

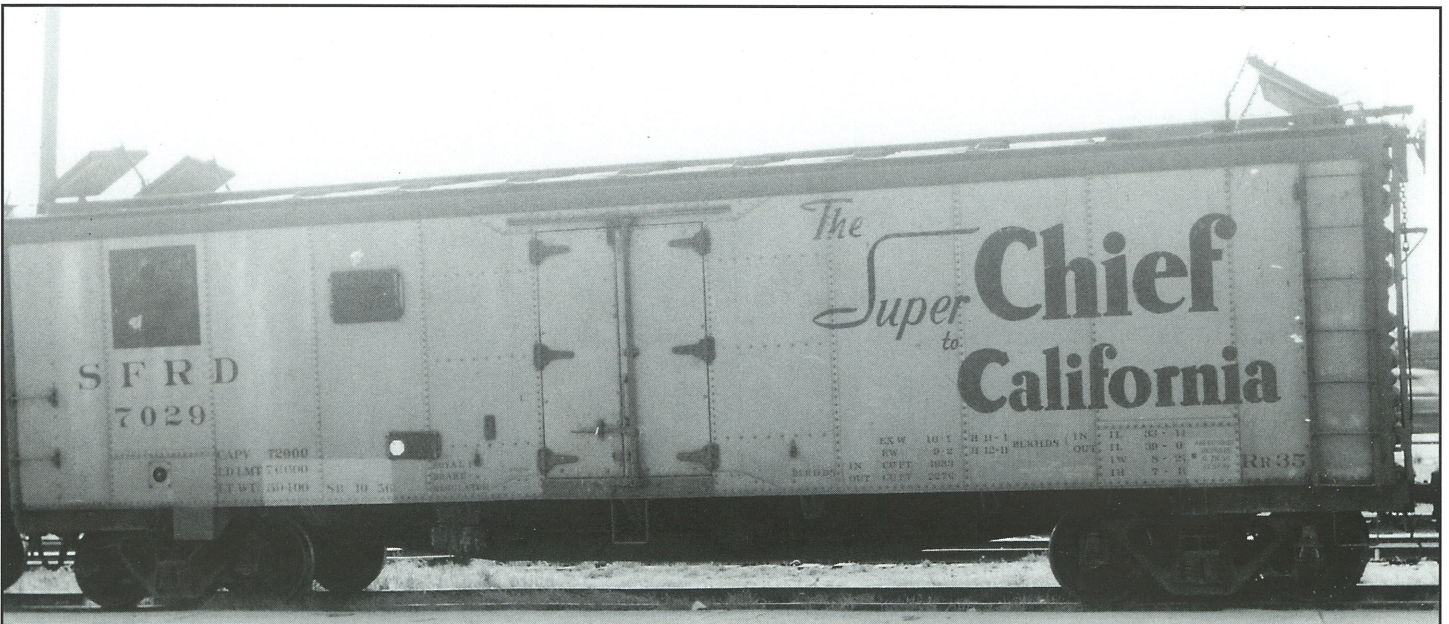


SFRD RR-39 No. 8023, new May 1945, ATSF Photo

Perhaps the most successful of the many car rebuildings that the Santa Fe shops undertook—if only for the sheer magnitude of the project—was the creation of all steel reefers from a vast fleet of 1920-26 built USRA fishbelly design wood reefers. Begun in the mid-Thirties and finished in 1950, this rebuilding produced over 10,000 modern reefers for the SFRD.

The rebuilding of USRA reefers began with the RR-19s in 1936-37. They established a general appearance of the new

steel cars—10 section steel side sheets, 5 foot swing doors, Murphy paneled roof and indented 4/4 Dreadnaught ends over the retained fishbelly underframe. When the Santa Fe began painting system maps and train slogans on freight equipment in January 1940, the rebuilt reefers in the later numbers of the RR-27 class acquired this motif. Beginning with the RR-33 class in late 1940 and early 1941, a “W” section Dreadnaught end became standard for rebuilt reefers.



