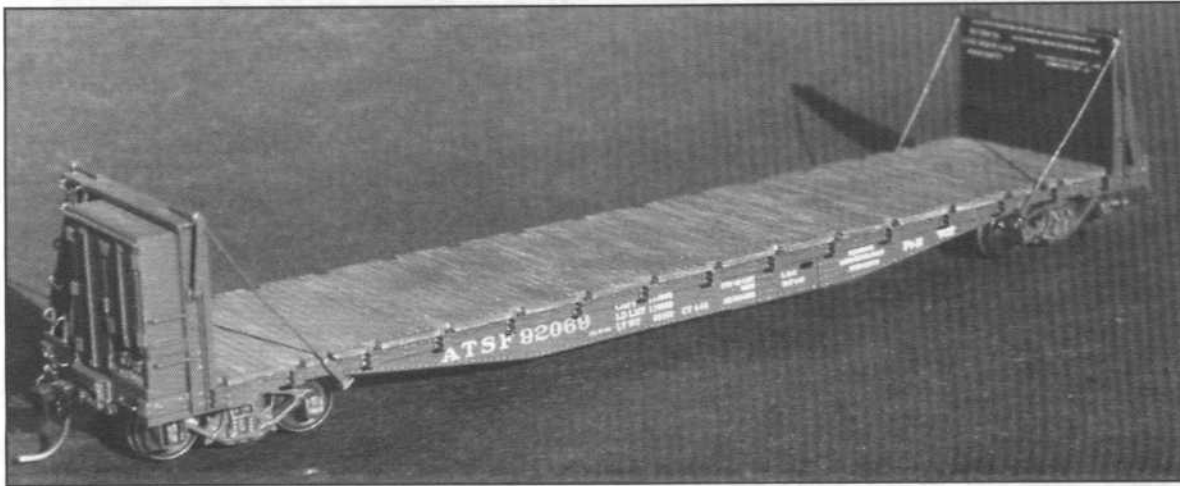


66.1-66.5

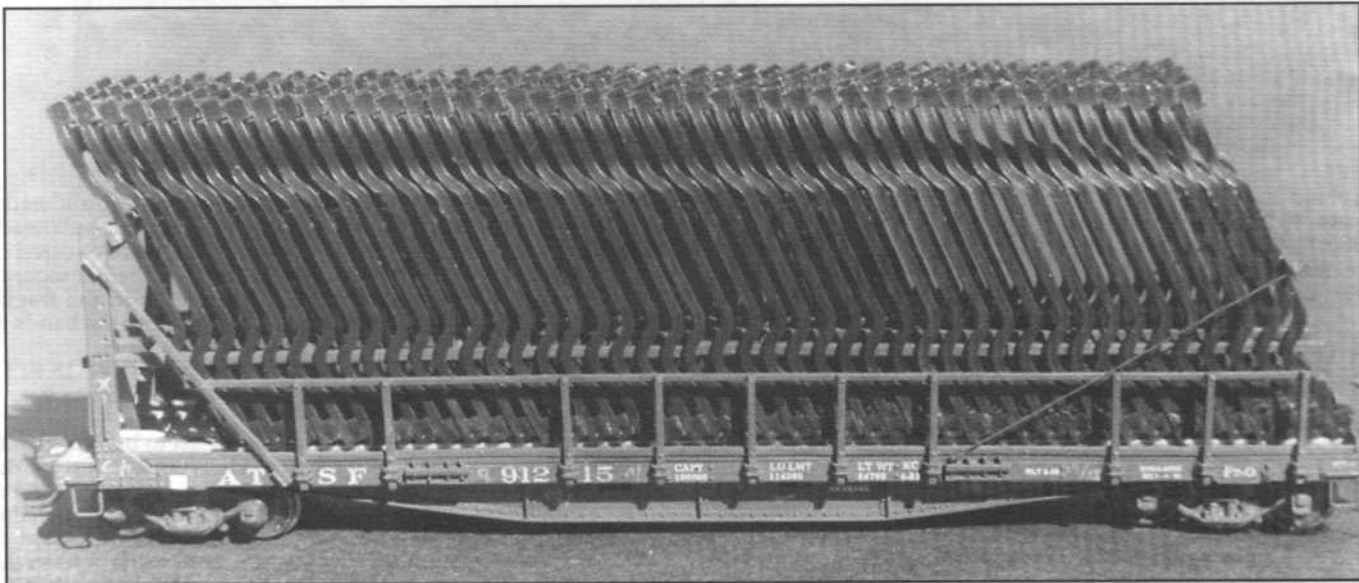


**SUNSHINE  
MODELS**

# Flatcars, Autoframe Loaders and Bulkhead Flats ATSF Ft- L, N, O & P



Ft L & N with 48' 6" bulkheads, locker



Ft O & P adapted for auto frame loading

In 1948, the Santa Fe owned a fleet of 1002 50'-53' flatcars, many with the road's characteristic four fishbelly underframe construction. The Ft L and N and the Ft O and P were

representative of these features. While sharing much the same appearance, they varied in one important respect: by the postwar period many of the Ft L and N series

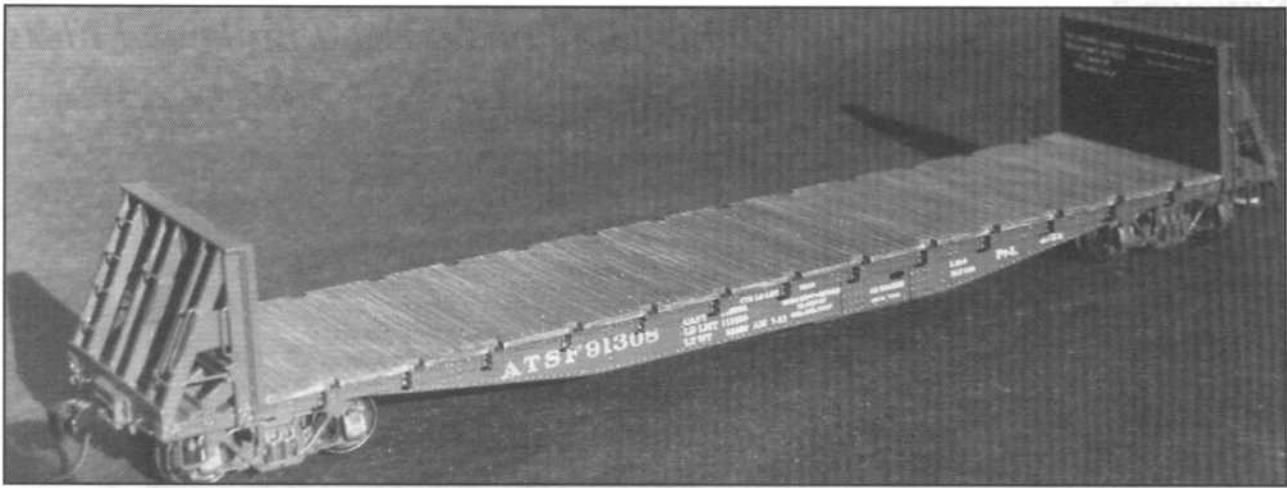
(Over)

- \_\_\_ Kit #66.1 ATSF 53' 6" length rebuilt, four fishbelly center sill Ft L & N flatcar, 1946-77, \$28
- \_\_\_ Kit #66.2 ATSF 53' 6" length rebuilt, four fishbelly center sill Ft L & N flatcar with 46' 1" spaced bulkheads, 1949-77, \$32
- \_\_\_ Kit #66.3 ATSF 53' 6" rebuilt, four fishbelly center sill Ft L & N flatcar with 48' 6" spaced bulkheads and locker, 1951-77, \$32
- \_\_\_ Kit #66.4 ATSF 50' length, four fishbelly center sill Ft O & P flatcar, 1929-81, \$28
- \_\_\_ Kit #66.5 ATSF 50' four fishbelly center sill Ft O & P flatcar w/ auto frame loading equipment (no frames), 1939-60, \$35
- \_\_\_ F.10 Nominal 48' Telephone Pole Load, side and top clusters with individual end pieces, simulated wire and posts, \$20
- \_\_\_ F.11 Nominal 42' Utility Pole Load, side and top clusters with individual end pieces, simulated wire and posts, \$20
- \_\_\_ F.13 Pressure Tank Load, in five segments with end domes, chocks and simulated wire, \$20
- \_\_\_ F.14 Covered Wallboard Load, load frame, black plastic cover, simulated wire and packing, \$20
- \_\_\_ Trucks #TP 40 Black plastic ARA cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ Trucks #TP 51 Black plastic Andrews trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ K.1 1/64" Black Tape for simulating the steel banding used for wallboard loading from the mid-1950s (648 inches), \$5

