

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers Plastic Passenger Cars

Updated 7/16/05

Beginning in 2001, Walthers released a series of very high-quality plastic Budd (and other) cars. Some of these are ATSF prototypes. The following pages will examine those of ATSF interest.

The Society has published two books which are the authority on many of these: *Head End Cars* (now out of print) and *Coach, Smoker & Chair Car Genealogy*.

The following topics are covered below. Additional information can be found in the “Modeling” and “Product Review” sections on this website.

- Walthers Budd Lightweight Cars
- Walthers Pullman-Standard Lightweight Cars
- Walthers 1951 Super Chief Set Cars
- Walthers Rivarossi Smooth Side Cars
- Walthers Budd Cars: Common Traits
- Walthers Passenger Trucks
- Walthers Heavyweight Cars
- Walthers Plastic Headend Cars – Foreign road cars that appeared in Santa Fe passenger consists

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Walthers Budd Series Cars

Number	Prototype	Notes
<u>932-6305 85' Budd 46-Seat Coach</u>	ATSF	Blt. 1953, #2816-2860 (CS&CC250) (PCL5:113)
<u>932-16303 85' 46-Seat Coach without skirts</u>	ATSF	Blt. 1953, #2816-2860 (CS&CC250) (PCL5:113). Skirts were later removed for easy maintenance.
<u>932-9001 Budd Pine Series 10-6 Sleeper</u>	ATSF	There are numerous differences from the 932-6345 above. Pines were delivered 1949-50.
<u>932-6385 Budd Streamlined 52-Seat Coach</u>	SAL	Close to ACL by 1/2 window. For the kitbasher this has potential for the ATSF 1388 series, but it will require lots of work (PCL5:68)
<u>932-6405 73' Budd Baggage</u>	ATSF	#3500 series, blt. 1953+ (PCL5:107)
<u>932-16403 73' Budd Baggage without skirts.</u>	ATSF	#3500 series, blt. 1953+ (PCL5:107). Skirts were later removed for easy maintenance.
<u>932-9002 Budd 73' Baggage</u>	ATSF	The same as 932-6405 above.
<u>932-6425 85' Budd Lounge</u>	PRR	Congo 29-1 Parlor, 1952. For the kitbasher this may have potential for the 3072 Coach series, but it will require lots of work (PCL5:20).
<u>932-6445 63' Budd RPO Car</u>	ATSF	#89-98, blt. 1954 (PCL5:110)
<u>932-9007 Budd 63' RPO</u>	ATSF	The same as 932-6445 above.
<u>932-16442 Budd 63' RPO without skirts</u>	ATSF	Same as above, sans skirts, after 1963

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Walthers Pullman-Standard Passenger Cars

Number	Prototype	Notes
<u>932-6700</u> <u>Smooth-Side PS</u> <u>4-4-2 Sleeper</u>	UP, PRR, NYC, SP, CNW, CRI&P, and IC.	The 4-4-2 smooth side is an <i>Imperial</i> series sleeper of lot 6571 built in 1941. Both the <u>NYC</u> and <u>PRR</u> <i>Imperial</i> (later <i>Bridge</i>) cars were in transcontinental service on the "Chief. The NYC paint scheme is valid for the early 50s. The PRR paint scheme began around 1954 and the skirts were not removed until around that date. For earlier dates, the two-tone gray would be necessary. The PRR cars included <i>Imperial Park</i> , <i>Imperial Pass</i> , and <i>Imperial Point</i> .
<u>932-6702 Fluted</u> <u>PS 4-4-2 Sleeper</u>	ATSF	1938, Plan 4069C, Lot 6553 and 6597. The prewar fluted-side cars were used on the <i>Chief</i> and on the <i>Super Chief</i> until replaced by the <i>Regal</i> series cars of 1947. (P-SL1:29)
<u>932-9005 PS 4-</u> <u>4-2 Sleeper</u>	ATSF	Advertised as the 1938 <i>Hotevilla</i> series (smooth skirts), lot 6553, Plan 4069C. (P-SL1:29) This is the same as 932-6702 above. Kit comes with <i>Regal</i> decals but is not a <i>Regal</i> car.
<u>932-6722</u> <u>Smooth-Side PS</u> <u>6-6-4 Sleepers</u>	ATSF, SP, CNW, MP, Erie, IC, and CRI&P	IC <i>King Cotton</i> , UP <i>American</i> , ATSF <i>Valley</i> . Lot 6669 plan 4099, built in 1941-42. The ATSF paint is from the mid-50s. (P-SL1:73)
<u>932-16726</u> <u>Smooth-Side PS</u> <u>6-6-4 Sleepers</u>	ATSF	ATSF <i>Valley</i> . Lot 6669 plan 4099, built in 1941-42. The ATSF paint is the earlier TTG. Announced for the Spring of 2005.
<u>932-6742</u> <u>Smooth-Side PS</u> <u>10-5 Sleepers</u>	ATSF, NYC and PRR	Lot 6606 Plan 4072B, the Santa Fe <i>Cascade</i> series which included 2 cars, <i>Cascade Mills</i> and <i>Cascade Shoals</i> . The ATSF paint is from the mid-50s.
<u>932-16746</u> <u>Smooth-Side PS</u> <u>10-5 Sleepers</u>	ATSF	Lot 6606 Plan 4072B, the Santa Fe <i>Cascade</i> series which included 2 cars, <i>Cascade Mills</i> and <i>Cascade Shoals</i> . The ATSF paint for this number is the earlier TTG paint.
<u>932-9003 PS</u> <u>36 Seat Diner</u>	ATSF	It is the 1950 built 600-606, Lot 6851, Plan 7625, blt. 1950. (P-SL1:151)
<u>932-9004 PS</u> <u>29 Seat</u> <u>Dormitory</u> <u>Lounge</u>	ATSF	It is the Lot 6849, Plan 7623, built 1950, #1339-44, (P-SL1:146)
<u>932-9006 PS</u> <u>Pleasure</u> <u>Dome</u>	ATSF	It is the #500-5, Lot 6836, Plan 7616, blt. 12/50. (P-SL1:121)
<u>932-9008 PS</u> <u>Vista Series</u> <u>Obs-Lounge</u>	ATSF	Lot 6757, Plan 4115, built in 1947, these included <i>Vista Canyon</i> , <i>Cavern</i> , <i>Heights</i> , and <i>Valley</i> . They were squared off in 1956. (P-SL1:109)

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1951 Santa Fe Super Chief Set

Walthers has produced a Santa Fe *Super Chief* set. Though all ran on the *Super Chief*, it would not have been at the same time. To make up a full *Super Chief*, you would have to cheat. Based on the 1951-53 consist:

Athearn Genesis F7 ABBA Set #47LABC	#47 was blt. 10/52. For 1951, you must use an F unit #41 or lower.
Storage mail	<u>Walthers Budd 73' Baggage #3500 series, blt. 1953+, with skirts.</u>
RPO (KC-LA)	<u>Walthers Budd 63' RPO, blt. 1954.</u>
Sleeper 10-6 (KC-LA)	<u>Walthers Budd Pine, blt. 1950</u>
Sleeper 10-6 (<i>Palm/Pine</i>)	<u>Walthers Budd Pine, blt. 1950</u>
Sleeper 4-4-2 (3 days a week) (<i>Regal</i>)	<u>Walthers 4-4-2 Native American ran 1938-47. Regals replaced these in 1947.</u>
<u>Dome lounge (500-3, 5)</u>	<u>Walthers P-S Pleasure Dome, blt. 1950</u>
<u>Diner (600-5)</u>	<u>Walthers P-S 36 seat Diner, blt. 1950</u>
<u>Dorm-Lounge (1339-44)</u>	<u>Walthers P-S 29 Seat Dorm-Lounge, blt. 1950.</u>
Sleeper 4-4-2 (<i>Regal</i>)	<u>Walthers 4-4-2 Native American ran 1938-47. Regals replaced these in 1947.</u>
Sleeper 4-4-2 (<i>Regal</i>)	<u>Walthers 4-4-2 Native American ran 1938-47. Regals replaced these in 1947.</u>
Sleeper 10-6 (<i>Palm</i>)	<u>Walthers Budd Pine, blt. 1950 as stand in.</u>
<u>Sleeper-obs (<i>Vista</i>)</u>	<u>Walthers Vista Series, built 1947.</u>

Walthers Rivarossi Smooth Side Cars (new tooling 2003)

Number	Prototype	Notes
<u>635-6741 Special Edition Baggage Car #3904</u>	UP	This is the same UP prototype car they have sold for some time and is not correct for any ATSF baggage.

