

Santa Fe Photo Index Organizational Structure

As of 06 Dec 2011

Key Dates are often useful in helping to identify the era of photographs but please remember that not all locos, cars etc were painted (or the events happened) at once as there is a time lag for all of the equipment to be repainted etc & there were exceptions that never got updated. Thanks to many others contributions, many of the key dates are listed below. To help in finding those dates: **Locos** are colored **Blue**, **Frt Cars** are colored **Red**, **Pax Cars** are colored **Green**, **MOW** are colored **purple** & **structures** are colored **Orange**.

1995 09 22: Santa Fe (fm **1868 Oct 28 or 1859**) combined with Burlington Northern to become BNSF

1995: EMD SD75Ms delivered (#200-250) in red & silver warbonnet

1994 08 to 1994 09: MK1200Gs delivered by Morrison-Knudsen (#1200-1201) in yellow warbonnet

1994: GE -944CWs delivered (#600-699) in red & silver warbonnet

1994: Chico logo discontinued

1993 circa: Ditch lights begin to be retrofitted to blue and yellow power

1992 04 to 1992 10: GE -840CWs delivered (#800-951) in red & silver warbonnet

1992 03 to 1995 03: Second Q logo for Managing Top Quality replaced earlier version

1991 early to late 1993 / early 1994: US flag stickers on locomotives for the first Gulf War

1991 07 to 1991 09: EMD GP60Bs delivered (#325-347) in silver with red lettering & red yel blk stripes

1991 03 to 1995 03: Q logo first appeared & discontinued in **1995**

1990 10 to 1992: GE -840BW's delivered (#500-582) in red & silver warbonnet

1990 08 13: Special train with GP60M #146 painted for Maersk Lines promotional film on Cajon Pass

1990 05 to 1990 06: EMD GP60Ms delivered (#100-162) mostly red & silver warbonnet (12 in primer)

1990 01: First Q logo for Managing Top Quality (**used on frt cars fm 1991 Mar to 1993 May**)

1989 to 1991: Amber beacons start vanishing (essentially gone by the end of **1991**)

1989 07: Red and silver warbonnet reappears on FP45's.

1988 06 to 1989 04: GE -840Bs delivered (#7410-7449) in yellow warbonnet

1988 05 to 1989 08: EMD GP60s delivered (#4000-4039) in yellow warbonnet

1988: Santa Fe Pacific as a holding company for SF Ry etc as SP was sold to Rio Grande Industries

1987 late to early 1988: Fixed headlights start being relocated to the nose & horns to the middle of the car body

1987 07: GE/ATSF SF30B (#7200) blt fm wrecked U23B in yellow bonnet – derated to B23-7 (#6419)

1987: The CF7's were sold off in two groups, the first in **1984** and the second in **1987**

1986 07 24: ICC officially denied Merger with SP

1986 01 to 1988: New & Repainted frt cars had no heralds due to expected merger

1986 01: Large Herald & Indian Red paint discontinued – now Mineral Brown

1985 to 1986: FGMR RPL reporting marks in use on Mechanical Refrigerator Cars leased to Fruit Growers Express – remarked SFRC when returned

1985 to 1986: GE/ATSF SF30Cs rebld (#9500-9569) fm U36Cs most in Kodachrom paint (#9510-9553)

1985 08 to end of 1990: SPSF "Kodachrome" paint on Santa Fe locomotives (except for a handful of C30-7's that came back under BNSF and some GP20's sold to TP&W).

1985 mid: Nose classification lights start vanishing (essentially gone by the end of **1990**).

1984 late: Last blue & yellow pinstripe roadswitchers repainted (not counting switchers 1453 or 1460)

1984 09: EMD SDP40Fs acquired fm Amtrak (#5250-5267) - Reblt by ATSF in yellow bonnet **frt** colors

1984 05 04: SF Navy stopped service after fire at the Richmond ferry slip

1984 04 to 1984 12: GE B39-8s delivered (#7400-7402) in blue & yellow warbonnet

1984 04 11: SFTT ownership sold/transferred to Rail Services, Inc.

1984 01 01: Santa Fe merged with Toledo, Peoria & Western Ry (TP&W) and acquired **11 EMD GP38-2s** that were renumbered to #3561-3571 and painted in blue & yellow warbonnet

1983 to 1986: 3 SD45Bs converted (#5501-5502, #5502 #2) from SD45 #5581, 5523 & 5340

1983 12 23: Santa Fe Southern Pacific Corp merges SF Industries with SP Co

1982 04: Santa Fe lettering applied to tank cars

1982 - ??: SFLC reporting marks in use on cars leased by Santa Fe Leasing corp.

