

Santa Fe FT Locomotives

Contributed by Steve Sandifer

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Updated 1-11-2011

The purpose of this series of pages is to not to cover materials already on the internet about the Santa Fe FT locomotives, but to provide some additional information for the modeler and historian.

Already on the internet are (note – links have been disabled, but most of the documents listed are available on the SFRHMS website):

- A master power roster of the 100 class FTs includes a lot of information on renumbering, specifications, and painting by Gene Crossett. It is the most complete list available on the web.
- The Santa Fe Modeler 3rd Quarter 1991 has an excellent article on Santa Fe F units. It is reproduced on this website.
- The 100 Class FT's from The Warbonnet, 3rd Quarter, 1997.
- Stewart's HO Scale Santa Fe FT's from The Warbonnet, 3rd Quarter, 1997.
- Locomotive Assignment lists are on this website.
- Santa Fe FTs without drawbars by Larry Brasher

To this we add an Index of Published Photos of FTs in excel and pdf form. It was last updated 1/10/11. A list of books consulted is also included.

Don't be surprised if you find some contradictory information in these files.

Not all FTs look the same. Photos are the only way to produce a prototype model. In addition, the individual units went through several renumberings, pairings, and paint schemes. For instance, three different locomotives wore the number 137C. The first 137C was renumbered 401L in 1950 and renumbered again to 168C in 1956. The second 137C began life as the 140C and became 137C in 1950. It was renumbered to 138L 9 days later. The third 137C started life as 138L and was renumbered as 402L in 1950 and then to 137C in 1956. Confused - you should be. Any number above 179 is the result of renumbering.

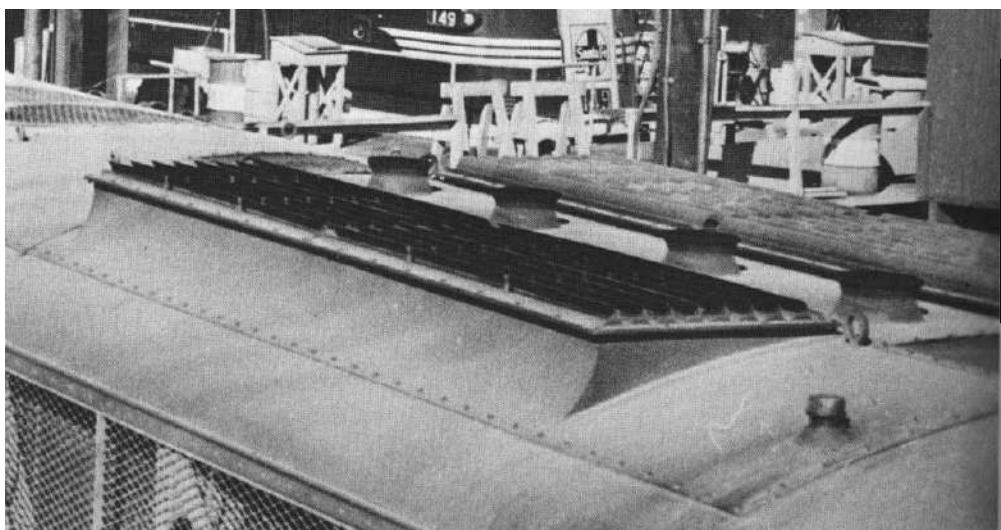
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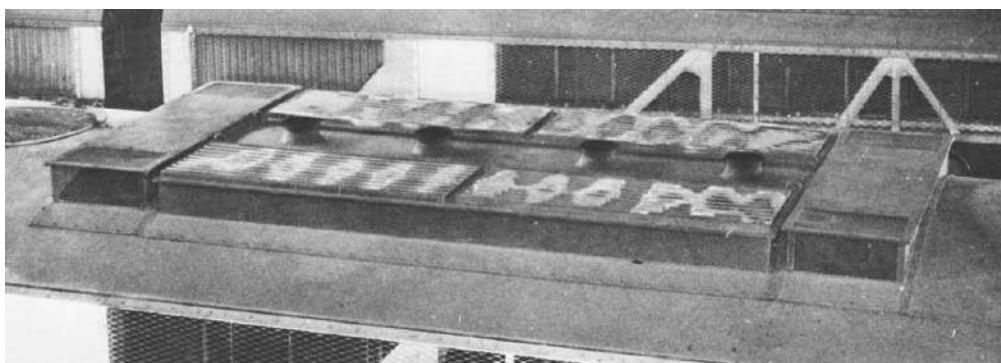
- There are three **dynamic brake styles** on the roof



100-103 -
Square sides,
no front or
rear box.



