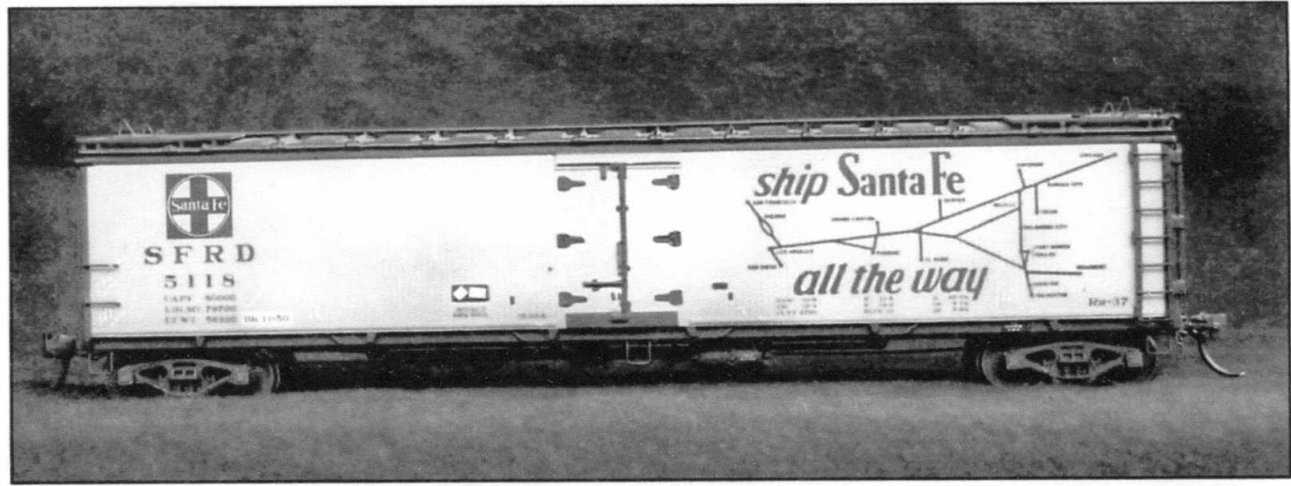


90.1-90.7



# SFRD

## RR-17/26/37 50' Super Insulated Reefer



Pre-production Model

During the late Twenties, the Santa Fe began the purchase of a new design of ice reefer to supplement the aging USRA fleet. The new ARA design featured a steel frame for the body and straight center sill employing improved quality steel. The familiar tongue in groove sides and ends, along with a wood roof with flexible metal exterior were used. The road classified these cars as the RR-5 thru 9 and 11.

The vacant class, RR-10, was assigned to a variation of these 40 footers, a longer and wider 50' version of the ARA design. In addition, the car used a Duryea underframe and increased insulation. The same flexible metal roof was used. Dalman single level trucks were applied. Cars were painted with yellow-orange sides and ends, with all other parts black. The SFRD purchased 100 of these 50' cars.

### RR-17/26

The purchase of 50' reefers proved fortuitous because soon the demand for cars to carry frozen foods increased. In 1936, ten RR-10 cars were rebuilt with increased insulation and a new steel paneled roof, the RR-17, and numbered 5000-5009. Ten more cars, renumbered 5010-5019, were modified in 1939, eight with paneled steel roofs (excluding 5018-19 built with non-paneled steel roofs and steel ends), the RR-26. The remaining RR-10s were slowly renumbered 37000-37089.

### RR-37

A general rebuilding of 75 of the remaining 80 RR-10s began shortly after World War II. A steel paneled roof and super insulation were added. The wood tongue in groove sides and ends were kept. A Royal Type-F brake regulator was added and AB brakes were installed. The rebuilding created a hybrid of tongue in groove sides and ends with the latest Murphy steel paneled roof. The 50' rebuilds became the RR-37 and were numbered 5070-5144.

These cars were rebuilt during the era of maps and slogans. Assigned slogans were varied. Shortly the cars were to be subjected to the "Ship and Travel" scheme when and if repainted. Ends, roof, underframe and hardware were painted black at this time.

The RR-17/26/37 classes lasted to the end of ice service. During the late 1950s, many of the cars were assigned to company ice service. The last car left the revenue roster in 1963.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals for the various paint schemes. Full instructions and a Prototype Data Sheet are included. Authentic chalkmarks are available separately.

- ..... ✂
- \_\_\_ Kit #90.1 RR-17/26 Rblt 50' super insulated reefer w/paneled stl rf, wood ends and sides, original 1936 & '39 pre-map decals (1936-40s), \$42
- \_\_\_ Kit #90.2 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, Map/Super Chief decals (1941-50s), \$42
- \_\_\_ Kit #90.3 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, Map/Grand Canyon decals (1941-50s), \$42
- \_\_\_ Kit #90.4 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, Map/Scout decals (1941-50s), \$42
- \_\_\_ Kit #90.5 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, Map/El Capitan decals (1941-50s), \$42
- \_\_\_ Kit #90.6 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, S&T/Super Chief decals (1947-60s), \$42
- \_\_\_ Kit #90.7 RR-17/26/37 Rblt 50' super insulated reefer w/ paneled steel roof, wood ends and sides, S&T/Grand Canyon decals (1947-60s), \$42
- \_\_\_ E 31 ATSF II Chalkmarks, approximately 70 marks from period photos in very light gray, \$4

Name \_\_\_\_\_ Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Add \$4.00 for shipping per five kits in U.S. ( MO residents add 6.875% ), Canada \$15.88 for six kits

**Sunshine Models Box 4997 Springfield MO 65808-4997**

3/2009