

HO General American 37' Meat Refrigerator

Prototype History

Although built with a wooden sheathed body and roof that made them look like a car from an earlier era, these GARX cars were modern for their time. They were built on a steel underframe of similar construction to boxcar underframes then in common use and featured AB brakes, Equipco brake wheels and housings and Barber S-1 trucks. More than 940 cars were built to this configuration making it one of the most numerous meat reefer designs, and they lasted in service well into the early 1970s.

Notable features of the General American meat reefer included a wood body with three hinge doors (utilizing the GARX triangular hinge design); a wood roof with steel hatches and unique latches; side and end ladders; power handbrakes; and a steel underframe with a tabbed side sill.

Reefers of this type were typically assigned AAR class "RSM" and would normally be assigned to meat service only, running between meat packing houses and regional dealers throughout North America. Typically the meat would originate in the Midwest, where blocks of cars would then be moved to Chicago and then dispersed to their final destinations. Meat reefers from a wide variety of packing houses could be seen on the hottest freight trains of roads throughout the country.



Prototype photo courtesy of Frank Peacock

Thank You!

This project could not have been completed without the assistance of several people, including Ed Hawkins, Doug Harding, Richard Hendrickson and Pat Wider.

We owe very special thanks to Jerry Stewart who spent many hours guiding us through this project and to Frank Peacock who loaned us his original General American builder's photos.

Tools:

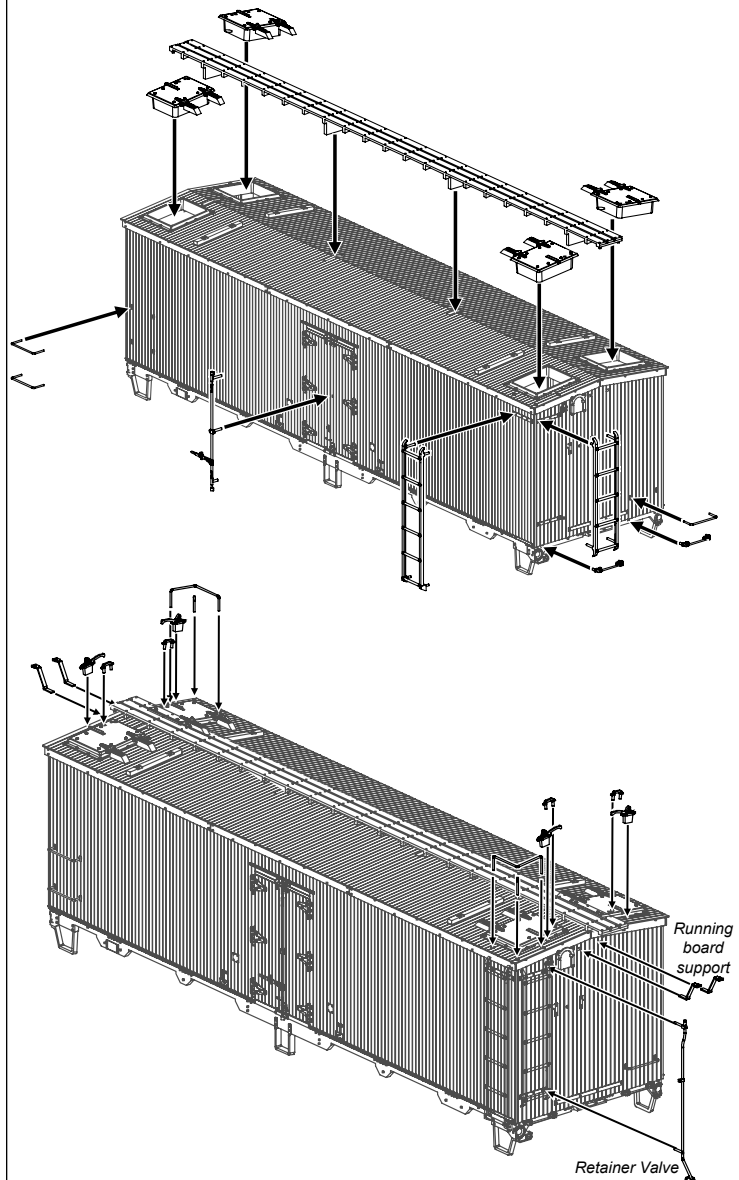
You will need a few basic tools to build this kit.

