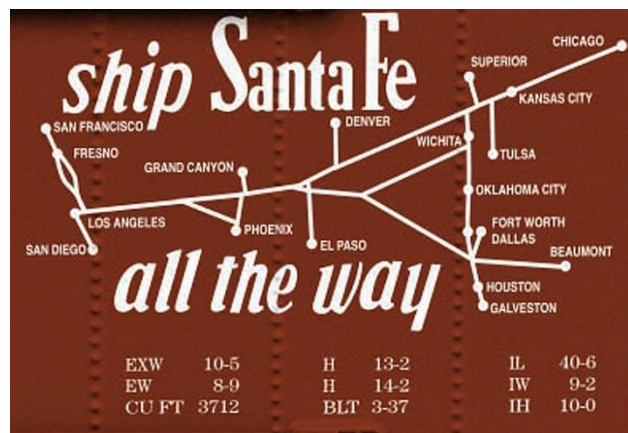


ATSF Furniture Car 7176

This piece of Oklahoma Railway Museum's rolling stock has had an interesting history. It was originally built in 1928 by the General American Transportation Corporation for the ATSF (Santa Fe) Railroad. It was constructed as a double-door, 50-foot, Class Fe-S (furniture car) with a wooden body, steel underframe and ends.

In 1941, the car was modified into a Class Fe-22 by the Santa Fe Railroad in their shops at Topeka, Kansas. This rebuild utilized the frame, trucks and some other parts of the original car. However, the wood sides were replaced with steel and one-inch thick interior wood lining. It was rated with a capacity of 50 tons loaded in 4927 cubic feet of interior space. Although listed by Santa Fe as a furniture car, it was set up to haul trucks, automobiles, farm equipment and heavy machinery. Hence, at the ORM, it is often referred to as an auto boxcar. The car was equipped with tie-down chains in floor, mounted storage tubes and other interior components to load and secure the vehicles. Another unique aspect of the rebuild was the opening end doors which provided full-width access to the inside of the car for easy loading. The auto boxcar was painted in what was called the "Map Scheme." As it sounds, it had a large straight-line Santa Fe system map on one side of the boxcar. The slogan of one of Santa Fe's crack passenger trains was painted on the other side: in the case of this car, "The Route of El Capitan, Only All Coach Chicago-Los Angeles Streamliner." The as-built paint colors were a mineral brown body and ends, black roof and underbody, with white lettering.

The class of cars remained in active service hauling a variety of goods until the early 1960's when the Santa Fe Railroad began to sell or scrap the aging cars. ATSF Car 7176 was purchased by the Continental Oil Company (Conoco) in 1964--based on repainting information found on the car frame. Conoco repainted the car in their color scheme, labeled it CONX 50001, and used the end-loading capability for grease drums, etc. Eventually, this car and two of its sisters were donated to the ORM by the Continental Oil Company. Surprisingly, the car is in good condition: it is still riding on its original Dalman two-level trucks and has most of the original wood lining intact on the interior of the car. The Oklahoma Railway Museum utilizes the car for parts storage. As of 2018, Museum volunteers are refurbishing the car and repainting it in the 1941 ATSF color scheme.



ATSF Car 7176

From Greg Hall

Oklahoma Railway Museum car 7176 was constructed by the Santa Fe Railway, in 1941, in their Topeka Kansas shops and classified as a Fe-22 (furniture car). The car was built utilizing the frame, trucks and some other parts from a 1928 built Fe-S class wood sided double door car. When constructed, the 50 foot car was painted in what was called the "Map Scheme" that as it sounds, has a large straight line Santa Fe system map painted on one side of the car and the slogan of one of Santa Fe's crack passenger trains on the other and in the case of our car, "The Scout for Economy Travel West" was the slogan. The as built paint is a Mineral Brown body and ends, Black roof and underbody with white lettering. The original car, as built, was set up to haul trucks and was equipped with tie-down chains in floor mounted storage tubes and other interior components to load and secure the vehicles. Another unique aspect of the car series is the end doors that opened to provide full width access to the inside of the car for easy loading. The class of cars remained in active service hauling a variety of goods until the early 1960's when the Santa Fe Railway began to sell or scrap the aging cars. Our car was purchased by the Conoco Company in 1964 based on repainting information found on the car frame. Surprisingly, the car is in good condition and still was riding on its original Dalman two level trucks and has most of the original wood lining intact on the interior of the car.

From ORM Website

The ORM has three "auto boxcars": CONX 50001, CONX 50014, and CONEX 50020. They were originally built in 1928 by the General American Transportation Corporation, Class FE-S, with wood bodies, and steel underframes and ends. CONX 50001 and 50014 were rebuilt in 1940 at Topeka, KS, as FE-22s with road numbers ATSF 7176 and ATSF 7020. Two hundred cars were constructed with numbers 7000 – 7199. All three auto boxcars were operated by the ATSF (Santa Fe) RR which used them to transport Crossly automobiles. Eventually, the cars were transferred to the Continental Oil Company (CONOCO) which used the end-loading capabilities for grease drums, etc. The last car of the class was retired in 1973. The cars were donated to the ORM by the Continental Oil Company.

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Both the FE-22 and FE-23 class cars had a capacity of 50 tons. The major difference as-built was the FE-22 class had a 1" interior wood lining, and the FE-23 class had a 13/16" interior wood lining. The capacity for the FE-22 was 4927 cuft., and the FE-23 had 4949 cuft.

From ORM Equipment Roster

These cars are former Santa Fe class Fe-22's. They were rebuilt at Topeka, Kansas, in 1940 from class Fe-S cars (General American Transport Corp. 1928 built, wood body, steel underframe and end cars)...Cars were used to transport autos, trucks, farm equipment and heavy machinery. Santa Fe RR used them to transport Crossly automobiles. Continental Oil Company used end loading capabilities for grease drums. Continental Oil donated these cars to the ORM. Two of them have the end doors welded shut but one still appears to be serviceable.