

Book Review

SANTA FE FREIGHT TRAIN
SYMBOL HISTORY 1968 to 1984

By John Carr

John Carr, c/o Tom Stegink, 3027 Grif-
fa Ave., Columbus, 47201. Softcover -
85 pages - 11 x 8½ - vertical format -
\$12.00

The title of this book is almost self explanatory. It is the first time in this reviewer's knowledge that anyone has tried to relate an entire large railroad's freight train symbols and schedules over any lengthy period of time. Make no mistake, this is not a picture book, as it does not contain any photographs or maps. It does contain detailed information relating to Santa Fe's freight scheduling and operations.

The book is divided into eight chapters. These chapters provide detailed looks at Santa Fe freight train symbols and schedules over a fifteen year period. The chapters contain information on symbol rules, old symbols and consists, and newer and more current freight train symbols and types of consists. It also contains what amounts to a system freight train schedule.

Because of the sheer amount of data and information in this book, it is almost impossible to state whether or not all of the information is correct. However, in trying to verify some schedules or symbols which the reviewer is familiar with, I could not find any errors.

The final chapter of the book, "Recent Developments," show how current the author has tried to be. Even though the book was published and available in July, 1984, there was information in this last chapter on Plus Train Symbols, which went into effect on the Santa Fe on May 1, 1984. This is a modification of Santa Fe's current train symbols, as a possible first step towards coordinating schedules for the proposed Santa Fe-Southern Pacific merger.

All in all, this is a very informative book. No doubt, many individuals may find it tedious or boring. However, others will no doubt find it extremely enjoyable—and will probably provide much assistance for many individuals while railfanning the Santa Fe. For the modeler, it can provide information for planning prototypical freight train operations on a model Santa Fe layout. Of course, it would likely be impractical to try and follow prototype schedules precisely, but information of this sort can provide a background for making Santa Fe layouts more interesting operational-

(continued on page 24)

