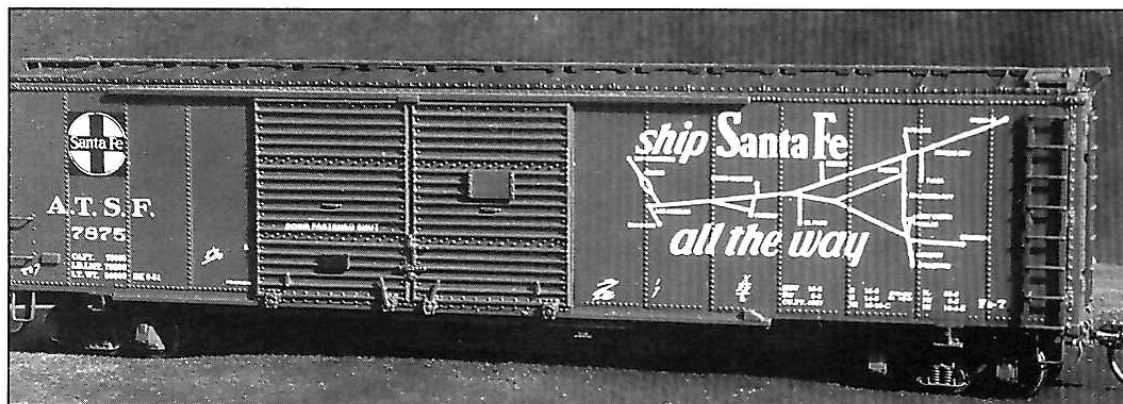


## Classes, Numbers and Assignments 50' Rebuilds, Fe-6 through 20 Classes

Class	Series	Number	Date	Renumbering/Date	Equipment/Service
Fe-6	67500-599	100	1936		Evans Automobile Loaders
				11745-11843/'55	truck racks removed
Fe-7	7850-7999	150	1936		General Service
				5995-5999/'38	"Supercold" refrig. load.
				returned in mid-1940's	
				6095-99, 6295-6330, 6440-6444, 6460-6481, 6485-6499, 6500-6511/'49	auto parts
				returned early to mid 1955	
Fe-8	8001-8090	90	1936		Chrysler body loaders
				6398-6446/'41	40 cars raised roof, end door
				5600-5869/'41	some 11'8" IH w/o end door
				6500-6549/by '45	some renumbered
				5775-5824/'47	11'1" IH, 50 cars auto body
				5825-5864/'47	11'8" IH, 40 cars auto body
				5700-5771/early '50s	renumbered, given end door
				12001-292/early '50s	some renumbered
Fe-9	8101-8160	60	1936		Chrysler body loaders
				5969-6019/'47	11'8" IH, auto body
				13101-141/'53	40 cars, 12'1" IH
				12001-292/early 1950s	some renumbered
				5772-5799/'55	all returned to original height
Fe-10	67450-67499	50	1936		Evans Auto Loaders
				11697-744/mid 1950s	auto racks removed
Fe-11	8161-8259	99	1936		General service
				6100-6151/'46	installed auto racks
				6022-6057/'48	most 11'10" IH, auto body
				12001-12292/mid 1950s	some increased height
				7200-7251/?	former 6100 series
				5772-5873/?	former 6022 series
Fe-13	7500-7849	350	1937		automobile body loaders
				6300-6319/'39-'50	aux door shut, engine loading
				7400-7449/'38-'42	to Fe-14, auto parts
				6320-6328/'42	11'8" IH, aircraft parts
				6590-6595/?	6 cars, end doors added
				6450-6489/'41	40 cars, 12'4" IH, end doors
				6550-6569/?	20 cars, 10'10" IH, end doors
				last four series/'45-'46	returned to Fe-13 series
				5600-5774/'46	68 cars, 11'8" IH, body load
				6178-6197/early '50s	11'10" IH
				6193-6195/early '50s	3 cars (in above), 11'8" IH
				12000-192, 14000-155/early '50s	some renumbered
				13101-13141/?	40 cars, 12'1" IH
				13323-13328/?	6 cars, 12'1" IH
				5600-5774/'61	28 cars, back to origin. height
				7600-7849/'61	134 cars, back to origin. height
				all extended height cars off roster/'61	
Fe-14	67350-67449	100	1937		Evans Automobile Loaders
				11500-11597/mid '55	auto rack removed
Fe-16	67151-67250	100	1937		Evans Automobile Loaders
				11598-11696/mid '55	auto racks removed
Fe-18	7400-7449	50	1938-42		50 cars, ex-Fe-13s, auto parts
Fe-20	9000-9199	200	1940		Evans Automobile Loaders
				61300-61493/early '60s	auto racks removed



# ATSF FE-6 thru 20 50' Whalebelly Rebuilds



The latter half of the Great Depression was the era of Great Rebuilding. The Santa Fe was the master of rebuilding, creating more rebuilds than any other road. Perhaps its boldest project was the reconstruction of large quantities of 50' wood framed 1906-12 built furniture/auto cars with four massive sills into all steel auto and general service cars. Beginning in 1936, the rebuilding created eleven classes of 50' double door steel cars, the Fe-6, 7, 8, 9, 10, 11, 13, 14, 16, 18, and 20 -- a total of 1249 cars.

