

This set covers lettering applied to Ice Refrigerator cars by Pacific Fruit Express (PFE) from June 1950 (after UP added "Railroad" to its medallion) up to April 1960 (when PFE changed to a new bold Gothic lettering style). For more detailed information, see the book *Pacific Fruit Express* by Thompson, Church and Jones. As always, check photographs for additional reference.

Painting: During this period, PFE ice reefer painting was fairly constant. The only change was that the side sill tabs and center step changed from Black to Orange in June 1951.

Roof and Ends (including ladders and hardware) - PFE Freight Car Red (same as SP Boxcar Red)

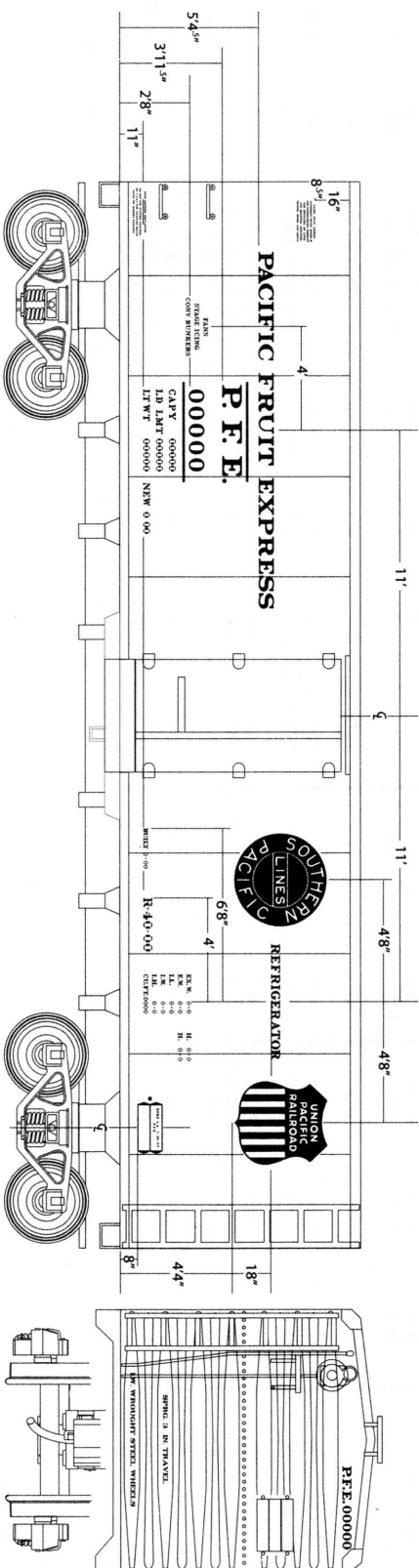
Scalecoat #13, Star Brand #STR-30, Tru-Color #TCP-211

Sides (including ladders and hardware) - PFE Refrigerator Orange (same as SP Daylight Orange)

Scalecoat #30, Star Brand #STR-27, Tru-Color #TCP-107

Underframe and Trucks - Black

Color samples are available in the PFE book mentioned above.



Instruction Comments:

Side - left of door -

Equipment Trust data was applied both with stencils and plates to various locations - consult photos.

Insulation Ignition Warning stencil was applied only to steel-sided cars.

Spacing of the "PFE" letters in the reporting marks was typically 4", but a few cars had 6" spacing (as used in 1946). Two samples of 6-inch spacing are provided.

Periods were not applied in the reporting marks beginning June 1951. Cut decal film as necessary.

The 1-inch horizontal bars were removed from the reporting marks beginning March 1952. Cut decal film as necessary.

Special Equipment stencils "Fans, etc." were applied as appropriate, to the left of the road number. Consult photos and other references.

See the chart on other side for road number information.

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.

For 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".

Extra numbers are provided to vary the LD LMT and LT WT. See the chart on other side for CAPY data for various classes.

Cars were reweighed when repainted, and a selection of reweigh stations and dates are provided.

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The brake wheel end of the car was designated the "B-end"; the other end was the "A-end". Facing the B-end established the Right and Left sides of the car. A 2-inch "R" or "L" was placed near the bottom of the left-hand door, as appropriate. Mechanical fan mechanisms were placed at both ends of the car, but electric fan generators were placed only at the A-end, left side. Electric fans were designated with either a "fan plate" or a fan stencil. Two different stencils were used for the Right and Left sides.