ATSF Railway Concrete Bunk House Summit, Cajon Pass, CA Erected 1919

Drawing Notes

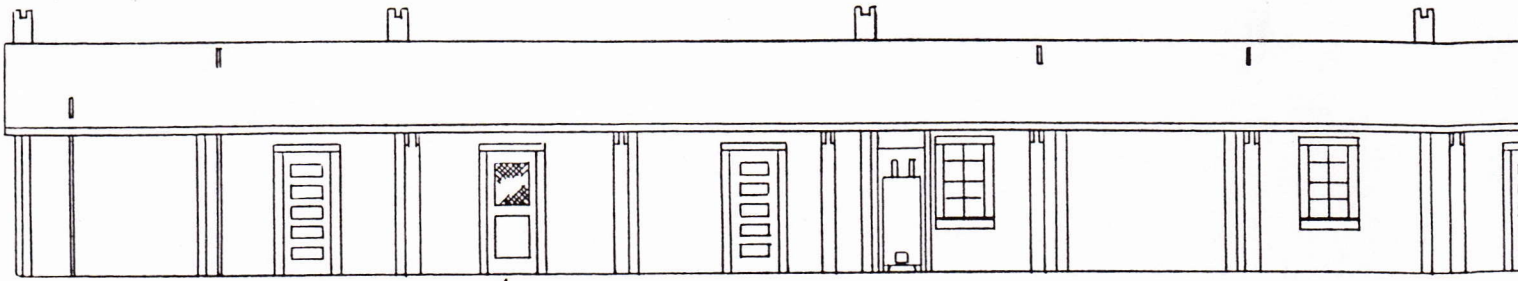
By R.J. Schleicher

1. Floor and walls of the bunk house and associated water closets are of concrete construction. (Partitions between end rooms of bunk house are wood.)
2. Roofs:
 - Bunk house is corrugated metal.
 - Roof overhand on the bunk house is 6 inches on the long side and 9 inches on the ends.
 - Fascia board on bunk house is 2 inch x 6 inch lumber.
 - Water closet roofs are concrete.
3. All walls are 4½ inches thick.
4. Vertical strips on the external walls of the bunk house that divide the various rooms are 6 inches wide.
5. Chimneys are 1 foot x 1 foot concrete.
6. Doors:
 - All door openings are 2.5 feet x 6.5 feet (inside dimension).
 - All external doors on main building are 5 panel type. Screen doors were also installed (drawing shows one as an example). Grandt Line #5021 5 panel doors are a perfect match.
 - External door openings are centered on the wall.
 - The external hot water heater also had a 5 panel door (not shown on the drawing for clarity).
7. Windows:
 - Windows are 3 feet x 5 feet over the casement. Grandt Line #5030 27 inches x 48 inches double hung 8 pane windows are a perfect match.
 - The bottom of the window casement is 2.3 feet above the floor.
 - Windows are centered on the wall.
 - Water closets had small (2 feet wide x 2 feet 8½ inches high outside dimension) louver board windows on the outside ends; and small (2 feet x 2 feet outside dimension) screened only windows on the sides facing the center (or each other).
8. All trim is an actual 5 inches wide.
9. Porch posts are 8 inches x 8 inches.
10. Hot water heater is about 5 feet tall and about 18-20 inches in diameter.



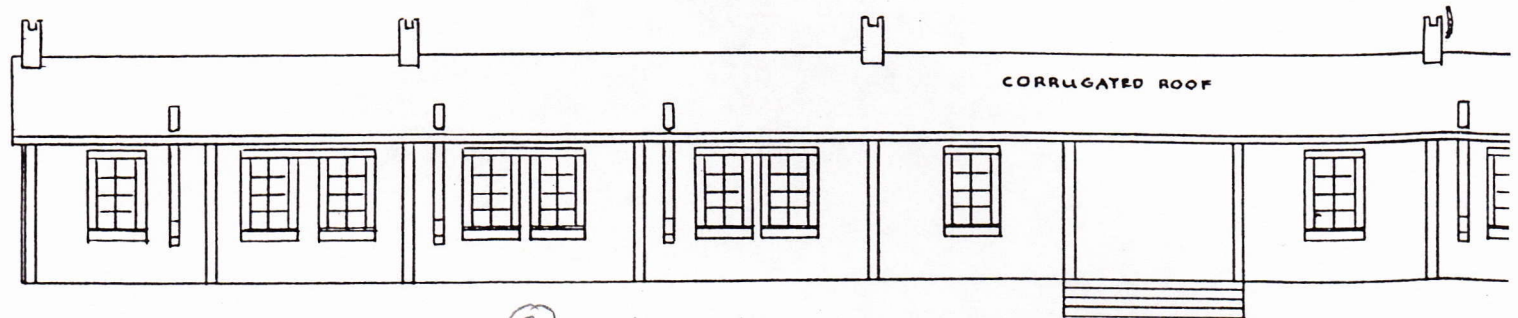
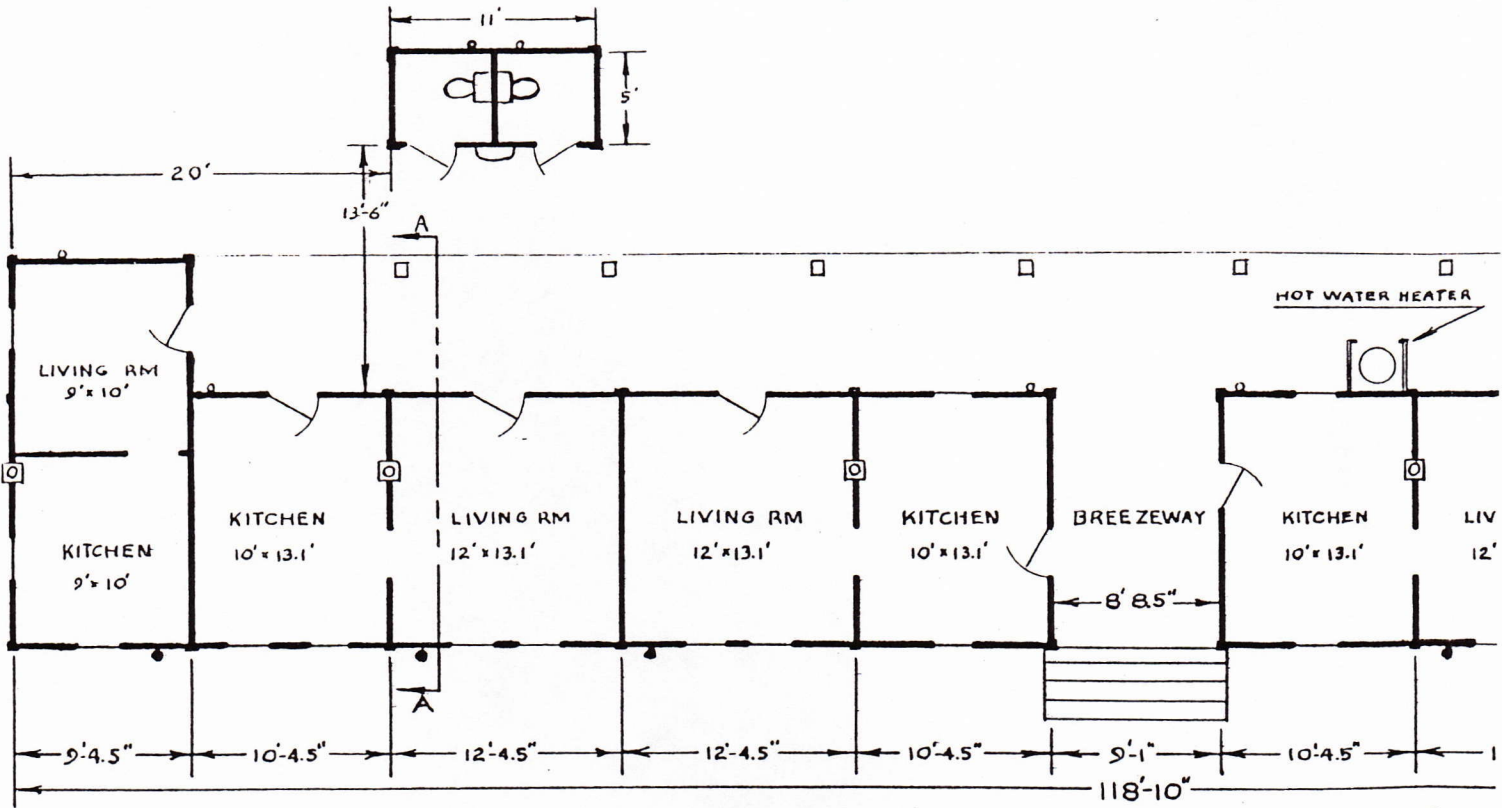
The north and west walls of the concrete bunkhouse at Summit, CA on Cajon Pass show in this view. Also shown next to the bunkhouse are the water closets. Larry Occhiello photo.

