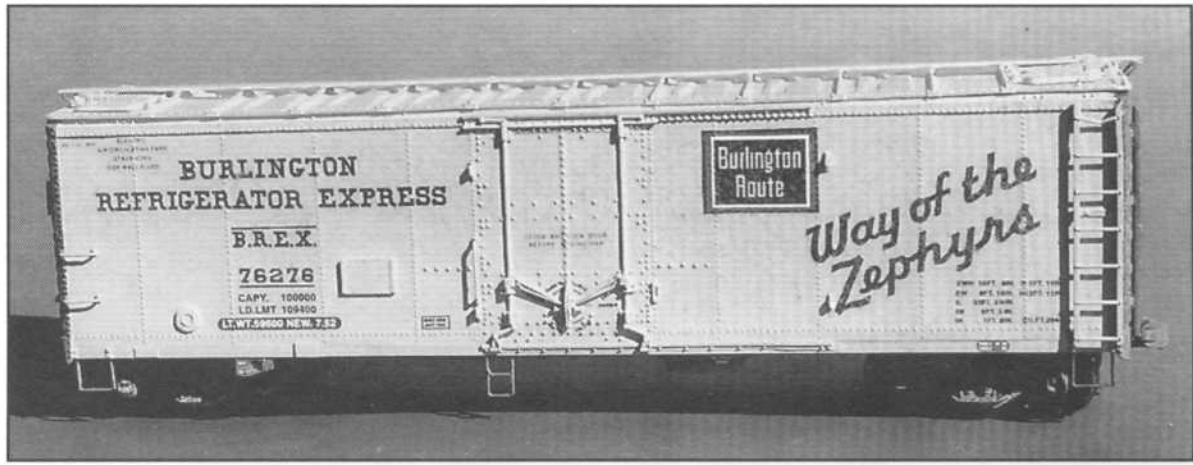


72.1-72.6



**SUNSHINE
MODELS**

First Plug Door Reefers WFEX, WHIX, BREX, FHIX, MNX



The Fruit Growers system which operated a variety of companies--Fruit Growers, Western Fruit, Burlington Refrigerator, National Car--from headquarters in Washington D.C., introduced the new plug door design in 1950. Nearly 3500 plug door cars were built between that date and 1957, when mechanical reefers were introduced. The cars were identical except for two important elements. Over the construction period four variations of improved Dreadnaught 3/3/R design ends were used. Also, the air circulating fans used on FHIX/WHIX/BREX produce reefers varied over time, while the MNX meat reefers never used them. (The introduction of U in the respective reporting marks of Fruit Growers and Western ruit indicated High Insulation.)

76000-76249 built in 1951 and the MNX 1915-2014 built in 1952. These cars were built in the company's Indiana Harbor plant.

The FHIX 40001-40960 built in 1951, BREX 76250-76349 and WHIX 70000-70289 built in 1952 and the WHIX 70290-70589 built in 1953 used the Pacific Car & Foundry 3/3/R improved Dreadnaught end with a full intermediate rib at the bottom and top of the main ribs.

The cars used Preco mechanical fan designs driven from the car wheels with the mechanical fan housing. Alternate designs, however, including electrical fans, were used on selected cars, as indicated by an alternator slung below the lower left side and a fan plate on some cars.

The WFEX series 68650-69101 launched the plug door in April 1950. These cars had a door height of 6'5", as evidenced by a lower drip rail in photos and dimensions in the ORER.

Later in 1950, the door height was raised to 7'7" and the series 69102-69999 was purchased. The entire series was not filled and 391 cars were on roster in 1953.

These predecessor cars used the PC&F version of the improved Dreadnaught end. The cars apparently did not incorporate increased insulation and had WFEX reporting marks, rather than WHIX.

The introduction of the MNX reporting marks was done specifically to create meat hauling operations for the Burlington. The cars were assigned to the CB&Q and bore "Return to..." stencils for various locations on the "Q", such as Omaha, Lincoln, Sioux City and Denver.

The first plug door version used the Indiana Harbor 3/3/R improved Dreadnaught end. This design had considerable blank space at the bottom and all ribs were shifted upward with the top rib truncated. This design was used on MNX 1800-1914 and BREX

The system cars were painted yellow on the side and red on the ends. They received aluminum paint on the roof. The new plug door cars introduced "Railway" in the Great Northern herald.

The Fruit Growers system cars used both plankless ARA cast side frame and A-3 Ride Control trucks.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct trucks--ARA cast side frame--are available separately.

- ___ Kit #72.1 WFEX 1950 69102-69999 series plug door reefer, PCF end with etched Apex running board, \$36
- ___ Kit #72.2 WHIX 1952 plug door reefer, PCF end with etched Apex running board, \$36
- ___ Kit #72.3 FHIX 1951 plug door reefer, PCF end with etched Apex running board, \$36
- ___ Kit #72.4 BREX 1951 plug door reefer, Indiana Harbor end with etched Apex running board, \$36
- ___ Kit #72.5 BREX 1952 plug door reefer, PCF end with etched Apex running board, \$36
- ___ Kit #72.6 MNX 1951 1800-1914, 1915-2014 plug door reefer, Indiana Harbor end with etched Apex running board, \$36
- ___ Trucks TP 40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5

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

Sunshine Models Box 4997 Springfield MO 65808-4997

10/05