



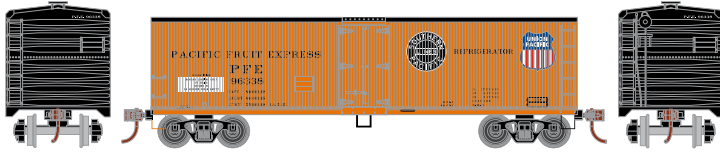
# HO 40' Wood Reefer

Announced 6.28.19  
Orders Due: 7.26.19

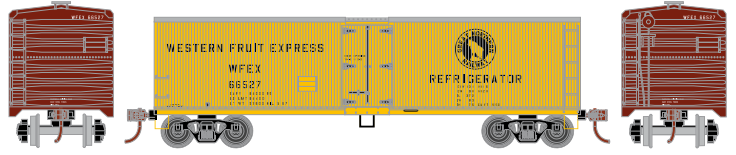
ETA: June 2020

## Pacific Fruit Express\*

## Western Fruit Express



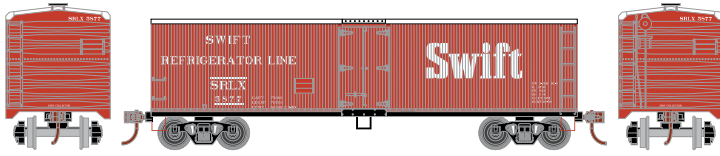
RND1548 HO 40' Wood Reefer, PFE #96338  
RND1554 HO 40' Wood Reefer, PFE #95324  
RND1567 HO 40' Wood Reefer, PFE #97707



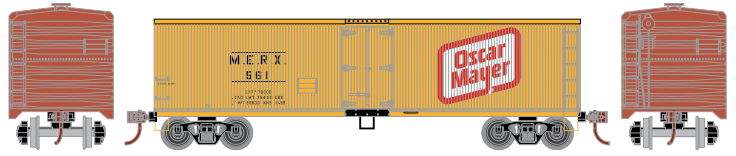
RND1568 HO 40' Wood Reefer, WFEX/GN #66527  
RND1569 HO 40' Wood Reefer, WFEX/GN #66465  
RND1589 HO 40' Wood Reefer, WFEX/GN #66545

## Swift

## Oscar Mayer



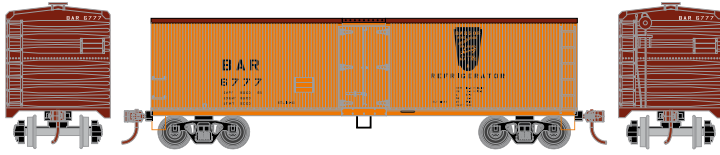
RND1590 HO 40' Wood Reefer, SWIFT #5877  
RND1591 HO 40' Wood Reefer, SWIFT #5963  
RND1592 HO 40' Wood Reefer, SWIFT #6049



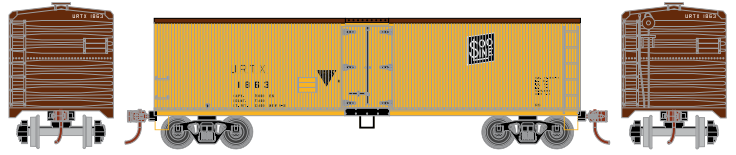
RND1593 HO 40' Wood Reefer, MERX Oscar Mayer #561  
RND1594 HO 40' Wood Reefer, MERX Oscar Mayer #909  
RND1595 HO 40' Wood Reefer, MERX Oscar Mayer #577

## Bangor and Aroostook

## Soo Line



RND1637 HO 40' Wood Reefer, BAR #6777  
RND1638 HO 40' Wood Reefer, BAR #6301  
RND1639 HO 40' Wood Reefer, BAR #6556



RND1640 HO 40' Wood Reefer, SOO #1863  
RND1641 HO 40' Wood Reefer, SOO #1927  
RND1642 HO 40' Wood Reefer, SOO #2701

## All Road Names

### PROTOTYPE AND BACKGROUND INFO:

The use of ice to refrigerate and preserve food dates back to prehistoric times. Through the ages, the seasonal harvesting of snow and ice was a regular practice of many cultures. By the turn of the 20th century, manufactured ice became more common. The Pacific Fruit Express (PFE), for example, maintained seven natural harvesting facilities, and operated 18 artificial ice plants. Their largest plant (located in Roseville, California) produced 1,100 tons of ice daily, and Roseville's docks could accommodate up to 254 cars. At the industry's peak, 1,200,000 tons of ice was produced for refrigerator car use annually.

A late-19th century wood-bodied reefer required re-icing every 250 miles (400 km) to 400 miles (640 km). The typical ice-bunker reefer from the 1920s were originally constructed with wood sheathing. Later, these early wood constructed cars would be replaced with steel constructed cars with plywood interiors by the 1940s. Vents in the bunker at the end of the car, along with slots in the wood floor racks, allowed cool air to circulate around the contents.

### MODEL FEATURES:

- All models are representative of prototypical paint schemes
- Bettendorf 50-ton trucks with 33" wheels
- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied brake wheel
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble free operation
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available
- Minimum radius: 18"

**\$27.98** SRP



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