

HO Ice Reefer Models
By Steve Sandifer

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18-Nov-2005

I make no claim to have this complete, but putting together a web page can be fun, so here are some prototypical reefers from the transition era. My main interest is ATSF, but of course others would appear in ATSF consists.

ATSF models

Accurail

- 4800 Series BREX 40' wood reefer

Branchline

- 40' AC&F for URTX, NWX, WRX

Intermountain

- ATSF Series R-27, 28, 32
- PFE R-40-10
- PFE R-40-23
- PFE R-30-18/-19/-21

Model Die Casting /Roundhouse

- 36' steel frame reefer

Red Caboose

- Mather 37' meat reefer
- PFE R-30-12-9

Tichy

- PFE R-40-4

Walthers

PRR R-50-B Express Reefer

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Santa Fe Reefers

For transition era modelers

March 5, 2003

Class	1951	1953	Note	Kit
RR-06, 07, 12	540	187	Wood side & end, vertical brake	Sunshine 16.1, 2 (discontinued)
RR-08, 09, 11	1241	538	Wood side & end, Ajax brake	Sunshine 16.1, 2 (discontinued)
RR-18	153	148	Wood side & end	
RR-19, 23, 25, 27, 28, 32	3811	3616±	Steel rebuilt	Intermountain, C&BT (out of production)
RR-21	493	491	Steel rebuilt	Sunshine 28.1, 2, 3
RR-22, 42	200	195	50' All steel	
RR-26	10	10	50' wood, steel ends	
RR-29	296	294	Nearly identical to RR-21 except ends	Sunshine 28.4, 5, 6
RR-30	98	98	50' steel	
RR-31	48	47	50' steel, mechanical reefer	
RR-33	492	490±	Steel w/Dreadnaught & W posts	C&BT (out of production)
RR-34	1463	1450	Steel	C&BT (out of production)
RR-35	327	326		C&BT (out of production)
RR-36	355	354		C&BT (out of production)
RR-37	75	75	50', wood side, steel roof	
RR-39, 40	659	656±		C&BT (out of production)
RR-42	100	98	50', steel	
RR-43	759	750±		C&BT (out of production)
RR-44	347	344		

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RR-45, 46	1383	1370±	Running boards differ	C&BT (out of production)
RR-48	559	559	Sliding plug door	
RR-49	500	495±	Ice hatch reversed, Sliding plug door	Sunshine 43.2
RR-20	3	3	Dry Ice, rebuilt 1949	Sunshine 16.3, (discontinued)
IE-14	297	296	115000-299 Series 36' Ice Car	Sunshine W2.1, 2
IE-X			Ice Car (blt. 1953)	Westerfield 3701
IE-X			Salt Car (blt. 1953)	Westerfield 3702

C&BT made kits of the RR-19 group several years ago. Even though CB&T are out of production, their kits may still be on shelves and are reportedly still available through Walthers. The Intermountain kits are superior in every way. Just about everything except the body needs to be replaced with Intermountain parts. The main problem with the cars is the roof; it's three inches too high, but more egregious, it's nine inches too wide. To fix, you must remove the excess width, and then lower the roof. However, there are 9 different bodies covering many more variations than can be done with the Intermountain kit. Versions were made to do the RR-33,34; RR-35,36,39,40; RR-43; RR-45,46; as well as the versions that can be done with the IM kit. And there are plug door variations of the preceding versions too. Articles include Richard Hendrickson's piece in the November 1994 *Railmodel Journal* and Andy Sperandio's review of in the January 1993, *MR*.

For Earlier times:

- Ambroid made a 50' wood kit for the RR-10.
- Westerfield kit 8601 for RR-W

For later time frames:

- RR-47, 52: Sunshine 43.1
- RR-49, 53: Sunshine 43.2
- RR-50, 51, 53: Sunshine 43.3
- RR-55: Sunshine 43.4

HO Ice Reefer Models ***By Steve Sandifer*** **Paint Schemes**

March 28, 2003



1940-42 scheme

Intermountain has produced a large number of paint schemes and varied details for the ATSF rebuilt reefers RR-19, 23, 25, 27, 28, 32. These cars made up nearly 40% of the Santa Fe fleet in the late 40s and early 50s.

