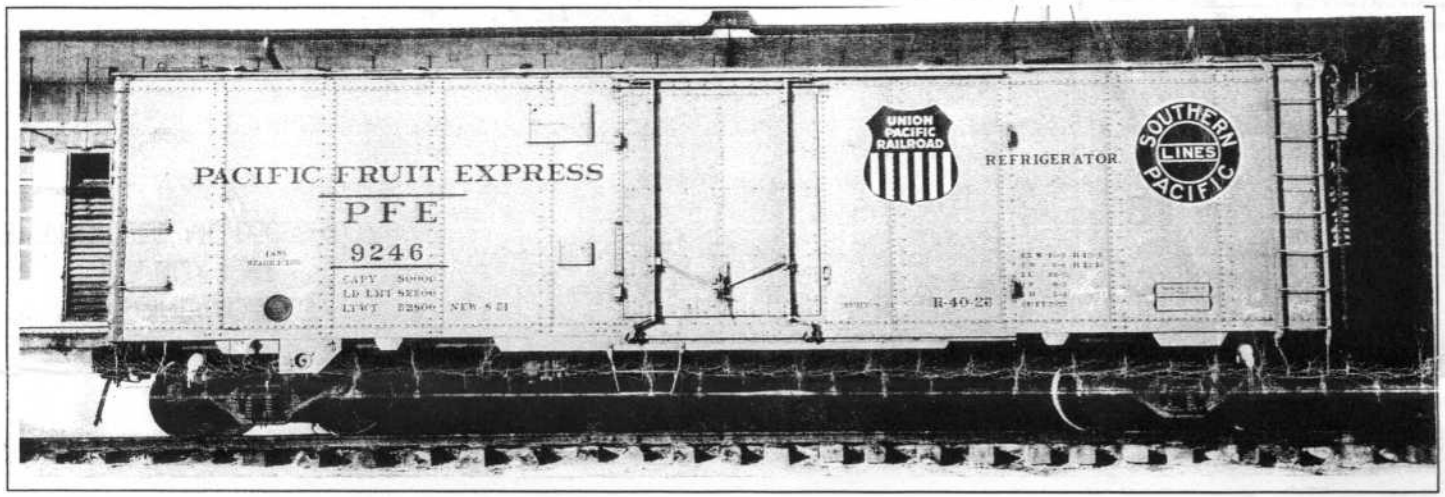


72.7-72.9



Temporary Flyer PFE B-40-26 and BAR 7000 Series Plug Door Ice Reefer



Prototype Photo. Courtesy Bob's Photo

The PFE introduced its first plug door ice reefers in mid-1951. Two thousand R-40-26s were built in Los Angeles and Colton and placed in the 8001-10000 series.

The steel side sheathing used a double row of rivets at each seam with one row having alternating rivets. The new door opening was 6' in width. The ends were a contemporary 3/3/R design. The running boards were Ajax. Power hand brakes were Universal and the cars rode on plankless ARA cast side frame trucks.

The R-40-26 was the first PFE series built new with overhead fans. The Preco Model AA-2 was installed. This was an electrical fan, not the mechanical design used in previous cars. A fan plate was installed where the fan housing had been located in previous cars. An electrical alternator was installed on the lower left of the car for power.

The car ends and roof were red and the underframe was black. The black hardware scheme was dropped and the side sill became orange, as well as the rest of the car side.

The PFE R-40-26 introduced a new logo arrangement for the two owning railroads. The Union Pacific herald became black and white and "Railroad" was introduced in the top of the herald. The SP herald was placed nearest the "B" end.

Cars identical to the PFE were built for the Bangor and Aroostook. The BAR purchased 500 cars from Pacific Car and Foundry in 1951-52, the 7000-7499 series, and another 357 cars, the 7500-7856, in 1952-53.

The BAR cars were intended to haul potatoes throughout the eastern U.S. Since the crop was seasonal, the BAR had an arrangement to lease the cars to the PFE in the off-season.

The cars were painted with orange sides and black ends and roof. Hardware was orange and the underframe was black. Black lettering was applied on the sides and white on the ends. The cars arrived with the BAR logo on the right side and conventional 9" reporting marks and 7" numbers. In the later 1950s, the "and" in the logo was replaced with an "&" and the cars were painted all yellow.

The running boards were Ajax, power hand brakes were Universal and the cars rode on A-3 Ride Control trucks.

Since all these early plug door cars came in the post war period and incorporated all the latest technology including AB brakes, they lasted well beyond the late steam-early diesel era. Their life was shortened only by the eventual demise of ice reefers in the 1970s, the increasing dominance of mechanical reefers and the loss of produce traffic to over the road haulers. For example, the PFE cars numbered 1552 in 1968, but had declined to 753 in 1972.

The Sunshine kits use gray urethane castings and commercial detailing parts. The kits come with etched steel running boards. Full instructions and a Prototype Data Sheet are included. Proprietary decals are provided. Chalkmarks and reweigh data are available separately.

- ___ #72.7 PFE B-50-26 plug door reefer, black and white paired SP and UP logos, Apex etched metal roofwalk, \$36
- ___ #72.8 BAR 7000 series plug door reefer, black and white decals with BAR "and" logo, Apex etched metal roofwalk, \$36
- ___ #72.9 BAR 7000 series plug door reefer, all black late 1950s decals with BAR "&" logo, Apex etched metal roofwalk, \$36
- ___ TP 40 Plastic, black, non-magnetic A.R.A. design five coil spring trucks with metal wheelsets, \$5.00
- ___ E.12 Produce Reefer Chalkmarks, \$4 ___ E.29 Large Western Chalkmarks, \$4 ___ E.58 PFE Reweigh Data, \$6

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits

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