1982: RR Roman version used by ATSF replaced by Helvetica-style Gothic characters

1981 01 to 1985: EMD GP50s delivered (#3810-3854) in blue & yellow warbonnet

1980s early: Tank cars colored bands repainted per OSHA color codes

1980 to 1981: Two GP7 Slugs (#s115 & 119) were blt fm wrecked GP7 #2063 & #2650 respectively

1980 10 to 1980 11: GE B36-7s delivered (#7484-7499) in blue & yellow warbonnet

1978 04 to 1984: GE B23-7s delivered (#6350-6418) in blue & yellow warbonnet

1978 04 to 1978 06: EMD GP40Xs delivered (#3800-3809) in blue & yellow warbonnet

1978 03 31: Wheel Set Inspections resulted in yellow or white dots being put above wheelsets

1977 12 to 1982 12: GE C30-7s delivered (#8010-8166) in blue & yellow warbonnet

1977 10 to 1981: EMD SD40-2s delivered (#5020-5192, 5200-5213) mostly in blue & yellow warbonnet but some delivered in yellow only due to backlog at paint shop

1977 05: Trailer Stenciling with advent of fuel-foiler spine cars now with either Santa Fe or SFTT (depending on ownership) painted in blue stylized script with 2 blue stripes on white trailer body

1977 03: Some SF Trail Transportation Vans have large SF in Circle Cross with a slogan

1976 01 circa to 1977 late: SF Trail Transportation Logo (Santa Fe in Circle Cross with 4 Feathers & words (5 feather version from **pre Sep 1973 to 1977 late**)

1976: All remaining cabooses with 4 digits #s (45 of them) are to be renumbered in 999900 series

1975 02 21 to 1976 01: Bicentennial paint applied to 5 SD45-2s (#5700-5704) lasting until **1978** and were generally assigned to the point of the Super C until it was discontinued in **1976 May**.

1974 to 1978: 3 NW2s (#2416, 2405 & 2415) rebt to be SSB1200s (#1215-1217)

1974 to 1976: 3 ALCO RSD15s converted to CRSD20s (#3900-3902) & mated with slugs

1974 12 15: SF Air Frt Co (SFAF) corporation was dissolved

1974 08 to 1980: EMD GP39-2s delivered (#3600-3705) in blue & yellow warbonnet

1973 to 1978: SD24s upgraded to SD26s and renumbered to #4600-4679

1973 08: Last FP45 (#5944) repainted fm the orig red & silver. #5947 repainted thus in **1972 Feb** & #5942 in **1972 Nov** while #s 5942 and 5944 were the only 2 FP45s to go directly fm red & silver to yellow warbonnet. #5947 was repainted into the "old" frt blue paint scheme since the yellow warbonnet didn't start until **1972 Jun**

1973 04 to 07: 2 NW2s (#2407 & 2406) are converted to NW2 Slugs (#2353-2367)

1973: Trailer Stenciling of Blue Circle Cross with 5th yellow feather bar stating 'Air Freight' short lived

1972 to 1980: Test of 5 Foam covered Hoppers (no ATSF markings) led to Ga-178 Conditionaire cars

1972 11 to ?: GP7s upgraded (low hoods, pilots etc) & painted in yellow bonnet with new #s

1972 08: Yellow bonnets paint (300 class F7A) for Amtrak power

1972 06: Yellow bonnets paint (325 class) started & Blue bonnets paint discontinued

1972 06: Beginning of the yellow warbonnet paint scheme. McMillan's Santa Fe Diesel Fleet book states that the first 2 engines painted were SD45 #5524 and U28CG #7904

1972 05 to 1975 02: GE U36Cs delivered (#8700-8799) in blue with yellow stripe (01-05) then yellow bonnets

1972 05 to 1974 05: EMD SD45-2s delivered (#5625-5714) in blue with yellow stripe (5625-5661) & Blue Yellow Warbonnet for the rest

1972: 12 of 14 slugs built at Cleburne TX for potash service around Carlsbad NM were F3Bs

1972: Billboard 'Santa Fe' lettering on freight cars introduced to replace Ship & Travel slogan

1972: Special train 'The Spirit of 76' ran from Richmond CA to Richmond VA over ATSF, SCL & Frisco

1972: Indian Red used on box cars instead of Mineral Brown

1972: FRA Lube Plates (black square with white borders & lettering) started

1971 to 1972: ATSF shipped its last stock and live stock was dropped from the tariff in **1972**

1971 07: Blue bonnets (325 class) – none on Amtrak per Ralph Back

1971 05 01: Amtrak took over passenger travel

1971 03 17: SF changed the name of Express Air Freight Inc to SF Air Freight Co (SFAF) & started ops **Dec 9**

1971: Rectangular Reflectives (white Scotch Lite) in use on freight cars

1970s early: SF started testing concrete ties in Kansas

1970s early: Trailer Stenciling applied to fiberglass sheet riveted to side of container (Blue Circle Cross with 4 yellow feather bars)

1970 10: SF acquired Express Air Freight Inc with CAB approval to operate as an air freight company

1970 06 to 1971 02: GE U23Bs delivered (#6300-6348) in blue with yellow stripe – gone by **1989**

1970 06 to 1970 09: EMD GP38s delivered (#3500-3560) in blue with yellow stripe

1970 03 13 to 1978: F3s, F7s & F9s converted to CF7s – last CF7 retired in **1987 Aug**

1970: Baldwin/EMD/ATSF BEEP rebld from #2220 (VO 1000) to be a rather unique #2450

1960s late: Many tank cars in Domestic Water Service painted White with black lettering

1960s late: Most zebras are gone with only a couple left by **1969** or later showing up in photos (#s 463, 2098 (fake), 2223, 2301, 2304 etc)

1969 07: F3Bs were converted to RCE units

1969 06 to 1969 08: GE U33Cs delivered (#8500-8524) in blue with yellow stripe – gone by **1985**

