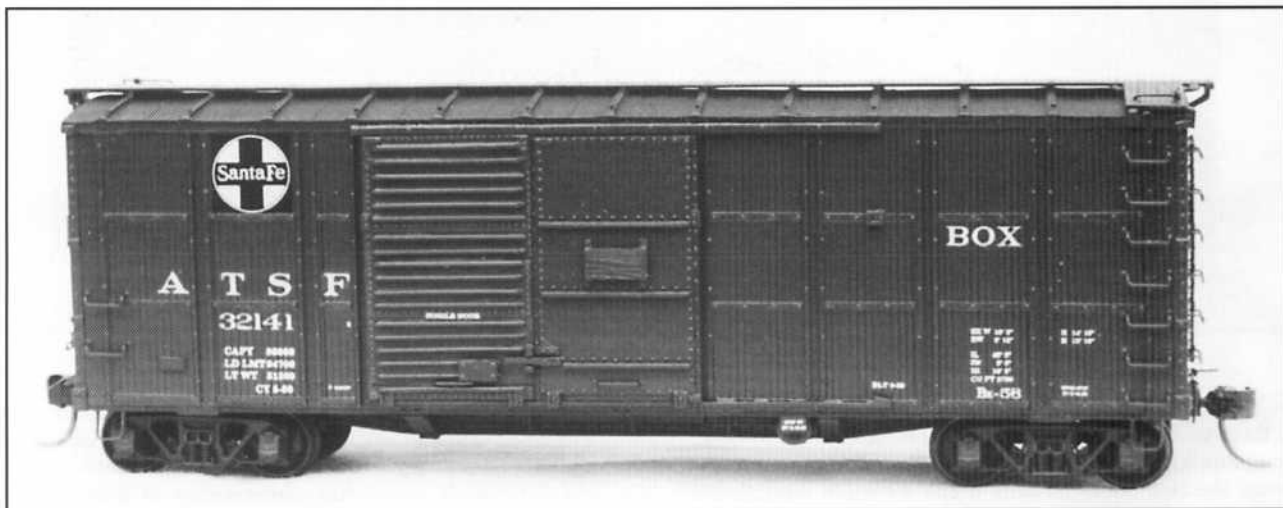
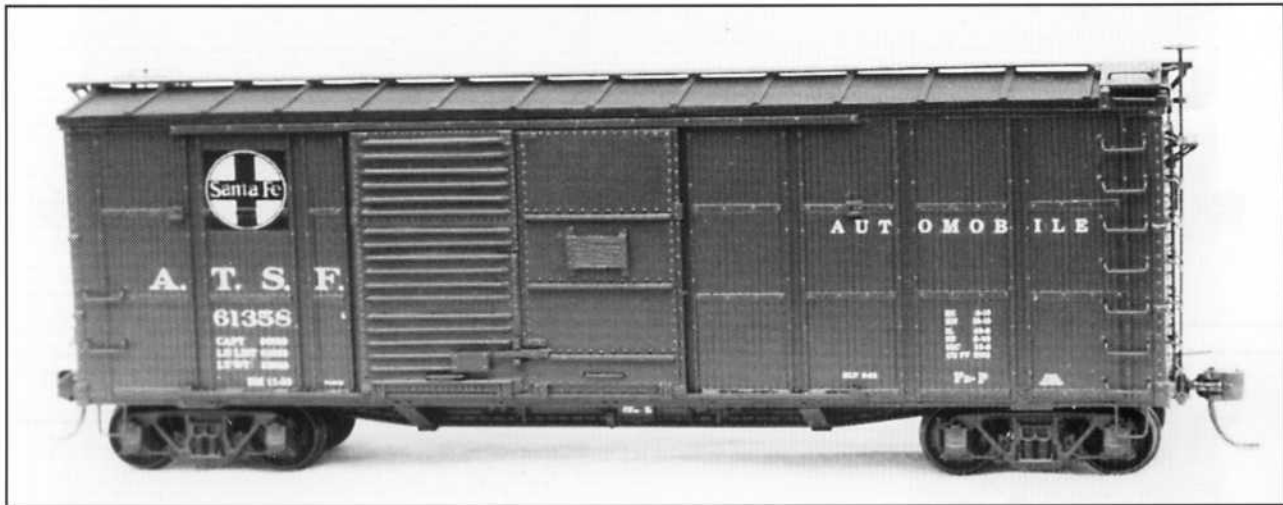


69.1-69.4



**SUNSHINE  
MODELS**

# ATSF Sectional Sheathed Cars Fe-P, -T and Bx-56, -58



The Santa Fe, in conjunction with Pullman, created a truly unique design of composite, double sheathed construction. The outside vertical sheathing was laid only between the vertical steel posts, leaving the posts visible. Opposing flanges on the posts held the tongue in groove sheathing in place, creating the appearance of a "U" section at each post. This design was commonly called sectional sheathing.