RR-35 No. 7029, San Diego Feb 25, 1957, Bob's Photo



RR-43 No. 8610, Fort Bragg NC, Dec. 1951, Bob's Photo

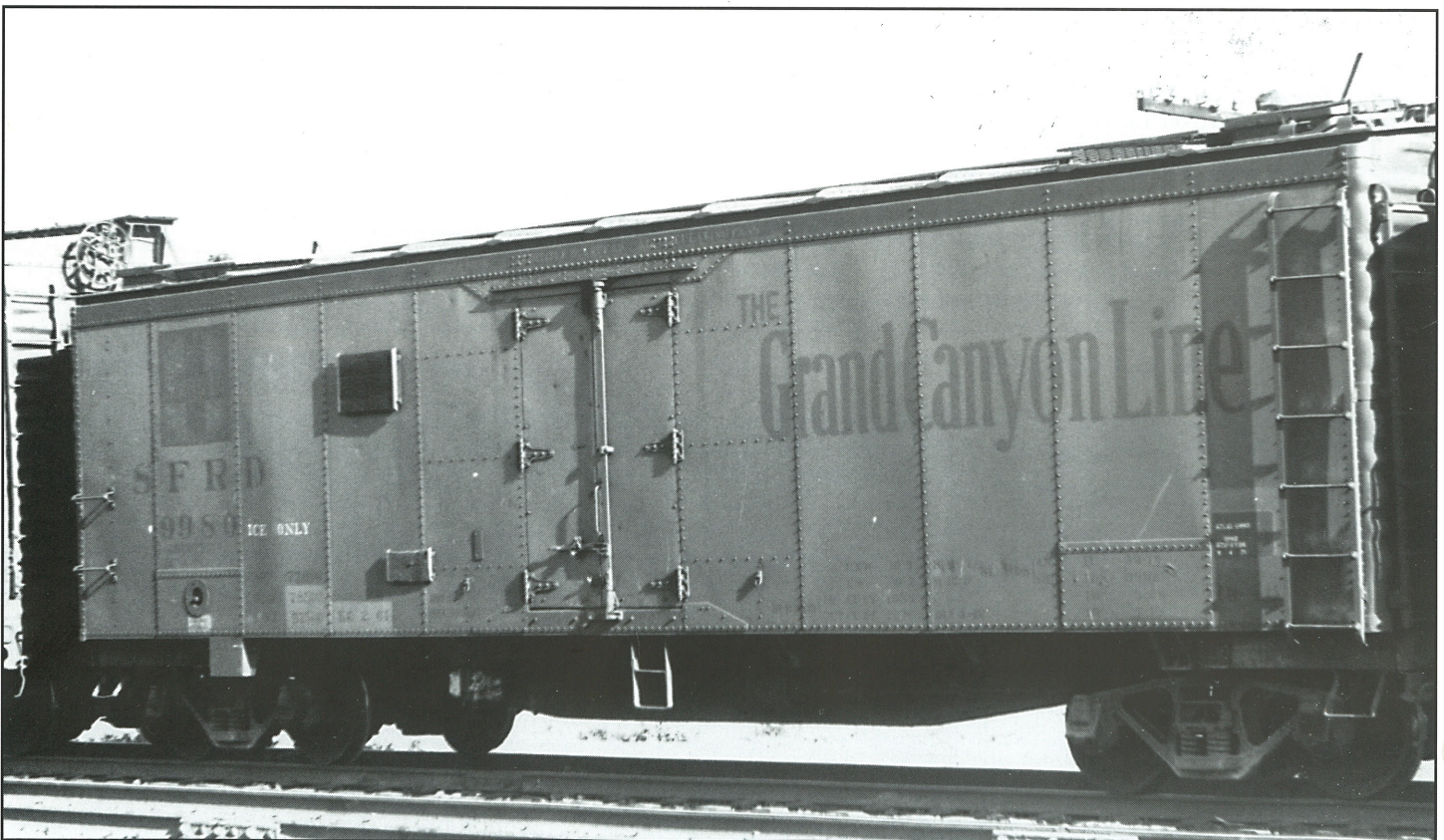
The pre-World War II rebuildings came to a grinding halt in 1942 with the RR-34 class when the War Production Board decided that rebuilding reefers was of insufficient priority to the war effort. Some 6055 cars had been rebuilt in various forms, a massive undertaking that employed many Santa Fe workmen during a period of extreme employment insecurity.