1969 05 to 1969 07: GE U23Cs delivered (#7500-7519) in blue with yellow stripe – gone by **1985**

1969 05 to 1969 06: EMD SD39s delivered (#4000-4019) in blue with yellow stripe

1969 04 to 1973 09: SF Trail Transportation Logo (Santa Fe in Circle Cross with 4 Feathers & words

1968: ACI label on right end of frt cars – Discontinued in **1978** but still found on unrepaired cars

1968: Removal of roof walk on frt cars (Banned for safety reasons) also full height ladders

1968: EMD F45s delivered (#1900-1939) in blue with yellow stripe

1967 to 1983: SF Industries logo used

1967 to ??: EMD F7Bs converted to RCEs

1967 Fall: End of mail contract for ATSF

1967: Contrasting hand grab/rail colors required on locomotives (yellow hand grab/rails started)

1967: EMD FP45s delivered (#100-108) for pax service in red & silver warbonnet paint

1967: GE U30CGs delivered (#400-405) for pax & Super C Frt service in red & silver warbonnet paint

1967: Intermodal Containers heralds & lettering start to change from red & cream to blue & white

1966 to 1980: Unit Coal Train gons (Ga-152) with special paint scheme fm York Canyon NM to So CA

1966 06 to 1970: EMD SD45s delivered (#1800-1889) in blue with yellow stripe

1966 03 to 1966 04: EMD SD40s delivered (#1700-1719) in blue with yellow stripe

1966: Caboose Classes Ce-1 etc started - the Indian Red paint on cabooses started with the Ce-1 and later classes - some mineral brown cabooses lasted to **1975** in Ce-5 class

1966: GE U28CGs delivered (#350-359) for pax service in red & silver warbonnet paint

1966: First 40' High Cube boxcars (Bx-108 class which lasted til **1987**)

1966: Mineral Brown used on hopper cars instead of Light Gray tho some so painted survived til **70s**

1965 to 1973: SFRF RP reporting marks in use on Liquid Nitrogen Refrigerator Car with No Load Restraining Devices

1965: Express boxes with gray paint & gray-white lettering

1964 to 1973: SFRM RSM reporting marks in use on Ice Bunker Refrigerator cars with meat rails

1964 01 to 1969: EMD GP35s delivered (#1300-1460) in blue with yellow stripe

1964: First High Cube boxcars (86' Bx-91 & Bx-92 class)

1963 to 1980: SFRP RP reporting marks in use on Mechanical Refrigerator cars with No Load Restraining Devices

1962 to 1984: SFRE RBL reporting marks in use on Insulated Refrigerator cars with Load Restraining Devices

1962 to 1973: SFRM RPM reporting marks in use on Mechanical Refrigerator cars with meat rails

1962 about: Most ATSF Container Mail cars built fm HyWt diner & lounge car under-frames

1962 04 to 1963: EMD GP30s delivered (#1200-1284) in blue with yellow stripe

1962 04 to 1963: GE U25Bs delivered (#1600-1615) in blue with yellow stripe – traded to GE in **1979**

1962: Super added to Shock Control slogan

1961 to 1971: SFRA RB reporting marks in use on Insulated Refrigerator cars with No Load Restraining Devices

1960s: A Pile Driver outfit (including all the cars) was painted dark blue with yellow stripes

1960s: MOW Machinery cars often painted same shade of blue as the locos

1960s: Some stainless steel pax cars roofs were painted aluminum that faded to white

1960 to 1987: SFRC RPL reporting marks in use on Mechanical Refrigerator cars with Load Restraining Devices

1960 to 1969: Express Rrefers black roofs are repainted aluminum & gold lettering changed to white & rectangular REA Herald centered below the word Refrigerator to right of door

1960 05 to 1961 12: EMD GP20s delivered (#1100-1174) in blue with yellow stripe

1960 Feb 13: PA #0053L painted gold for a GE commercial “Trainload of Bargains”

1960: All streamlined diesel cabs (Es, Fs, PAs, etc.) got grab irons added above their windshields and

down the right side of their noses. This work was completed **during 1961**.

1960: Blue & yellow paint scheme adopted for diesels

1950s late: SFTT trucks lost their heralds on the cab doors

1959 to 1960: ALCO RSD15s delivered (#800-849) in zebra paint (#800-823) & rest in Blue & Yel stripe

1959 05 to 1960 07: EMD SD24s delivered (#900-979) in zebra paint (45) & rest in Blue with Yel stripe

1959 04: All steam locos remaining retired

1959: Light Gray used on hopper cars instead of Mineral Brown (or the rare black one assigned to coal service)

1959: Intro of large circle/cross herald on frt cars with 'Ship & Travel Santa Fe All the Way' on both sides of the frt car

1959: EMD SW1200s delivered (#2439-2441) in zebra paint

1958? Or maybe 1960: MU connections started showing up when the F3/7/9 units were broken up and mixed as necessary for horse power needed.

1958?: Last catwhisker paint scheme found so far was on F7 257 (4 unit set) in Phil Serpico's Santa Fe Route to the Pacific - page 93 dated **November 24, 1957**

1958 09: SF lettering in Heralds changed to modern style (Cooper which is more rounded & fatter)

1958: DF with Shock Control slogan first used on Bx-76 class (Indian Red sides & black roof)

1958: Scout slogan dropped

1958: Santa Fe started putting the "C" in the # boards of the 2nd cab unit in ABBA sets of **pax** F's.