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Primary prototype references:

Coach, Smoker & Chair Car Genealogy by John B. McCall. Santa Fe Railway Historical and Modeling Society, 2005.

Head End Cars by Frank Ellington and Joe W. Shine. Santa Fe Railway Historical and Modeling Society, 1999.

The Passenger Car Library, Volume 5, Santa Fe / Southern Pacific, by W. David Randall, RPC Publications, 2002.

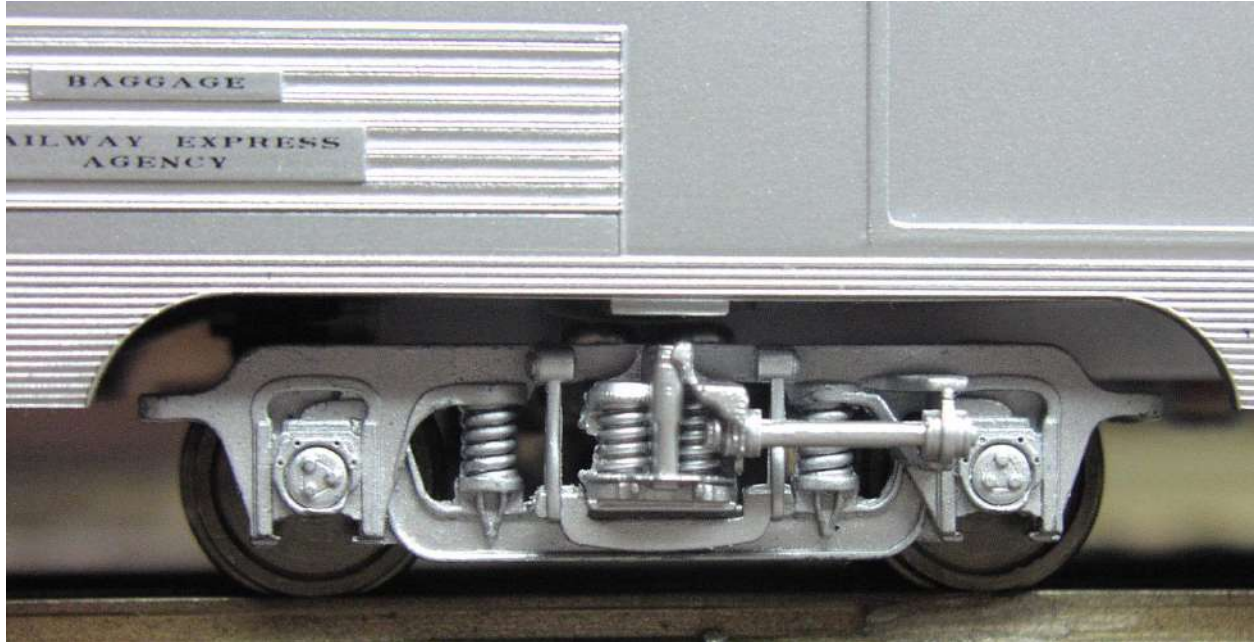
The Official Pullman-Standard Library, Volume 1, Santa Fe, by W. David Randall, RPC Publications, 1986.

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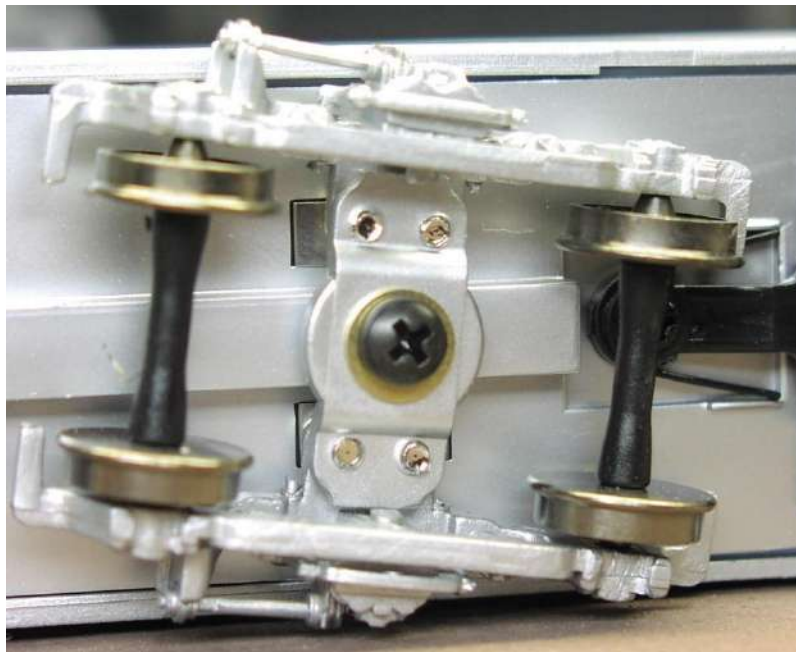
By Steve Sandifer

Walthers Budd Cars: Common Traits

These are the finest plastic coaches I have ever seen. The fluting is the best, the truck castings are excellent. However, there are some shortcomings (I hate to criticize such an excellent model).



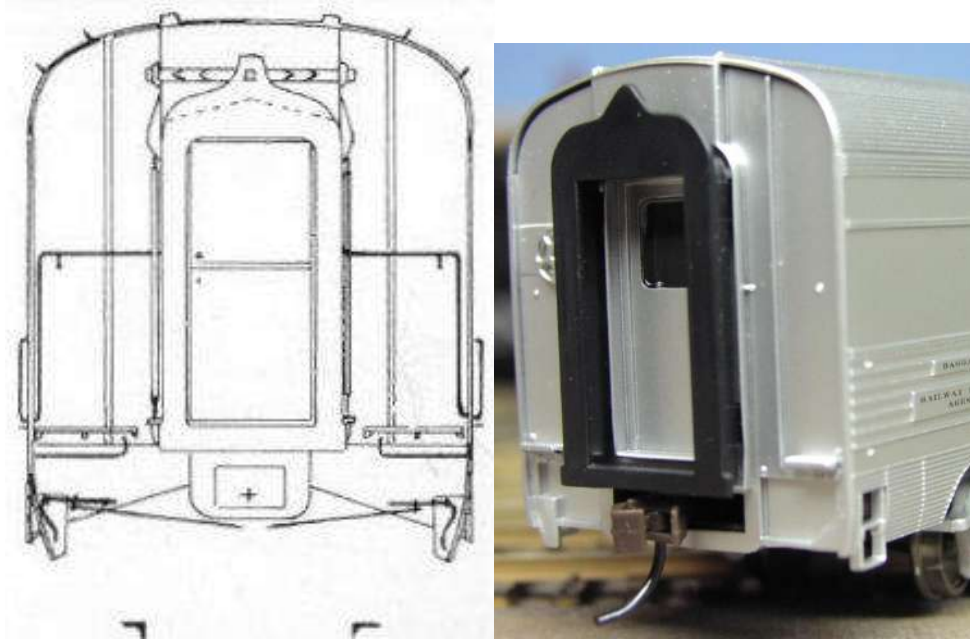
Wheelsets: On the first runs of the 46-seat coach, 10-6 sleeper, baggage, and RPO, all were out of gauge - too narrow. They can be corrected and roll nicely. The wheelsets do not have to be replaced, though many modelers are doing that. Since these cars are set up for lighting kits, use care in wheelset modifications.



Trucks are 8'6" wheelbase, while ATSF used 9'. Train Station Products makes the correct 9 ft truck (41-CDO-II) for these cars (part 414). In the late 50s and early 60s most received 41CNS-II trucks.

