

Walthers Smooth-Side PS 10-5 Sleepers

By Steve Sandifer

Walthers Smooth-Side PS 10-5 Sleepers

Revised 3-3-05

Walthers has released of Pullman-Standard 10-roomette, 5-double bedroom sleepers. The ready-to-run cars feature smooth sides, General Steel Castings 41-HR trucks with cast-metal side frames, and steam-heat underbody details and are offered without skirting. This is Lot 6606 Plan 4072B, the Santa Fe *Cascade* series which included 2 cars, *Cascade Mills* and *Cascade Shoals*. Trucks and air conditioning are correct for this model. The skirts were probably removed around 1960.

The original Santa Fe version was in the 1960s all gray scheme. Another paint scheme was released by Walthers in October 2004, #932-16746, which is the earlier two tone gray scheme (TTG) below.



According to Michael Flick's article in the May/June 1984 *Santa Fe Modeler* (as supplemented by other letters/references): "The 10-roomette, 5-bedroom (10-5) sleepers were purchased in September 1939 and delivered in March and April 1940 as part of Lot 6606, Plan 4072B. As built, they were owned and operated in Pullman pool service.

"In November 1940, the *Cascade Shoals* and *Cascade Mills* were assigned to Santa Fe service between Chicago and Kansas City. They were carried on *The Scout* westbound and *The California Limited* eastbound."

In Frailey they are carried as being on *the Chief* in 1944.

Walthers Smooth-Side PS 10-5 Sleepers

By Steve Sandifer

Andy Sperandeo added, "the summer 1947 mostly lightweight consist for trains 23 and 24 includes a Chicago-Grand Canyon via Williams Junction-Los Angeles sleeping car line that could be filled by a 6-6-4 *Valley* car, a 6-2-2 Budd car of the *Oraibi* series, or a 10-5. I take that to indicate that one or both cars were in *Grand Canyon* service at that time. In 1947 the *Cascade* cars probably still had their skirts and definitely would have been painted two-tone gray. Judging from photos of the *Valley* cars from 1947 and 1948, my guess is that they still had "PULLMAN" on the letter board at that time."

"Following WWII, they became the property of the Santa Fe. In the 1960s, they were assigned to *The Kansas City Chief*. They were dropped from the *KC Chief* on May 16, 1966, and apparently scrapped in 1968. The cars did make at least one sojourn on *The Chief* during the WWII era, as well." Flick

"Initially, the sleepers wore two tone gray paint with black trucks. The trucks were repainted silver shortly thereafter. The cars were later painted solid gray, with silver roof and trucks. It does not appear that anyone has determined the date that these cars were converted from two tone to solid gray."

Dean Hale reports that they "had at least three different paint schemes -- two-tone gray with white/silver stripe; simulated shadow stripes; solid gray with silver roof."

Tom Madden's files report:

Cascade Mills - in service 6/25/1940
Pullman Mechanical Air Conditioning
Sold to ATSF LTP 12/31/1945
Paint:

- two-tone gray (light outer, dark window panel) as built
- specification MDD5019 (no date, spec issued 12/23/1947)
- specification CED4581? (no date, spec issued 11/22/1949)
- specification CED4581D (9/22/54) (described as two-tone gray under *Valley* cars)

Cascade Shoals - in service 6/25/1940
Pullman Mechanical Air Conditioning
Sold to NYC (!) LTP 12/31/1945 (this must be an error)
Paint:

- two-tone gray (light outer, dark window panel) as built
- specification MDD5019 (no date)
- specification CED4581 (5/9/1952)
- specification CED4581D (8/15/1955)

Thanks to Eric Hiser and Brian Durbin for his input.