For over a decade these rebuilds numbered well over the total of new auto cars purchased by the railroad. The 50' rebuilds played a key role in making the ATSF competitive in hauling automobiles, automobile components and auto parts from the Midwest to assembly plants in California and Texas.

The cars shared a massive and visible underframe, sometimes referred to as a "whalebelly" or "battleship" underbody. It gave them the appearance of a boxcar built on a 50' flatcar underframe.

The cars received four different steel ends. The cars could have indented Dreadnaught, indented Murphy, indented Dreadnaught with a spacer plate at the top or an indented Murphy end with spacer plate. The rebuilds could receive any combination of these ends, so each one is included in the kit.

The Fe-6, Fe-7, Fe-8, Fe-9, Fe-10 and Fe-11 series cars retained L section Andrews trucks. The remainder of the classes received ARA cast side frame trucks.

The Fe-6 thru early Fe-20 were built and painted before the famous map scheme appeared. Repainting of the cars in the 1940-1947 period gave them the 50' map and slogan scheme. The 50' cars had a map and slogan substantially larger than that of forty foot cars. After 1947, the down-sized Ship and Travel and train slogan scheme infiltrated the 50' rebuild classes.

The Fe-6-20s underwent numerous changes, including raised roofs and interior equipment. The cars lasted into the early 1970s in general service.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and period specific proprietary decals. Decals for the pre map scheme are available, along with four versions of the map and slogan scheme (Super Chief, Grand Canyon, El Capitan and Scout) and four versions of the Ship and Travel scheme (Grand Canyon, Super Chief, El Capitan and Chief). All four possible ends are included in the kit. Full instructions and a Prototype Data Sheet are included. Trucks and chalkmarks are available separately.

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- \_\_\_ Kit #73.1 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and original pre-map decals (1936-late 1940s), \$37
- \_\_\_ Kit #73.2 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and 50' Map/Super Chief decals (1940-late 1950s), \$37
- \_\_\_ Kit #73.3 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and 50' Map/Grand Canyon decals (1940-late 1950s), \$37
- \_\_\_ Kit #73.4 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and 50' Map/El Capitan decals (1940-late 1950s), \$37
- \_\_\_ Kit #73.5 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and 50' Map/Scout decals (1940-late 1950s), \$37
- \_\_\_ Kit #73.6 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and Ship and Travel/Grand Canyon decals (1947-1960s), \$37
- \_\_\_ Kit #73.7 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and Ship and Travel/ Super Chief decals (1947-1960s), \$37
- \_\_\_ Kit #73.8 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and Ship and Travel/El Capitan decals (1947-1960s), \$37
- \_\_\_ Kit #73.9 ATSF Fe-6-20 50' Whalebelly Rebuild with four ends and Ship and Travel/Chief decals (1947-1960s), \$37
- \_\_\_ Trucks TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ Trucks TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ E.29 New Western Large Chalkmarks in light gray from period photos, approximately 70 per set, \$4
- \_\_\_ E.31 New Santa Fe Chalkmarks II in light gray from period photos, approximately 100 per set, \$4
- \_\_\_ E.53 Western Reweigh Stations, Dates and Repack Data with Three Colored Background Decals, \$6



Prototype Data Sheet #73.1  
ATSF Fe-6 thru 20  
50' Steel Rebuilds



Fe-13 No. 7735, body loader, new June 1937

The latter half of the Great Depression was the era of Great Rebuilding. The Santa Fe was the master of rebuilding, creating more rebuilds than any other road. USRA design fishbelly reefers were converted to all steel cars, USRA wood boxcars to steel 10' and 10'4" IH steel boxcars and 40' double sheathed boxcars to 10'4" IH all steel boxcars among the many conversions.

Perhaps the Santa Fe's boldest project was the reconstruction of a large quantity of 1906-12 built Fe-K and M 50' wood framed furniture/auto cars with four massive sills into all steel cars. Beginning in 1936--the rebuilding started in Chicago and finished in Topeka--the road created eleven classes of 50' double door steel cars: the Fe-6, 7, 8, 9, 10, 11, 13, 14, 16, 18, and 20 -- a total of 1249 cars.



Fe-7, No. 7991, general service, circa 1940s



Fe-20, Evans Auto Loaders, new May 1940

The Fe-6 thru 20 rebuilds were destined for automobile, auto parts and general service. These new 50' rebuilds—along with contemporary 40' rebuilds--were the mainstay of the ATSF auto car fleet. For over a decade, there were more rebuilds in ATSF auto service than newly purchased auto cars. These rebuilds made the railroad highly competitive in moving automobiles, major auto components and auto parts from the Midwest to the growing auto assembly plants of California and Texas.

The Fe-K and M 50' wood cars shared a massive and visible underframe, sometimes referred to as a "whalebelly" or "battleship" underbody. Four fishbelly sills underpinned each car, giving it the

appearance of a boxcar built on a 50' flatcar underframe. These underframes, over built even for wood cars, were retained in the rebuilding and gave the new rebuilds their unusual appearance.

To further add to the unique look, the rebuilds employed four different steel ends. These came from retired wood cars with steel ends. Well before rebuilding into steel cars, many of the Fe-K and M cars had their poor quality steel plate auto ends--and occasionally wood "B" ends--replaced with corrugated steel ends. These ends were indented Murphy and indented Dreadnaught designs, depending on the source and period of repair. When rebuilt to steel, these replacement ends were retained. All remaining end doors and wood



Fe-7 No. 5999, general service, circa 1946