Between 1936 and 1940 Santa Fe rebuilt over 4100 of its wood reefers as steel sheathed reefers, all to virtually the same design. The Intermountain instructions give the details for the correct small pieces necessary for each series. Of course, the cars are also available RTR.



1947-58 scheme

In 1947, the maps were no longer painted, and *Ship and Travel Santa Fe All the Way* took its place. The Scout name was dropped in 1947. By 1952, the surviving map/slogan cars would have been pretty dirty and well weathered; cleaner SFRD reefers had the later slogan scheme.

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In 1958, the slogans went away, and the large billboard Herald became the standard. Cars ran with this scheme until the mid-70s when ice reefers became obsolete.

Richard Hendrikson wrote concerning the paint schemes:

"The IM model is correct for classes Rr-19 through Rr-27 and can also be used for the Rr-28 and Rr-32 classes by removing the parts of the hatch platforms that surround the hatch covers, leaving just the rectangular sections of the platforms inboard of the hatch covers."

"The map/slogan stenciling was first applied in 1/40, so cars built prior to that didn't get it when newly rebuilt (i.e., classes Rr-19, Rr-21, Rr-23, Rr-25, and some Rr-27s). Later Rr-27s got slogans and curved line maps, Rr-28s got slogans and early straight-line maps, and Rr-32s were the first of the rebuilt reefers to have the final version of the straight-line map when delivered. For these classes, slogan assignments are known. But most of the earlier cars and many Rr-27s through Rr-32s were repainted with maps and slogans before mid-1947, and in those cases the only way to know which slogans went on which cars is to have photographic evidence. Fortunately, a fair amount of it exists. (Another detail is that cars repainted before 1944 had periods in the S.F.R.D. reporting marks; after that the periods were dropped and the reporting marks were S F R D)."

Bear in mind also that cars repainted after mid-1947 did not get maps and slogans, they were stenciled with the later style slogans and "Ship and Travel..." replacing the maps. So, by 1952, the surviving map/slogan cars would have been pretty dirty and well weathered; cleaner SFRD reefers had the later slogan scheme. You might consider doing one of each. Champ's decal sets for both versions of SFRD lettering are excellent and contain everything you need, even the reporting marks and numbers for the top of the ice hatch covers."

Santa Fe did have at least two reefers which were painted with an experimental white instead of the normal reefer orange. The balance of the reefer paint schemes appears to have been normal. RR-48 11334 was one and photos are on the web. Keith Jordan remember a second car, thought to be a RR-53, but no photos are known to exist of it. Roger Ziegenhorn wrote an article "Santa Fe's White Reefers" for *Santa Fe Modeler* November/December 1982 page 16.

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Intermountain

PFE R-40-10



Built 1936, weighed in LA 1950.

PFE R-40-23



These are the same prototype as the Athearn reefer, but what a difference in detail and accuracy! Only the PFE and NP paint schemes are totally accurate. These have 1947-1949 build dates.