104-117 -
Rounded sides,
no front and
rear box



118-179 -
Square sides
with front and

Because of the renumberings that took place, a modeler assembling an AB, ABB, or other set of locomotives should refer to photos before assuming that all of the units in the set have the same dynamics. Photos show that it was common to have various "phases" of locomotives assembled into one set.

Photos: Early Diesel Daze

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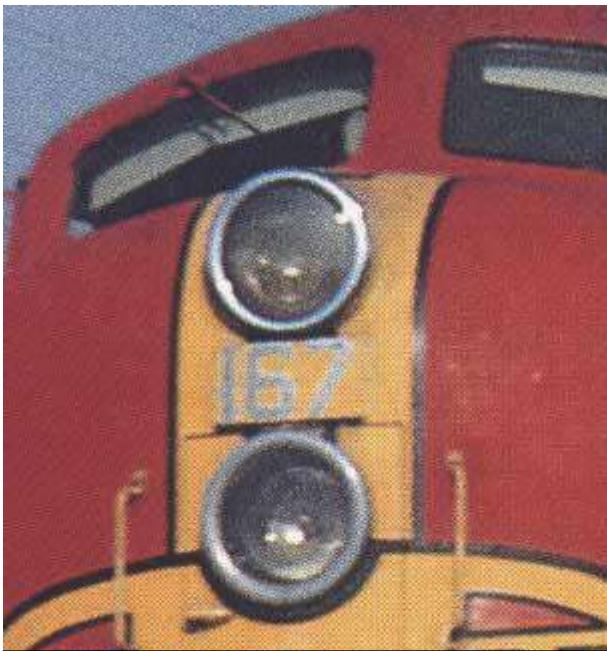
- There were two primary **headlight treatments**, not counting the passenger dual lights.



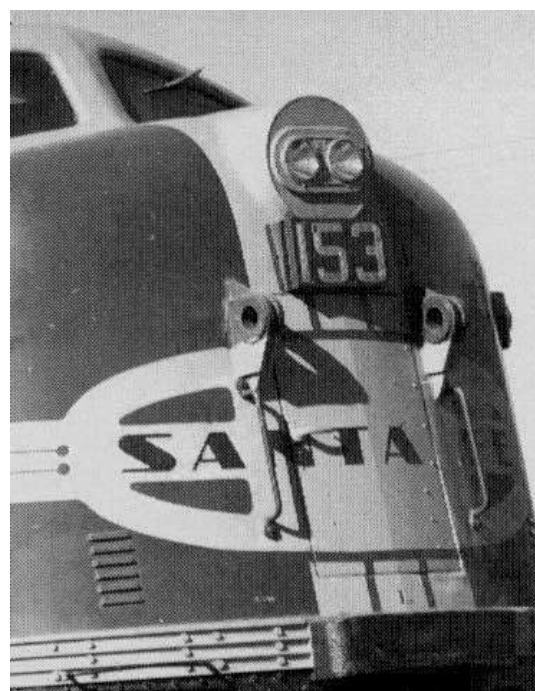
100-131 - Nose light with chrome insert giving a 2-step appearance (often the chrome was painted over in later



132-179 - Smooth rounded nose light



158-168 - Used in passenger service with 2 lights, and some survived after being repainted to freight paint and renumbered.



153 in later years had two sealed beam lights in the single nose light area.

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- Paint schemes varied.



- CATR (BCVT1) - Catwhisker with full red stripe, new 1941-45+)
- CATR2 (BCVT2) - Catwhisker with nose red stripe only, 1947+

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- **CAT (BCNT)**- Catwhisker with no red stripe (all the above with cream yellow), 1951+

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- FTBL - Full blue with cigar nose logo, 1950-52

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- CAT2 - Catwhisker with bolder yellow (CAT lasted at least to 1953 in some form.)

