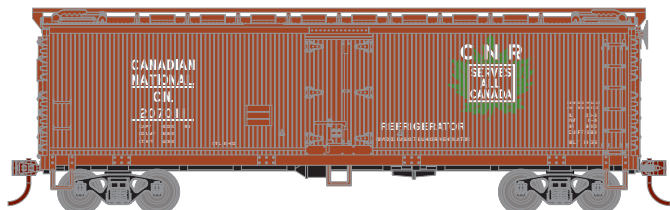


ROUNDHOUSE HO 40' Wood Reefer

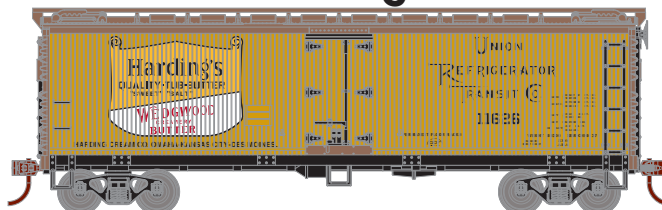
Announced 06.25.21
Orders Due: 07.30.21
 ETA: August 2022

Canadian National



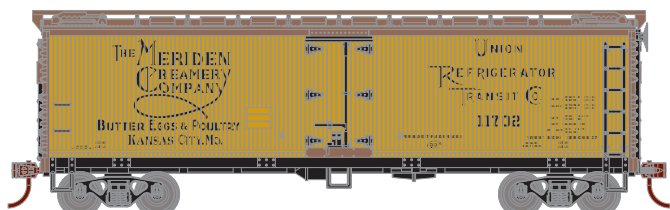
RND06800 CN #207011 Era: 1950+
 RND06801 CN #207027
 RND06802 CN #207123
 RND06803 CN #1 (4)

Harding's



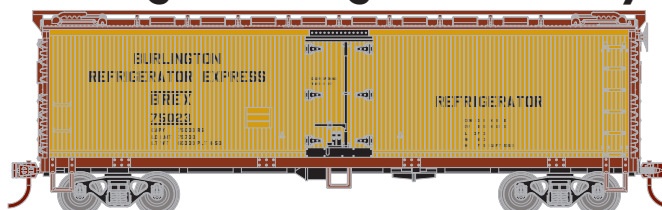
RND06804 UTRX #11626 Era: 1927+
 RND06805 UTRX #11629
 RND06806 UTRX #11633
 RND06807 UTRX #1 (4)*

Meriden



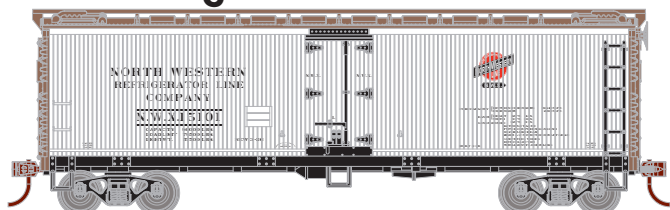
RND06808 UTRX #11702 Era: 1927+
 RND06809 UTRX #11707
 RND06810 UTRX #11713
 RND06811 UTRX #2 (4)*

Chicago, Burlington & Quincy



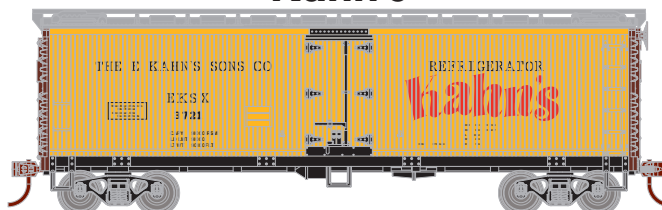
RND98488 BREX #75023 Era: 1950+
 RND98489 BREX #75111
 RND98490 BREX #75757
 RND98491 BREX #1 (4)

Chicago & North Western



RND98492 NWX #15101 Era: 1926+
 RND98493 NWX #15108
 RND98494 NWX #15114
 RND98495 NWX #1 (4)

Kahn's



RND98496 ESKS #3721 Era: 1964+
 RND98497 ESKS #3756
 RND98498 ESKS #3776
 RND98499 ESKS #1 (4)

MODEL FEATURES:

- All models are representative of prototypical paint schemes
- Separately applied brake wheel
- Bettendorf 50-ton trucks
- 33" metal wheels with RP25 contours
- Body-mounted McHenry® operating scale knuckle couplers
- Weighted for optimum performance
- Minimum radius: 18"

*Note RND06807/RND06811 contains 2 Harding's and 2 Meriden Reefers

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. 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.



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