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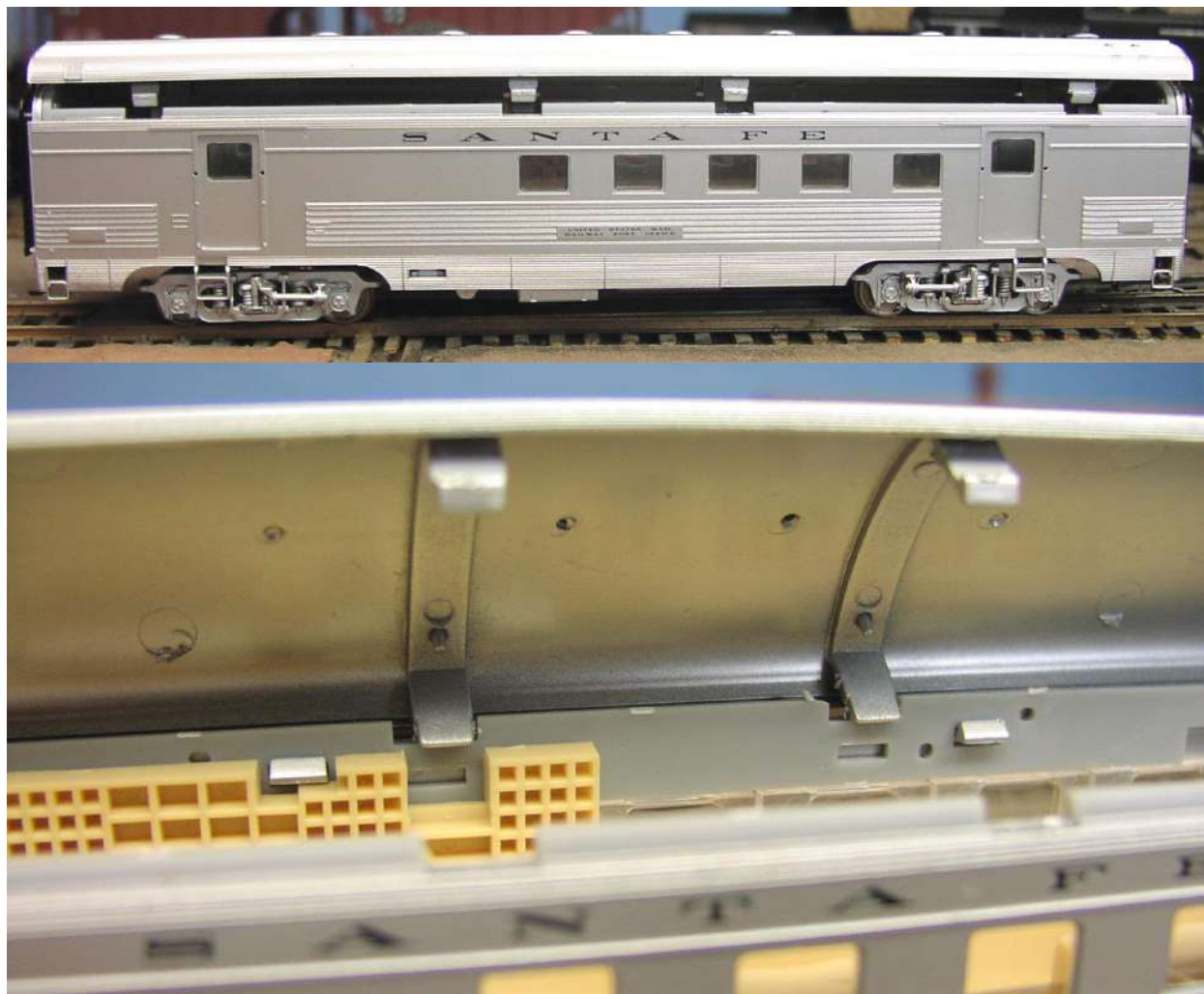
- The extension on the end of the car where the diaphragm is attached is too shallow compared with the prototype.
- The diaphragm spring is very strong. Standard magnetic uncouplers will not work with these cars. On other cars, fans have removed the diaphragm and replaced it with American Limited diaphragms.
- The smooth areas of the sides of these cars have no molded seams. The model is totally smooth.
- All cars I have checked have proper coupler height. These cars do have a unique swinging coupler arrangement with plastic knuckles. Those seeking to install metal Kadees will need to do some modification.
- The underbody boxes usually are open to the center of the car. For viewing at a low angle, modelers will want to seal off the back sides.

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Removing the Roof

The roof is held on with clips. Care must be taken to remove them without leaving marks at the seam or worse.



Use a flat hobby knife blade to locate the tabs and press in while lifting the roof. Be patient. Pulling too hard will break something, but not pulling enough will not keep one location open while you seek the next one. You will notice from the above photo that there is a gray piece of plastic which clips to the side of the car and to the roof. That piece helps keep the two aligned.

Do not remove the roof until you are ready to do some work on the car. When you remove it, plan on painting the interior and gluing in the grabs (from the inside). If you want lighting, do it all at the same time.

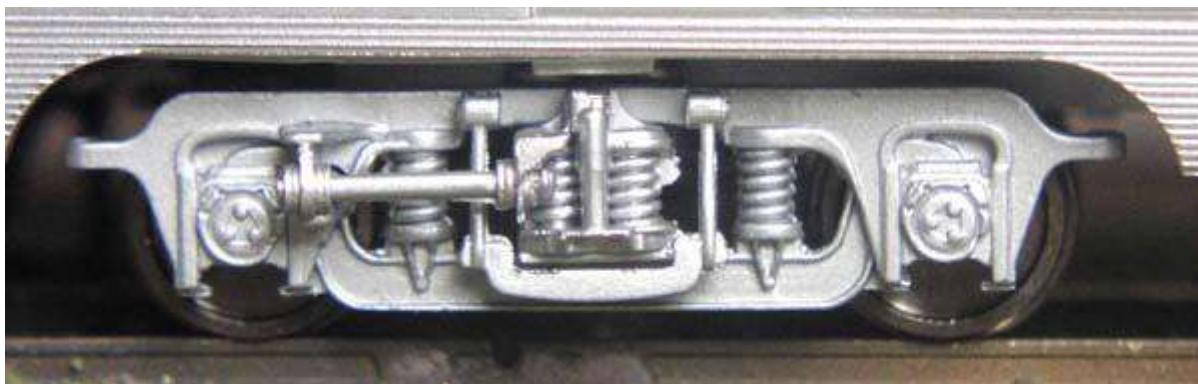
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Walthers Passenger Trucks

Updated 1-21-04

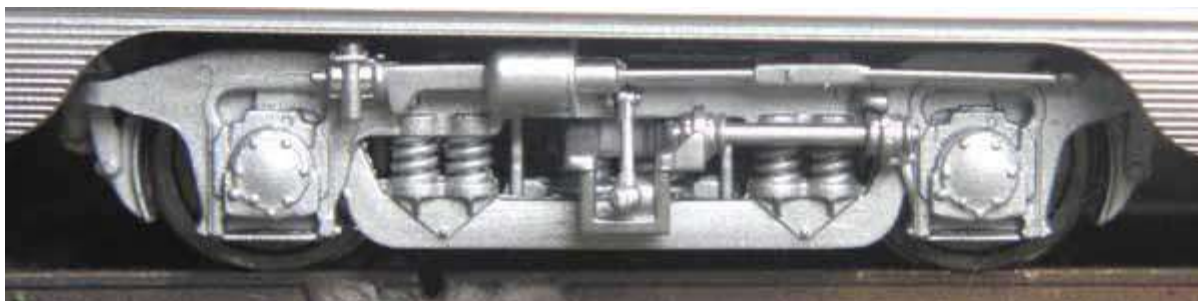
There has been a lot of discussion on the internet concerning the trucks used by the ATSF. Below are photos of the Walthers Trucks with some comments. Some modelers have been exchanging trucks based on their era.



41CDO-11

This truck was provided on the Budd Baggage car, Budd RPO, and the 46-seat coach.

John Fiscella reports, "41-CS-11(CIB) were the "original equipment" trucks (on the *Pine* sleepers). They were upgraded, probably in the late 50's or 60's, to 41-CDO-11(CIB), outside-swing hanger trucks, on most *Pine*-series 10-6 cars."