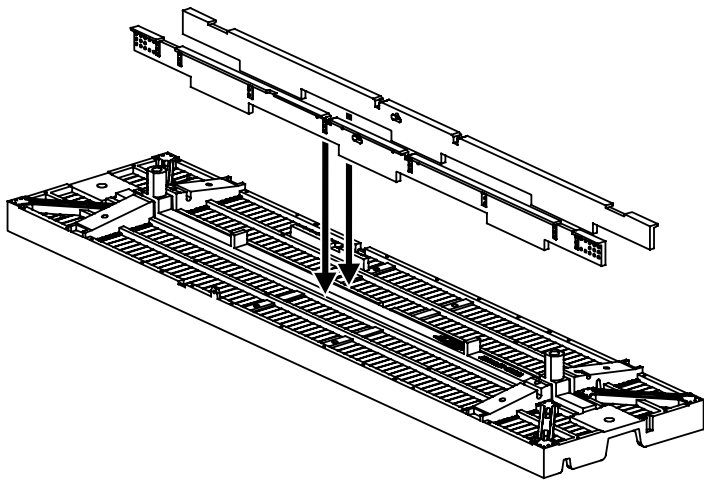
- Sharp hobby knife
- Phillips screwdriver
- Plastic hobby cement for plastic-to-plastic joints (we recommend Tenax, Pro-Weld or similar designed for use on ABS plastic).
- CA (Super glue) for metal-plastic joints.
- A pair of sprue nippers is also very helpful for trimming the small parts from the sprues.

Assembly:

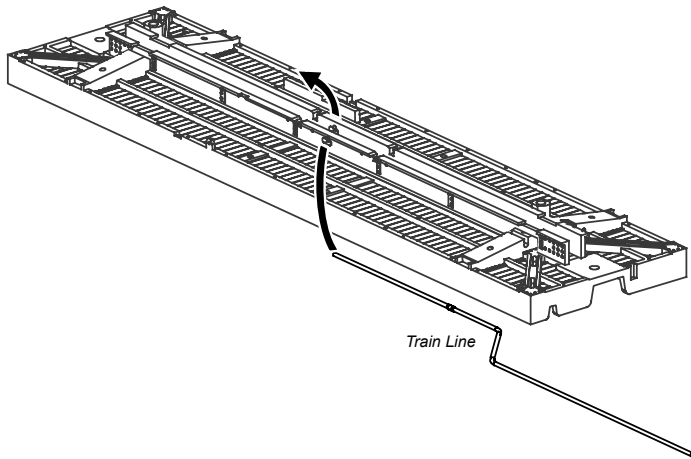
- 1) Start construction by gluing the roof hatch bases into place. Press these into place and cement from the bottom using liquid plastic cement. Note that the two holes for the hatch handles should be toward the center of the car.
- 2) Now insert the running board into the slots in the roof and again cement from underneath.
- 3) Add the door latch bar assemblies to each door as shown.
- 4) Now glue the side ladders into place. Note that the top of each ladder stile is rounded. Be sure to install the correct way up.
- 5) Add the end sill grab irons to the end sills.
- 6) Now add the end ladders. Note that the ladder rungs on the end ladders should be at the same heights as the side ladders.
- 7) Glue the wire grab irons into place on the sides and ends of the body using CA.
- 8) Glue the running board end braces into place, followed by the hatch handles and hatch latches.
- 9) Glue the retainer valve and pipe into place. This mounts into the holes closest to the end ladder.
- 10) Now add the roof corner grab irons using CA.

Set the body aside for the moment being careful not to damage the steps which are quite delicate.