1958: Round Reflectives (white circle cross with black background of Scotch Lite) in use on frt cars

1957 12 31: End of assigned cabooses to specific crews on the Coast Lines (previously they had to be switched in and out at division points – Pooling of cabooses on the eastern part of the System began in **1963** and in **1966 03 31** this was extended to the entire system)

1957: Reblt RDC Cars had red cabs with cigar band on end door only (DC-191 & DC-192)

1957: CTC installed between Fresno CA & Stockton CA (previously train movements authorized by timetable & train orders) ie the tracks west of Stockton CA still governed by block signal & T.O.s

1956 to 1980: MOW (except machinery cars) painted aluminum (entire car) but gray lasted til **1969?**

1956 to 1969 04: TOFC van trailers purchased by ATSF vs SFTT had 'Piggy-Back Service' on trailer

1956 05 to 1957 04: EMD GP9s delivered (#700-751) in zebra paint

1956 04 27 to 1956 12 02: Leased 2-10-4s to Pennsylvania RR (#5012-5014, 5016, 5018 & 5020)

1956: EMD F9s delivered (#281LABC-289LABC) in **Frt** Blue with yellow stripe & cigar band nose paint

1956: Fairbanks-Morse H12-44TSs delivered (#541-543) for use at Chicago IL Dearborn Station

1956: Grand Canyon Line slogan dropped

1956: Express reefers revised color scheme appears (change fm Coach Green to Kelly Green)

1955?: First Pullman-Standard PS-4 standardized flat cars produced

1955 to 1985: SFRB RBL reporting marks in use on Insulated Refrigerator cars with Load Restraining Devices

1955 04 to 1955 11: ALCO RSD7s delivered (#600-611) in zebra paint – all gone by **1970**

1955 early: SF Trail Transportation now has Santa Fe in large letters vs the spelling out of SFTT

1955: Santa Fe started putting the "C" in the # boards of the 2nd cab unit in ABBA sets of **Frt** F's.

1954 07: Arch Bar trucks banned fm Interchange

1954 03: GP7m (#99) created from a FTA (#107L #1) with a GP9 body style but GP7 handrails etc

1954: B Units gained Santa Fe lettering on their sides

1954: San Francisco Chief slogan added

1953 circa: Caboose hand grabs changed fm black to white

1953 circa: Color scheme for early steel sided TOFC vans & trucks: red lower half with cream above

1953 to 1971: Many pax cars repainted to all gray scheme with most roofs black but some aluminum

1953 to 1963/65: SFRD RP reporting marks in use on Mechanical Refrigerator cars with No Load Restraining Devices

1953 to 1955: SF Trail Transportation logo is now the circle cross in square with words spelled out

1953 10: F Unit Cigar Band paint scheme started replacing the cat whisker paint scheme - The **1953 Oct** revised 200 class (F3s & F7s) paint diagrams introduced a paint scheme with full chrome golden yellow striping, cigar bands and **pax** style heralds that would remain standard until the yellow bonnets of **1972**

1953 08: KC brakes banned fm Interchange (ie AB brakes instead)

1953: First Pullman-Standard PS-2 standardized covered hoppers produced

1953: Adoption of Solid Colonial Yellow paint scheme for depots, towers etc

1953: EMD SW9s delivered (#2420-2438) in zebra paint – All became SSB1200s in **1974-79**

1953: Lifting lugs started being applied to 200 class F7s. F7 261 photo **June 1953** by David P. Morgan in Railway Annual No. 3

1953: Radios are in use on cabooses but 68 cabooses with both wigwags & radios at same time

1953: Express reefers (new #4050-4099 & rebblts #4000-4049) were painted in same color scheme as REA reefers with Diamond REA herald centered to right of doors

1953: MTC (Mechanical Temp Control) Lettering on SFRD reefers

1952 09 to 1953 08: E1s along with #1 & #2611 (was #10) are rebld into E8ms

1952 09 to 1953: ALCO RSD5s delivered (#2110-2161) in zebra paint scheme

1952 04: RDC cars acquired fm Budd (#DC191-192) for use on Surf Line (box herald on end doors)

1952: First Pullman-Standard PS-3 standardized open top hoppers produced

1952: Start of FTs received lifting lugs on nose (#415 Warbonnet Don Sims photo in Railfan & Railroad) (#142 all blue **Aug 1952**) (#133 repaint to B/Y CW **1953**) (#199 all blue **Sept 1953** Trains Mag) but this was very gradual and even by **1956** not all had them.

1951 circa to 1954 circa: ATSF added the letter R to the caboose road # to signify radio equipped

1951 to 1953: ALCO S4s delivered (#1500-1537) in zebra paint scheme all to CA-last gone **1978 Aug**

1951 to 1953: FT all blue paint scheme with cigar band nose emblem. Some repainted in CW scheme prior to the **Oct 1953** blue & chrome yellow with cigar band nose emblem painting diagram. All blue unit FT 140 LAC photographed **July 1953** repainted into B/Y cigar band scheme **Mar 1954**. After **1953 Oct** the 100 class was repainted the same as the 200 class. John Moore also points out that in regards to my comment “repainted the same as the 200 class – well most of the 200 class was CW at this time – 200 class would also be repainted in the B/Y cigar band scheme also – it is not easy to find 200 class units repainted in the new scheme in the closing months of **1953**.”)

