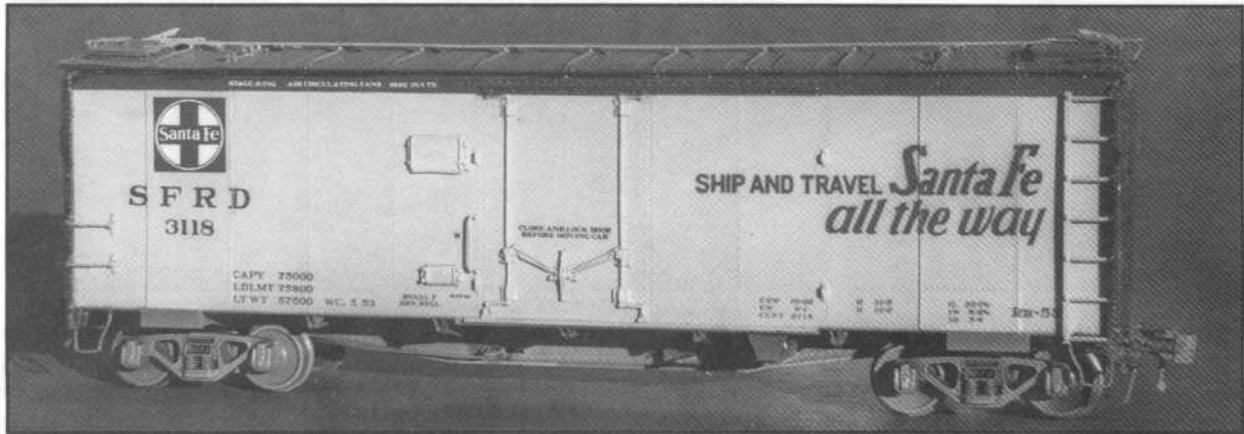


43.1 - 43.4



**SUNSHINE  
MODELS**

# ATSF Plug Door Reefers RR-47, 49, 50, 51, 52, 53, 55



In 1950, the Santa Fe began a transition in reefer design which significantly altered the appearance of the fleet. The cars which initiated these changes were the RR-47, 49, 50, 51, 52, 53 and 55 classes. Carbodies were sizably increased with the height of the cars 9" taller than previous designs. Plug doors became standard fare.

As the name implies, the door plugged into the door opening. It was opened by moving it outward from the opening, then sliding it along the side. The door openings also became 6' in width, compared to the standard 5' opening on the hinged doors.

Diagonal paneled roofs and 3/4 improved Dreadnaught ends, which reflected current component trends, also altered the appearance. The Santa Fe reversed its previous custom and hinged its hatch covers to the center of the car. This was a concession to the introduction of mechanical icing conveyors which required the hatch covers to lie flat.

These plug door cars of the early Fifties incorporated the last major design features in ice reefers before the move to mechanical cooling.

**Over**

- Kit #43.1 RR-47, 52 (1951-53), AAR u/f, diag. roof, mech. & elec. fans, Transco board, Royal F adjuster, *Grand Canyon*, \$32
- Kit #43.2 RR-49, 53 (1950-1953), ARA underframe, rectangular roof, mechanical fans, Apex board, *El Capitan*, \$32
- Kit #43.3 RR-50, 51, 53 (1951-1953), ARA u/f, diag. roof, mech. & elec. fans, Transco board, Royal F adjuster, *Chief*, \$32
- Kit #43.4 RR-55 (1954), USRA underframe, rectangular roof, electrical fans, Apex board, Royal F adjuster, *Super Chief*, \$32
- Chalk Marks #E12 Chalk Marks from produce reefer photos in light gray, approximately 90 per set, \$4.00 with kit
- Trucks #TP 40 Plastic, black, non-magnetic A.R.A. five spring trucks w/ metal wheelsets, \$5.00 w/ kit
- Trucks #TP 46 Plastic, black, non-magnetic A-3 Ride Control 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**

1998



The cars of the early Fifties were substantially different from the new and rebuilt steel cars of the Thirties and Forties.

