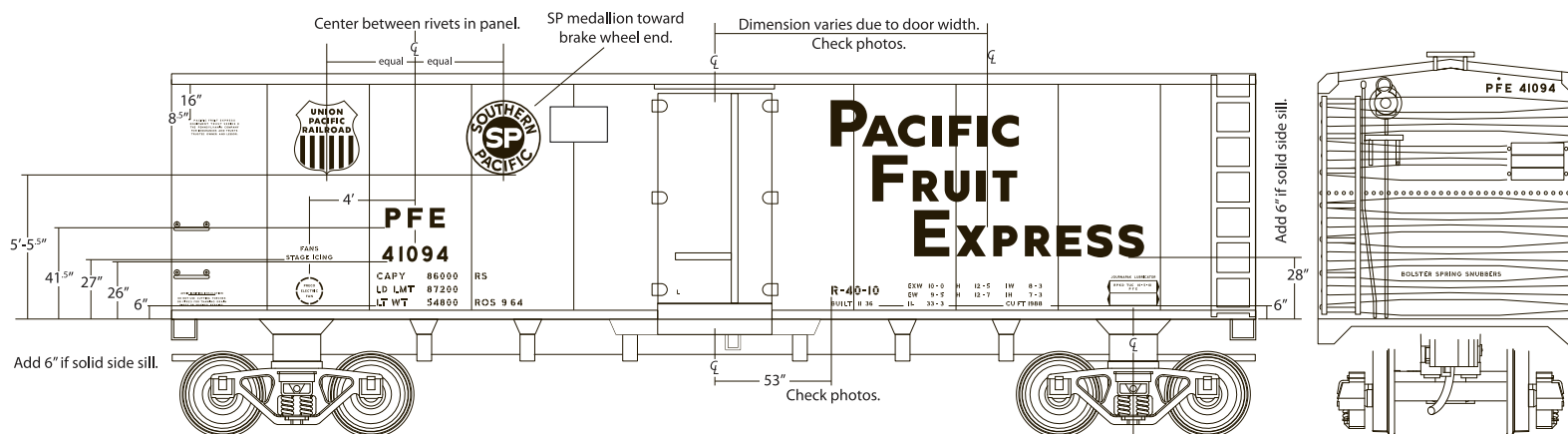


MICROSCALE Decal
HO Scale 87-1340
N Scale 60-1340

Color samples are available in the *PFE* book mentioned above.



Capacity data: All 40-ft ice reefers had 40-ton (5x9 journals) trucks, so the Load Limit (LD LMT) plus the Light Weight (LT WT) numbers should add up to 136000. In the mid-1960s, that total was increased to 142000 pounds. For R-30-24 class rebuilt cars with 30-ton underframes, the LD LMT was limited by the underframe to 70000, and a star was placed to the left of "LD LMT."

Electric fans were designated with either a 'fan plate' or a fan stencil. Two different stencils were used for the Right and Left sides.

