



North Western's 1937 Challenger coaches came in two types:

"Women's" 56 seat cars 6160-6166 with a women's wash/dressing room and cars 6132-6147 with only 48 seats due to the commodious wash/dressing rooms for both sexes.

Union Pacific rostered a larger number of cars with identical window arrangements and very similar interior plans, but differed externally because they were of riveted aluminum construction rather than the welded Cor-Ten steel of the North Western cars, and utilized Pullman mechanical air conditioning while the CNW cars had Waukesha.

The most obvious difference, however, was the trucks. The C&NW used 43EG triple bolster trucks unique to the Challenger series of cars and the UP used a totally different design, unique to their Challenger series of cars. An excellent photo of the 43EG truck can be found on page 16 of the PULLMAN STANDARD LIBRARY, VOL 9, C&NW.

Unfortunately, Coach Yard's otherwise excellent brass models of the CNW cars utilized the UP truck, which differs completely from the 43EG.

James Broughton prize winning Women's C&NW Coach