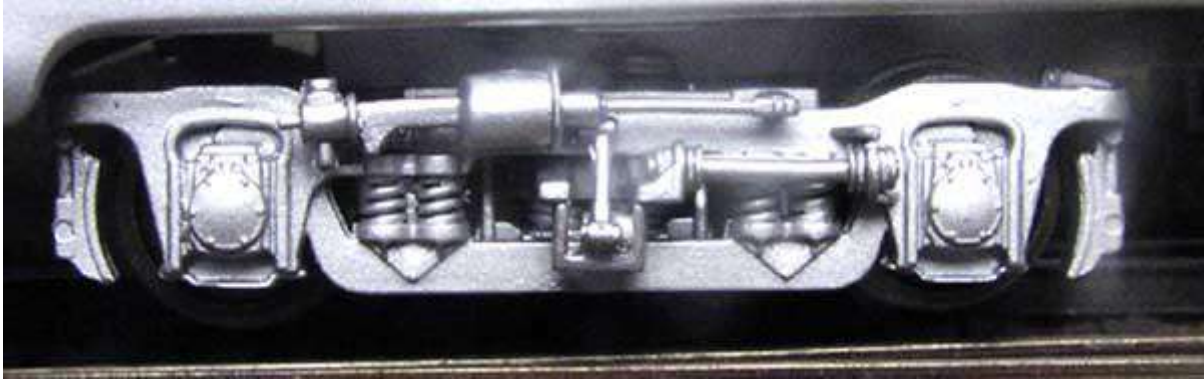


41HR-11

This truck was supplied on the 6-6-4 and 4-4-2 PS sleepers.

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41-CS-11

A third truck has been produced by Walthers and is on the Santa Fe *Pine* cars as released in January 2004. The trucks "have a plain equalizer, which would be correct for the observation, diner, and dorm Super Chief cars Walthers will be doing" (John Fiscella).

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Walthers Budd 46-seat Coach 6305

Number	Prototype	Notes
<u>932-6305 85' Budd 46-Seat Coach</u>	ATSF	Blt. 1953, #2816-2860 (CS&CC250) (PCL5:113)

The 2002 release Walthers Budd 46-seat Coach 6305 is a model of ATSF 2816-2860 leg rest chair cars (Budd, 1953). These were built for the *El Capitan*. These were the last equipment purchased before the change to Hilevel equipment. After the Hilevel cars arrived, they saw service on *The Chief* and *San Francisco Chief*. Most of these went to Amtrak November 1, 1971, becoming 4810-4828 (2816-2836), 4850-4872 (2837-2860).

How well do these cars shape up? The attached photos are of the car straight out of the box. The metal grabs have not yet been added. They come with a quality molded plastic interior. The interior has 48 seats, as do the plans in Randall's Budd book, Frailey's book, and a Santa Fe Circular. Stagner's *ATSF Color Guide* has a color photo on page 8 and calls it a 46-passenger car. The *Railway Passenger Car Annual Vol. 1 & 2* and the *Amtrak Car Spotter Vol. 1 & 2* lists them as 48-passenger. Walthers' says, "While the prototypes were fitted with 48 seats, two were usually reserved for the train crew, so that 46 paying passengers were carried."

Tom Cockle reports, "Regular usage of 2816 class chair cars prior to the combined Super Chief and El Capitan (Jan. 12, 1958) included:

1) on the Chief after that train got chair cars (and lost its transcontinental Pullmans to the Super Chief) on Jan. 10, 1954. 2) on the San Francisco Chief from its inauguration in the Spring of 1954 until it got Hi-Levels in 1964. 3) on the Texas Chief beginning Winter 1955, until it also got Hi-Levels (off-season) in Spring 1968. 4) and, of course, these cars had been built for the El Capitan, and lasted until it went Hi-Level July 15, 1956."



These are the finest plastic coaches I have ever seen. However, there are some shortcomings (I hate to criticize such an excellent model).

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The windows are divided by an upright support into two portions. The divider is cast into the glass windows but is not painted silver. Tom Cockle suggests using silver decal strips to color that support. Microscale 124-4 has the decals for this purpose.

Prototype photos:



#2845 in Amtrak service at Chicago on April 14, 1973. Owen Leander photo, Robert J. Yanosey collection, from Lloyd Stagner's *ATSF Color Guide to Freight and Passenger Equipment*.



See a photo of 2829 on the Q-Station site.

2822 is available through Rail Journey's West. An interior photo is on their site.

The April 2001, issue of *Model Railroader* had drawings and photos of these cars.

Also see the prototype in *The Passenger Car Library, Volume 5, Santa Fe / Southern Pacific*, by W. David Randall, RPC Publications, 2002.

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Santa Fe Steel Rails through California by Duke: Page 104/105 has an undated two page spread of the San Francisco Chief with four of these cars--all in skirts. Page 94 has an undated pic of the El Capitan passing South Pasadena with one of these cars, skirted, ahead of the obs.

Santa Fe Streamliners by Zimmerman. Page 73 has full page pic of El Capitan on Cajon on March 7, 1954, with several of these cars, all in skirts.

Santa Fe in Color, Vol. 4 by Stagner. Page 117 has a June 1953 pic of El Capitan leaving LAUPT with several of these cars visible, all skirted. Page 122 has an April 30, 1971 pic of a switching move at LAUPT, with one of these cars, unskirted.

The Surfliners by Stephenson. Page 95 has an undated pic of two of these cars, unskirted, in San Diegan service. Page 33 has a 1970 partial view of 2816, unskirted, at Oceanside in San Diegan service.

Valley Division Vignettes by Krieger and Icanberry. Page 90 has a Nov. 12, 1967 view of one of these cars, skirted, arriving Richmond on the last Train 7.

Quarter Century of Santa Fe Consists by Frailey. Page 69 has an undated picture of 2839, skirted. (Might be a companion shot to the builder's photo of 2839 in the new Randall book).

Thanks to Tom Cockle for some of the information above.

For interior photos, there is an ad showing interior on pages 39 and 48 of *Santa Fe, The Chief Way* by Robert Strein.

This Budd product postdates some brochures on this website, but those photos will indicate the style of interior decoration.

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Walthers Budd 10-6 Sleeper 6345

Number	Prototype	Notes
<u>932-9001 Budd <i>Pine</i> Series 10-6 Sleeper</u>	ATSF	There are numerous differences from the 932-6345 above. Pines were delivered 1949-50.

Updated 3-3-05

The 2001 release Walthers Budd 10-6 Sleeper 6345 is a model of UP *Pacific* series sleepers (Budd, 1949-50). However, these cars were close to the ATSF *Pine* series (Budd, 1950).

In January 2004, Walthers released a revision, 932-9001, which has several improvements for Santa Fe fans. Still sans skirts, the fluting has been brought down and the underbody details are much different with correct steam ejector a/c and 41-CS-11 trucks. It comes with *Pine* series decals for the modeler to name his own cars.

The *Pine* series was Budd Job 9660-038, 27 cars, ordered 1/48 and delivered 12/49 - 3/50. They were built for general service and assigned to premier trains. All cars were delivered without skirts and the Santa Fe attached them to several cars including *Pine Gorge* and *Pine Cavern*. Three cars were sold for scrap in 1968 and the balance went to Amtrak in 1971.

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Below are photos of the cars straight out of the box. The metal grabs have not yet been added.



First series



Santa Fe Pine



First Series



Santa Fe Pine



Underbody, Santa Fe Pine

Walthers Plastic Passenger Cars

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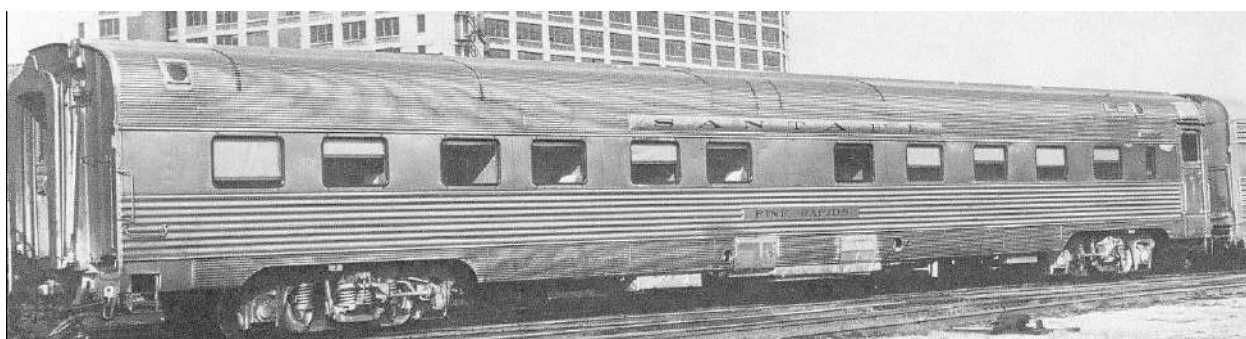
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Prototype photos:



Pine Gorge at Topeka, May 3, 1970. Owen Leander photo, Robert J. Yanosey collection, from Stagner's ATSF Color Guide to Freight and Passenger Equipment.