1951 07 to 09: ALCO RSD4s delivered (#2100-2109) in zebra paint scheme – All gone by **1971**

1951: An air line was added around the FT fuel tank on the engineers side beginning around **1951**

1951: Mineral Brown antislip painted roofs begin replacing black antislip roofs but black still used

1951: Fairbanks-Morse H16-44 delivered (#2800-2819) in zebra paint scheme – gone by **1970**

1950s & 1960s: Several MOW derricks were painted with silver zebra stripes

1950s early: Comanche Tribe was the only car to be painted in Shadowline **1949 06 13**. Then painted

ATSF exterior **1952 01 15**, then TTG **1952 03 20** / Kaw Tribe painted TTG **1952 12 18** / Kiowa Tribe painted TTG **1951 07 23** / Attapaka Tribe painted TTG **1951 10 10** / Hopi Tribe painted TTG **1952 01 15** & Choctaw Tribe painted TTG **1951 12 14**

1950s early: Reefer ice hatches started being reversed so that hinges were toward center of car

1950s early: TOFC service established with Santa Fe Trail Transportation (SFTT)

1950s: Mechanical icing machines reduced labor and time filling reefers

1950s: Tank cars assigned non diesel fuel service painted in colored bands (domes & car body) - John Moore stated “the date would be **before 1956** when I photographed tank cars with Red (gasoline), Green (distillate) and Gray (diesel fuel) commodity bands (this is what the Store Department called them).”

1950 about: Some FT cab units gained switching footboards on the pilot around **1950**

1950 to 1957: Fairbanks-Morse H12-44 delivered (#503-540) in zebra paint scheme

1950 to 1951: EMD TR4s delivered (#2418LA-2419LA)

1950 10: ALCO RS2 delivered (#2110 #1) after testing on Surf Line in **June** – traded to GE in **1969**

1950 09 to 1953: EMD GP7s delivered (#2650-2893) in introduction of full zebra stripes paint scheme (but non standard zebras were before this) – 5 Cabless units (#2788A-2797A)

1950 07: Baldwin DS4-4-750s delivered (#0525-533) in zebra paint style – all gone by **1973**

1949 end of to 1971 circa: Many HvWt pax cars repainted into two tone grey scheme

1949 06 to 1953: EMD F7A/Bs delivered as follows:

Frt #202LABC-268LABC delivered in cream yellow and blue with cat whicker nose emblem

Frt #269-274 LABC delivered in chrome yellow and blue with cigar band nose emblem.

Pax #s 37LABC-47LABC, 48A, 300LAB-314LAB, 325LAB-340LAB & 341LA-344LA

1949: First 200 class (F3s) were delivered in a cat whisker paint scheme but without red pinstriping

1949: First Pullman-Standard PS-5 standardized gondolas produced

1949: Scout (Trains #1 & 2) discontinued

1948 to 1953?? SF Trail Transportation logo changed a bit but name is now spelled out below it

1948 06 to 1950 03: Baldwin DT6-6-2000 delivered (#2600-2606) – traded in to GE in **1962 to 1963**

1948 02 11: SF Navy – Eighth tug boat (Paul B Hastings) acquired war surplus - Sold in **1984**

1948 02 to 1949: Baldwin/Westinghouse DS4-4-1000s delivered (#2260-2299 & #2200 #2)

1948 01 15: SF Skyways ceased ops after denial of registration by the Civil Aeronautical Board

1948: Texas Chief slogan added

1948: AAR began requiring Star symbols stenciled on baggage cars equipped for Messengers

1947 08: Axy Dent logo first appeared in Santa Fe Magazine

1947 06 05: SF Navy – Seventh tug boat (John R Hayden) acquired war surplus - Sold in 1976

1947 06 to 1953: Some HyWt pax cars were temporarily given a shadow striped paint scheme

1947 06 to 1950 08: ALCO RS1 delivered #2385-2388, #2394-2395) #2394 went to CA, rest Chicago

1947 06: Fairbanks-Morse/GE Erie Blt delivered (#90LAB) – traded to GE in 1963 Mar

1947 03 to 1958: ‘Ship & Travel’ used on frt cars instead of the Maps

1947 to 1954: Phase 3 FT Cat Whisker Scheme with no red stripe

1947: First Pullman-Standard PS-1 standardized boxcars produced

1947: Pullman Incorporated sells the Pullman Co (Sleeping Cars) to 54 RRs due to anti-trust suit

1947: SFTT operating rights sold to Transcontinental Bus Systems (except for truck ops & coordinated pax, truck & train service

1947: Frt cars rebld or repainted after this date recv’d new style slogans

1947: Frt cars (reblts) had metal running boards (unpainted galvanized steel)

1946 to 1980: Tank cars assigned to diesel Fuel Service painted light gray on domes & a body stripe

1946 to 1953: SFRD RP reporting marks in use on Rr-46 ice bunker car rebuilt to be first Mechanical Refrigerator Car #12000

1946 12 28 to 1946 03 18: SF Skyways purchased 4 war surplus C54s (DC-4s)

1946 10 to 1949 01: EMD F3A/Bs delivered (Pax #16LABC-36LABC & in 1948 Oct & Nov Frt units #200LABC-201LABC)

1946 10 to 1948: ALCO/GE PA1/PB1 delivered (#51LAB-62LAB, #70LA-71LA). #51B-62B units renumbered 63L-69L, 74L-78L. First official run of #51LAB (Oct 4) on train #7 (Fast Mail & Express)

1946 08: Cabooses #1860 & #2035 equipped with radio for use on Kansas City – Chicago Fast Frts

1946 07 31: SF Skyways C47 inaugural flight was from LA to Chicago

1946 04 to 09: 10 FTA/Bs converted to temporary pax service with paint & gyro lights (#158LABC-166LABC & #168LABC). Repainted to frt colors when replaced by F3s & F7s.