Class	Number Series	CAPY	LD LMT	LT WT	Reconditioned		EXW	H	EW	H	IL	IW	IH	CU FT
					Built	Re-built								
R-40-4	38563 - 39062	75000	79000	57000	1930		9-11	11-5	9-6	12-7	33-2 3/4	8-2 3/4	7-0	1920
R-40-4	misc. 71273 - 71953	75000	80800	55200	1930-31	reb. 1950-51	9-11	11-5	9-6	12-7	33-2 3/4	8-2 3/4	7-0	1920
R-30-9	91022 - 98718	70000	*70000	54200	1920-26	reb. 1936-40 rec. 1949-51	9-10	12-3	9-5	13-0	33-2 3/4	8-3	7-3	1988
R-30-16	73001 - 76554	70000	*70000	52500	1920-26	reb. 1940-42	9-10	12-3	9-6	12-8	33-2 3/4	8-3	7-3	1988
R-30-18	60001 - 62500	70000	*70000	58300	1920-26	reb. 1942-43	10-0	12-3	9-7	12-9	33-2 3/4	8-3	7-3	1988
R-30-19	62501 - 63500	70000	*70000	60000	1920-26	reb. 1944-45	10-0	12-7	9-7	12-10	33-2 3/4	8-3	7-3	1988
R-30-21	63501 - 65920	70000	*70000	61900	1920-26	reb. 1945-47	10-0	12-3	9-7	12-10	33-2 3/4/max 39-0	8-3	7-3	1988/2332
R-30-24	misc. 65921 - 68532	70000	*70000	60100	1920-26	reb. 1948	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	75200	60800	1920-26	reb. 1948	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	80000	83200	52800	1936-37		10-0	12-5	9-5	12-7	33-2 3/4	8-3	7-3	1988
R-40-14	44701 - 45700	80000	81400	54600	1941		10-0	12-6	9-5	12-8	33-2 3/4	8-3	7-3	1988
R-40-20	45701 - 46702	78000	78400	57600	1945		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	86000	90000	52000	1947		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	80000	82800	53200	1947		10-3	12-6	9-6	12-10	33-2 3/4/max 39-0	8-3	7-3	1988/2330
R-40-25	2001 - 5000	80000	81900	54100	1949-50		10-3	12-6	9-6	12-10	33-2 3/4	8-3	7-3	1988
R-40-26	8001 - 10000	80000	82200	53800	1950-51		10-3	12-6	9-6	12-10	33-2 3/4	8-3	7-4 1/2	2022
R-40-27	10001 - 11700	76000	77100	58900	1956		10-3	12-6	9-6	12-10	33-2 3/4/max 39-0	8-3	7-4 1/2	2022/2373

* = Load Limit determined by underframe and not LT WT.
5"x9" bearing Journals => LD LMT + LT WT = 136000

Two dimensions due to Convertible Ice Bunkers.

Instruction Comments (cont.):

Side - right of door -

Before June 1951, the SP medallion was placed closest to the door (both sides the same). After June 1951, the SP medallion was placed closest to the B-end (sides are different).

Due to a drawing dimension error (involving the height of the stripes), there were two versions of the UP medallion. Photographic evidence shows about equal use, and both are provided. See the chart above for information about Built and Rebuilt dates. Extra 2-inch numbers are provided for variety.

The small squares on the left of the Repack Stencils indicate Packing Retainer Devices. In the early 1950s the squares were white; in the mid-1950s they changed to black. Consult photos and adjust decals as appropriate.

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Ends - (white lettering)

All steel end cars used 4-inch reporting marks. Remove periods as appropriate.

Wood end cars had 7-inch reporting marks applied up to November 1954. After that date, all cars had 4-inch reporting marks applied.

The white dot above the end reporting marks indicates the car has fans. Remove the dot for cars WITHOUT fans.

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

CAPY, Class and Dimen. Data for longer cars can be found on minical #MC-4379.

Photos and data available here:

<http://trpicturarchives.net/>

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