



ATSF FE-6 thru 20 50' Raised Roof Rebuilds



11'8" IH Raised Roof Rebuild

Perhaps the Santa Fe's boldest rebuilding 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.

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 of that era.

The 1936-40 rebuilding of the 50' cars was not the end of the process. Most notably many of the cars had their roofs raised to accommodate exotic needs. The first demand for raised roofs came before Pearl Harbor when construction of new aircraft began. Many airplane assembly plants on the West Coast did not have sufficient capacity to build all the airplane parts required for the military effort. Various sub-assemblies were farmed out to plants around the country. These sub-assemblies were commonly wing and fuselage sections, engines and engine nacelles. They were transported west by rail, but only in specially modified cars.

When the Fe-6 thru 20s were rebuilt, the inside car height was 10'4". Selected Fe-8, 9, 11 and especially the 13s received roof modifications. The raised roof cars varied from 10'10", 11'1", 11'8", even to 12'4". Some original height and raised roof cars also received end doors. The Fe-8,9 and 11 retained L section Andrews trucks. The Fe-13 received ARA cast side frame trucks.

After World War II, the raised roof cars proved useful in the auto trade. Automobile bodies, less the engine compartment, could be shipped with the body stored upright, two abreast. Centerline racks secured the auto bodies in the car. Airplane components also remained a frequent lading for these cars. The Korean War and growth in the size of airplanes maintained a demand for raised roof cars, as well. These raised roof cars required special handling by the railroad and were stenciled in yellow with the outside height as a reminder of their handling requirements.

Some raised roof cars were returned to their original height in the mid-1950s. The final raised roof cars came off the roster in 1961.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and period specific proprietary decals with full instructions and a Prototype Data Sheet.

- 73.10 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and 50' Map/Super Chief decals (1941-1950s), \$40
- 73.11 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and 50' Map/Grand Canyon Line decals (1941-1950s), \$40
- 73.12 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and 50' Map/El Capitan decals (1941-1950s), \$40
- 73.13 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and Ship and Travel/El Capitan decals (1947-1961), \$40
- 73.14 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and Ship and Travel/Super Chief decals (1947-1961), \$40
- 73.15 ATSF Fe-6-20 50' 12'4" IH Raised Roof with end door, two "B" ends and Ship and Travel/Grand Canyon Line decals (1947-1961), \$40
- 73.16 ATSF Fe-6-20 50' 11'8" IH Raised Roof without end door and 50' Map/Scout, decals (1941-50s), \$40
- 73.17 ATSF Fe-6-20 50' 11'8" IH Raised Roof without end door and 50' Map/El Capitan, decals (1941-50s), \$40
- 73.18 ATSF Fe-6-20 50' 11'8" IH Raised Roof without end door and Ship and Travel/Super Chief decals (1947-61), \$40
- 73.19 ATSF Fe-6-20 50' 11'8" IH Raised Roof without end door and Ship and Travel/Chief decals (1947-61), \$40
- 73.20 ATSF Fe-6-20 50' 10'10" IH Raised Roof with end door, two "B" ends and 50' Map/Scout decals (1942-50s), \$40
- 73.21 ATSF Fe-6-20 50' 10'10" IH Raised Roof with end door, two "B" ends and 50' Map/Grand Canyon Line decals (1942-50s), \$40
- 73.22 ATSF Fe-6-20 50' 10'10" IH Raised Roof with end door, two "B" ends and Ship and Travel/El Capitan decals (1947-61), \$40
- 73.23 ATSF Fe-6-20 50' 10'4" IH with end door, two "B" ends and Ship and Travel/Super Chief decals (1950-60s), \$37
- 73.24 ATSF Fe-6-20 50' 10'4" IH with end door, two "B" ends and Ship and Travel/Chief decals (1950-60s), \$37
- 73.25 ATSF Fe-6-20 50' 10'4" IH with end door, two "B" ends and Ship and Travel/Grand Canyon Line decals (1950-60s), \$37
- Trucks TP 40 Black plastic ARA 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

Name _____ Street _____
 City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits

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