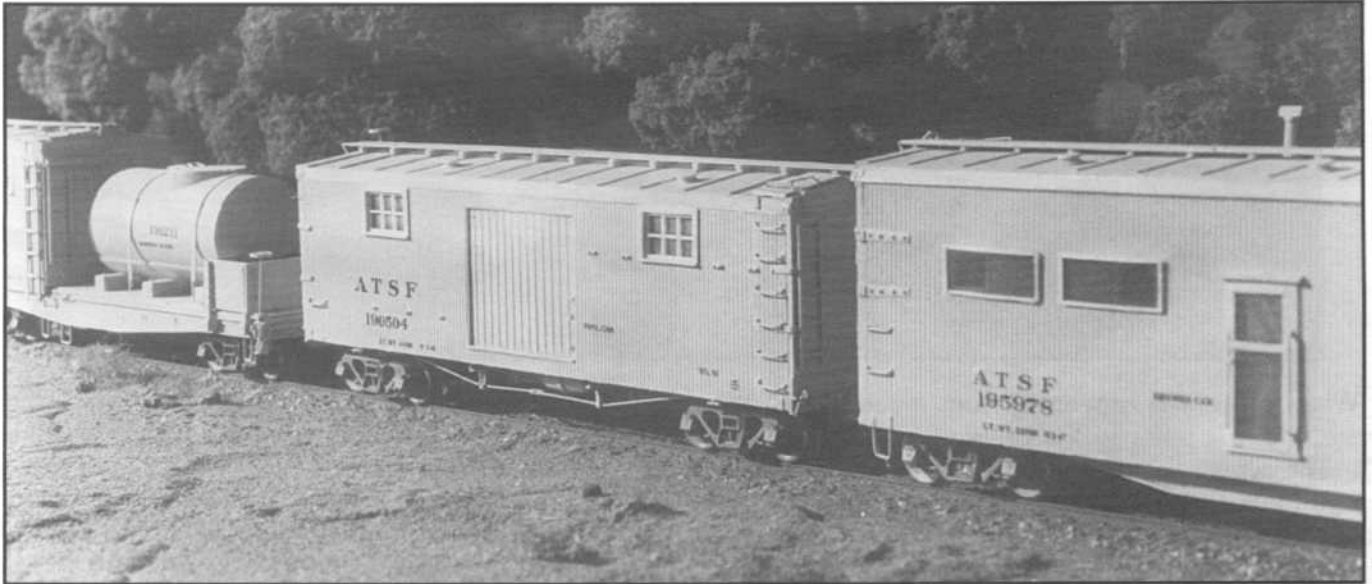


W1



**SUNSHINE  
MODELS**

# ATSF Work Train Set 2 Bunks, Kitchen, Diner, Tool Foreman, Shower, Fuel/Water Cars



Early in World War II and again after the war, the Santa Fe vastly expanded its number of work train cars. The first increase was motivated by a need to expand the physical plant for wartime traffic. The second growth was to refurbish the plant after the strains of the war.

The backbone of the new work cars was former 40' autocars and 36' boxcars. A major source of new work equipment was the Fe-L, N and O series of 40' double sheathed, double door autocars. These cars used massive sets of four fishbelly sills. These cars were exceedingly tall for their era and contrasted with other work equipment. A second large source of cars was former Bx-W, X, Y 36' double sheathed truss rod boxcars. A third source was the many Bx-O boxcars (and their related Bx-5 and -14 rebuilds), which were similar in appearance to the Bx-W-Y but used shallow fishbelly side and center sills.

Insufficient flat cars were available for work train use, flatcars having a greater longevity than boxcars. Makeshift flat cars were created by stripping the bodies from Bx-Os and adding a deck and stakes or side boards. These flats were frequently the base for a water tank and small coal bunker. There also was room on many for a cabin for tools or a work shop.

A railroad's work train provided all the necessary facilities for the crew to live and work at a location away from home for prolonged periods. Sleeping, cooking and eating, water, fuel, body and clothes washing, record keeping and work tools and equipment were all contained in the train. The foreman was privileged to bring along his wife and children and his car provided a house and office away from home. Even sanitation facilities in the form of outhouses came along. The crew required only periodic resupply of food, water, fuel and materials being used.

Sets of work cars for a medium sized crew were stationed at prescribed locations on the system for assignment to on-line projects, generally by districts and divisions. During the two major periods of plant repair, there could be several crews within short distances of one another.

There was little commonality to the design of Santa Fe work cars, aside from the inherent design of the former revenue cars. What little commonality existed was soon destroyed by the foreman having the local shop make his personal changes to the equipment. Many cars served several purposes during their life, increasing the eclectic nature of work equipment.