The rebuilt design employed in the pre-World War II era proved to be flawed in a material respect. The steel side sheets used were vulnerable to warping. Wrinkled sides, especially around the door opening, appeared on the rebuilt reefers. The five foot door opening on Santa Fe reefers—compared to the

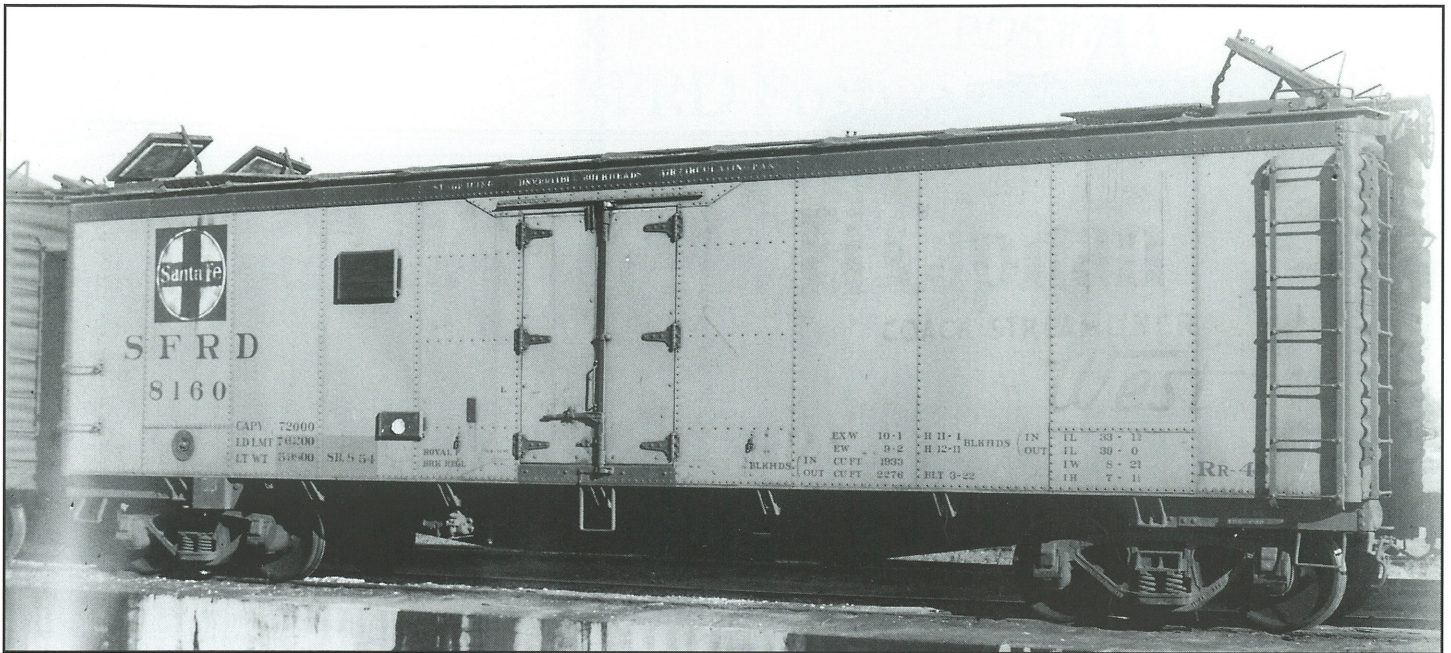
more common 4 foot dimension—required more steel framing and stronger load bearing sides.

When the Santa Fe was allowed to return to major rebuilding of reefers in 1944, the road's designers went back to the drawing board. They redesigned the sides with a 7" top sill, rather than 3". Heavily riveted reinforcement plates were added around the top and bottom of the door openings, especially at the junction of the doorposts and the top sill.

The USRA side sills, which had been completely eliminated on prior cars, were retained from bolsters to car ends. These modifications, along with the "W" section corner post ends, changed the appearance of the post-war cars.