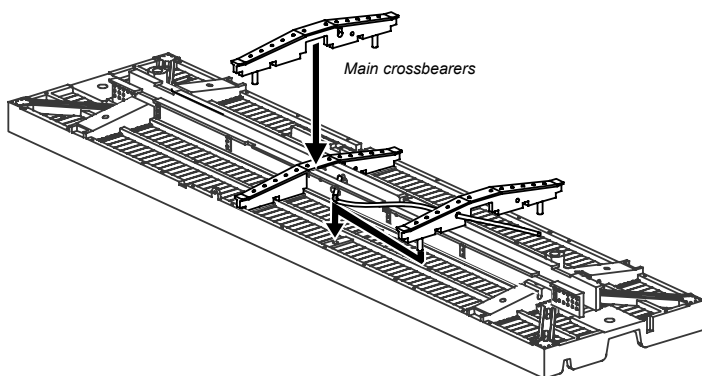




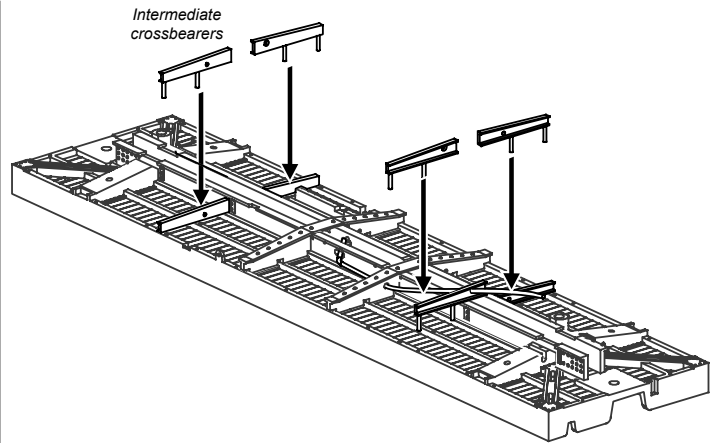
11) Start construction of the underframe by gluing the center sills into place. Note that the slots are slightly different so that they will only fit into place on the correct side.



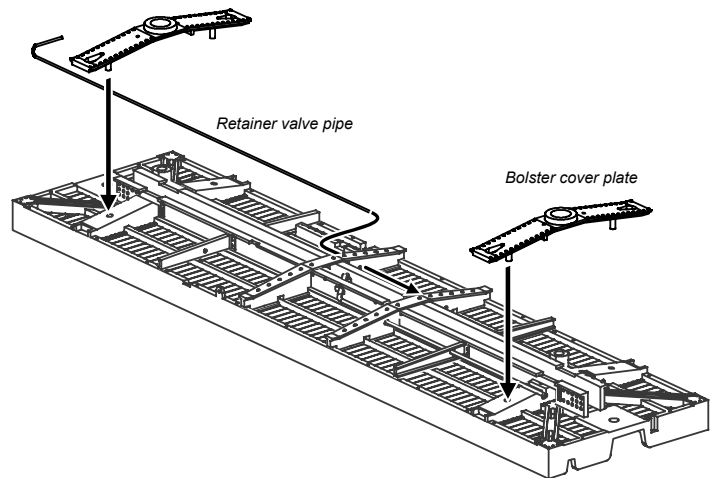
12) Thread the train line (air pipe) through the center sills. Note that the bend in the pipe is offset slightly – each end of the train line the train line should seat into the grooves in the bolsters. **DO NOT CEMENT THE AIR LINE IN PLACE!**



13) Now glue the two main crossbearers toward the center of the car by first sliding the onto the train line then locating into the crossbearers using their mounting pins.

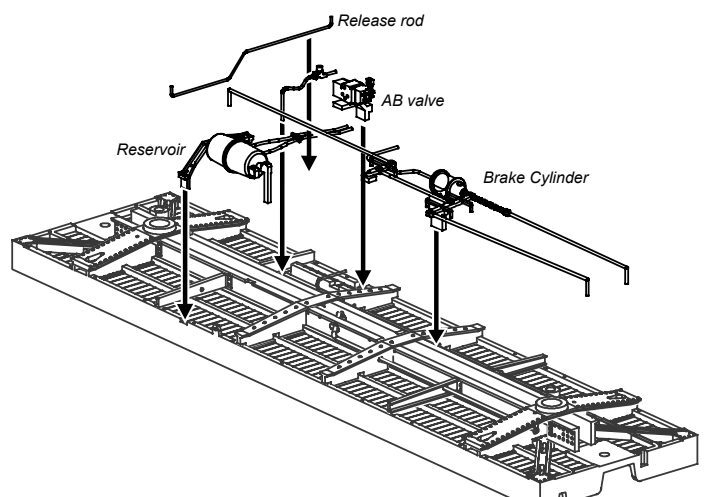


14) Note that two of the intermediate crossbearers have larger holes than the others. Remove these from the sprue, thread the train line through the holes and then glue into place. Now add the remaining two intermediate crossbearers.