1946 05 04: SF Skyway set up as an air frt transportation company using 3 war surplus C47s (DC-3s)

1946: Scout slogan dropped

1946: First use of Chico trademark

1945 07: Last 2-8-4s acquired fm Boston & Maine (#4193-4199)

1945 07: Last 2-8-2s acquired fm Pennsylvania RR (#882-884)

1945 05 17: US Federal Communications Commission assigns radio channels for RR use

1945 04 to 1948: Fairbanks-Morse delivers H10-44 in black paint scheme (#500). #s501-502 in 1948

1945: #2301 HH0600 is in Tiger Stripe paint scheme – also on #466 44T both in San Diego area

1945: SF Navy – Sixth tug boat (Edward J Engel) acquired new – Sold in 1969

1945: Last 2-8-8-2s acquired fm Norfolk & Western (#1790-1797)

1944 09 29: Last 2-6-2 acquired fm Oakland Terminal Ry (#2447)

1944 08: Red cab fronts c yellow bands around windows & gull wings below started on doodlebugs

1944 06 14 to 06 19: Radio (portable) test on Special ‘Spud’ Train fm Bakersfield to Chicago

1944 to 1949: Phase 2 FT Cat Whisker Scheme with red nose only stripe

1944: Frt cars (new) had metal running boards (unpainted galvanized steel)

1944: ALCO/GE S1s delivered (#2303-2304) – both sold in 1970

1944: Last 2-10-4s acquired fm Baldwin (#5011-5035)

1943 06 to 1995: ‘ATSF’ in use on frt cars (and after in BNSF service)

1943 to 1979: SFRD RS reporting marks in use on Ice Bunker Refrigerator cars with No Load Restraining Devices

1943 to 1944: Last 4-8-4s acquired fm Baldwin (#2900-2929)

1943: Express boxcars lost their maps & slogans to be replaced by the word ‘express’ in 5” Roman

1942 circa to 1945 circa: Blackout hoods on headlights, class lights, marker lamps, and switch stands on the west coast

1942 circa to 1943 circa: Pax cars on west coast or transcontinental service had black roofs

1942 to 1949: Tank car domes assigned to diesel Fuel Service painted yellow-orange

1942 to 1944: Third thru 11th 44 Tonners blt by GE (#460-468) #461 delivered in black paint scheme

1942 09: Buy War Bonds slogan used on 368 Bx-36 cars (left of doors) with some lasting to **mid 50s**

1942 08 to 1945, 1948 to 1949: ALCO/GE S2s delivered (#2322-2391) - last unit retired in **1977**

1941 05: ALCO DL-109 delivered (#50L & #50A) – scrapped in **1960 Oct**

1941 01 to 1945: EMC FTA/Bs delivered (#100-199 & #400-430) in cream yellow Phase 1 FT Cat Whisker with full red stripe (early units assigned to AZ Divide) - **First pax FT** set (#167LABC) arrived in **frt** paint **1945 Feb**

1941: Second 44 Tonner blt by Whitcomb (delivered in black paint scheme) – retired in **1965 Mar**

1941: First 44 Tonner blt by Davenport (#450) – sold for scrap in **1965 Jun**

1940 to 1960s early: Pax cars of Cascade & Valley Series (both Ltwt Pullman sleepers) as well as some rebldt HvWt Pullmans in **1940** & some Tribes in **1951-1952**) in two tone gray scheme similar to Scout paint scheme (No Tribes were assigned Scout service) – In **1949 Jun 13** Comanche Tribe was painted aluminum with shadow striping while most Cascades & Valleys were painted solid gray with aluminum in later years. Through the **1940s** after rebuilding, the Tribes were all Pullman green with Pullman on the letterboards.

1940 09 26: Last 4-4-0 on roster scrapped (#95)

1940 04 to 1941: EMC E6A/Bs are delivered (#12LA-13LA, #14L, #15LA)

1940 01 to 1947 04: Straight line maps with ‘Santa Fe all the Way’ on frt cars left side with pax train slogans : Super Chief, El Captain, Chief, Grand Canyon, Scout on right side

1940 01: Curved line maps on frt cars (2 styles) soon converted to straight line map style

1940: Ends of reefer cars being painted black started

1939 11 to 1945: Baldwin/Westinghouse VO1000s are delivered in black paint scheme (#2201-2259)

1939 09 to 1943 04: EMC NW2s delivered in black paint scheme (#2353-2367)

1939 08 to 09: EMC E3A/B delivered (#11L & 11A). They were retired in **1968 Jun** as tradeins to EMD

1939 06 11 to 1940: Valley Flyer placed in service between Bakersfield & Oakland CA for the Golden Gate International Exposition at Treasure Island using **semi-streamlined 4-6-2s (#1369 & #1376)** in **special paint scheme including 6 HyWt cars**. Equipment used on Surf Line (LA to San Diego) when not needed for Exposition - all repainted in coach green by **1942**

1939 05 to 08: ALCO/GE HH-1000s delivered (#2310-2321)

1939: Santa Fe cross in circle mostly used for pax service related matters

1939: Santa Fe cross in circle in square mostly used for firt service related matters

1938 to 1944 02: 'A.T.S.F.' in use on firt cars (also S.F.R.D.)