(see more photos on page 24)



TYPICAL SCREEN DOOR (OPTIONAL)

NORTH WALL



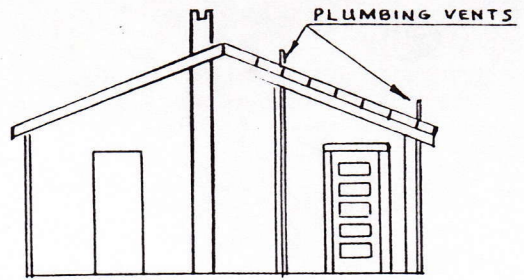
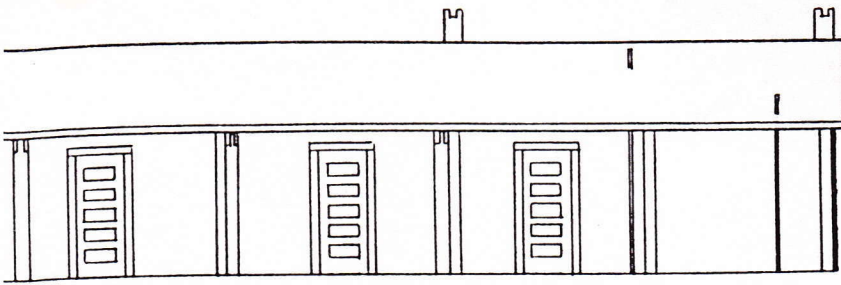
CORRUGATED ROOF