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- **CIG (BYT2)** - Cigar band blue and yellow, 1954+ (Design dates October 1953, although at least one photo is dated 1950, confidently in error, should be 1956)

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- **RWB (SRW)- Red Warbonnet passenger scheme, 1945-54**

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- Other variations include:
 - Lifting lugs were added beginning in 1951 and very gradually applied to all. Photos from 1956 show some still did not have them. (Hi-Tech Details 331-6020 is the Santa Fe prototype. I assume a photo in the *Warbonnet*, 1Q 2001 is mis-labeled.)
 - An air line was added around the fuel tank on the engineer's side beginning around 1951.



- Grab irons on the engineer side of the nose and above the windows (eyebrow grabs) began to show up beginning in 1960.

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- Some cab units gained **switching footboards on the pilot** around 1950.



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- Some of those switching units either as a single A or as an A-B pair received switching footboards on the rear and a steam Golden Glow headlight on the roof (Cal Scale 190-210).



- Some of the switching units were paired A-A for branch line service.
- Trucks show two different styles of journals.

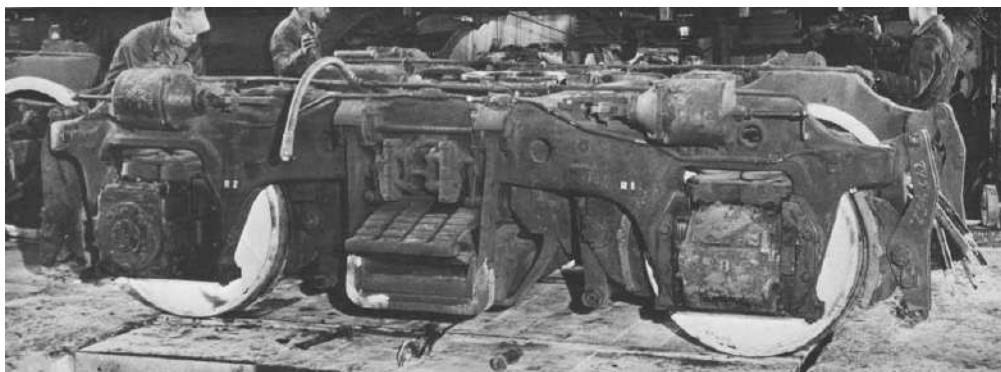


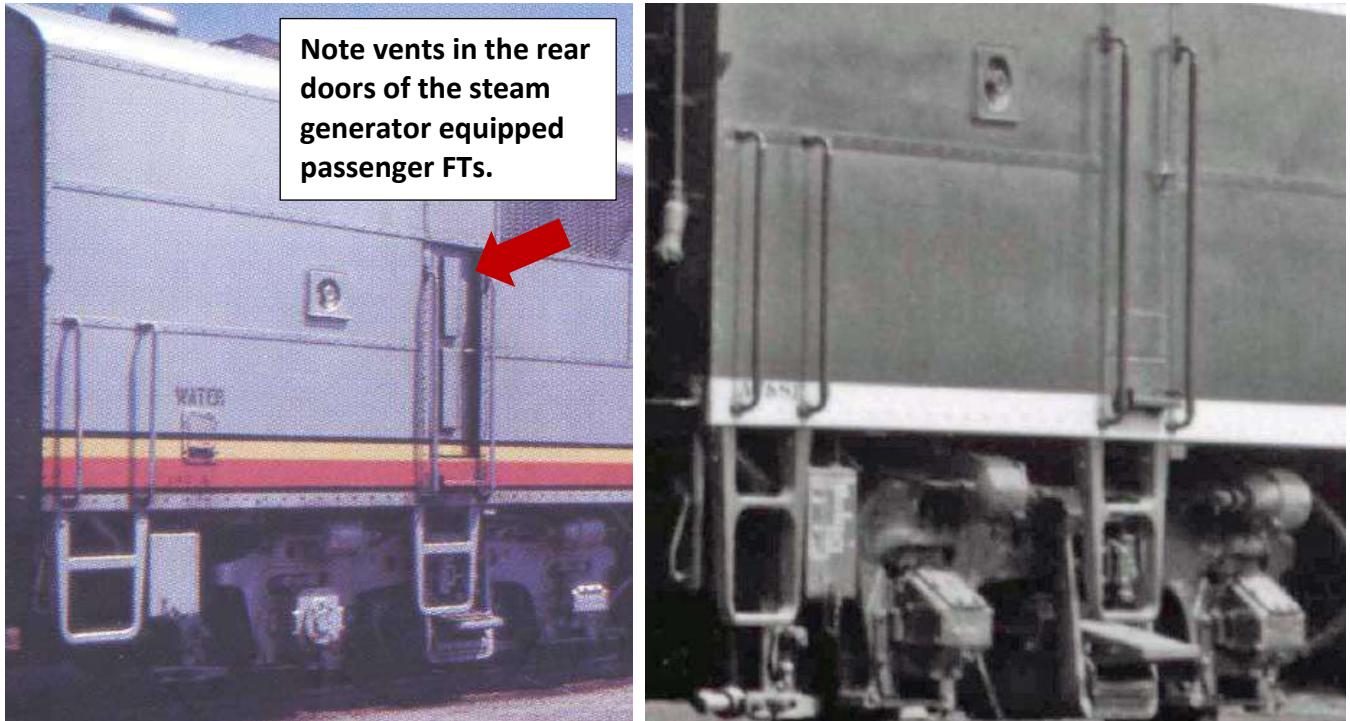
Photo: Early Diesel Daze

