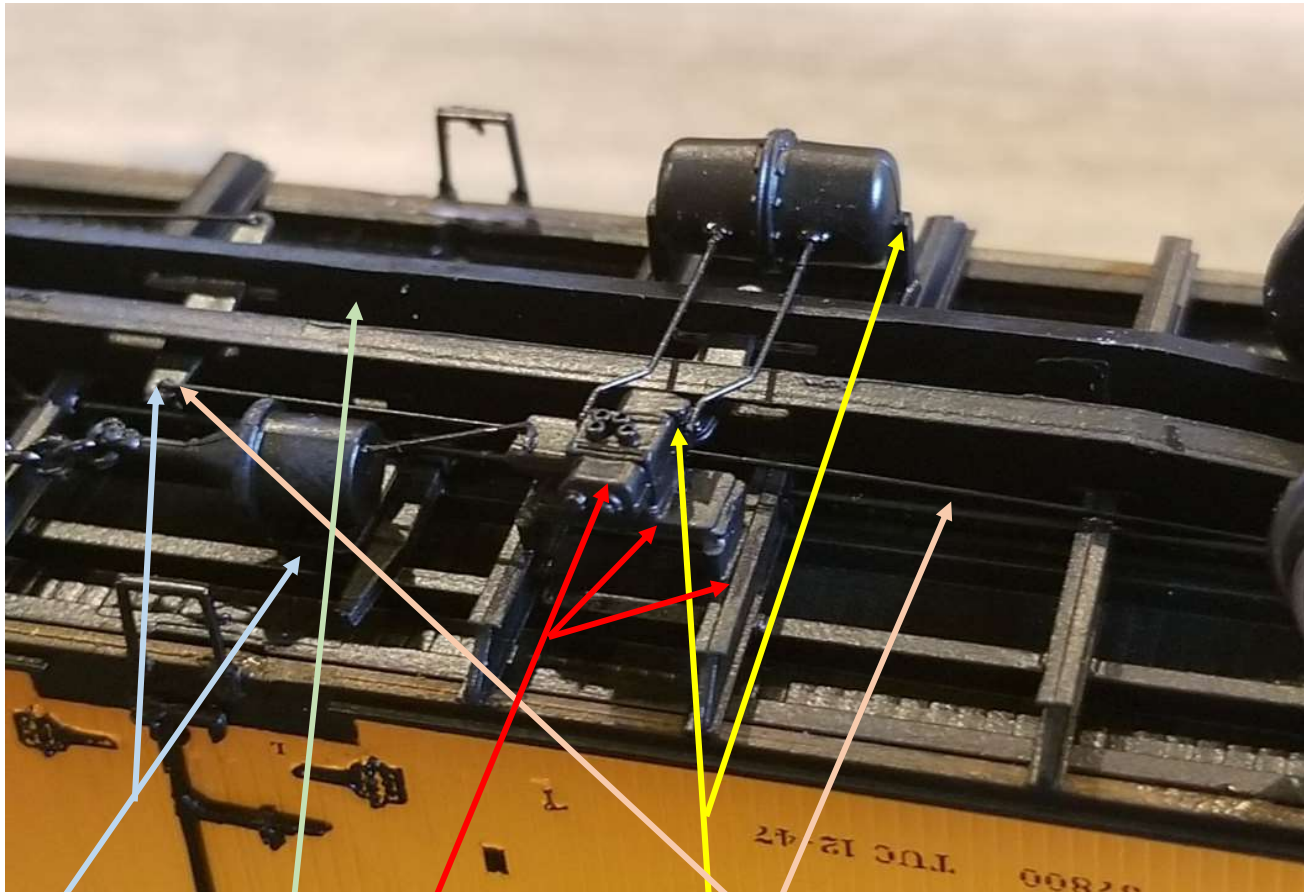


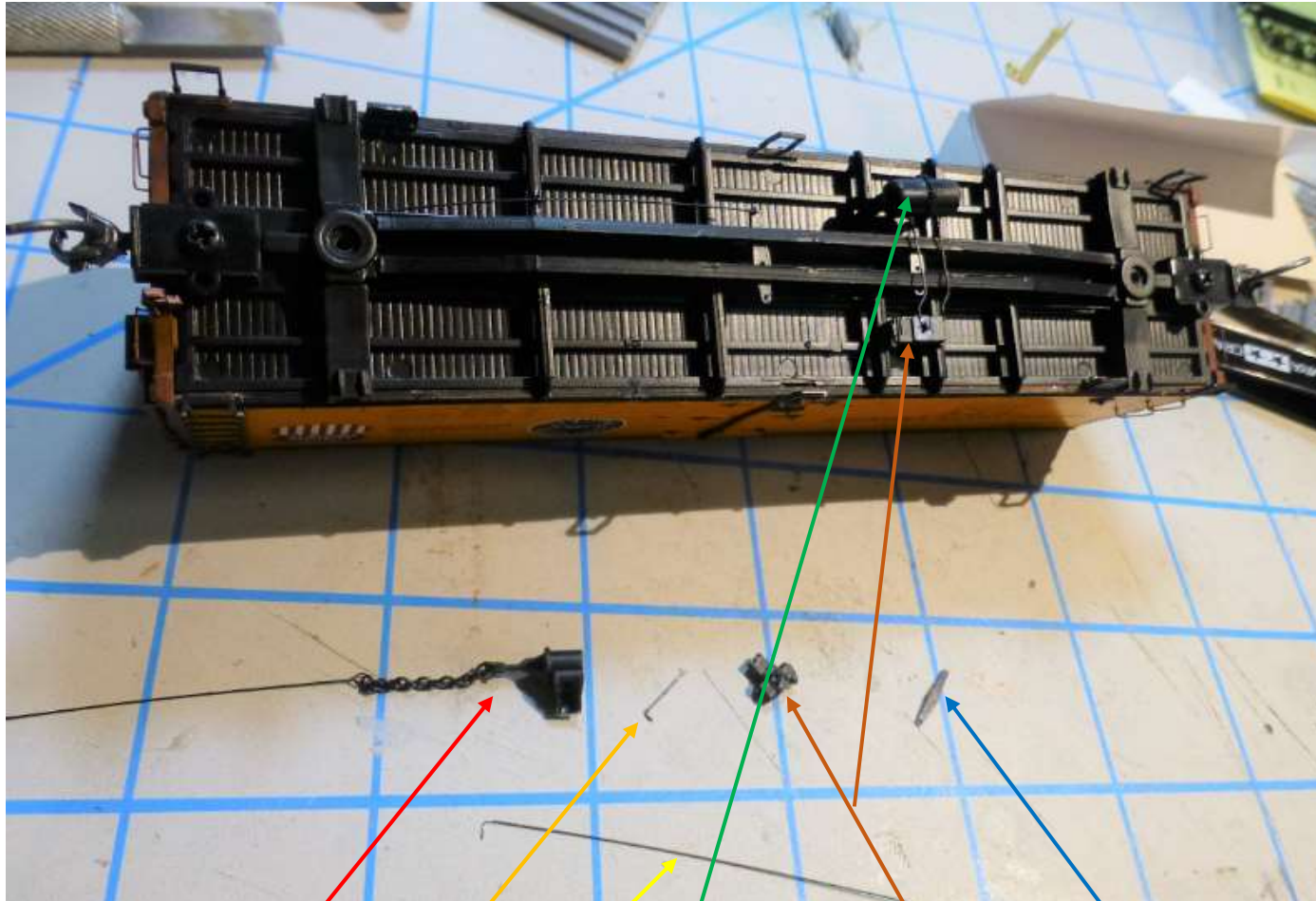
Correcting the Brake arrangement on IMRC PFE Reefers



Issues

- AB valve is glued on its flat front face. The valve platform should be mounted between the cross members. RH cross member should be half height.
- Piping to Reservoir is glued to what is now the top of the valve. Reservoir is mounted a bit too far from the car floor
- Rod to A end truck is connected to the floating lever instead of the dead lever
- Brake cylinder is not mounted to the center sill but has its bracket glued to car floor. It is not connected to the floating lever.
- There is no rod connecting the floating and dead levers.
- Photo courtesy of Andy Cich

Correcting the Brake arrangement on IMRC PFE Reefers



Items to remove

- Brake cylinder casting with chain and rod to brake wheel
- Rod from floating lever to A end truck
- Pipe from AB valve to cylinder
- AB valve and mount. Note that the valve has a rectangular peg while the bracket has a round hole.
- Reservoir and mounting to be trimmed shorter.
- 2 extraneous castings, one under the cylinder mount and one in the segment to the left of the cylinder.