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Santa Fe Cars

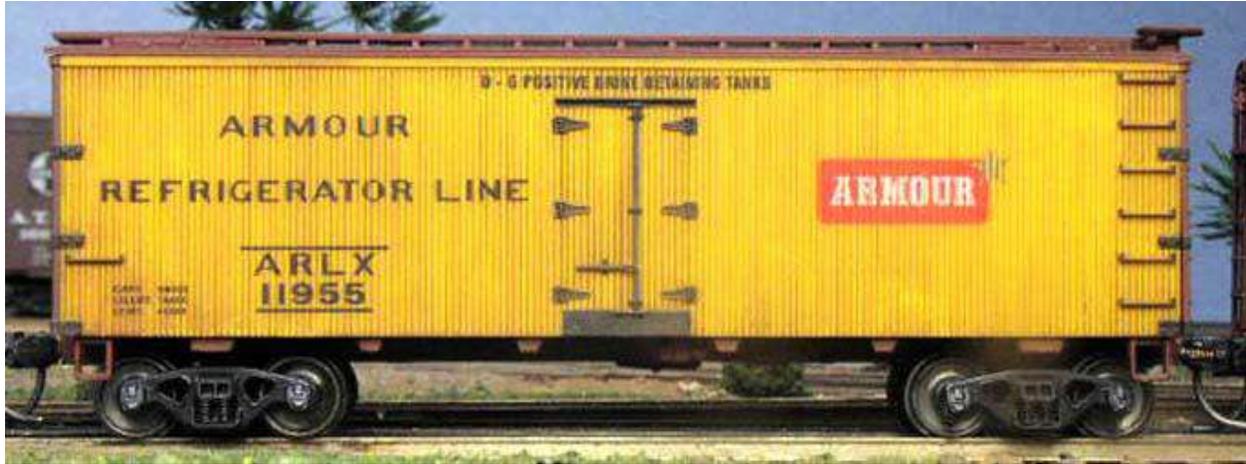


Santa Fe had thousands of these steel rebuild cars in Rr-27, Rr-28, and Rr-32 classes.

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Model Die Casting

36' reefer March 5, 2003



The MDC 36' reefer is a good starting point for an Armour reefer. The kit above is stock except the hinges, grabs, and corner brackets have been painted black and the entire car weathered. The Armour logo is incorrectly painted. Sunshine has a kit that is totally correct with correct logo.

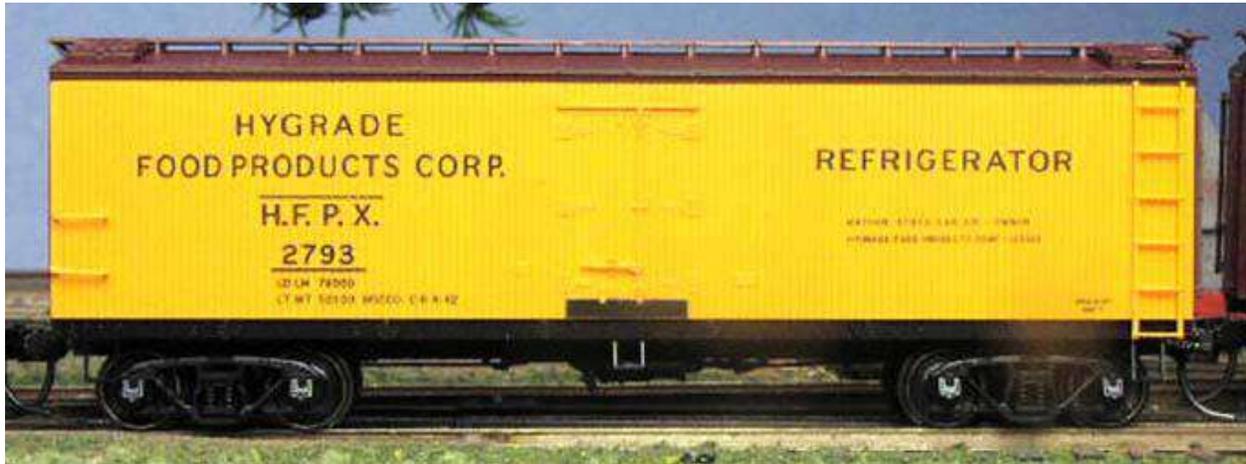
Richard Hendrickson had a 3-part series in *Railmodel Journal* in 1997 concerning 36' wood reefers and included instructions for correcting this car.