(over)

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- \_\_\_ Set #W1 ATSF Eight car work train set with black decals, screen, window glazing, trackside detail for the 1940-50s period, \$250
- \_\_\_ Trucks TP 52 Plastic Archbar trucks with non-magnetic metal wheelsets, \$5

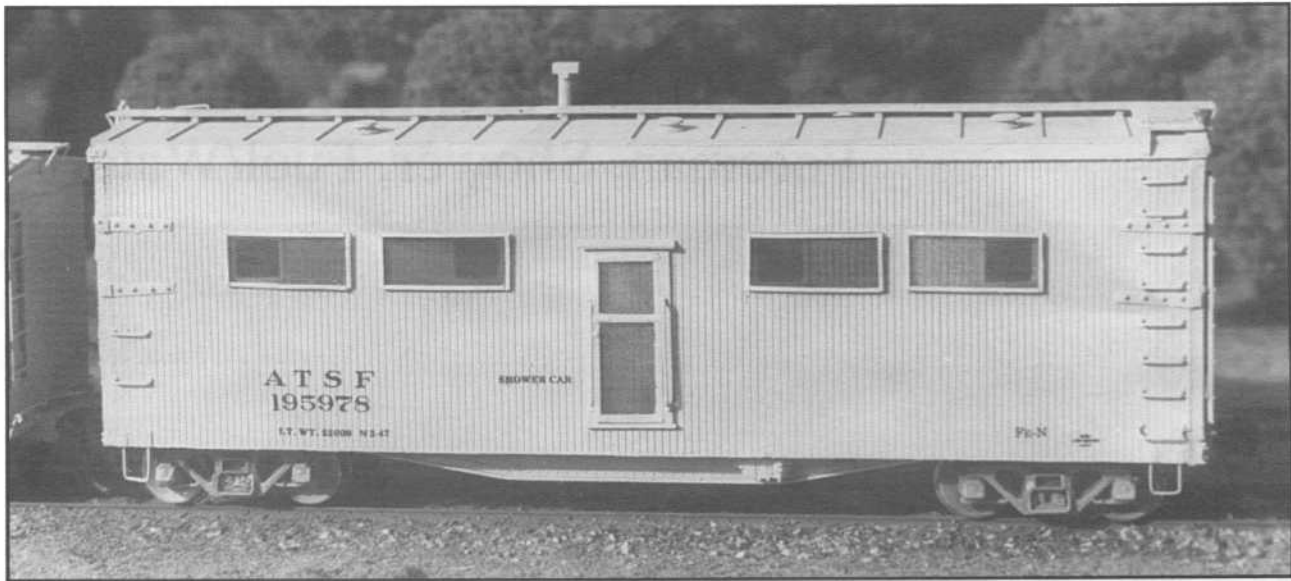
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Add \$8.00 for shipping per each set in U.S. (MO residents add 6.475%)

**Sunshine Models Box 4997 Springfield MO 65808-4997**

*DISC*

JULY 2000



When a car was converted from revenue to work service, the first letter in the car class was changed to "W". The remainder of the designation was retained, such as Fe-N to We-N. When a car was constructed from a variety of sources, it was often classified as "Wk".

Trucks used on the work cars were generally those retained from the revenue service period. Some 36' cars were downgraded before being converted to work equipment. For example, some Bx-Ws got hand-me-down archbar trucks before their conversion and these were common on 36' work equipment.

The Fe series of cars used "L" section Andrews trucks and these continued into work train service. Some Wx-Ws also got "L" section Andrews trucks.

The set of work cars introduced by Sunshine Models consists of cars rebuilt from the three dominant sources of work equipment during the war period. The set consists of four Wx-W, three We-N and one Wx-O cars.

The set represents that train typical for a medium sized work crew. The cars would handle a crew of 12-16 men, plus foreman and a cook. Two bunk cars, a kitchen car, diner, tool car, foreman's car, shower car and a fuel/water flat car are included.

A set such as this would be typical for a track repair, tie replacement, new siding, signal or other such crew.

These cars would also form the nucleus for a larger gang train which had power equipment, such as cranes and pile drivers.

The Sunshine kits in this set use gray urethane castings. The castings are designed for ease of assembly. Thin nylon mesh is provided to simulate the window and door screens on selected cars. Thin clear acetate is included for windows. In addition to the eight cars, a hand car and a pair of outhouses are included to create an authentic atmosphere. An assortment of details, such as outside steps, discarded boxes and coal sacks are also included. When the crew moved, the reusable equipment was placed on an extra flat car.

Proprietary decals are included for the black lettering used on the Santa Fe work equipment. All parts except trucks and couplers are supplied. A comprehensive Prototype Data Sheet is included. The extensive instructions contain plentiful photographs.

The set sells for \$250. It will be available only until July, 2001 and the production limit is 400 sets. For those buying the set before the end of the year, material for a ninth car is included free. These are castings of a Bx-O underframe, deck and stake pockets which are provided for the modeler to create his own flat car to handle the privies and handcar during movement.