After proving the concept with 4000 40' boxcars, the ATSF had Pullman build 1000 taller door and a half cars for the burgeoning automobile trade. They had a 10' wide door opening and a 10' IH. They

were further differentiated from the boxcars by use of a fishbelly underframe. The larger door opening weakened the steel frame, requiring a reinforced centersill. A wood roof with flexible steel overlay was applied and the steel ends were of a Murphy design with 7/5/5 corrugations. Simple steel plate doors were used. These forty ton cars rode on Andrews trucks. The 1923 cars were classed the Fe-P. They were placed in the 62751-63750 series.

The 10' width of the Fe-P door openings proved inadequate and the cars were altered to a 12' opening, creating the first of many (over)

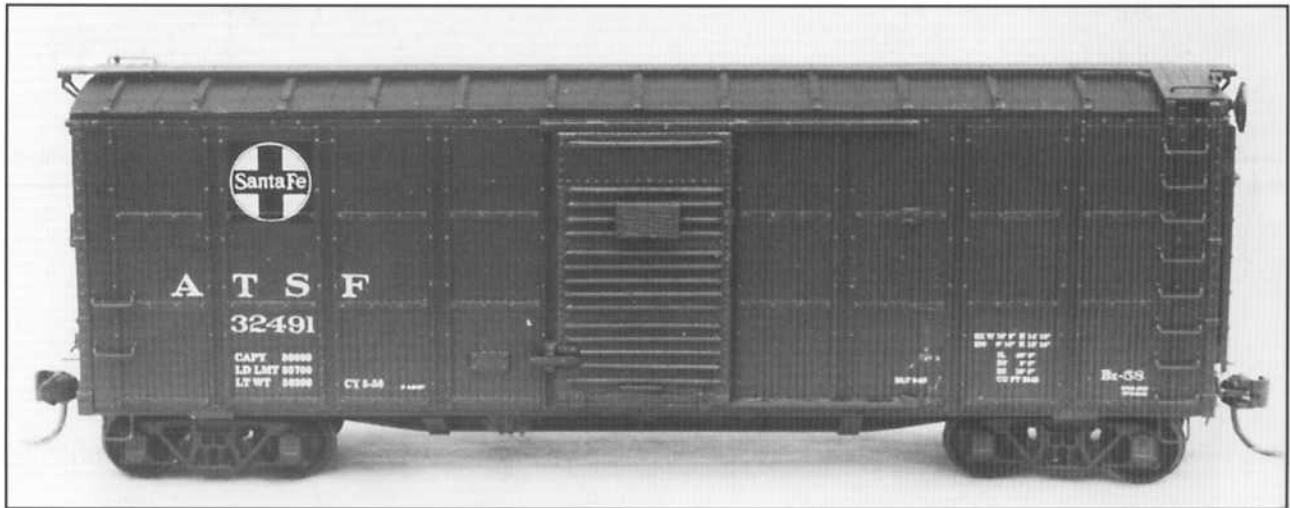
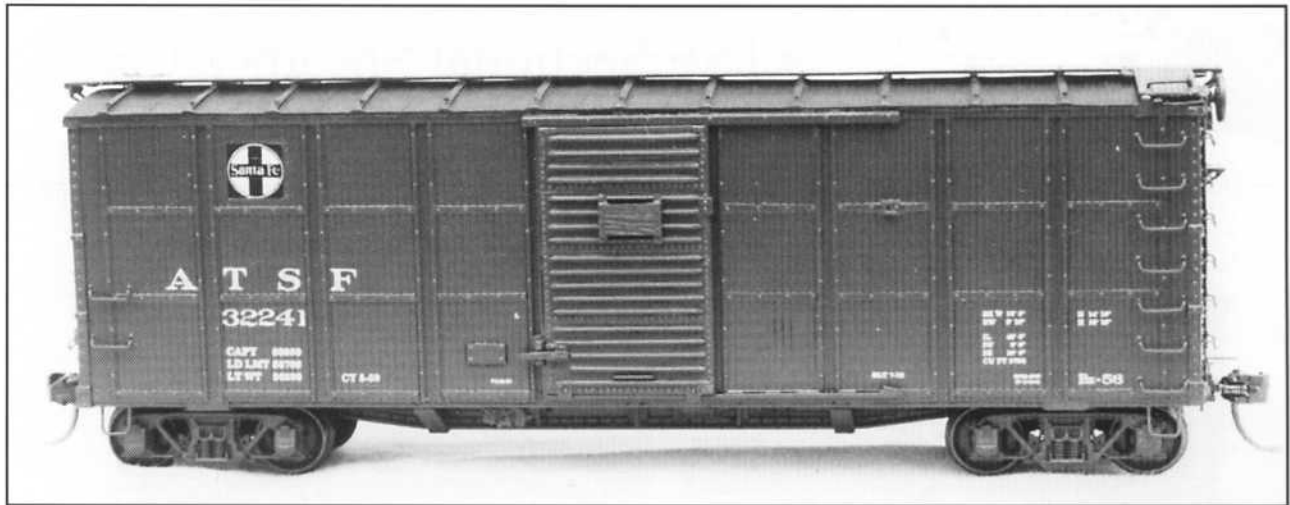
- \_\_\_ Kit #69.1 ATSF Fe-P or -T 10' IH sectional sheathed auto and boxcar with KC brakes, 2 plate and 2 Y'town doors (late '20s-60) \$35
- \_\_\_ Kit #69.2 ATSF Bx-56 10' IH, sectional sheathed double door boxcar with AB brakes, 8 doors for all door variations (1949-70s) \$36
- \_\_\_ Kit #69.3 ATSF Bx-56 10' IH, sectional sheathed single door boxcar with AB brakes, 4 doors for all door variations (1949-70s) \$35
- \_\_\_ Kit #69.4 ATSF Bx-58 10' IH, sectional sheathed single door boxcar with AB brakes, Y'town door with plate section (1950-70s) \$33
- \_\_\_ Trucks #TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5
- \_\_\_ E.28 Western Chalkmarks in light gray from period photos, approximately 70 per set, \$4 **NEW**
- \_\_\_ E.29 Western Large Chalkmarks in light gray from period photos, approximately 70 per set, \$4 **NEW**

