



## CHALLENGER

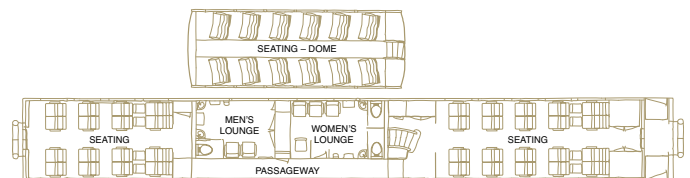
### Dome Coach – Stabled at Council Bluffs

The *Challenger* was built by Pullman Standard in 1958 as dome coach No. 7015, the last dome car built. It was reacquired by Union Pacific in 1989.

The Challenger passenger trains, known as “Everybody’s Limited,” were introduced in the middle of the Depression in an attempt to draw ridership back to the rails. The equipment was spartan and the meal service was advertised as “three meals for under a dollar a day.” There was good food and plenty of it, but it wasn’t the first-class fare of the streamliners, where one meal might cost \$1.25.

The introduction of the Challenger also marked the advent of registered-nurse-stewardess service in August 1935. These single women were charged with first-aid service for the entire train, but their main function was to assist women with small children and children traveling alone. They were paid \$125 per month plus expenses. The track also featured exclusive coaches for women and children at the head of the train, thus eliminating the need for men to even walk through the cars.

Even though it was called the *Challenger*, during its first months of operation, the rail car ran as the second section to the Los Angeles Limited. In May 1936, the Challenger was given its own number and began to run individually. In 1937, the San Francisco Challenger was added. As dome cars were acquired, the Challenger became the Challenger Domeliner and ran until 1971.



*Configuration: Challenger is a Dome Coach Car. The short end of the car has coach-style seating for 16, and the long end of the car has coach-style seating for 20. The dome has seating for 24, giving this car a total seating capacity of 60.*