- The FTs were delivered with Blomberg slope style truck journals (right). They were replaced as needed with the square type (left). It is common to see these styles mixed on locomotive in operation. The Stewart HO models are delivered with one square type on each truck, presumably for the attachment of a speed recorder and all others of the slope style. If you wish to move them around, Detail Associates has square (229-2805) and slope (229-2806) styles available. Details West also makes the square (235-288) and slope (225-289).

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- One locomotive, 185, was upgraded with stainless grills after a wreck and rebuild.
- Passenger engines with steam generators in the B unit had vents in adjacent doors.



- At least one locomotive, 144, received a red light in the nose to serve as a marker when in helper service on Cajon.

The 111 in one photo had 111L in the large side number boards.

And on the numbers listed above, these are original numbers. For instance, the original 140C had 3rd version dynamics and 2nd version headlights, but it was renumber 137C. The original 109C later became the 140C, and it had 2nd version dynamics and 1st version headlights. So, you can see 2 photos of the 140C and will see different locomotives depending on the date of the photo.

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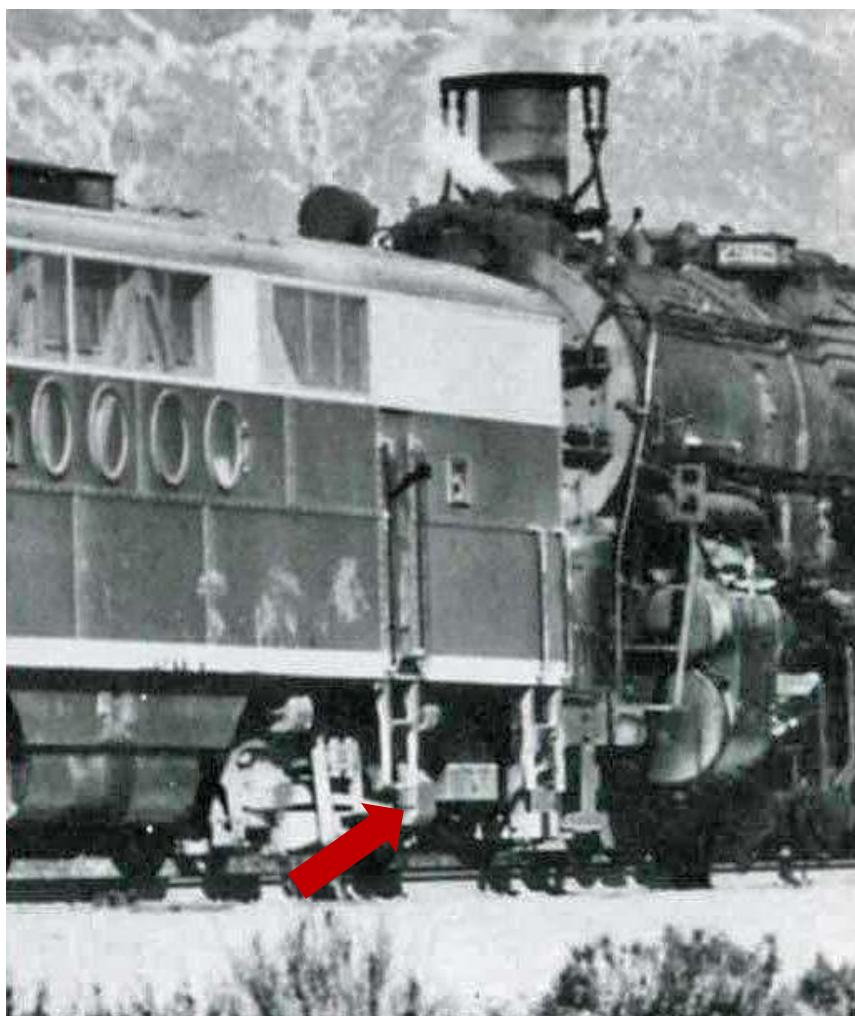
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There are three items that are not generally modeled on FTs:

- the tool boxes under the "B" units

All Santa Fe FT B units are thought to have had two tool boxes under the long end. They are much more visible on passenger painted engines but appear to be on all. We would like to have more information about these boxes.

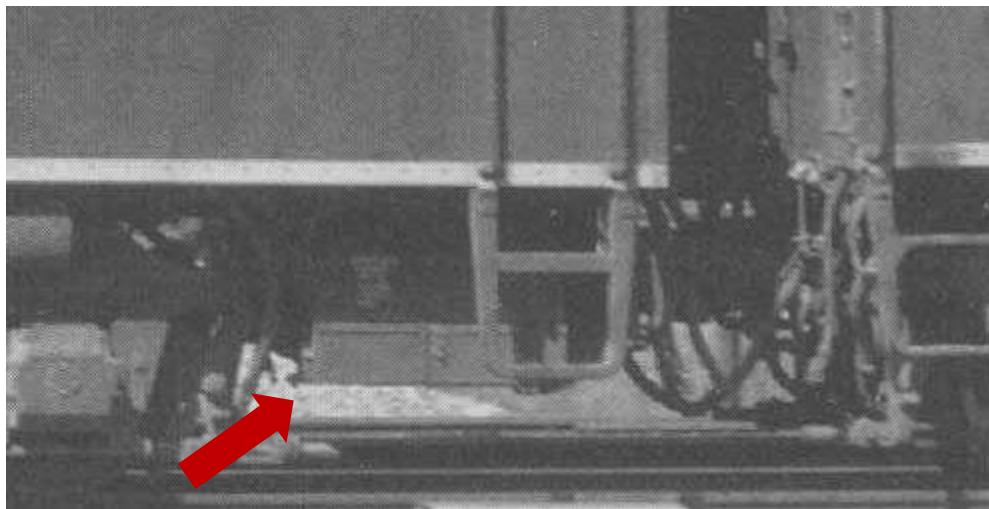
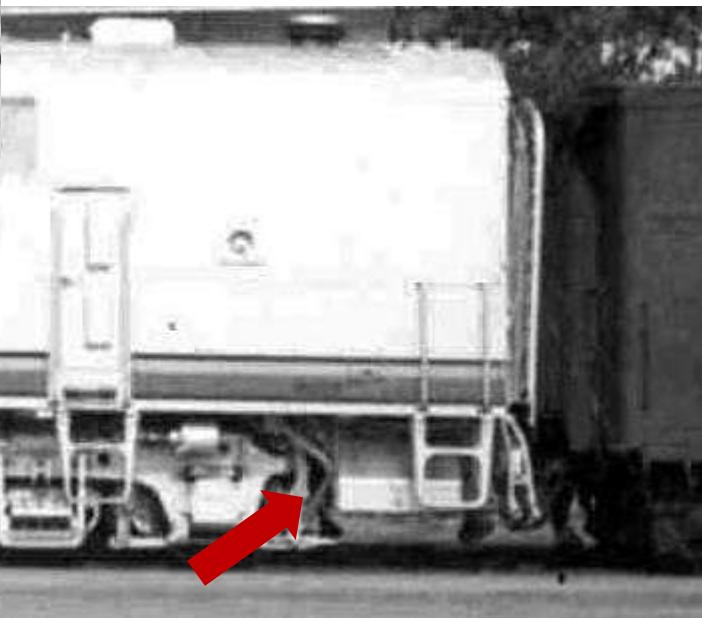
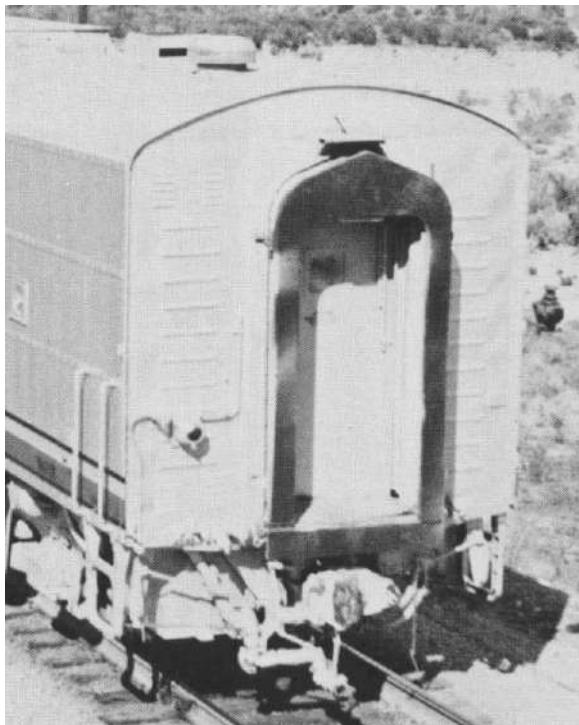
The one on the "Engineer's" side looks like a steam engine tool box with a sloped lid. This box scales out at 36" wide and hangs down about 30" from the floor of the locomotive. It appears to be fairly deep. Gordon Locke reports, "The toolboxes if I remember had a journal jack, a crowsfoot and tools to rebrass a hotbox."