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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

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variations. The original right hand steel plate door was retained, albeit with three stiffeners added. The new left hand 6' door was an early Youngstown corrugated design. To add spice to the modifications, the two styles of steel doors were not consistently applied and any combination of the two door designs could occur.

The next step in what would be a continuing saga of modifications came between 1933 and 1935 when Evans auto racks were introduced. The racks allowed four cars instead of two to be shipped in each autocar. The Fe-P steel framing was found suitable for installation of the loaders. The surviving 990 Fe-Ps were given racks, reclassified as Fe-Ts and renumbered first into the 60921-61500 and then the 63751-64161 series, depending on the style of auto loader installed.

By 1940, the racks were removed from the 60921 series. As a war time expedient the racks were also removed from the 63751 series by 1943. The cars retained their series numbers but the classification was returned to the Fe-P. (From 1939 to early 1942, 290 Fe-Ts briefly were placed in the 5600-5894 series.) This reclassification was done frequently by the simple expedient of painting over the "T" with a "P". The converted cars largely performed boxcar chores thereafter, though classified as "XA".

The Fe-Ps, now in various forms (including the Sk-Z and -4 which are the subject of a forthcoming release), served well during the wartime emergency. Their structural integrity had proved wholly satisfactory, but by the end of the Forties, the metal covered wood roof revealed weakness. Therefore, in 1949-50 the remaining cars underwent a rebuilding. There were plentiful supplies of radial Hutchins roofs from late 1920s era wood cars that had been rebuilt. The Santa Fe refurbished the nearly 500 Fe-Ps with these roofs, AB brakes and Ajax hand brakes.

The first group out of the shop was 300 Bx-56s. The first 200 cars retained their double doors and the final 100 cars received single doors. Since many old doors were still serviceable, they reappeared on the rebuilt cars. Any combination of plate or ribbed doors appeared. In the case of the double door versions, the left hand door was sealed and interior sheathing extended, creating a single 6' door opening. In the case of the single door cars, a new section of exterior wood sheathing was applied where the left hand door had been. The rebuilds were placed in the 32000-32299 series.

The rebuilding continued with the Bx-58s. (The Bx-57 class was assigned to new cars.) In this case, all cars followed the pattern of the latter 100 cars in the Bx-56 class and new outside sheathing was applied in the left door opening. Radial Hutchins roofs from the Bx-9, 10 were used. The peak of the ends was cut down to the top of the sides and the roof applied. The Youngstown doors from the Bx-3, 6 with a flat plate of sheet metal in the top section were installed. The Bx-58s received the numbers 32300-32499.

The remaining 42 Fe-Ps served into the early 1950s before going into company service. One car, No. 61296, lasted in revenue service until 1960. The Bx-56s and 58s served through the 1960s and a few even into the early 1970s. The durability of the original design was amply demonstrated by the longevity of the cars.

The Sunshine kits are vacuum cast in gray urethane. The Bx-56 kits are designed with additional doors to give the modeler the option of any door variation that the prototype had. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct Andrews trucks are available separately. New Western chalkmarks are also available.