REFRIGERATOR VAN

(INTERFRIGO)

The large capacity refrigerator wagon (Type UIC-ORE 1), which is the subject of this model, was first introduced in 1957-58, when the Interfrigo Company put almost 400 into service. The vehicle proved so successful that a further 300 were delivered in 1960, as well as several hundred similar wagons which were acquired by the Netherlands, French and Italian Railways.

The new Interfrigo wagons allow a much larger load than earlier versions, and the body construction is entirely different, consisting basically of two metallic envelopes, separated and joined by small braces of laminated wood. The insulation between the two panels is obtained with a layer of onazote, 120 mm. thick, on the floor, and glass wool elsewhere. This construction, together with the hermetically sealing doors, provides excellent insulation and light weight. The ice bunkers at each end of the roof allow either manual or automatic loading, and have a capacity of 3.6 to 4 tons of ice. Four electro-ventilators are provided, operated from an axle mounted generator when moving or from the local electricity supply when stationary. The electric ventilation has two tasks, to circulate air while in motion and to pre-refrigerate the load before departure.

Simple pre-refrigeration and refrigeration en route make the Interfrigo refrigerator wagons the ideal vehicles for the transport of perishable goods, and they are now widely used throughout Europe for the transport of fruit, green vegetables and meat. Goods protected by refrigeration arrive in better condition than those transported by other means, and even in the height of summer foodstuffs can be transported for many days without deterioration.

TECHNICAL DATA

Length over buffers 38ft. 6ins.; internal length 28ft. 1in.; internal width 8ft. 6ins.; overall height 13ft. 1in.; and wheel-base 21ft. 8ins. Tare weight is 16.5 tons and maximum load 19.5 tons. Floor space is 236.8 sq. ft.; capacity 1,553.2 cubic ft., and capacity of ice bunkers 225.9 cubic ft.

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied and that the assembly is practised before commencing assembly. Certain parts may best be painted before assembly.

1. Cement one sole bar in place on underside of floor, so as to engage on the ends of the underframe cross-members integral with floor—allow to set (1 & 2).

2. When sole bar has set, locate and cement in place the first two pairs of brake shoes. The shoes of each brake facing in towards the axle box and the tab at the top of each brake shoe cemented to the inside of the sole bar, between the underframe cross-member gripping each axle box, and the spring mounting on the inside of each sole bar (3—6).

3. Cement the second set of brake shoes to the second sole bar in the corresponding positions (7—11).

4. Apply cement to the axle pins of wheels and cement into axle holes of the other wheels. Check that wheels run true (12—15).

5. Locate and cement second sole bar to underframe, at the same time locating wheels in the holes inside each axle box.

6. Cement brake cylinder in place on the central cross-member of the underframe, as near as possible to the middle of the underframe (16).

7. Cement first body side onto step on edge of floor, ensuring the small cut-out in bottom left of side corresponds to the floor cut-out (17).

8. Similarly cement second side in place, then locate and cement appropriate body ends to sides (18, 19 & 20).

9. Apply cement carefully along locating ribs beneath roof, then press roof into position on body. ENSURE THAT HINGE HOLES ON ROOF SIDES ARE DIRECTLY ABOVE HOLES IN FLOOR (21).

10. Locate and cement pins of end platform into upper pair of holes on body end (22).

11. Cement ladders in position on ends. Note that these ladders are angled outward, the small tabs on top, which should be vertical, are cemented into the cut-outs in platform sides and the pins cemented into the lower pair of holes (23 & 24).

12. Locate and cement in place guard rail, the central uprights of rail cemented into cut-outs on outside edge of platform (25).

13. Repeat this procedure for platform assembly on opposite end of body (26—29).

14. Cement pin of small square junction box into hole in one body end, central beneath platform (30).

15. Locate and cement buffer beam in place on end of underframe, the bottom of the buffer beam in line with bottom of the sole bars (31).

16. Cement two buffers into locating holes in buffer beam (32 & 33).

17. Similarly locate and cement in place second buffer assembly (34, 35 & 36).

18. The desired coupling must now be selected. Note that in addition to scale coupling hooks for non-working models, a working "buckeye" coupling is provided. If desired the "Peco" coupling can be employed; in this case, the stem of the pivot pin should be shortened to suit.

19. If a working coupling has been selected, insert the pivot pin through the hole in coupling and cement into the locating bush beneath end of underframe. ENSURE NO CEMENT COMES INTO CONTACT WITH COUPLING (37 & 38).

20. Repeat this procedure for second coupling (39 & 40).

21. If non-working couplings have been selected, cement the locating lugs of the scale coupling hooks into central slots in buffer beams (41 & 42).

22. Cement steps in position. The tops of steps are cemented onto the two small ribs moulded on underframe, beneath the left hand side of each door opening, the steps angled outward (43 & 44).

23. Press one hinge bracket into each pair of holes, at top and bottom of door. Apply only a minimum of cement to the ends of hinge bracket pins, on the inside of the door. Allow to dry (45, 46 & 47).

