

74.15 - 74.19



Final SFRD Post-War USRA Reefer Rebuilds, The Plug Door Cars



The most successful of the many car rebuildings that the Santa Fe shops undertook was the creation of over 10,000 modernized steel reefers from a vast fleet of 1920-26 built USRA fishbelly design wood reefers. Construction began in 1936, but the rebuilds soon divulged a major flaw, warping in the side sheets. When the rebuilding was started again in 1944 following the wartime hiatus, the cars were given a 7" top sill and major reinforcing plates around the doors and a partial side sill from bolsters to ends. Three new ends were used. A variety of steel running boards were employed. The pronounced fishbelly underframe remained common.

The post war rebuilds began with 4/4 Dreadnaught ends, straight panel roof cars, the RR-35, 36, 39 and 40, progressed through the RR-43 with early improved Dreadnaught ends and straight panel roof, and followed with the RR-45 and 46 with later improved Dreadnaught style ends and a diagonal panel roof.

The final version of the USRA rebuilds was the RR-48, which incorporated a plug door, the only such original adaptation of the USRA rebuilds. The later style improved Dreadnaught ends, Transco

running board and diagonal panel roof completed the visual elements. New A-3 Ride Control trucks replaced the Andrews trucks. These cars arrived in 1949-50 and were outshopped with Ship and Travel lettering. (To complicate the genealogy of the USRA reefers, 147 rebuilds from 1936 were rebuilt again in 1954 with plug doors.)

The rebuilt ice bunker cars fell victim to the mechanical reefers beginning in the early 1960s. The final cars disappeared from the "live list" in 1979, though many went to company service. Large numbers erre sold to farmers and ranchers and remain relics across the western U.S.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and period specific proprietary decals. Five versions of the Ship and Travel scheme (Grand Canyon, Super Chief, El Capitan, Texas Chief and Chief) are offered. The correct Transco metal running board is included with the kit. Full instructions and a Prototype Data Sheet are included. Chalkmarks are available separately, including a new larger Santa Fe set. Amarillo Merchandise Service stenciling is also available.

- ___Kit 74.15 SFRD RR-48 (1949/50) with plug door, 3/3/rib improved D'naught ends, diagonal panel roof, stl Transco running board, Super Chief/ S&T decals, \$37
- ___Kit 74.16 SFRD RR-48 (1949/50) with plug door, 3/3/rib improved D'naught ends, diagonal panel roof, stl Transco running board, Texas Chief/ S&T decals, \$37
- ___Kit 74.17 SFRD RR-48 (1949/50) with plug door, 3/3/rib improved D'naught ends, diagonal panel roof, stl Transco running board, Grand Canyon/ S&T decals, \$37
- ___Kit 74.18 SFRD RR-48 (1949/50) with plug door, 3/3/rib improved D'naught ends, diagonal panel roof, stl Transco running board, El Capitan/ S&T decals, \$37
- ___Kit 74.19 SFRD RR-48 (1949/50) with plug door, 3/3/rib improved D'naught ends, diagonal panel roof, stl Transco running board, Chief/ S&T decals, \$37
- ___Amarillo Merchandise Service Stenciling (late '50s-'70s), \$2
- ___E.12 Produce Chalkmarks from period photos in very light gray, \$4
- ___E.31 New Santa Fe Chalkmarks II from period photos in very light gray, \$4

Name _____ Street _____
 City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits
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