Pine Rapids

Model Railroader had an article on the *Pine* series in the July 1994, issue which includes excellent side views of the car and underbody detail drawings. These are the best photos sans skirts I have found.

RPC, Vol. 11 reviews these cars.

Also see the prototype in *The Passenger Car Library, Volume 5, Santa Fe / Southern Pacific*, by W. David Randall, RPC Publications, 2002.

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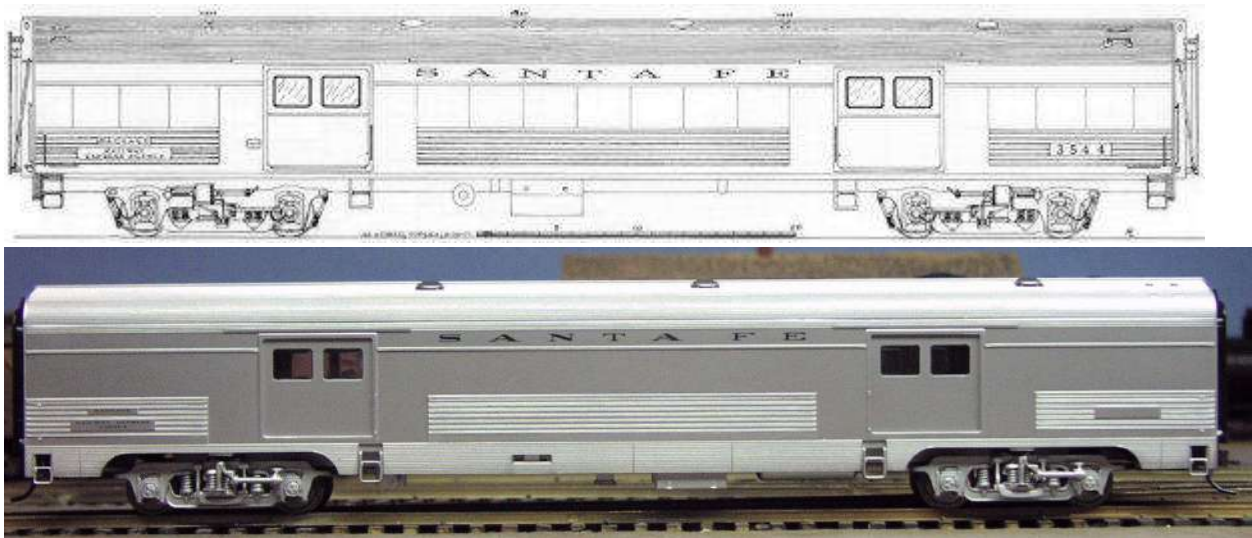
Walthers Budd Baggage 6504

The 2002 release Walthers Budd Baggage product number 6504 is a model of ATSF 3500-3539 (Budd, 1953), 3540-3554 (Budd 1957), and 3650-59 (Budd, 1953). These were used in general service on the principle streamlined trains. Most of these went to Amtrak November 1, 1971. The Walthers kit includes number decals for the 3540-3554 series only. However, any of these above numbers would be accurate. The 3650-3659 Baggage-Messenger group is also apparently identical externally except for the addition of two water drains from the sink and water cooler, a waste chute for the toilet and a messenger star on the side (Tom Cockle).

Andy Sperandio reports: "I'll identify it positively as being a Santa Fe 3540 series car. These were built by Budd in 1957 featuring the flat "crash" panels on either side of the doors, where fluting tended to be dented by baggage carts, and numbered 3540 through 3554. Originally, they had skirts but most, though perhaps not all, had the skirts removed in the 1960s. The Walthers car has a different type of truck and the truck wheelbase is too short - 8 feet instead of 9 - and there are other underbody differences. The body, however, appears to be a good representation of the Santa Fe prototype."

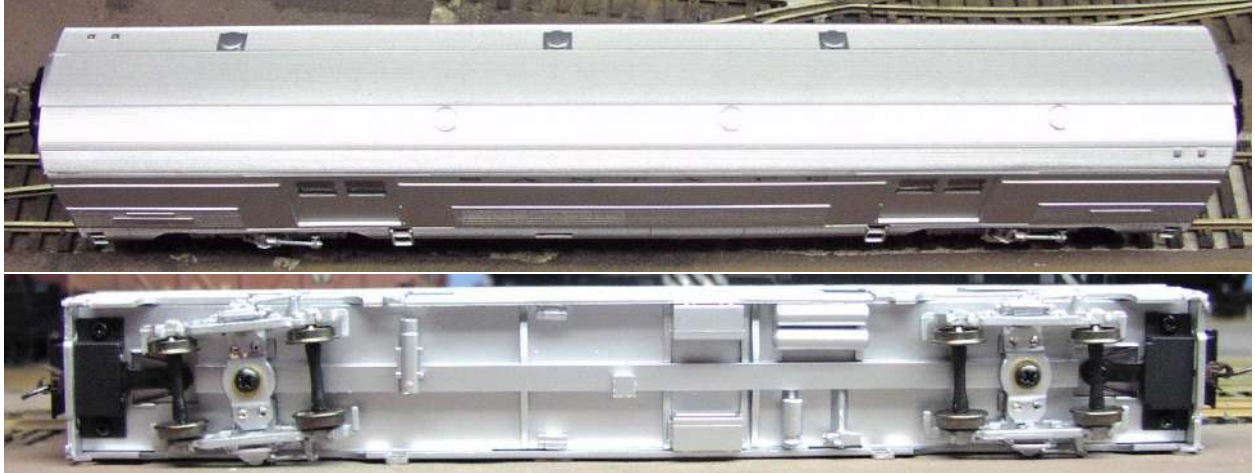
Walthers has announced the release of another version of this car, sans skirts, in late 2002.

How well do these cars shape up? The attached photos are of the car straight out of the box. The metal grabs have not yet been added.