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Red Caboose

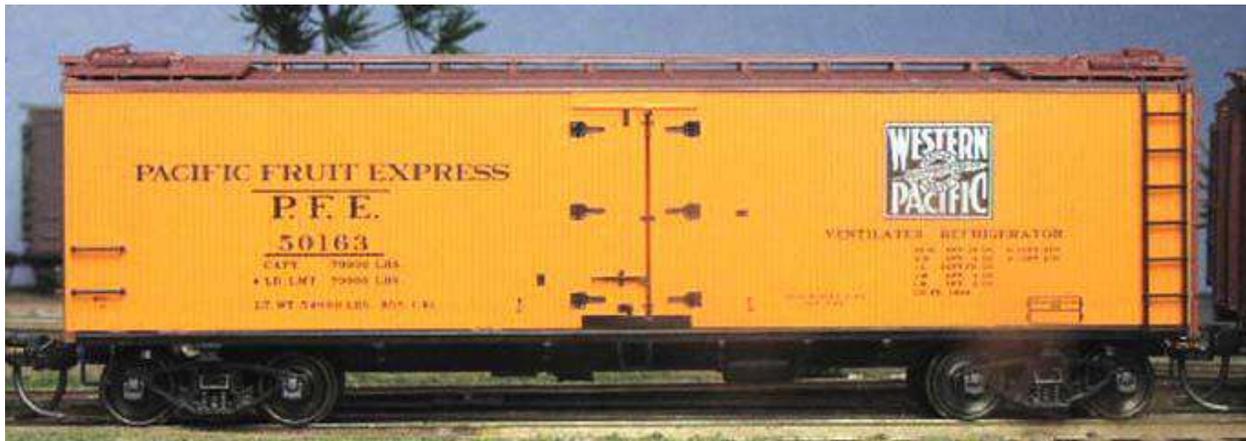
March 5, 2003

Mather 37' meat reefer



Mather rebuilt shorter stock cars into reefers, and this is the result. They ran under their own MUNX and MRRX markings plus leasing them to Agar, Hygrade, Hunter, Levi, Kohrs, Oscar Mayer, Peyton, and Rath. The Armour, Morrell, Cudahy, Swift, and Wilson cars are bogus.

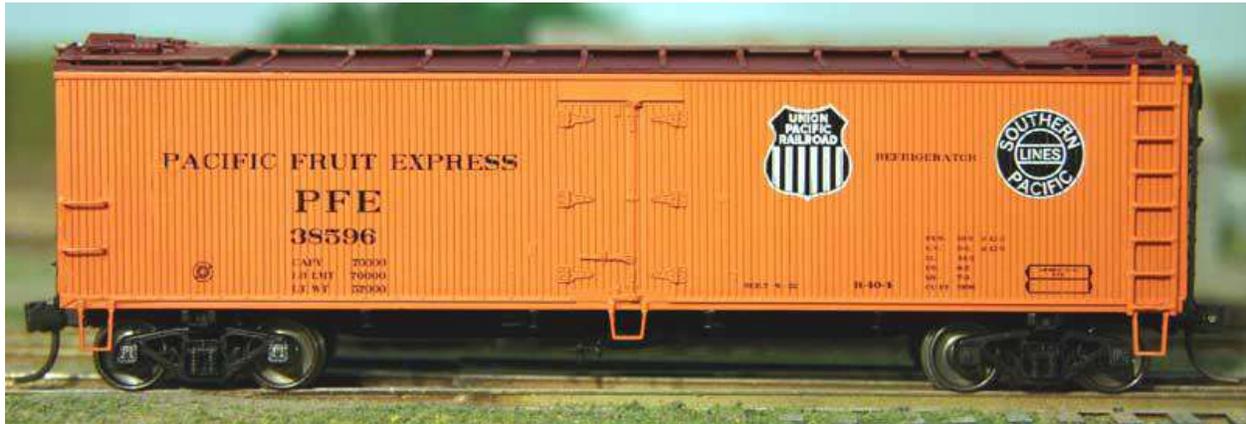
PFE R-30-12-9



There are 40' wood sheathed cars. Again, one must be careful as to when cars of this design operated. WP leased 2000 of these cars which were reconditioned in the 30s.

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Tichy



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Walthers

March 13, 2005

R-50-B PRR



The Pennsy had 550 of these high-speed express reefers and used them heavily into the late 50s. They were 54'6" long and rode on PRR standard 4-wheel cast steel passenger trucks, class 2D-P5. When not needed for refrigerator duties, express reefers often carried dry express shipments. They were common on the ATSF Fast Mail and Grand Canyon, among other trains.



The MP had 330 of these cars. 217 were in use in 1940 but they were quickly retired so that only 2 were left by 1951.

Early in 2005 they also released a model of the GACX express reefer used by many lines. Walthers has these cars in a variety of paint schemes, some bogus and most date sensitive. The largest user was the REA with 891 still in use in 1951.

The *Railway Prototype Cyclopedia*, Vol. 7 and 9 are excellent in describing both these and other Express Reefers.