5345, UP 5351-5365 [Part No. 173-31]

In March of 1941 the Union Pacific Railroad ordered two series of 48-seat streamlined chair cars from Pullman-Standard for use on "The Challenger Streamliner" and other non-"City" trains. These two groups of 15 cars were ordered on Lot 6663, Plans 7468 and 7471, and were delivered in early 1942. The window layouts were identical in the two series. **BRASS CAR SIDES** is pleased to offer HO-scale photoetched brass sides for these prototypes. These parts have been produced without the louvered center skirts, which were removed when the cars were repainted in the standard Armour yellow and grey scheme in 1947. The majority remained in service until 1965-68 when they were retired.

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)
Passenger Cars Vol. 2 Streamline Cars by Hal Carstens (Carstens). Plans p. 139
Chicago & North Western Passenger Train Equipment by Patrick C. Dorin (TLC, 2001)
The Union Pacific Streamliners by Ranks and Kratville (Kratville Pub.)
UP Color Guide to Freight and Passenger Equipment Vol. 1 by Stagner & Yanosey and Vol. 2 by Lou Schmitz (Morning Sun)
Train Shed Cyclopedias Nos. 16 & 21 Newton K. Gregg/Publisher
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
"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 RECOMMENDED 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. They are designed to be used either as an overlay on the Rivarossi [not IHC] smoothside coach or sleeper bodies, or with either our Deluxe or Basic Body Kits. The brass parts have been coated with Krylon clear acrylic film to protect the surface. We recommend that you leave the film intact until you are ready to apply adhesives and paint. The grabiron holes have been spaced to accept Detail Associates PC 6601 & 6602 grabirons and handrails.

OVERLAY METHOD: These sides have been designed to be used directly on Rivarossi "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 de-

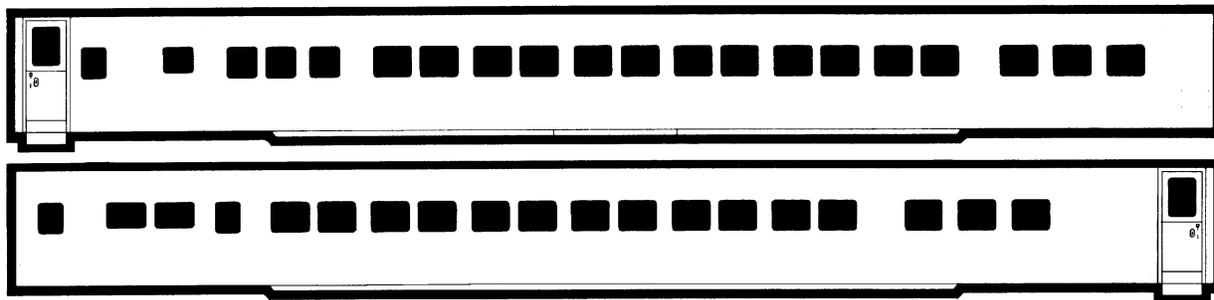
tails may be added or deleted, although those present provide a realistic appearance.

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), centersill (No. 101 only), and floor (basswood or clad fiberglass). The instructions enclosed with the kit cover all the basic steps for building the car body. The RMC article diagram shows the location of the underbody units.

DETAIL PARTS: We call your attention to the following parts which may be of interest in using either construction method. Please refer to the Walthers HO Catalog and individual manufacturers' catalogs for illustrations and prices. Train Station Products, Eastern Car Works, Precision Scale, American Ltd. Models, Great Western Passenger Car Details, Cal-Scale, Custom Finishing, and Century Foundry produce a variety of passenger car detail parts.

Original trucks (Precision Scale 33117, D&G Models plastic sprung trucks, MDC "Challenger" 2934; later years: Central Valley #139 with #524 brake shoes and hangers, MDC #2935, Con-Cor #700, IHC metal, Train Station Products #414), underbody detail parts kits (Custom Finishing Nos. 292 & 293), axle generator (Cal-Scale GE-353), underbody parts (Train Station Products 460-461), grabirons (Detail Associates 6601-6603), diaphragms (Walthers or Con-Cor for rubber type, American Models Ltd. for detailed plastic).

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. 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), Chartpak red stripes 1/32").



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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