Walthers Plastic Passenger Cars

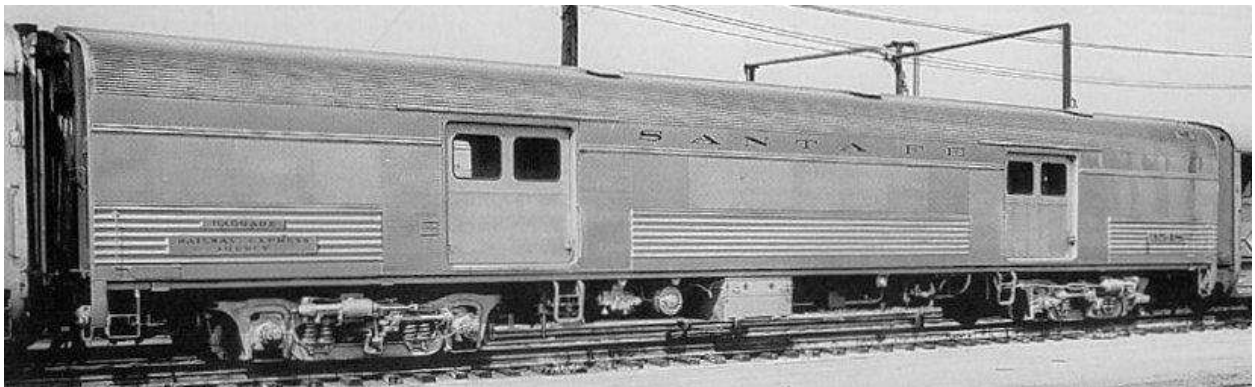
By Steve Sandifer



Prototype photos



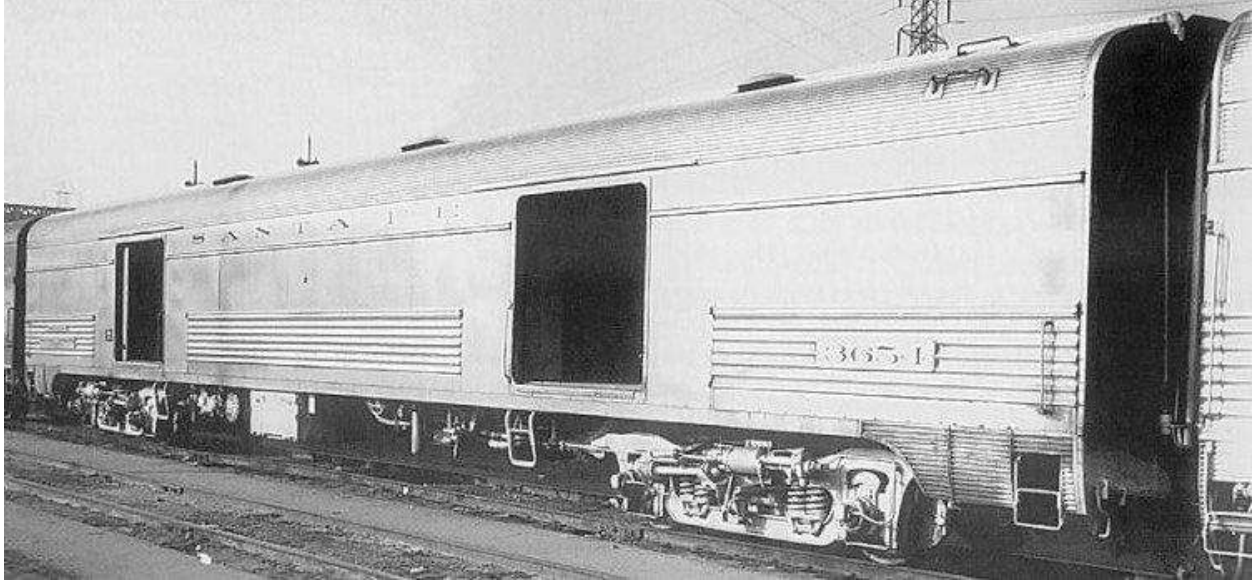
B&E 3513 (3540-54) at Los Angeles in 1962. Robert Loewing photo, Dennis J. Kogan.



B&E 3548 (3540-54) at Los Angeles coach yard in the spring of 1972. Dennis J. Kogan.

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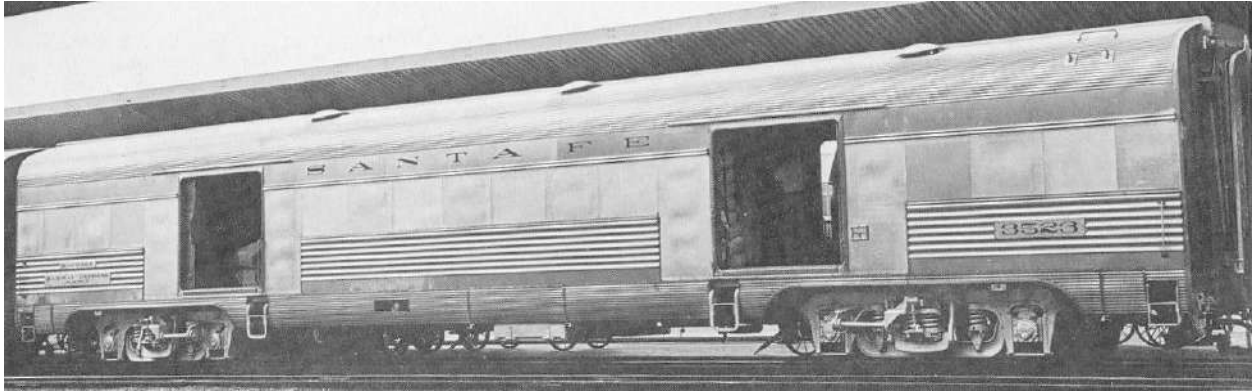
B&E 3654 (3650-3659) at Los Angeles coach yard in the summer of 1966. Dennis J. Kogan



Unknown number, at Colorado Springs, 1967. Photo supplied by Tim O'Connor.

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B&E 3523, from *Santa Fe Diesels and Cars* by Wayner

Photos and drawing from *Head End Cars*, by Frank M. Ellington and Joe W. Shine, published by the Santa Fe Railway Historical and Modeling Society, 1999, unless noted otherwise.

Also see the prototype in *The Passenger Car Library, Volume 5, Santa Fe / Southern Pacific*, by W. David Randall, RPC Publications, 2002.

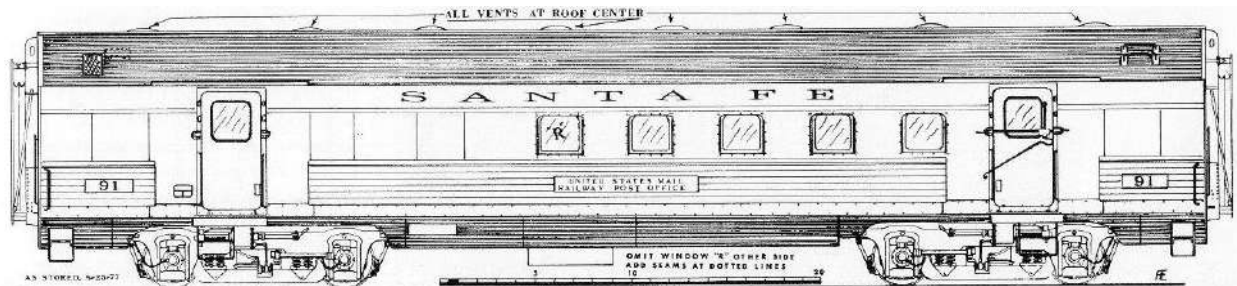
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Walthers Budd RPO 6445

Number	Prototype	Notes
<u>932-6445 63' Budd RPO Car</u>	ATSF	#89-98, blt. 1954 (PCL5:110)
<u>932-9007 Budd 63' RPO</u>	ATSF	The same as 932-6445 above.
932-16442 Budd 63' RPO without skirts	ATSF	Same as above, sans skirts, after 1963

The 2002 release Walthers Budd RPO 6445 is a model of ATSF 89-98 (Budd, 1954). They were 63' cars with 60' RPO areas and were used in general service. Most of these went to Mexico after the formation of Amtrak. How well do these cars shape up? The attached photos are of the car straight out of the box. The metal grabs have not yet been added.



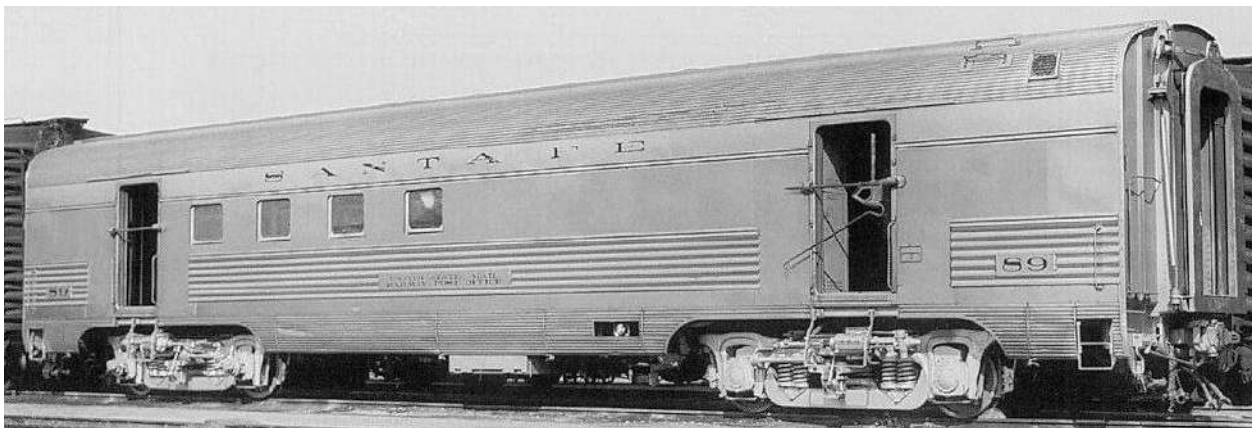
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Some early packages were short some of the wire grabs. Contact Walthers for securing these.

Prototype photos



#89 at Los Angeles in 1962. Shown with 41CNS-II trucks. Robert Loewing photo, Dennis J. Kogan collection, from Ellington & Shine, *Head End Cars*.



