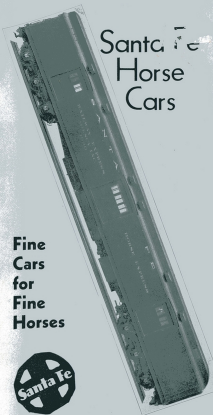




**Fine
Cars
for
Fine
Horses**



**Santa Fe
Horse
Cars**



Santa Fe

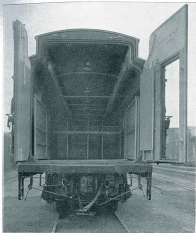
Horse Express Cars

Designed primarily to combine large capacity with maximum safety and convenience in handling horses



The Atchison, Topeka & Santa Fe Ry. has in service ten horse express cars, notable for large size as well as the inclusion of many features of design which contribute to safety and convenience in transporting fancy stock, especially race-horses, accompanied by attendants and complete racing equipment. While provision has been made for the compact storage of stall equipment, and the cars can be readily converted for use in regular express and baggage service, they are designed with the primary object of providing a class of service not generally available in the shipment of thoroughbred stock and caretakers to fairs, horse shows, or in any other necessary transfer movements.

The cars, designed by the railroad and built by the Pullman Car & Manufacturing Corp., are large and roomy. They are 82 ft. 2 in. long over the buffers, have a floor space of 736 sq. ft. and a light weight of 164,000 lbs. Many race-horse trainers use one end of a car for shipping one or two automobiles, as well as equipment for the individual horses, including polo accessories, jumping bars, saddles, blankets, etc. The exceptional length of the Santa Fe horse express car provides ample space



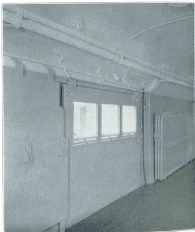
End Door Open for Loading Automobiles—
Showing Position of Car for Horses

between the stalls for the location of trainers' cots, hay, feed and other commodities usually moved with the horses. The interior arrangement of the car is designed to meet fully the recommendations of the Horsemen's Transportation Association for the safe and satisfactory transportation of horses.

To facilitate loading automobiles and other large articles, one end of the car is made in the form of a double cast steel swinging end door, which extends the full width of the car and up through the upper deck construction to provide maximum height as well as width of opening. The substantial end door hinges, of the multiple-bearing type, are cast integral with the frame and with the door sections.

They are designed with ample capacity to assure safety and to permit opening or closing the door sections with relatively little effort. A double set of locking bars on each section of the door holds it securely in the closed position while the car is in motion.

The larger section of the double end door contains a small sliding door with a 2-ft. 6-in. door opening. The opposite end of the car is also equipped with a single sliding door, provided, in this case with a 3-ft. opening. Three all-steel doors, located on each side of the car, are equipped with large ball-bearing hangers to provide easy operation. There are no side windows in the car as their application might cause the horses to be startled and frightened



Center Door Showing Deep Windows Providing Ample Ventilation



Car with Stall Equipment Stored, for Express or Baggage Shipments

by the passing of other trains, or rapidly moving objects. Experience has shown that the omission of the side windows tends to permit delivering horses to their destination in better condition than would otherwise be possible.

Safe Handling Given First Consideration

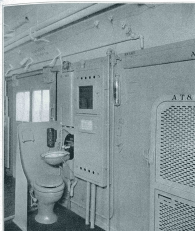
Particular attention has been given in the design of the car to provide smooth surfaces, and eliminate, to the fullest extent practicable, all possibility of injury to animals. Danger in the event of derailment or wreck is minimized by heavy all-steel construction and the use of anti-telescoping cast-steel end frames, with large corner brackets, and platforms and double body bolsters cast integral.

Self-locking center pins are provided to prevent trucks from leaving the car body, and the heavy cast-steel end doors also contribute to safety in operation. Safety bars are applied above all side doors, and all safety appliances meet with Interstate Commerce Commission's requirements.

Principal Dimensions of Santa Fe Horse Express Cars

Length over buffers coupled	82 ft. 2 in.
Length center to center of trucks	58 ft. 1 7/8 in.
Length inside between lining	78 ft. 4 3/4 in.
Width over side sills	9 ft. 6 in.
Width overall at eaves	10 ft. 1 1/2 in.
Width inside between lining	9 ft. 5 1/2 in.
Height inside at top of floor to underside of headlining	9 ft. 4 in.
Height top of rail to top of roof center of car	14 ft. 2 3/4 in.
Floor space	736 sq. ft.
Light weight of car	164,000 lb.

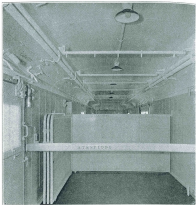
The stall equipment provides for a maximum of 24 stalls, arranged in six sections each, for one, two, three, or four horses, as desired. When not in use, the stalls are collapsed against the side walls of the car. They are so designed that a box stall, the full width of the car, can be arranged for, or the partitions may be placed at whatever location desired so as to provide the required room for large or small animals. Each cross partition has been provided with a hinged creep door to permit attendants going from one end of the car to the



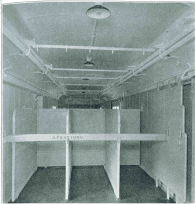
Toilet Facilities for Caretakers and Trainers

other, in the performance of their duties, without having to climb over the partitions. This particular feature is available when less than a full complement of four horses abreast is being shipped.

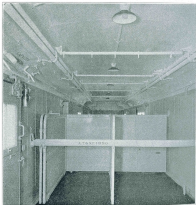
Sulky and haybar supports, consisting of 1 1/4-in. pipe, are located in the upper deck at the deck sill and hinged so that they can be folded against the sill when not required and secured by a latch when the car is to be used in other service. Breast bars, made in one piece of 3 1/2-in. seamless steel tubing, flattened to 4 1/2 in. by 1 1/4 in., are equipped with cast-steel brackets at the ends, and stored, when not in use, on the side walls above the storage space for stall partitions.



