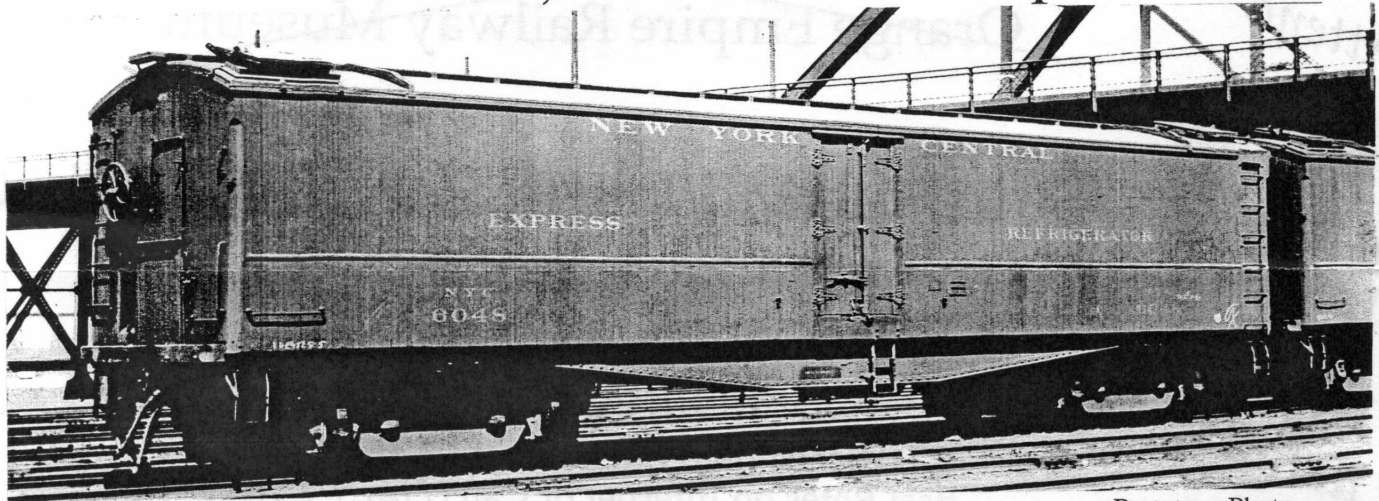


**SUNSHINE
MODELS**

Transcontinental NYC Express Reefer NYC, Rutland Milk/Express Cars



Prototype Photo

The NYC fleet of distinctive tongue in groove, radial roof, fishbelly side sill express reefers and milk/express cars, as well as Rutland 340-349 series milk cars of the same design are Sunshine Models' 21st Anniversary kits. The NYC cars were seen nationwide in mail and express trains, especially on the ATSF, hauling highly perishable produce from the West and South and packages and mail from the North and Midwest. The NYC's fleet of 525 wood cars rivaled the REA roster. They equaled the Pennsy's R-50b contingent of steel express reefers. The Rutland cars following the NYC milk car design.

The NYC express reefers and milk cars operated in a similar fashion to the REA, providing transcontinental service. Due to agreements with connecting railroads the cars were widely seen on the Santa Fe's *Fast Mail* (the ATSF owned only 50 express reefers), MoP, CB&Q, UP and MILW mail and express trains, all of whom held major mail and express contracts in the West. The NYC cars passed to the Southern RR at the Cincinnati gateway. In addition, the cars were seen throughout the NYC's large system in the U.S. and Canada.

The express reefers and milk cars were dual use equipment. The reefers' ice bunkers were collapsed to make 48' interior capacity for parcels and mail or left intact for 40' of refrigerated capacity. The 49' IL milk cars were progressively

moved to mail and express service after World War II, as trucks captured more of the traffic for milk in cans.

The NYC milk cars were built from 1921-31 and the express cars in 1929 concurrent with the formation of the REA. The Rutland cars were built in NYC shops in 1924. These reefers and milk cars performed in mail and express service into the 1960s.

The reefers and milk cars were initially built with horizontal nailing strips from door to end. Over time some cars lost these strips when rebuilt, leaving both styles in service during the late steam and early diesel era.

The milk cars had globe vents at the roof peak, no running board and hatches, milk doors and floor level screen vents (may be varied by the modeler).

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers), etched hatch levers and proprietary decals. NYC decals are either the Railroad Roman or Gothic lettering. Sides have either a nailing strip or a clear surface. Rutland kits come with decals for large letter-board sized name plus *Route of the Whippet* and 1940s simplified lettering. Passenger brake set and brass steam lines are included. Full instructions and a Prototype Data Sheet are included. The 8' Pullman trucks are commercially available.

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- Kit #88.1 NYC wood express reefer with fishbelly side sill, horizontal nailing strip, Dulux Gold Roman lettering decals (1930s-50s), \$44
 - Kit #88.2 NYC wood express reefer with fishbelly side sill, horizontal nailing strip, Dulux Gold Gothic lettering decals (late 1940s-60s), \$44
 - Kit #88.3 NYC wood express reefer with fishbelly side sill, clear side, Dulux Gold Roman lettering decals (1930s-50s), \$44
 - Kit #88.4 NYC wood express rfer with fishbelly side sill, clear side, Dulux Gold Gothic lettering decals (late 1940s-60s), \$44
 - Kit #88.5 NYC wood milk/express car with fishbelly side sill, clear side, Dulux Gold Roman lettering decals (1930s-50s), \$44
 - Kit #88.6 NYC wood milk/express car with fishbelly side sill, clear side, Dulux Gold Gothic lettering decals (late 1940s-60s), \$44
 - Kit #88.7 Rutland 340 series wood milk car w/ fishbelly side sill, clear side, Dulux Gold Roman lettering decals (1930s-50s), \$44

Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.875%), Canada \$15.88 for six kits
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