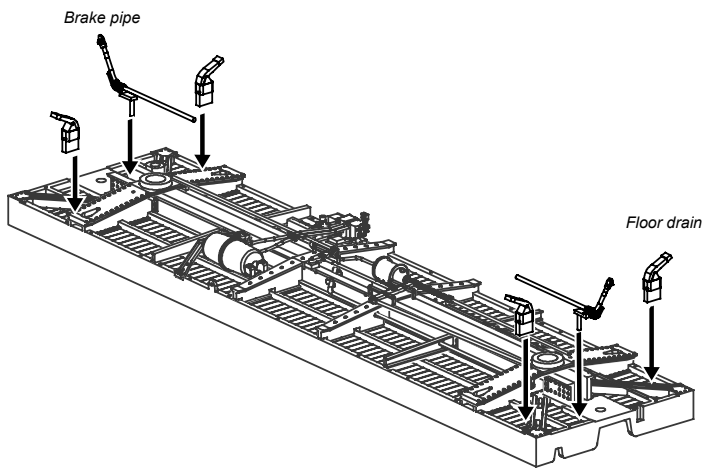


15) Thread the wire retainer valve pipe through the small holes in the crossbearers as shown.

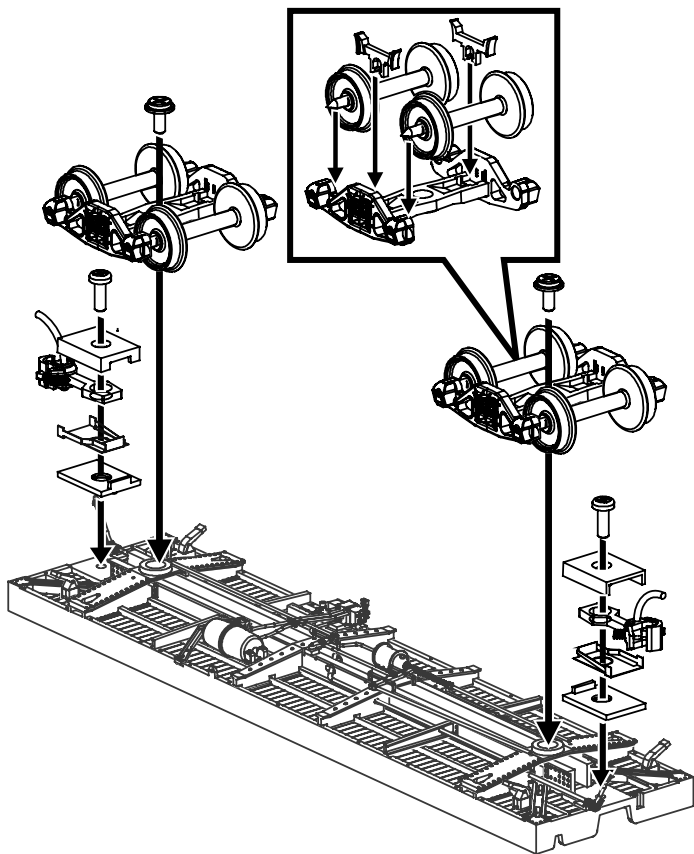
16) Now cement the bolster cover plates into place.



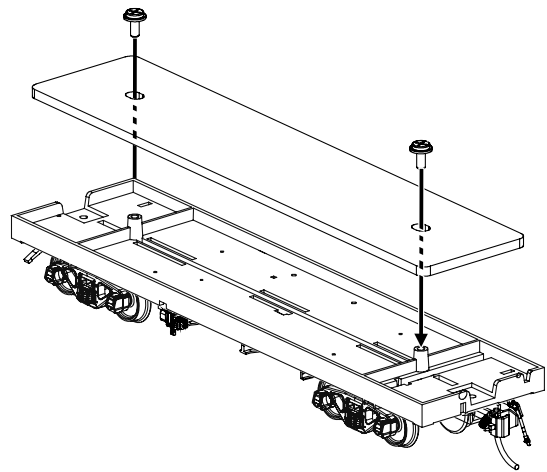
17) Install the AB valve, then add the wire brake release rod followed by the reservoir and piping and then the connection pipe from the train line to the AB valve.