Larry Brasher commented, "After reviewing my FT files all I can add is that it appears that because of the construction so similar to existing boxes the tool boxes may not have been original factory equipment as delivered. Although it is true that I have found no clear photos to prove that either way. I speculate that they were fabricated by the Santa Fe and added as delivered and set-up between 1941 and 1945."

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- the rear red light.
- the hostler horn.

Click on image at the right for additional information. This applies to all carbody units, not only FTs.



The Stewart model of the FT has the passenger pilot. All Santa Fe models, including the locos used in passenger service, should have a freight pilot. The step should be removed. Precision Scale part 585-3208 can be used for pilot steps (3rd Quarter 1997 issue of the *Warbonnet*).

Other suggested parts include:

- Speed Recorder-----Detail Assoc. 229-2807, Details West 235-284
- Windshield Wipers-----A-Line short 116-29201
- Air Hoses (A unit pilot) -----Cal Scale AH 320

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Switching / Helper Duty

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As early as 1950, the Santa Fe began using one and two unit FTs as helpers and in local switching. Some were single units, some A-B sets, and some A-A sets. They began life in CAT paint, some were repainted briefly as FTBL, and then they ended up life in CIG paint. Visible changes were footboards front and rear, and some received Golden Glow (steam) headlights on the back of the consist.

The photo index with these web pages show the following:

- 120LA as Cajon helper, 1952
(at right)
- 131L - 118L (renumbered 427 - 429) as local switcher, Emporia Kansas, 1950
- 137LA at Colton, CA, 1950
- 145LA at Cajon, 1950
- 146L at Los Angeles, 1950
- 147LA at Los Angeles, 1950
- 195LA at Riverbank, CA, 1950
- 198L at Cajon, 1950 (above)
- 400L at Calwa, CA, Hanford-Lunare turn, 1950
- 401L at Calwa, CA, 1950
- 402L - 414L as A-A Emporia, KS - St. Joseph, MO, and Emporia - Wellington, 1954
- 403L at Calwa, CA, Ducor turn local, 1950
- 405L at Bakersfield, 4th street local, 1951, then to Dallas, TX, 1952
- 407L - 429L A-A Emporia, KS - Superior, NE, 1952
- 411L at Cajon, 1952
- 412L (former 147C:2) at National City and Cajon, CA, 1950; Kansas City - Houston Assignment 1953
- 414L (Crump website)



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It has also been reported that others were in this type of service:

- 408L - 430L were based in Emporia serving branches in the early 50s

Roof mounted Golden Glows are documented on the rear of:

- 147A
- 195A
- 198L
- 400L
- 401L
- 403L
- 405L
- 412A
- 414L