24. Similarly assemble second door unit (48, 49 & 50).

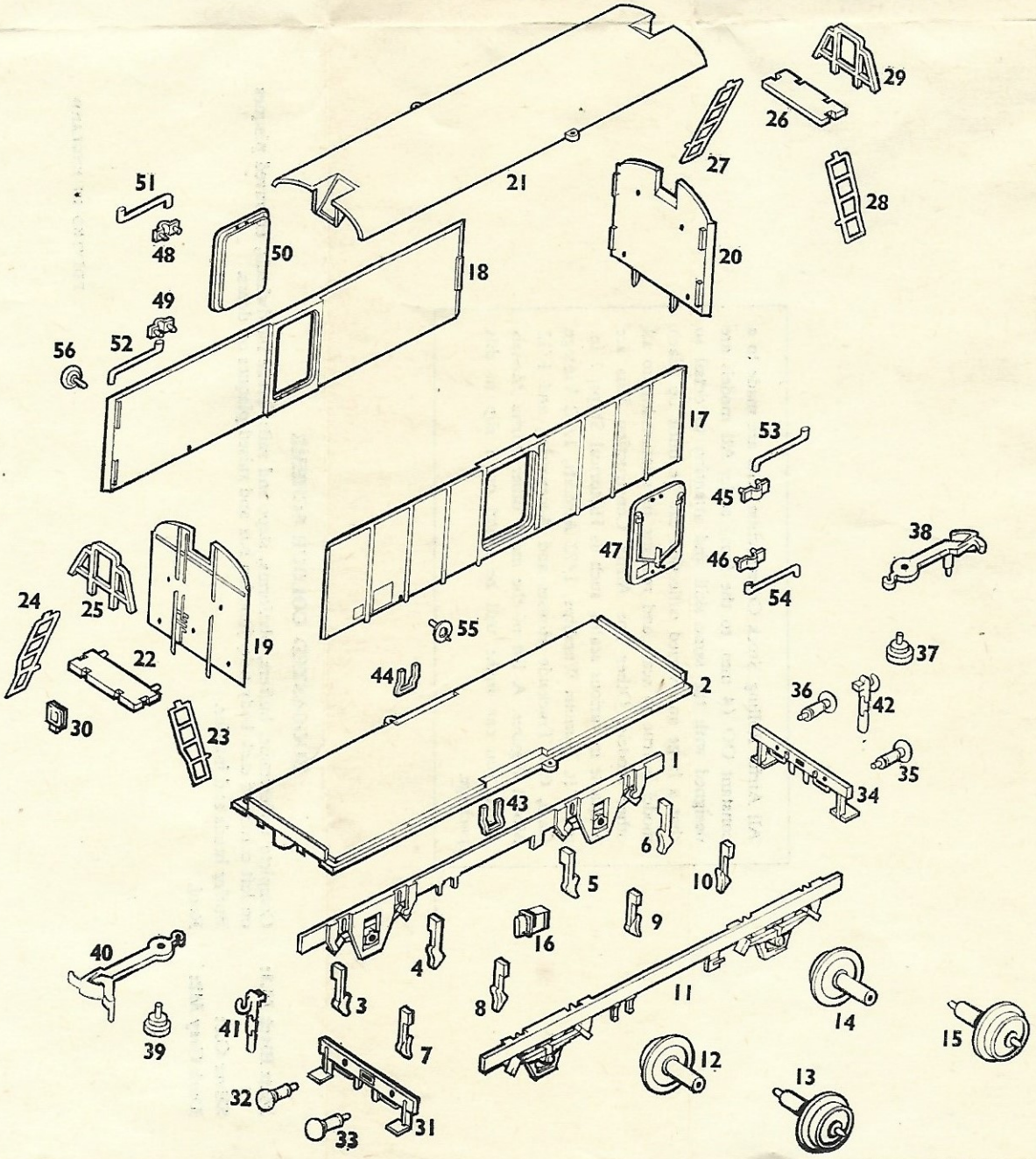
25. When above units have firmly set, press hinge arms in position. The angled end of one arm pressed into top of upper bracket and the end of second arm pressed into bottom of lower bracket. The outer ends of hinge arms are now sprung into the hinge holes in roof and floor sides. DO NOT CEMENT HINGES OR WORKING DOORS (51—54).

26. Cement one brake wheel into small cut-outs in bottom edge of each body side (55—56).

NOTE.—Any further painting should be done at this stage, referring to box illustration and notes below.

27. Apply transfers; first cut the sheet into fifteen separate subjects. Then dip each in warm water for a few minutes, slide off backing into position shown on illustration. The large sets of letters, together making up the word "INTERFRIGO" are applied to the doors and the panels either side of doors. The small "Interfrigo, Bale" transfers are applied to the top left corner of each body side, with the large wagon detail transfers below them. The small "RIV" transfer is applied to the bottom right hand corner of the body side and "Denrée Perissables" to the top of the second panel from the right corner.

28. Finally, if the "buckeye" coupling has been selected, one of the two rubber hands provided should be used to connect the small hooks on the rear of each coupling. This will give a working spring action.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SUGGESTED COLOUR SCHEME

Matt Black M.1:	Complete underframe, buffers, platforms, steps and rails, brake handwheels, engraved plaques on left corner of each body side, junction box and raised plaques on doors.
Silver G.8:	Buffer heads and interior.
Dark Grey M2:	Roof.

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