

Cudahy, North American, Swift and Armour 36' Meat Reefers



Sunshine Models offers a finale to its series of 36' wood meat reefers: cars from Cudahy, North American, Armour and Swift.

The Cudahy cars were the apex of the short wood meat reefer design, being built from the late Thirties until 1949, mostly by ACF. The cars employed the newest appliances, including AB brakes, power hand brakes and Equipco hatch levers. They were classified RSM. The Cudahy cars had a unique feature, with the retainer valve placed in a small alcove built in the top center of the wood "B" end.

The CRLX cars were 37' 5" in outside length and had 1560 cubic foot capacity. The cars used National Type B-1 trucks. The cars were arrayed in the series CRLX 5501-5600, 5601-5700, 5701-5850, 5901-6100 and 6101-6250. There were 415 total cars in 1948 and 640 cars in 1956. Cudahy, unlike most packers, retained a simplified black lettering scheme throughout the years.

The North American 12000 series cars were unique in the packing business in being from 6" to 12" taller than other meat reefers. In addition, the design carried the exterior wood sheathing down over the side sills. The cars were the rather common 37' 4" OL, however. The cars were ice bunker equipped and had the capability to be used in ventilator service with lever equipped hatch covers.

In 1948, there were 1243 NADX cars in the 12000-13899 series, with new cars being added in the 13800-13899 range. In 1956, however, the 12000-13899 series had dwindled to 749.

Since NADX was a leasing company, the cars used both a simplified lettering without a logo and the lessee's logo. A familiar lessee was the George Hormel Co. of Austin MN. The scheme was a black lettering on yellow-orange sides.

The Armour 11000-11999 series cars had an important place in the history of the Armour Car Line, for they replaced the cars sold to the Fruit Growers in 1921 after a court mandated break-up of the Armour railroad operations.

Armour shipped butter and a wide range of cheese from the dairy regions of the country to the dense population centers of the Northeast using the 11000 series, as well as meat.

The cars were equipped with brine tanks, rather than ice bunkers, as were all Armour cars. The cars had meat rails. There were 963 cars in the 11000 series in 1948 and 594 in 1956.

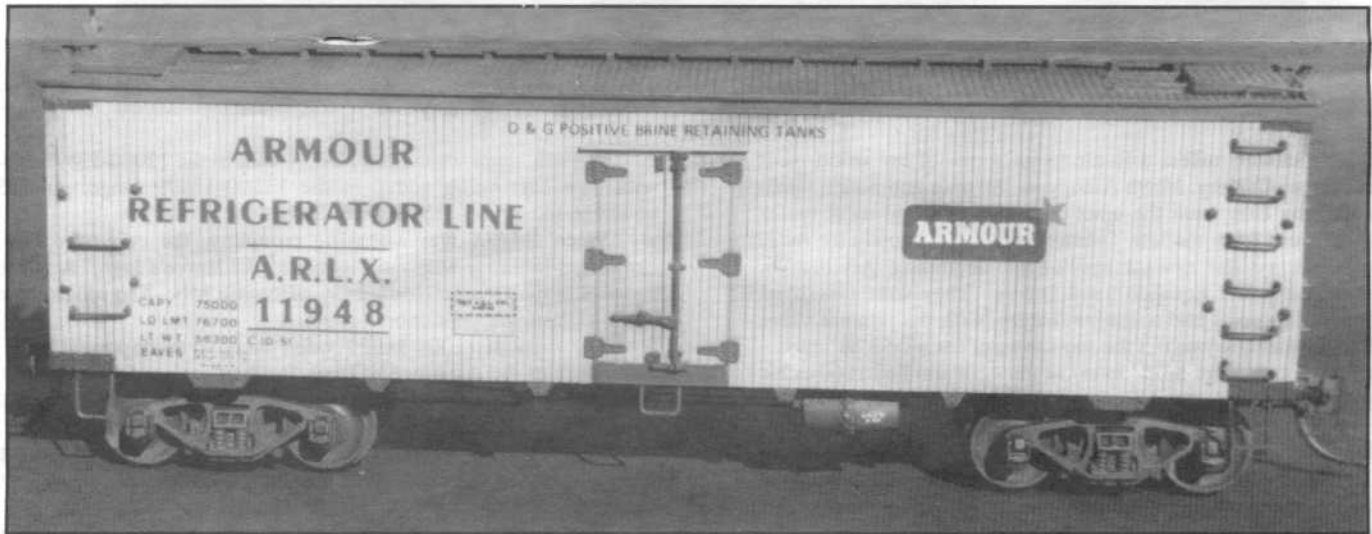
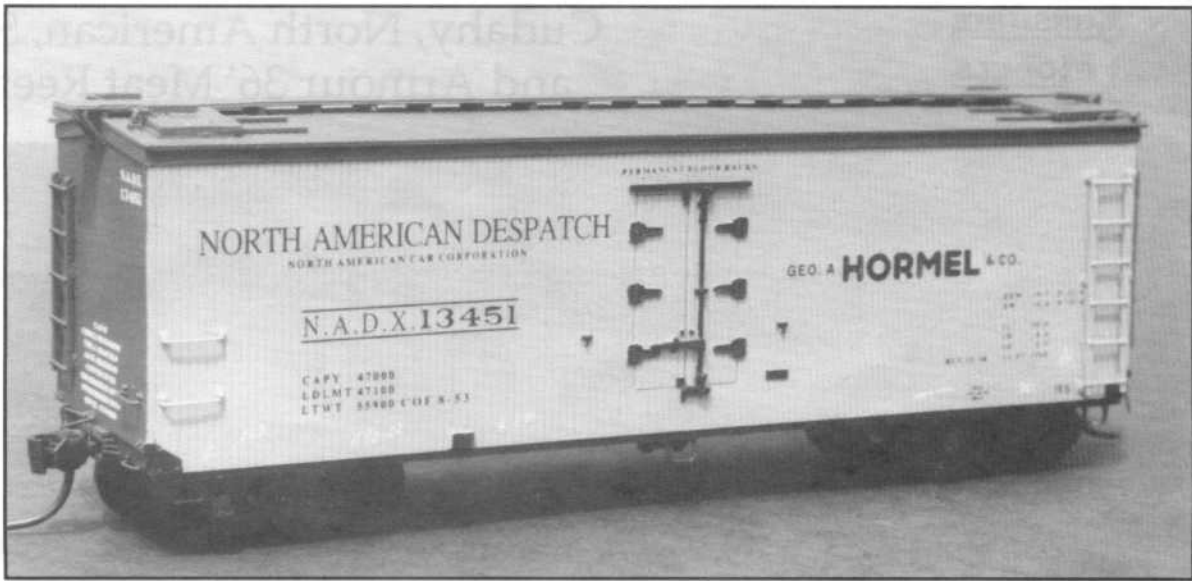
Armour used a simplified lettering scheme through World War II. In the 1940s, a maroon panel with white Armour and a red star on the upper right-hand corner was added.

