



October 14, 2009

Welcome Aboard Walters New *City* Streamliners

Hi everyone,

You are one of a select group to receive this Special Edition of the *Walters E-Update* — our very first Union Pacific *City* Trains newsletter. Over the next few months, we'll take you on board and behind the scenes to show you more about Walters newest HO Scale name train and its amazing prototypes. This newsletter is designed to provide you with information, research, resources and fun facts that we hope you'll find useful as you prepare to model or as you consider purchasing these fine trains.



Breaking News!

In case you haven't already heard, your most requested upgrade is coming — Walters UP *City* Streamliner cars will feature factory-installed grab irons! Best of all, they're also factory-painted as appropriate on the roofs and ends, while side grabs will be left in natural metal to match the stainless steel prototypes.

Yes, we do windows! For the first time, *City* cars will feature correctly tinted "glass" that matches the green color found on UP equipment!

Order Deadline Approaching

Reserve one of three complete trains and receive some great "extras" including a UP *City* collectable route map and replica timetable! For complete details, be sure to click on the "Product Features" tab [here](#), or visit your local hobby shop.

This is a limited-time offer, and you MUST order by November 20, 2009 to qualify.

Research & Review

We've received many questions about consists and cars on various UP Streamliners. As part of our work to re-create these trains we referenced a number of books and online resources that may be helpful to you as a modeler:

Books

UP passenger equipment has been featured in

U.P.R.R. Passenger Cars Volumes 1 & 2

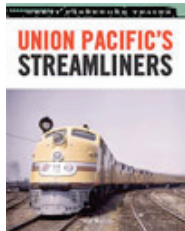
G.B. Davies
GB Davies & Associates 1976
Definitive reference with detailed information and full photos of prototype cars.

Fun Fact - Armour Yellow



As the Depression grew worse, so did the numbers of accidents between cars and trains. Research pointed out many problems, but lack of visibility was often a contributing cause.

numerous publications over the years. While some of these are out of print, they may be available at your local library, along with additional resources.



Union Pacific's Streamliners

Joe Welsh

MBI Publishing 2008

Good over-all history from the beginning to Amtrak, with numerous color photos, currently available from Walthers (#503-143004).

Domeliners: Yesterday's Trains of Tomorrow

Karl Zimmerman

Kalmbach Publishing, 1998

Covers the ACF-built dome cars, including how they were used, years of service, interior details and more.

The Union Pacific Streamliners

Harold Banks, William Kratville

Kratville Publications 1974

In-depth history of the development and growth of the Streamliner fleet, lavishly illustrated with period black and white photos showing numerous details.

The Official Pullman Standard Library — UP 1937-58 Volume 14

W. David Randall

RPC Publications 1993

Coverage of all Pullman-built cars, including 1/4" scale floor plans.

The Passenger Car Library Volume 7 — Southern Railroads

W. David Randall

RPC Publications 1993

Coverage of Budd and AC&F equipment built for various roads including UP; includes 1/8" scale floor plans.

Online

A quick search online will turn up numerous UP modeling and historical sites that provide a variety of articles, rosters, links, photos and other information for fans and modelers. One excellent resource is the Union Pacific Historical Society found at <http://www.uphs.org>.

As Pullman and UP began construction of the streamlined M-10000 in 1933, engineers realized the radical design presented new dangers to motorists. The distillate engine was amazingly quiet and produced only a haze of heat and exhaust — a far cry from the steady chuff and column of steam that marked the approach of normal trains. And running at 90 to 110mph (144 – 177kph), M-10000 would arrive at grade crossings much faster than conventional trains.

By 1933 research showed shades of yellow were highly visible under most lighting and weather conditions. Based on this, the M-10000 was finished in Armour Yellow with Leaf Brown trim to provide higher contrast. The bright yellow would soon become the signature of UP's best trains, reserved especially for the Streamliner fleet.

Working from original paint samples, Walthers *City* streamliners are finished in the later Armour Yellow and Harbor Mist Gray, formally adopted for Streamliner trains in 1941.

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