SOUTH WALL

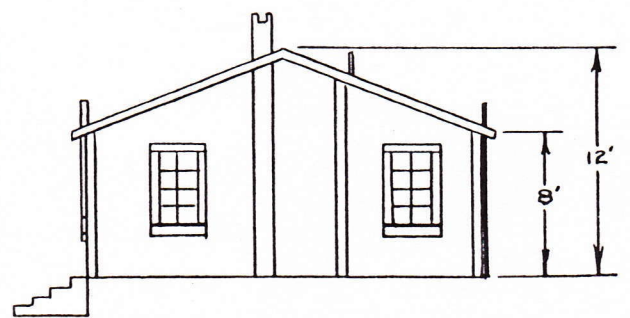
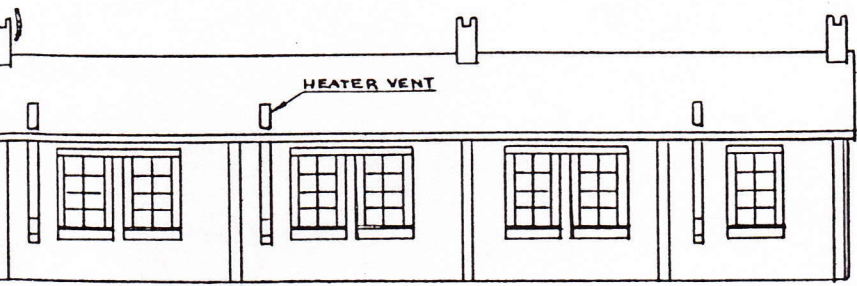
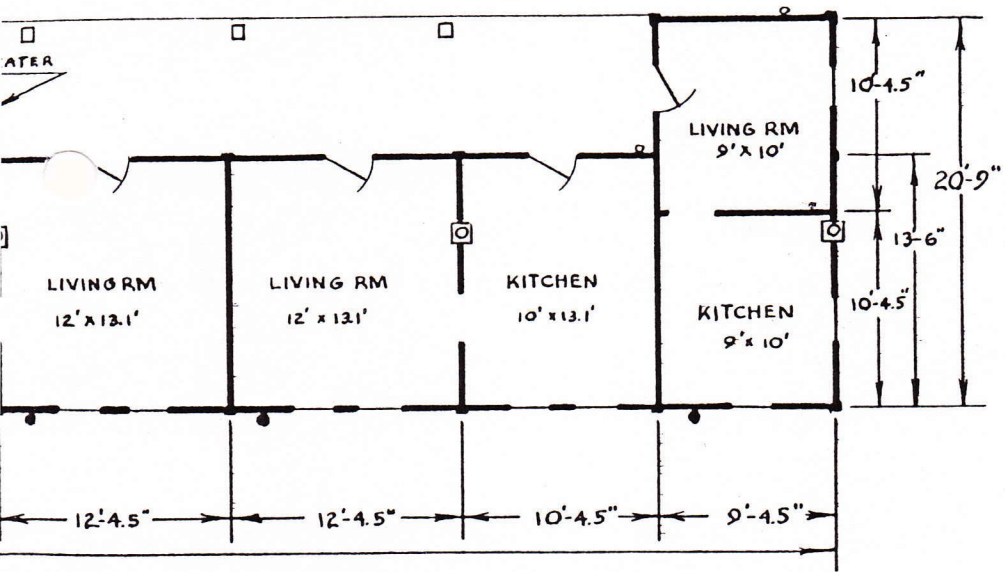
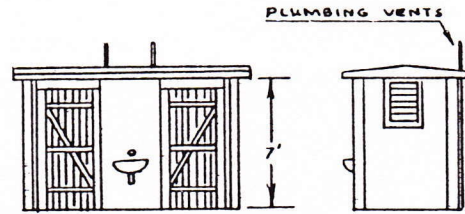
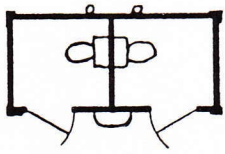
9 1919-1972

Motrak Producing

A.T.&S.F. RY. Concrete Bunk House - Summit, Cajon Pas



SECTION A-A



EAST WALL