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- ___ Kit #24.17 Cudahy standard meat reefer with black lettering, 1930s-1960s, \$28
 - ___ Kit #24.18 North American 12000-13899 series meat and non-meat reefers, NADX lettering alone, 1930s-late 1950s, \$28
 - ___ Kit #24.19 North American 12000-13899 series meat and non-meat reefers, with Hormel logo, 1930s-late 1950s, \$28
 - ___ Kit #24.20 Armour 11000 series meat and dairy reefers, with simplified black lettering, 1930s-early 1950s, \$28
 - ___ Kit #24.21 Armour 11000 series meat and dairy reefers, with maroon banner, white "Armour" and red star, late 1940s-early 1960s, \$28
 - ___ Kit #24.22 Swift 2500 series solid side sill meat reefers, with simplified black lettering, 1930s-early 1950s, \$28
 - ___ Kit #24.23 Swift 2500 series solid side sill meat reefers, with red banner and giant white "Swift", 1947-late 1950s, \$28
 - ___ Kit #24.24 Swift 2500 series solid side sill meat reefers, with white lettering for red car and giant "Swift", late 1949-early 1960s, \$28
 - ___ Part #TP 40 Plastic, black, non-magnetic, A.R.A. design five coil spring (two outside) trucks with metal wheelsets, \$5.00
 - ___ Part #TP 47 National Type B-1 plastic trucks, with metal wheel sets for the Cudahy car, \$5
 - ___ Chalk Marks #E12 Chalk Marks from produce reefer photos in light gray, approximately 90 per set, \$4.00 with kit

Name _____ Street _____

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.475% tax), Canada \$8.55 for three kits
Order kits directly from: Sunshine Models Box 4997 Springfield MO 65808-4997



The Swift 2500 series was distinct from other company cars, using solid side sills. Owned by General American, these leased cars were spread among several number series, but the 2500-2874 was the largest. In 1948, there were 352 cars. All were classified RSM.

Simple black lettering was used on yellow orange sides until 1947 when a large red banner with white "Swift" was placed on the right side. In late 1949, a red scheme with white lettering was introduced. During the late steam era, all three schemes could be found side by side; but by the late Fifties, the fleet was nearly all red.

The kits consist of gray urethane castings and original proprietary decals. All detailing parts are included, except trucks and couplers. The NADX cars come with etched stainless steel hatch levers. Full instructions and a Prototype Data Sheet are included.

The kits sell for \$28. Appropriate plastic ARA cast side frame trucks with metal wheelsets are \$5. The National Type B-1 trucks, common on the Cudahy car, also sell for \$5. Chalk marks taken from period photographs and reproduced in light gray are available for \$4.