RR-46 No. 9980, circa early 1960s, Richard Hendrickson



RR-40 No. 8160, National City CA, Dec. 1954, Bob's Photo

The subsequent use of "W" section improved Dreadnaught ends and a diagonal panel roof created a series of rebuilds distinct from the pre-war cars. With these changes, the railroad produced another 3629 steel USRA reefer rebuilds with swing doors, convertible bulkheads, stage icing and air circulating fans.

From 1944 to 1946, the West Wichita KS shop produced the RR 35, 36, 39 and 40 classes with straight panel roofs and "W" section Dreadnaught ends, a total of 1360 cars. Preco G-12 mechanical fans were utilized on the RR-35, though fans were not always applied immediately upon rebuilding, since they were in short supply. The RR-36 saw installation of Preco G-15 fans, the RR-39 got G-12 fans and the -40 got G-26. All four classes had either Apex or Gypsum running boards and either ARA or rebuilt Andrews trucks.

The RR-35 got the car numbers 7029-7358 for 330 cars and the -36 numbers 7529-7888, a total of 360 cars. The -39 received 7900-8069 for 170 cars and the -40 used 8100-8599, the largest group at 500 cars.

The RR-35, 36, 39 and 40 cars received the 40' straight line map and slogans. The train slogans included the Super Chief, Chief, Scout, El Capitan and Grand Canyon Line.

In 1947/48, the RR-43 class rebuilds began to use improved Dreadnaught ends and a Morton running board. A-3 Ride Control trucks and Preco G-26 fans were used. These cars became the 8600-9369 series. These were the first cars to receive the new "Ship and Travel" advertising slogans. The train slogans now included the Texas Chief, but the Scout was dropped. There were 770 cars in this class. With the RR-45 and -46 classes built in 1948/49, a diagonal roof with a second version of the improved Dreadnaught end appeared. The -45 held 500 cars in the series 9370-9869 and the -46 totaled 999 cars in the 9870-10869 series. A-3 Ride Control trucks and Preco G-26 fans were applied. Apex running boards were applied to the -45 and Morton, Apex and Gypsum to the -46 class. The 45 and 46 classes received the "Ship and Travel" and associated train slogans.

A final bow to modern design came in 1949-50 with the RR-48 class of rebuilds. These were the final 562 cars in the number 10870-11431 series. This group of cars was given 6' plug doors. A diagonal panel roof was applied with Transco metal running board and A-3 Ride control trucks. All cars received Preco G-26 fans, except for ten cars (10870-10879) that received electric fans.



RR-46 No. 10107, circa 1960, Tom Chenoweth Photo



RR-48 No. 11317, circa 1950, Al Armitage Photo

While the rebuilds themselves were to be rebuilt again, the RR-48 was the end of the vast Santa Fe USRA rebuilding program. This program took second place only to the enormous PFE reefer rebuilding project.

All rebuilds were painted with Santa Fe's orange sides and black roof, ends, underframe and trucks. The top sill, kickboard, side ladders, grab irons, door hardware, tack boards and fan plates were black, as well.

The car classes, numbers and their train slogans are outlined below.

Class	Numbers	Slogan	R. Board
RR-35	7029-7128	Super Chief and map	A or G
	7129-7228	Chief and map	A or G
	7229-7328	Grand Canyon and map	A or G
	7329-7358	Scout and map	A or G
RR-36	7529-7600	Super Chief and map	A or G

	7601-7672	Chief and map	A or G
	7673-7744	Grand Canyon and map	A or G
	7745-7816	Scout and map	A or G
	7817-7888	El Capitan and map	A or G
RR-39	7900-7969	Scout and map	A or G
	7970-8069	El Capitan and map	A or G
RR-40	8100-8599	El Capitan and map	A or G
RR-43*	8600-9369	Super Chief and S&T Chief and S&T Grand Canyon and S&T El Capitan and S&T Texas Chief and S&T	M, A, G
RR-45*	9370-9869	same as above	A
RR-46*	9870-10869	same as above	M
RR-48*	10870-11431	same as above	T

\* Number assignments unknown



RR-40 No. 8111  
in Amarillo  
Merchandise  
Service