#91 at Los Angeles in 1963 with full skirt. Joe Shine photo from Ellington & Shine, *Head End Cars*.

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#92 with full skirts and 41CDO-II trucks. Robert Loewing photo, Dennis J. Kogan collection, from Ellington & Shine, *Head End Cars*.

Photos and drawing from *Head End Cars*, by Frank M. Ellington and Joe W. Shine, published by the Santa Fe Railway Historical and Modeling Society, 1999, unless noted otherwise.

The September/October 1984 *Santa Fe Modeler* had excellent drawings of these cars.

Also see the prototype in *The Passenger Car Library, Volume 5, Santa Fe / Southern Pacific*, by W. David Randall, RPC Publications, 2002.

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Walthers PS 4-4-2 Sleeper 6702

Number	Prototype	Notes
<u>932-6702 Fluted PS 4-4-2 Sleeper</u>	ATSF	1938, Plan 4069C, Lot 6553 and 6597. The prewar fluted-side cars were used on the <i>Chief</i> and on the <i>Super Chief</i> until replaced by the <i>Regal</i> series cars of 1947. (P-SL1:29)

Revised 3-2-05

The 2003 release Walthers PS 4-4-2 Sleeper 6702 is a model of based upon a 1938 Pullman-Standard ATSF design, Plan 4069C. The car comes with 41-HR trucks and Steam Ejector air conditioning.



Plan 4069A Lot 6532 were built in 1938 and totaled 12 cars. This has been called the *Hotevilla* series and they were delivered for use on the *Chief*. Names included: *Hotevilla*, *Hualpai*, *Jadito*, *Kaibito*, *Kayenta*, *Kietsiel*, *Klethla*, *Moencopi*, *Mohave*, *Nankoweap*, *Naslini*, and *Polacca*. They remained as-built and were scrapped between 1966 and 1968.

Lot 6553, Plan 4069C were two more cars for the *Super Chief* built in 1938. The names were *Tchirege* and *Tsankawi*. They also survived without alteration until scraped in 1966. These came with 41-R trucks

Lot 6597, Plan 4069C were six more built in 1939. The car names include: *Bacobi*, *Hasta*, *Nava*, *Saydatch* (?), *Seboyeta*, and *Tapacipa*. *Tapacipa* was wrecked in 1947. The other 5 were sold for scrap in 1966 and 1967. This is the prototype for the Walthers car.

Correct spelling of the unusual ATSF names is often debated. The names as they appear above are spelled as in *The Official P-S Library* from David Randall and William Ross. Fred Frailey's *Quarter Century* spells *Saydatch* as *Saydatoh*. *RPC Vol. 11*, *Wayner's Car Names, Numbers &*

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By Steve Sandifer

Consists, and the Jan. 1961 *Official Register of Passenger Train Equipment* lists it as *Saydotah*. The Walthers sheet spells it the Randall way, *Saydatch*.

The prewar fluted-side cars were used on the *Chief* and on the *Super Chief* until replaced by the *Regal* series cars of 1947.

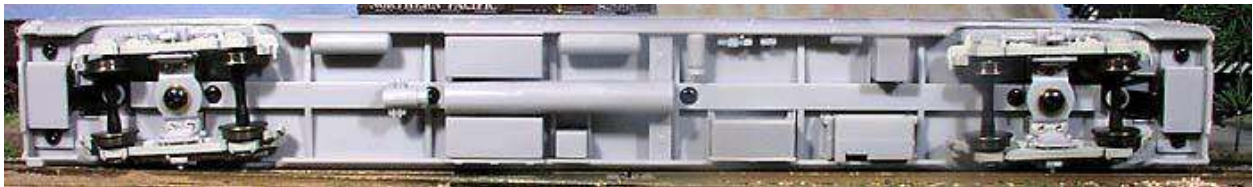
This is the extremely close to the 4069A car offered by Eastern Car Works and the SFH&MS, known as the *Hotevilla* series. *Mainline Modeler* had plans in the 2/93 issue. The 4069C plans included fluted skirts and a couple of extra roof vents; the 4069A had smooth skirts, a slightly different window spacing, and 43-R trucks.

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By Steve Sandifer

Smooth-Side PS 6-6-4 Sleepers

Revised 3-2-05



Undecorated model shown

The 6-6-4 is the IC *King Cotton* (the same as your UP *American* series) lot 6669 plan 4099, built in 1941-42. Other owners included ATSF, SP, CNW, MP, Erie, IC, and CRI&P.

Santa Fe ordered 26 of these cars as Lot 6669, Plan 4099, for delivery in 1942. This is a Santa Fe *Valley* series smooth side sleeper as used on the Summer '47 lightweight version of the *Grand Canyon*, and in transcontinental service on the *Chief* (B&O connection). This car is also available from Eastern Car works.

The paint scheme of the Walthers car is the 1953-71 all gray scheme, though photos of *Valley* cars in this scheme don't seem to appear before 1962. The model also lacks skirts, which date it after about 1960. These cars originally were two-tone gray, and some were shadow striped. A second two-tone gray appeared 1950-53. Pre-1960 modelers can purchase the undecorated kit (932-6720, with skirts) and paint for an earlier scheme. The Society painting and lettering guide has exact dates for the shadow striped versions of these cars which runs from 1947 - 53 depending on the car. Walthers has announced the earlier ATSF paint scheme for the Spring of 2005 without skirts which limits accuracy to the 1960-62 time period.

Mainline Modeler, 11/91, had plans for this car. These have the correct 41-HR trucks. The 26 assigned had Pullman LW mechanical AC and conventional Pullman axle-driven generator while the kit has the Waukesha AC unit, so half of the underbody, which is very visible without skirts, is incorrect for ATSF. The 41-HR trucks are correct.

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NYC ran 10-6 *River* series cars in transcontinental service on the *Chief*. These were two tone gray Plan 4123 for which a kit is not available, but Santa Fe modelers may want to substitute the Walther's 932-6732 for those cars as they were very similar.

Valley cars included: *Antelope Valley Blue Valley, Chama Valley, Cimarron Valley, Citrus Valley, Cottonwood Valley, Eagle Nest Valley, Estancia Valley, Hidden Valley, Kaw Valley, Mescalero Valley, Monument Valley, Paradise Valley, Pecos Valley, Pleasant Valley, Redondo Valley, Red River Valley, Red Rock Valley, Rio Grande Valley, Salt River Valley, San Miguel Valley, Sunshine Valley, Surprise Valley, Sweetwater Valley, Taos Valley, Tesuque Valley, Verde Valley, and Whitewater Valley.*

The *Verde Valley* has been preserved.

Walthers Plastic Passenger Cars

By Steve Sandifer

Smooth-Side PS 10-5 Sleepers

Revised 3-3-05

932-6742 Smooth-Side PS 10-5 Sleepers	ATSF, NYC and PRR	Lot 6606 Plan 4072B, the Santa Fe <i>Cascade</i> series which included 2 cars, <i>Cascade Mills</i> and <i>Cascade Shoals</i> . The ATSF paint is from the mid-50s.
932-16746 Smooth-Side PS 10-5 Sleepers	ATSF	Lot 6606 Plan 4072B, the Santa Fe <i>Cascade</i> series which included 2 cars, <i>Cascade Mills</i> and <i>Cascade Shoals</i> . The ATSF paint for this number is the earlier TTG paint.

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.



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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.

Andy Sperandio 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

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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.

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers Chief P-S 36 Seat Diner 9003

Revised 6-19-04

<u>932-9003 PS 36 Seat Diner</u>	ATSF	It is the 1950 built 600-606, Lot 6851, Plan 7625, blt. 1950. (P-SL1:151)
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This June 2004 release models Santa Fe diners 600-606.

The attached photos are of the car straight out of the box. The metal grabs have not yet been added nor the additional roof exhaust stacks. Several of the windows are two-piece windows and would benefit from a silver decal strips to make that apparent.



Also see the prototype in *The Pullman-Standard Library, Volume 1, Santa Fe*, by W. David Randall, RPC Publications, 1986.

Railroad Model Craftsman, September 1968, p. 24-34-35.

Walthers Plastic Passenger Cars

By Steve Sandifer

Dorm-Lounge P-S

932-9004 PS 29 Seat Dormitory
Lounge

ATSF

It is the Lot 6849, Plan 7623, built 1950, #1339-44,
(P-SL1:146)



The Walthers model is of ATSF 1339-1344 series Dorm Lounge, built in 1950 for the Super Chief by Pullman Standard, Lot 6849, Plan 7623, Serial No. PS50-13699-001 through 006.