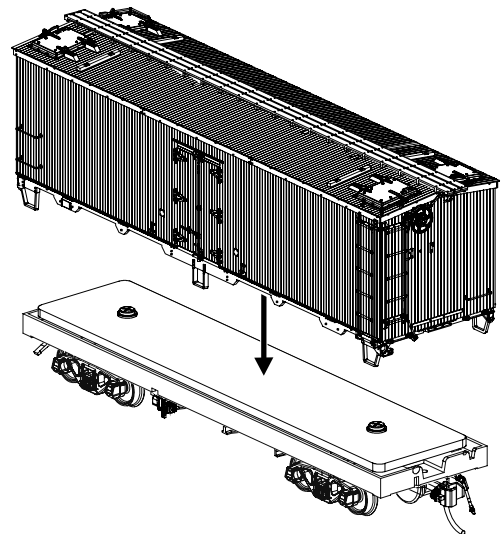
- 18) Next, add the brake cylinder and rods.
- 19) Glue the four floor drains into place, one in each corner of the floor angled outwards.
- 20) Mount the air hoses to the ends of the floor, inserting the end of the pipe into the bolster.



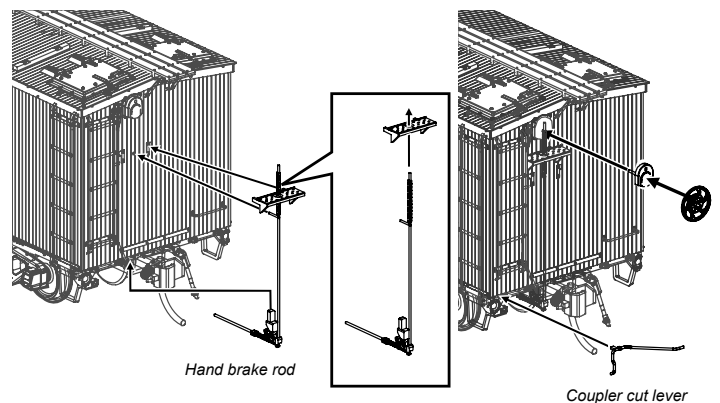
- 21) Assemble the coupler boxes and screw into place. Note that while we supply our own magnetic knuckle couplers you can mount any coupler design that you choose into our coupler box.
- 22) Install the brake shoes to the truck bolsters, then add the wheelsets to the trucks. Mount the trucks to the chassis using the two screws provided.



- 23) Now attach the weight to the top of the chassis using two screws.



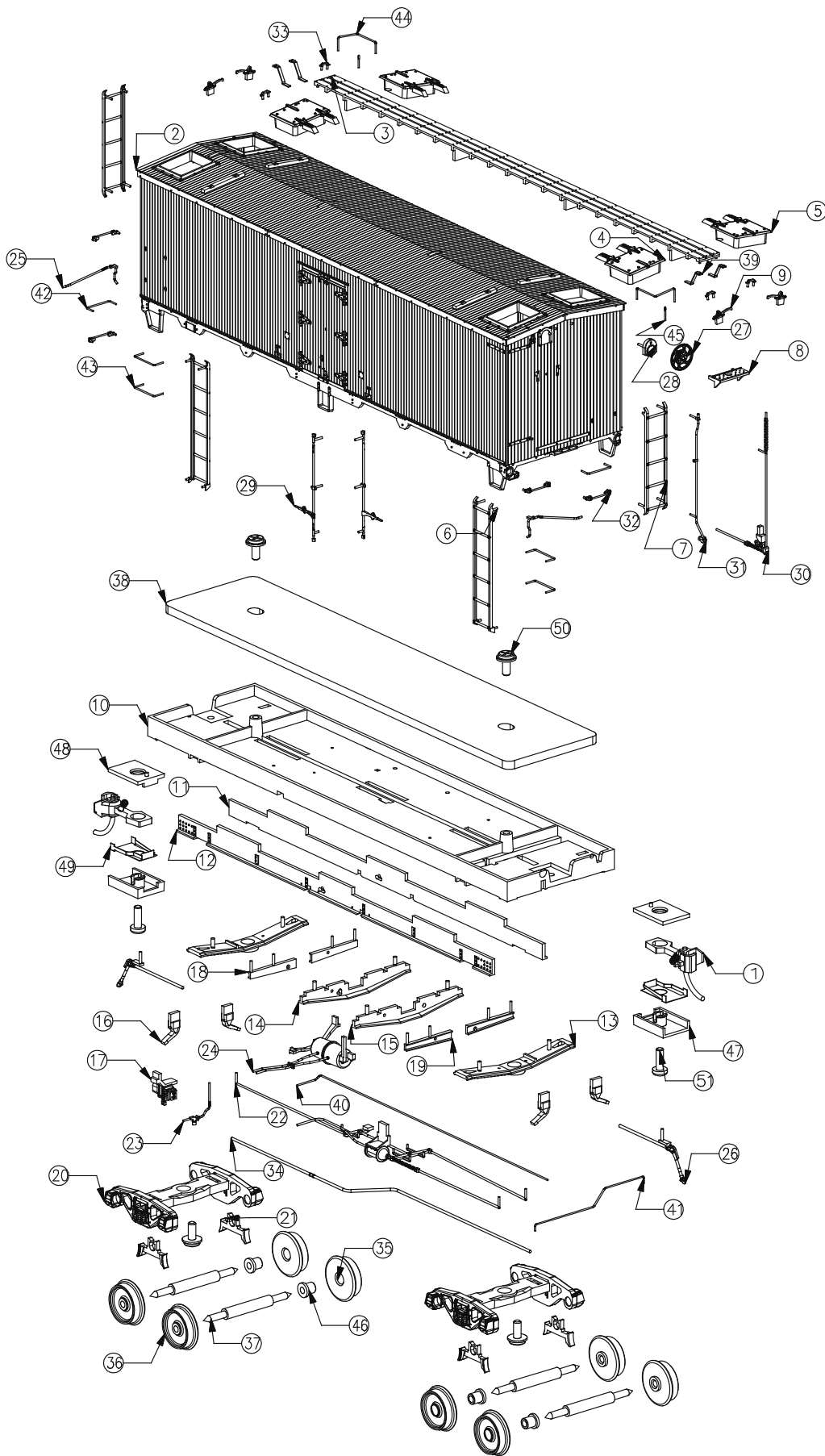
- 24) Slide the chassis into the body. Note that the pointed end of the brake cylinder should point toward the brake end of the body (the one with the retainer valve and piping).