In the tradition of the Santa Fe, which had large shops and skilled staff, the early plug door reefers employed three widely varied underframes, two of which were from predecessor cars. The largest block, the RR-49, 50, 51 and 53 were rebuilds of the RR-5-9, 11 cars of the mid-Twenties. These wood reefers largely followed the recommended A.R.A. practice of a steel superstructure, steel underframe with straight centersill and wood sheathing. These cars were due major repairs in 1950 and became the fodder for a new rebuilding program. Over the next three years, 2800 A.R.A. reefers were rebuilt with the new larger carbody while retaining the quality A.R.A. underframes.

The A.R.A. rebuilt reefers were discernible from the unique cast bolster and crosstie and crossbearer brackets at the lower sides of the cars. These brackets tied the new carbody to the narrower A.R.A. underframe. These cars were given the number series 11432-14231.

Within the A.R.A. rebuilds, the components varied. Some wood A.R.A. reefers had already received steel roofs. These had rectangular stampings in each section as stiffeners. While A.R.A. rebuilds with wood roofs got the current diagonal panel steel roof, the cars already equipped with older steel roofs retained them. For example, the RR-49 class was entirely rectangular roof cars, while the RR-53 class was divided two-thirds rectangular and one-third diagonal. The intermediate RR-50 and 51 classes had diagonal panel roofs.

In a similar fashion, the RR-49 and 51 retained their A.R.A. trucks, while the RR-50 and 53 got A-3 Ride Control trucks.

The RR-49 class retained its Apex running boards, while most other classes got the new standard Transco running board.

Most cars got the Preco mechanical circulating fans, which required fan plates on both sides of the car. Ten cars in the RR-50 class got electric fans. For this reason, they initially got the numbers 3000-3009 until April, 1954, when they were renumbered 14232-14241.

The A.R.A. rebuilds were divided between the application of Royal K and Royal F slack adjusters. The Royal F, being a more visible appliance, was a feature of those underframes.

As was standard for all SFRD reefers, all plug door cars got Ajax power hand brakes.

In the midst of the A.R.A. rebuilding, the Santa Fe built 470 cars using the current A.A.R. underframe of the period. These cars, the Classes 47 and 52, varied in detail around the

bottom of the car. The heavy brackets required to attach the A.R.A. underframes to the new carbodies gave way to bolster end plates and tabs akin to those on a contemporary boxcar. These cars were divided between mechanical fans on the 250 Class RR-47 cars, numbered 3850-4099, and the newer electric fans on Class RR-52 cars, numbered 3280-3499. All cars got A-3 trucks, Transco running boards and Royal F slack adjusters.

The most unique of these early plug door cars were those rebuilt with the large new bodies on the old familiar U.S.R.A. fishbelly underframes. The Santa Fe took the first U.S.R.A. rebuilds of 1936 and rebuilt them again. These became the Class RR-55 and were given the numbers 3000-3146. These cars used the unique cross tie and cross bearer brackets from the U.S.R.A. rebuilds but added flat steel plates below the car sides at the ends of the bolsters.

One more A.R.A. underframe was found during this process and quickly converted, as well. It became No. 3147. It was classed RR-55, though it differed from U.S.R.A. cars.

Since this rebuilding was done in 1954, all cars got electric fans. The U.S.R.A. rebuilds retained their rectangular paneled roofs and Apex running boards. They got A-3 trucks and Royal F slack adjusters.

The plug door reefers built through early 1953 rolled out of the shops with black ends, roof and underbody. Side lettering was black. Gone were the famous maps, replaced by the "Ship and Travel" slogan, along with the names of its premier trains. A variety of train names were applied.

The majority of the first plug door reefers had their hardware, such as door latching mechanisms, tackboards, door stops and ladders painted black. In 1953, the black trim on the sides was dropped, replaced by all yellow/orange sides. The RR-53 and 55 cars were the first to come without black trim. Over the four years of the building during the early Fifties, the paint shade used on this group of cars moved toward a true orange color, away from the mixed yellow/orange hue. During this period, the Santa Fe also applied the reporting marks and car numbers in white to the roofs of the cars for the convenience of the icing crews.

The Sunshine HO kits use gray urethane castings for the major parts. Transco and Apex running boards are etched stainless steel. Complete decal sets, including the unique data and symbols for each, come with each kit. Appropriate slogan/train names are assigned each kit. All detailing parts, except trucks and couplers, four page instructions and a four page Prototype Data Sheet are included. Appropriate A.R.A. and A-3 Ride Control trucks can be added for \$5.