1938 07 01: SFT began connecting bus service between Bakersfield & Los Angeles

1938 01 to 06: EMC Boxcab Diesels #1A & 1B rebld & renumbered (#1A to #1 & #1B to #10)

1937 to 1947?: SF Trail Transportation logo (Santa Fe in Circle Cross with 3 lines to left like warbonnet)

1937 to 1938: GMC/GE E1A/B units are delivered (#2LA-4LA, #5-9)

1937 09: EMC/Westinghouse NWs delivered (#2350-2352) in black paint scheme

1937 Summer: ALCO/GE HH-600 delivered (#2301 & #2302) in basic black paint (no name no herald but initials quickly added & later a square herald). All 3 units gone by **1964 Oct**

1937 04: Baldwin VO 660 demo #62000 renumbered to #2200 when delivered (traded in **1940 10**)

1937 03 01: Last 2-6-0s acquired fm purchase of St. Louis & San Francisco RR (#2445-2456)

1937: Reporting marks & car #s on reefer ice hatch covers (may have started before **1937**)

1937: Last 4-6-4s acquired fm Baldwin (#3460-3465) - Only Streamlined Steam on Santa Fe (#3460) which sold for scrap on **1956 Jun 14**

1936 to 1946 circa: HyWt cars for Scout were modernized & painted in two tone grey scheme

1936 to 1937: EMC/GE SC Diesels delivered in black (#2301 #2 to be #2150 followed by #2151-2153)

1936 05 12: Super Chief Inaugural Run fm Chicago to LA

1936: First stainless steel Ltwt pax car (#3070) in **1936**

1935 08: Boxcab Diesels #1A & 1B delivered for **Super Chief** – After tests Inauguration **1936 May 12**

1935: Acquired controlling interest in So KS Stage Lines (SKSL) joint bus & firt business – bus lines renamed SF Trail System (then later renamed SF Trailways) & firt ops consolidated into SF Trail Transportation Co (SFTT). New & repainted equip in probably red & cream with black fenders etc

1934: First Diesel (ALCO/GE HH-600) tried out – Officially added to Roster as #2300 in **1935 Feb 4**

1933 04 22: SF Navy - Ferries San Pedro & San Pablo no longer in operation

1933: AB Brakes required on all new construction (at least on cabooses)

1932 06: Last Motor Car acquired fm EMC (#M-190) – converted to Diesel in **1949 Dec 13**

1931 08: Zebra fronts now standard on all Doodlebugs

1929: Newly Formed Ry Express Agency (REA) took over the express service for ATSF & other RRs so baggage cars now state Ry Express Agency.

1929: Last 4-6-0s acquired fm purchase of Clinton & Oklahoma Western (#2436-2437)

1929: Last 4-4-0s acquired fm purchase of Kansas City, Mexico & Orient (#2257-2258)

1929: Last 2-10-0s acquired fm purchase of Kansas City, Mexico & Orient (#2554-2556, 2565-2569)

1929: Last 2-8-0s acquired fm purchase of Kansas City, Mexico & Orient (#2504-25,2535-53,2559-64)

1928 circa to 1956: MOW (except machinery & some tank cars) painted Light Gray with Mineral Brown on wood sheathed roofs & black on solid steel or metal sheath roofs – in **1939** msg stated steel underframe (which are painted battleship grey) – Previously MOW was painted Mineral Brown which lasted on some cars until **1950?**

1928: ‘Automotive & Furniture’ replaced with ‘Automotive’ on Fe class cars

1927 08: First steel Caboose (#1500)

1927: First 4-8-4 acquired fm Baldwin (#3751)

1927: First 4-6-4s acquired fm Baldwin (#3450-3459)

1927: First 2-8-4s acquired fm Baldwin (#4101-4115)

1926 to 1931: SF Transportation Co (SFT) Indian Detours

1926 06 26: Northwestern Pacific RR Co portion owned by ATSF sold to SP RR

1926: SF Navy – Fifth tug boat (A G Wells) – Government commandeered it in **1943** & not returned

1925 to 1926: New & rebld frt cars had 1” lines above reporting marks & below car #s (sides only)

1925: American Ry Association issued revised set of lettering standards including weight data

1924: First revenue service express reefers blt (#4000 to 4049)

1923 06: Caboose WigWags put in service – most gone by **late 1953**

1919 to 1927: Last 2-10-2s acquired fm Baldwin (#3800-3940) except #3829 (which was a 2-10-4)

1919 to 1925: ATSF adopted U.S.R.A style lettering for both new & rebld frt cars

1919 to 1924: Last 2-6-2s acquired fm Baldwin (#3400-3449)

1919: SF Navy – Fourth tug boat (W B Storey) – Sold for scrap **1956**

1919: Last 4-6-4s acquired fm Baldwin (#3460-3465)

1919: First 2-10-4 acquired fm Baldwin (#3829)

1918 to 1924: Only 4-8-2s acquired fm Baldwin (#3700-3750)

1918: United States RR Administration assumed control of the RRs for the war years.

