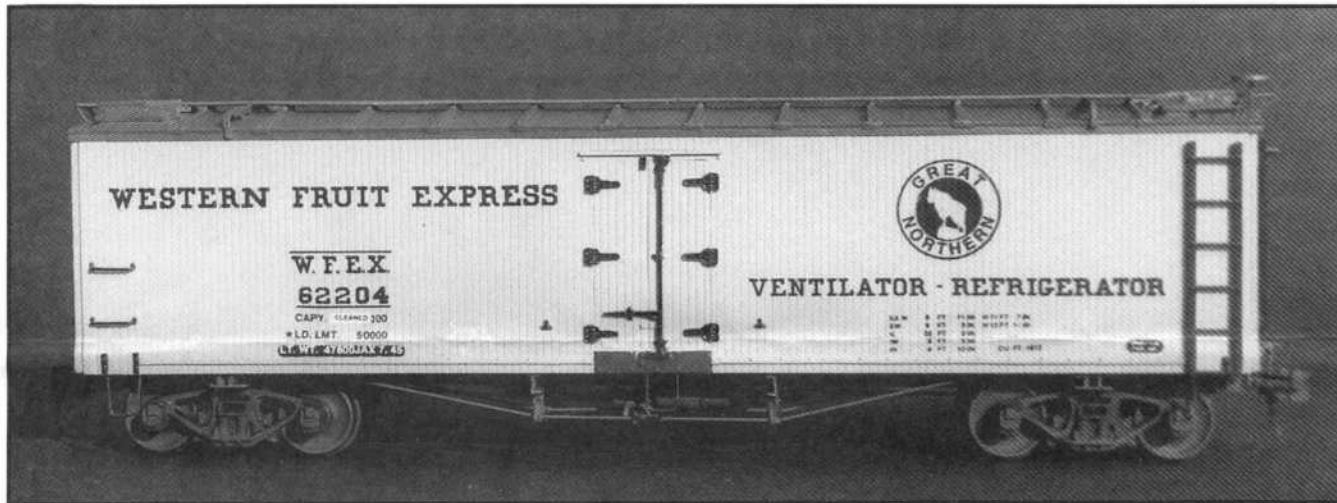


34.9-34.12



**SUNSHINE
MODELS**

FGEX/WFEX Modern Truss Rod 12'11" Post War Rebuilt Reefers



The combination of Fruit Growers, Western Fruit, National Car and Burlington Express operated as one fleet. At over 20,503 cars in 1948, it was the second largest in the U.S., behind only the PFE.

A truss rod freight car in the late steam era was an anachronism. In 1927, the use of truss rod cars in interchange service was outlawed due to the cars' inability to withstand the forces exerted on the draft gear from new large steam power pulling longer trains. Cars with truss rods lasted into the 1950s, however, by virtue of a partial rebuilding. A steel center sill was added, while truss rods were retained. These new steel center sills withstood the drawbar forces and allowed the use of truss rod cars for another 30 years.

In 1923, the Great Northern joined with the Fruit Growers to create the Western Fruit Express and contributed a fleet of truss rod reefers. In 1924-25, these were rebuilt with steel center sills to conform with new rules. Beginning in 1940, the cars also received the FGEX standard Hutchins roof when rebuilt. The modernized truss rod cars formed the backbone of the WFEX fleet until the '40s and lasted into the mid-'50s. These were its 60001-63910 series and were identified with WFEX.

Since the Western Fruit and Fruit Growers operated as one fleet and cars were assigned to any region of the country due to the seasonal nature of reefer operations, they were seen both in the East and West.

The FGEX also had truss rod cars in the 18100-18769, 19000-19224, 19300-19699, 20000-21849, 25500-25999 and 31000-319999 series. While not as numerous as the WFEX block, they followed the same FGEX/WFEX standard for truss rod rebuilding. The FGEX fleet operated well into the 1950s, like the WFEX cars.

The chief characteristics of the FGEX/WFEX cars were wood sheathing with steel underframes. The vast majority of the fleet was created in the Twenties, when large numbers of steel underframes were purchased. Over the years, these underframes were repeatedly reused when the cars were rebuilt every 10 to 12 years.

During WW II when new plywood sheathed or steel cars were purchased, the standard specification had become 12' 11" eave height and 6'6" height door openings. Following WW II, FGEX and WFEX rebuilt old wood reefers on the 1921-27 design underframes, upgrading them to the new standards. Car height was increased to a 12' 11" eave height and the door opening height was increased from 6' to 6' 1/4"

The WFEX was first to get the rebuilds. The WFEX equipped its first 400 12' 11" rebuilt cars (66400-66999 series in 1948) with electric Preco fans, also. These cars were identified by the generator drive mounted on one side above a truck.

The FGEX 55000-59999 series followed in the next few years. Selected FGEX cars received electric Preco fans, also. During the late steam era, the FGEX cars above 55000 became a mix of tall cars with and without 6'6" doors and with and without fans. Each year more cars were rebuilt to the new standards of 12'11" height, 6'6" doors and fans.

The Sunshine kits use gray cast urethane parts. Kits include detailing parts (except trucks and couplers) and proprietary decals. Etched stainless steel hatch bars are included. A Preco fan casting is included with the 12' 11" reefers, as well as the circular carside notation for fans. Full instructions and a Prototype Data Sheet are included. Appropriate trucks with metal wheel sets are available separately.

-
- ___ Kit #34.9 Fruit Growers combined steel center sill and truss rod reefer, various series, \$28
- ___ Kit #34.10 Western Fruit combined steel center sill and truss rod reefer, 60001-63910 series, GN Goat herald, \$28
- ___ Kit #34.11 Fruit Growers post war rebuilt reefer, 12' 11" eave height with 6'6" door and Preco fan drive, \$28
- ___ Kit #34.12 Western Fruit post war rebuilt reefer, 12' 11" eave height with 6'6" door and Preco fan drive, \$28
- ___ Decals E.6 Chalkmark decals taken from photos of Southeastern freight cars in soft gray color, approximately 70 marks, \$4
- ___ Decals E.7 Chalkmark decals taken from photos of Midwest Roads freight cars in soft gray color, approximately 70 marks, \$4,
- ___ Decals E.8 Chalkmark decals taken from photos of Northeastern roads freight cars in light gray, approximately 70 per set, \$4
- ___ Trucks #TP 40 Plastic, black, non-magnetic A.R.A. five spring trucks w/ metal wheelsets, \$5.00 w/ kit

Name _____ Street _____

City _____ State _____ ZIP _____

Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.1%), Canada \$8.55 for three kits

Sunshine Models Box 4997 Springfield MO 65808-4997