The critical modeler will want to consult

Randall's P-S book as several of the windows are double sash and may require a silver decal strip to bring this feature out. They were delivered sans-skirts. All 6 went to Amtrak in 1971 and the 1340 was sold to "The Reading Company" in 1982.

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers P-S Dome-Lounge

932-9006 PS Pleasure
Dome

ATSF

It is the #500-5, Lot 6836, Plan 7616, blt. 12/50. (P-SL1:121)

This August 2004 release models Santa Fe Dome-Lounge 500-505 and was meant to pair with the 600-606 diners.

The attached photos are of the car straight out of the box. The metal grabs have not yet been added.



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Walthers P-S Sleeper Observation

9-28-04

932-9008 PS Vista
Series Obs-Lounge

ATSF

Lot 6757, Plan 4115, built in 1947, these included *Vista Canyon, Cavern, Heights, and Valley*. They were squared off in 1956. (P-SL1:109)



Walthers Plastic Passenger Cars

By Steve Sandifer



This August 2004 release models Santa Fe sleeper observations in the *Vista Series*. They are PS Plan 4115, 1947. They had one double bedroom, four drawing rooms, and an observation lounge. The correct names are *Vista Canyon*, *Vista Cavern*, *Vista Heights*, and *Vista Valley*. A further *Vista*, the *Vista Club* was built in 1950 by ACF and has a different appearance. In 1956 these cars were rebuilt with a squared off end for mid train use, so this model is prototypical for 1947-56. They were used on the Super Chief and in occasional special service. Photos in Boyle show then in special service in Tulsa in 1949 sans drumhead and in Topeka at another with the Santa Fe logo as a drumhead.

The attached photos are of the car straight out of the box. The metal grabs have not yet been added.

For those modeling the interior, this car had Venetian blinds and draperies, not shades. The drumhead on the model is the later version. Photos show an earlier drumhead in 1937 and the one on the model was used by 1947 and lasted until 1968.

Also see the prototype in *The Pullman-Standard Library, Volume 1, Santa Fe*, by W. David Randall, RPC Publications, 1986.

Boyle, Jonathan J. Jr., *Santa Fe Streamlined Observation Cars*. Forest, VA: TLC Publishing, 2004.

Railroad Model Craftsman, April 1969, p. 26-27, p. 34

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers Heavyweight Cars

Updated 9/3/06

Walthers re-entered the Heavyweight car market in 2004. Several of these cars are of interest for ATSF fans, though at present no one has produced the hallmark steam ejector air conditioning required for those owned by ATSF. Many of line cars were common on the Grand Canyon and other trains.

We have also begun a review of the vintage metal heavyweight cars produced by Walthers in the 1960-70s.

Pullman 14-section plan #3958 Sleeper	932-10200
Pullman 12-1 plan #3410-A Sleeper	932-10000
Pullman 8-1-2 plan #3979-A Sleeper	932-10050
Pullman 6-3 Sleeper	932-10400
Pullman 10-1-2 Sleeper	932-10550
ACF 70' Baggage	Announced for March 2006 (932-10500). This is a MP prototype and was seen on the <i>Fast Mail</i> . Photo of 2050 in Eagle paint (post 1950) shown p. 27, <i>Warbonnet</i> , 2nd 1997. Builder's photo on Fallen Flags Website, Otto Perry photo. Find one in ATSF consist.

Walthers Plastic Passenger Cars

By Steve Sandifer

Santa Fe Style Coach	Released in April 2006 (932-10351). Produced in 3 ATSF paint schemes. Air conditioned, based on 3060-3069 coaches. They are virtually identical to the earlier 3050-3059, except for the underbody. The 3060-series had a pressurized water tank between the battery boxes, while the 3050-series had overhead water tanks and thus no underbody tank, with the battery boxes side-by-side in the middle. The cars have the "big" windows, with no upper transom window. The chair cars are externally identical to the 2950-2959 series Smokers, 3100-3109 Chair Smokers.
Santa Fe Parlor 7857 6657	The kit is a combination of stamped metal sides, wood floor and other structural pieces, clear plastic windows, cast metal parts, decals and various other details including scale sized directions and a side drawing. Kits came with either a wood or plastic roof.
Santa Fe Chair Smoker 7855/6655	The kit is a combination of stamped metal sides, wood floor and other structural pieces, clear plastic windows, cast metal parts, decals and various other details including scale sized directions and a side drawing. Kits came with either a wood or plastic roof.

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers Plastic Headend Cars

Updated 10/14/05

Walthers Troop Conversion Express cars

Released in August 2005, the converted Troop Kitchen cars were not owned by the ATSF but were seen in consists of trains like the Fast Mail, Grand Canyon, California Limited, and Express Extras.



The CB&Q version (left) is documented on the Santa Fe #3 & #7 (932-4182). CB&Q had 300 of these express box cars.

What will be more interesting will be the release of the sleeper cars converted to express box/reefer applications. These are scheduled for December 2005 (932-4161). The best website for information on these cars is that of Cannonball which has made flat kits of this car for several years, and which for some versions is the only route to take. Not every railroad converted the sleepers the same (window sheathing, inside vs. outside doors, door widths, vents), so prototype modeler beware. The NYC and REX versions were common on the ATSF and others may have appeared from time to time. For some reason the above website omits the REX cars which included 100 express box and 275 express reefers. With several variations of doors, roofs, and paint schemes, Walthers may be producing these for some time.

Walthers GACX 50' Wood Reefer

The prototype modeler will want to consult Railway Prototype Cyclopedia Vol. 7 & 9, concerning these cars for their specific modeling era. Some of the paint schemes released were of cars no longer on line by 1950. The only markings that are prototypical by January 1951, are MP (2), MStP&SSM(SOO) (24), NC&StL (10), REX (891) and URTX (101). The PFE and SAL cars were 3' shorter versions but were still around in 51. The REX cars were common on the ATSF. See a comparison with the BLI and Precision Scale brass versions of this car.



Note that 932-5485 (above, left) is in the paint scheme used until the mid-50s. 932-4571 (right) is the later paint scheme. Two packs are also available.

Walthers Plastic Passenger Cars

By Steve Sandifer

Walthers PRR R50b

The Pennsy R50b express reefers were released by Walthers in 2003 and are to be re-released. They were common on ATSF express trains. Pennsy had 546 in January 1951. The best review of these cars appears on line in the Pennsy Keystone Modeler.

Walthers PRR B60b

These baggage cars saw frequent head end service on the ATSF. Discussions of these cars deserve their own page (elsewhere on this website).

Walthers 70' Hwt Baggage Express (MoPac car reviewed elsewhere on this website)

Walthers REA Express Reefer

932-6240 - 932-6246. These cars come in REA, ATSF, GN, ACL, and undecorated.

According to V. S. Roseman, Railway Express, 1992, cars 6900-7899 were built by General American in 1958, similar to the 6100s but riveted construction and diagonal pattern roof. These had an outside length of 54'11".

Greg Martin wrote, "I believe that the cars actually went into production as early as 1954. I think that Mike Brock mentioned to me that he located a photo of a car with a stencil date of 1955 on the air reservoir. Mike ask me about the built dates when we first saw them in Cocoa Beach, and I mentioned that Bob's PHOTOS had a good selection showing earlier built dates."



932-6241 is painted for built - 1960.



932-6242 is painted for 1961.

Walthers Plastic Passenger Cars

By Steve Sandifer

932-6243 is painted for 1962.

The model is not correct for ATSF, GN, and ACL.



For the Santa Fe modeler, 932-6244 can substitute for the 4050-4099 cars in the 1962 paint scheme, but there are many problems for the rivet counters. Photos of these cars can be found in Frank Ellington's Head End Cars p. 134-135 and SFRH&MS Painting and Lettering Guide p. 21

Santa Fe had a fascia board at the top of the sides. The motor/generator (help me, people in the know) under the car should be mounted crosswise instead of lengthwise. The panel configuration on the side is incorrect. The trucks need a center leaf spring instead of the nibber. The sill below the door needs to be cut to match the zig-zag shape of ATSF sill. Thanks to Andy Sperandio and Steve Orth for input above.