1911: SF Navy – Third ferry (San Pedro) in service & Ocean Wave retired

1911: Last 2-6-6-2s acquired fm Baldwin (#3300-3323)

1911: Only 2-10-10-2s blt by ATSF fm 2-10-2s & new Baldwin low pressure units (#3000-3009)

1911: Only 2-8-8-0s blt by ATSF (#3200-3203) fm 2-8-0s – Returned to 2-8-0s in **1923**

1910 to 1980: MOW Machinery cars (Derricks, Pile Drivers, Spreaders, etc) painted black (entire car)

1910 to 1928 circa: MOW (except machinery cars) painted Mineral Brown (entire car)

1910 to 1918 circa: Pax cars initials A.T. & S.F. (or G.C. & S.F. for cars assigned to Texas subsidiary) located just below the cars #s.

1910: Last 4-4-2s acquired fm Baldwin (#1480-1502)

1910: First 2-6-6-2 blt by ATSF (#1157 fm #1051 & #1125 both 2-6-2s) - Broken apart in **1924**

1910: Large pre-cooling plant began operating at San Bernardino Ca

1909 04: First self propelled **pax** car (Doodlebug) acquired fm McKeen #M-100)

1909: ATSF began adding company heralds to each side of bldg names (Kingman AZ Harvey House)

1909: First 2-8-8-2s acquired fm Baldwin (#1700-1701) – Reblt to 2-8-2s in **1924**

1909: Only 4-4-6-2s acquired fm Baldwin (#1300-1301) – Reblt to 2-6-2s in **1915**

1907 01 08: Northwestern Pacific RR Co formed by SP RR & ATSF for consolidation in Northern CA

1907: SF Navy – Third tug boat (E P Ripley) – Sold for scrap **1950**

1904: Frt car classification system started (Bx, Ga, Sk etc) as part of general reorganization & re#ing

1903 to 1904: First 2-10-2s acquired fm Baldwin (#900-984)

1903: First 4-6-2s acquired fm Baldwin (#1200-1225)

1902 07 01: ATSF Ry purchased the SF Pacific RR & San Francisco & San Joaquin Valley Ry Co's

1902 07 01: Santa Fe Refrigerator Dispatch (SFRD) came into being as a new company

1902: SF Navy – Second tug boat (A H Payson) – Sold for scrap **1950**

1902: First 2-10-0 acquired fm Baldwin (#940)

1902: First 2-8-2s acquired fm Baldwin (#900-914) - renumbered in **1903** to #885-899

1901 07 01: Probably first use of Cross & Circle inside Square logo on a building (Eureka CA depot) – This style normally used until **1958 09** when logo changed fonts to SF Cooper lettering

1901 06: Herald changed from Soap Bar Style to Cross & Circle inside Square style

1901: First 2-6-2s acquired fm Baldwin (#1000-1039)

1900 late: SF Navy – Second ferry boat (San Pablo) in service

1900 07 06: SF Navy – First official run of ferry Ocean Wave fm San Francisco to Richmond

1900 03 17: Sunset RR Co incorporated by SP & ATSF to ship oil deposits fm around Bakersfield CA

1900: SF Navy – First tug boat (Richmond) – sold in **1926**

1900: Second major renumbering of locos per Iron Horses of the Santa Fe Trail

1899: Bolted Plaque trademark came into use

1898: First extensive renumbering of locos per Iron Horses of the Santa Fe Trail

1898: Santa Fe Route in rectangular trademark in dark blue came into use

1892 03: Santa Fe Fruit & Refrigerator Line (SFF&RL) organized to consolidate services

1894: Lion on Globe trademark used in ads & timetables

1890: Only 4-8-0s on roster acquired fm purchase of Atlantic & Pacific RR (#631-639)

1889: First 4-4-2 acquired fm Schenectady (#738)

1888: Soap Bar logo trademark came into use on paper & frt car sides (most likely in black)

1885 11: Stretched Skin logo trademark in use on paper & frt car sides

1879 07: First 2-8-0 acquired fm conversion of 2-8-0T (#2403) used in construction of Raton Pass

1872 12 28: ATSF track laying reached CO border per BNSF Friends website

1869 04 26: First official train (**The Wakarusa Picnic Special** fm Topeka KS to Wakarusa Grove KS) over 7 miles of track blt towards Emporia KS

1869 03 31: First loco purchased (a second hand 4-4-0 na ga that had to be converted)

1868 to 1938: 'A.T. & S.F.' in use on frt cars to **1938**

1868 11: First track laid down per BNSF Friends website

1868 10 28: Start of ATSF (**source of this date??**)

1863: Name changed to Atchison, Topeka & Santa Fe RR per BNSF Friends website

1859: Atchison & Topeka RR granted charter per BNSF Friends website

(this section revised **2011 12 06**) (Helvetica 14)

Arranged by Terry N Taylor with a lot of help from those who know ATSF history far better than I do ;)
xx terryntaylor xx @ xx charter.net xx