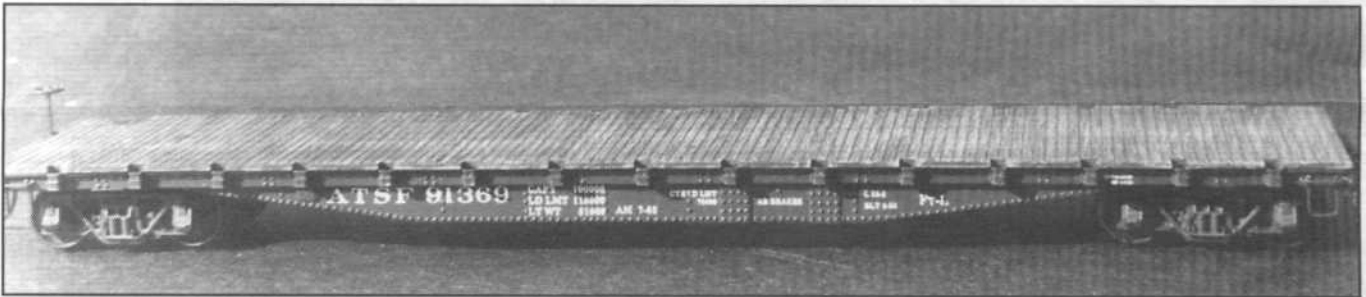
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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits  
**Sunshine Models Box 4997 Springfield MO 65808-4997**

7/04



Ft L & N with 46' 1" bulkheads



Ft L & N flatcar

had been rebuilt to a 53' 6" length and 10' 6" width, while the Ft O and P remained in their as-built 50' length and 10' width.

The 500 Ft L and N flats were built in 1924 and 1928. When new, the cars were 50' in length and 8' 10" in width. By the postwar era, these dimensions were below the current standard, so the ATSF sent 360 cars to Albuquerque for rebuilding. The extension is easily identified on the sills by two notable plates of rivets and the stake pockets mounted on the added steel channels. Most cars retained their Andrews trucks.

The 350 Ft O and P flats were built in 1929-30. Their original 50' length and 10' width were sufficient for multiple tasks on the ATSF. The Ft Os & Ps rode on ARA trucks.

In 1939, 10 Ft Os and Ps were modified to haul Oldsmobile and Pontiac auto frames. As was typical of the era, two rows of frames were nested against a rigid frame on the "A" end of the cars at an angle of roughly 30 degrees from the vertical. The auto frame cars were renumbered 91201-91210. They were given the AAR classification FMS.

In 1942, the auto frame cars were returned to flat car service. In 1947, 36 Ft Os and Ps were restored to auto frame loading. They stayed in this service until 1960 when they reverted to their original numbers as flat cars.

The economics of new home construction during the massive postwar building boom dictated modification of some of the Ft L and N flats. Beginning in late 1949, the ATSF began

modifying some rebuilt Ft Ls and Ns with bulkheads. Wallboard was loaded on the flatcar deck and the bulkheads restrained the movement of the load. Loads were covered in coated paper or plastic material. Steel wire or bands secured the load. Since the banding could put crimps in the fragile wallboard, pieces of wallboard were placed under the bands to protect the sheets.

Sixteen cars were modified by the end of 1950, 15 Ft Ls and one Ft N. These cars were 46' 1" between bulkheads and the bulkheads were 6' high.

Many more Ft Ls and Ns were converted to bulkhead flats between 1951 and 1961. As newer cars were converted, the standard dimensions became 48' 6" between bulkheads and 6' 8" high bulkheads with a locker added on one end for chains and tie-downs. Some of the original cars were converted to this new standard, however there grew to be variations in the heights of the bulkheads, albeit by only inches. Eventually, about 261 Ft Ls and Ns became bulkhead flats, all in the number series 91194-97591. The Ft L bulkhead flats lasted until 1971 and the Ft Ns until 1977.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. A Prototype Data Sheet and complete instructions are included.

Also available are load kits designed for the dimensions of these flatcars and the appropriate trucks.



Ft O & P flatcar with Charlie Slater's Crawler Load

1949-1950 ATSF Flatcar Conversion Project