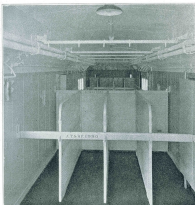
Box Stall Arrangement to Care for One Horse



Stalls Arranged for Three Horses Abreast



Stalls Arranged for Loading Two Horses Abreast



Stalls in Place Showing Overhead Sully and Feed Bars

Recessed urine drains, located crosswise of the car under the kick board, assure proper drainage and sanitary conditions. The hard pine floor is laid longitudinally of the car, and a double floor has been provided in the doorway sections where no stalls are located. This is in order to raise the doorway flooring above the level of the stalls and maintain it in a dry condition for the comfort of caretakers. A water cooler and a folding washstand with hot and cold water faucet, also a flushing hopper, have been provided for the convenience of caretakers.

The car has an air-pressure water system, including tanks with a storage capacity of 500 gal. Water connections are provided inside of the car at each door opening, located diagonally and equipped with a hose attachment and control valve. Water and feed troughs, it will be noted from the illustrations, are not incorporated in the design of the interior arrangement, but the haybars are provided for the attachment of individual feed-bags, or water buckets.

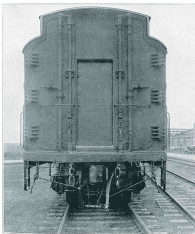
Adequate Heat, Light and Ventilation Provided

The inside finish of the car is made of 1/16-in. openhearth steel, except at the bottom where 3/16-in. sheets are used for greater strength. The car interior is painted light tan below the ceiling, which is finished in white. The floor, side and end walls, and the roof are thoroughly insulated to facilitate maintaining a uniform temperature in the car. This end is also promoted by the use of weatherstrip at all door posts, headers, etc.

The Vapor system of car heating is installed, including metallic steam heat con-

nectors. The radiating pipes of the heating system are placed in the upper deck. All steam pipe connections, necessarily located lower in the car, are carefully insulated and covered with well-rounded housings to avoid the possibility of injury to the horses. A total of 12 large exhaust ventilators is provided in the upper deck, four at each side door section. There are also two air intakes in the upper deck, one on each end of the car, located diagonally. The sliding end doors can be used to admit additional air when necessary. Drop windows, properly screened, in all six side doors, also contribute to adequate ventilation throughout the car.

The car is lighted with electric current from



Double Cast-Steel Swinging End Door

a 32-volt axle-lighting generator by means of seven center lamps, as well as a side light located at each door opening. The 16-cell storage batteries used in connection with the lighting equipment are of 200-amp.-hr. capacity, and carried in steel battery boxes lined with 13/16-in. poplar.

Westinghouse Schedule U.C.B. 2-14 brake equipment complete, with the American slack adjuster, is applied. The six-wheel trucks are equipped with clasp brakes. A geared hand-brake is applied on the outside at one end of the car, arrangements being made so that this brake can also be operated from the inside of the car.

The trucks are of the six-wheel type with cast-steel side frames, with special equalizer springs and bolster springs, to promote easy riding of the cars. The journals are 5½ in. by 10 in., and the wheels, 37-in. rolled steel. Roller side bearings are of the 5½-in. single-roller type with a 2-in. pin. Cast-steel couplers, with A.R.A. Type E head and bottom-operated uncoupling device, are used.

● You will be interested in reading the several letters reproduced on the following pages, received from well-known owners and trainers and expressing their appreciation of the Santa Fe equipment and service provided for the movement of their fine stock.

Santa Anita Race Track,
Arcadia, Calif.
February 7, 1936.

Mr. T. B. Callahan,
Passenger Traffic Manager,
Santa Fe Railway,
Chicago, Ill.

Dear Sir:-

Last November 17th we moved two cars of horses belonging to Mr. T. P. Morgan to the Santa Anita Race Track in Santa Fe horse cars and were very much pleased with the type of cars used for your system. They are larger and roomier also more comfortable for the horses. There is also more room for stable equipment and the ventilation is very good.

We would like to get Santa Fe cars whenever we have to move our horses.

Yours very truly,

L. T. Whitehall
L. T. Whitehall, Trainer,
T. P. Morgan Stable.

Santa Anita Race Track,
Arcadia, California.
February 5, 1936.

Mr. T. B. Callahan, P.T.M.
Santa Fe Railway,
Chicago, Ill.

Dear Sir:-

Having used your Santa Fe horse cars from Los Angeles to Sacramento, S. Y. last July and again from St. Francis, S. Y. to Arcadia last November I wish to thank you for the opportunity to tell you how we, as shippers of horses, appreciate the size of those cars as to length, stall room, ventilation and general comfort of the horses while in transit.

We always prefer Santa Fe cars for our movements and always try to get them when shipping.

Yours very truly,

R. W. Pearce

R. W. Pearce, Trainer,
Jocella Stable.

Santa Anita Race Track,
Arcadia, California.
February 6, 1936.

Mr. T. B. Callahan, P. T. M.
Santa Fe Railway,
Chicago, Ill.

Dear Sir:-

As owner of the Silver State Stable I had the pleasure of shipping my horses from Caliente to Santa Anita Race Track in Santa Fe horse cars on the 11th, arriving in Santa Anita October 11th. The cars are the best I have ever used for shipping high class horses. They are roomier, the cars are larger which allows room for stable equipment without crowding the horses. The ventilation is as good as better than any cars I have ever used, and only hope that I will be able to get the same sort of equipment on my return trip.

Yours very truly,

Arthur Baroni
A. A. Baroni, Owner,
Silver State Stable.