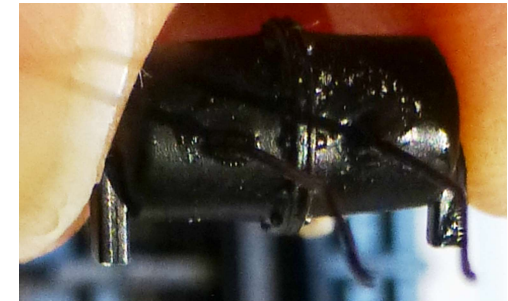
Correcting the Brake arrangement on IMRC PFE Reefers



Shorten the long brake rod to fit between the dead lever and the A end bolster and glue in place.



Make a connecting rod to fit between the floating lever and the dead lever of brass wire.



Trim the ends of the Reservoir supports so that the pipes pass just over the center sills and reattach. The section of dead lever that protrudes beyond the center sill can be clipped off.



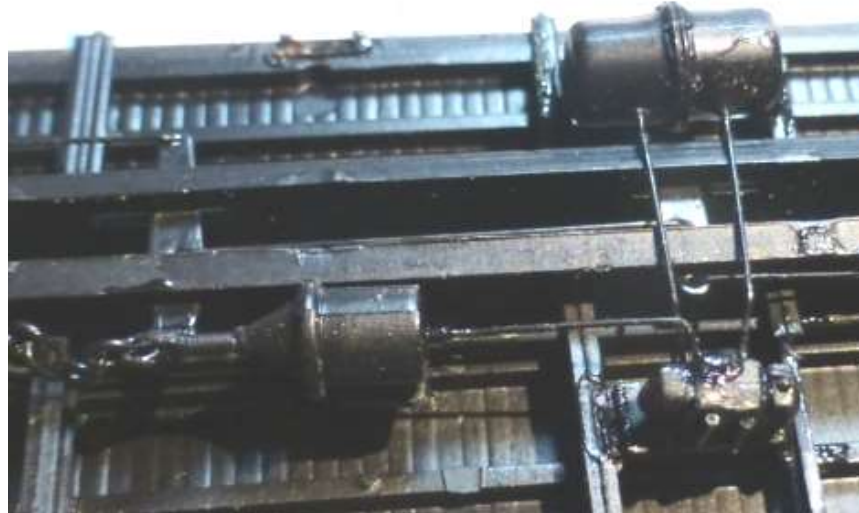
File a notch in the support bracket for the brake cylinder to fit over the train line. Drill a hole in the end of the cylinder for an air pipe. Note that the train line is mounted too close to the center sill, but to fix would involve redoing all of the needle beams.



Trim the floating lever slightly and glue the cylinder to the center sill so that the open end of the clevis and chain line up with the end of the floating lever and glue there. The chain is too long to be realistic. Shorten it by about one half. Make new rod that will suspend the chain and extend to the brake fulcrum, or do in two pieces glued to the bolster.



Correcting the Brake arrangement on IMRC PFE Reefers



Shorten and taper the peg on the AB valve and enlarge the hole in the bracket to allow it to sit properly. Trim the RH needle beam to half its height using a sprue nipper. Break it loose to allow the AB valve support to fit between the cross ties and then glue the support and needle beam in place. Arrange the piping to the reservoir to as near as possible connect to the valve. Bend a new pipe from leftover brake rod to connect the AB valve and the cylinder and glue in place. The AB valve had a casting void where it was glued previously. I put a small bit of putty into it and then added two small styrene rods to simulate the front side of the valve. Touch up paint as needed. Watch out for breaking the plastic sill steps throughout. I ended up replacing my broken steps with Delrin ones from Accurail.



For more detailed information, please see Dick Harley's web site at <https://harley-trains.smugmug.com/PFETrainPhotos/PFE-Wood-Ice-Reefers/Bettendorf-vs-Built-Up/>

Steve Hile May 2020