- 25) Thread the hand brake chain through the hole in the brake platform, then install both on the B-end of the body, inserting the tab the base of the chain into the slot in the floor first.
- 26) Complete the assembly by mounting the brake wheel housing and brake wheel, followed by the coupler cut levers on each end.

If your reefer kit has any missing or damaged parts please contact us at the address shown at the bottom of the last page. Please refer to the parts diagram and use these part numbers when asking for replacements.

We try to keep a stock of parts for a reasonable period of time after any model is released, but if your kit has been sitting on the shelf for several decades please note that we may not have any parts left and our head office may have moved to a Mars colony.



51	SCREW 1.7X5 PB	2
50	SCREW 1.7X4 PWB	4
49	RTR301-MT001	2
48	RTR301-03-02	2
47	RTR301-03-01	2
46	RTR121-MT012	4
45	RTR121-MT011	2
44	RTR121-MT010	2
43	RTR121-MT009	4
42	RTR121-MT008	2
41	RTR121-MT007	1
40	RTR121-MT006	1
39	RTR121-MT005	4
38	RTR121-MT004	1
37	RTR121-MT003	4
36	RTR121-MT002	4
35	RTR121-MT001	4
34	RTR121-06-06	1
33	RTR121-06-05	4
32	RTR121-06-04	4
31	RTR121-06-03	1
30	RTR121-06-02	1
29	RTR121-06-01	2
28	RTR121-05-07	1
27	RTR121-05-06	1
26	RTR121-05-05	2
25	RTR121-05-04	2
24	RTR121-05-03	1
23	RTR121-05-02	1
22	RTR121-05-01	1
21	RTR121-04-02	4
20	RTR121-04-01	2
19	RTR121-03-10	2
18	RTR121-03-09	2
17	RTR121-03-08	1
16	RTR121-03-07	4
15	RTR121-03-06	1
14	RTR121-03-05	1
13	RTR121-03-04	2
12	RTR121-03-03	1
11	RTR121-03-02	1
10	RTR121-03-01	1
9	RTR121-02-07	4
8	RTR121-02-06	1
7	RTR121-02-05	2
6	RTR121-02-04	2
5	RTR121-02-03	2
4	RTR121-02-02	2
3	RTR121-02-01	1
2	RTR121-01-01	1
1	METAL COUPLER SHORT	2
PC NO	PART NAME	QTY



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