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Class	Number Series	Qty.	CAPY	AAR Desig.	LD LMT	LT WT	Built	Re-numbered Re-built	95% Gone	EXW	H	EW	H	IL	IW	IH	CU FT
R-30-24	misc. 65921 - 68532	2610	70000	RS	*70000	60300	1920-26	rebldt. 1948	1965	10-4	11-7	9-11	13-0	33-2.3/4/max 39-0	8-3	7-3	1988/2332
R-40-24	misc. 65921 - 68532	/	75000	RS	75300	60700	1920-26	rebldt. 1948	1965	10-4	11-7	9-11	13-0	33-2.3/4/max 39-0	8-3	7-3	1988/2332
R-40-10	40001 - 44700	4700	80000	RS	82900	53100	1936-37	n/a	1969	10-0	12-5	9-5	12-7	33-2.3/4	8-3	7-3	1988
R-40-10	30039 - 34690	TIV 400	86000	RS	86400	49600	1936-37	(1963)	1969	10-0	12-5	9-5	12-7	39-2	8-3	7-3	2342
R-40-14	44701 - 45700	1000	86000	RS	87200	54800	1941	n/a	1969	10-0	12-6	9-5	12-8	33-2.3/4	8-3	7-3	1988
R-40-20	45701 - 46702	1002	78000	RS	78700	57300	1945	n/a	1970	10-0	12-7.1/2	9-5	12-9.1/2	33-2.3/4/max 39-0	8-3	7-3	1988/2332
R-40-23	46703 - 48702	2000	86000	RS	89000	53000	1947	n/a	1972	10-3	12-6	9-6	12-10	33-2.3/4/max 39-0	8-3	7-3	1988/2330
R-40-23	5001 - 8000	3000	86000	RS	88800	53200	1947-48	n/a	1972	10-3	12-6	9-6	12-10	33-2.3/4/max 39-0	8-3	7-3	1988/2330
R-40-23	20002 - 21001	1000	80000	RSTC	83600	52400	1947	(1961)	1973	10-3	12-6	9-6	12-10	36-6	8-3	7-5	2248
R-40-23	1001 - 1015	15	80000	RP			1947	recond. 1965	1968	10-4	3-7	9-6	12-10	34-0	8-8	8-0	2357
R-40-23	35001 - 35500	500	86000	RS	87700	54300	1947-48	(1966-67)	1973	10-4	3-10	9-6	12-10	33-2	8-3	7-5	2048
R-40-23	36001 - 36250	TIV 200	86000	RS			1947-48	(1967)	1971	10-4	3-10	9-6	12-10	39-0	8-3	7-3	2330
R-40-25	2001 - 5000	3000	80000	RS	81900	54100	1949-50	n/a	1974	10-3	12-6	9-6	12-10	33-2.3/4	8-3	7-3	1988
R-40-25	82001 - 84978	85	60000	RSM			1949-50	(1963+)	1970	10-3	3-7	9-6	12-10	33-2.3/4	8-3	6-8	1836
R-40-25	12001 - 15000	~660	86000	RS			1949-50	(1964+)	1976	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2153
R-40-25	60000 - 60999	91	86000	RS	89300	52700	1949-50	(1970)	1976	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2156
R-40-25	65000 - 65999	90	86000	RS			1949-50	(1970)	1976	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2156
R-40-26	8001 - 10000	2000	85000	RS	85600	56400	1951-52	n/a	1975	10-3	12-6	9-6	12-10	33-2.3/4	8-3	7-4.1/2	2022
R-40-26	18001 - 19999	~290	86000	RS	88700	53300	1951-52	(1964+)	1976	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2153
R-40-26	61000 - 61999	109	86000	RS	88800	53200	1951-52	(1970)	1976	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2156
R-40-26	66000 - 66999	110	86000	RS	89400	52600	1951-52	(1970)	1977	10-3	12-6	9-6	12-10	33-2	8-3	7-10	2156
R-40-27	10001 - 11700	1700	82000	RS	82600	59400	1956-57	n/a	1978+	10-4	3-7	9-6	12-10	33-2/max 39-0	8-3	7-4	2022/2374
R-40-27	30001 - 31700	TIV ~110	80000	RB			1956-57	(1971+)	1976	10-4	3-7	9-6	12-10	39-0	8-3	7-4	2374
R-40-28	11701 - 11800	100	80000	RS	82100	59900	1957	n/a	1978+	10-4	3-7	9-6	12-10	33-2/max 39-0	8-3	7-4	2022/2374

TIV = Top-Iced Vegetable service

* = Load Limit determined by underframe and not LT WT.
 5"x9" bearing journals => LD LMT + LT WT = 136000 (before ~1963)
 5"x9" bearing journals => LD LMT + LT WT = 142000 (after ~1963)

Two dimensions due to Convertible Ice Bunkers.

Instruction Comments (cont.):

Side - left of door (cont.) -

The SP medallion was always placed closer to the B-end (the right and left sides are different).

The "circle & bar" SP medallion was applied before March 1961. After that, the "Gothic dot" SP medallion was applied. Note that the UP medallion also had a slight reposition of lettering.

Consult photos for type and placement of Ice Service or Top Iced (TIV) Service stencils.

Reporting Marks and Car Number were Black from April 1960 to January 1966. The Black Square with White lettering scheme was applied from January 1966 to the end in 1978.

Doors - Besides the 2-inch "R" or "L" on or near the door, the door opening size was stenciled near the center of the door, especially on sliding doors. Check photos.

Side - right of door -

The horizontal position of the large Gothic lettering varied somewhat, depending on the door opening size. Check photos.

See the chart above for information about Built and Rebuilt dates. Extra 2-inch numbers are provided for variety.

See the chart above for Dimensional Data information. Only cars with Convertible Ice Bunkers had two dimensions for Inside Length (IL) and CU FT. The simplified dimension scheme without exterior dimensions started to be applied about 1965.

Many cars during this period were equipped with Journapak lubricators. Add or delete words from repack stencil as required. Check diagrams and photos.

Ends - (white lettering)

The white dot above the end reporting marks indicates that the car has fans. Remove the dot for cars WITHOUT fans. Fan dots seem to be phased out in the early-to-mid 1960s.

The data regarding Springs and Wheels was not consistently placed on cars. Consult photos for appropriate content and placement.

Photos and data available here:

Refrigerator Car Color Guide by Gene Green

<http://www.rrpicturearchives.net/rsList.aspx?id=PFE>

<http://www.railgoat.railfan.net/spcars/byclass/reefer/index.htm>

Search PFE reporting marks at

<http://www.railcarphotos.com/Search.php>

<http://harley-trains.smugmug.com/>

Researched and Drawn By:

Dick Harley

Research Assistance By:

Bob Trop

Tony Thompson

Primary Reference Book:

Pacific Fruit Express by Thompson, Church and Jones

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