

WESTERN PACIFIC WOODEN REEFERS

In 1923, WP ordered from American Car and Foundry 2000, 40' Wooden Refrigerator cars. At the time of ordering they were to be lettered WESTERN REFRIGERATOR LINE and numbered in series 7001-9000. WP entered into a pool agreement with Pacific Fruit Express to add the WP cars to PFE's large fleet of cars serving the California heart lands.

The cars entered service with PFE reporting marks and number series, WP emblem and painted yellow sides with box car red ends and roof. My car, 52138, has yellow paint on the roof under the box car red, but the body was rebld in 1943 so it may have been delivered with a yellow roof. 775 more cars were added to the fleet in 1924 to a successful agreement with PFE. In 1953 PFE, at the Roseville Shops, re-conditioned 900 old cars in the best shape and renumbered them into series 55001-55900. They were repainted into PFE orange and retained the WP "Feather River Route" emblem, steel frame superstructures, electric air-circulating fans, and other modern features were added to make the cars equal in service characteristics to new cars. These cars run under the arrangements

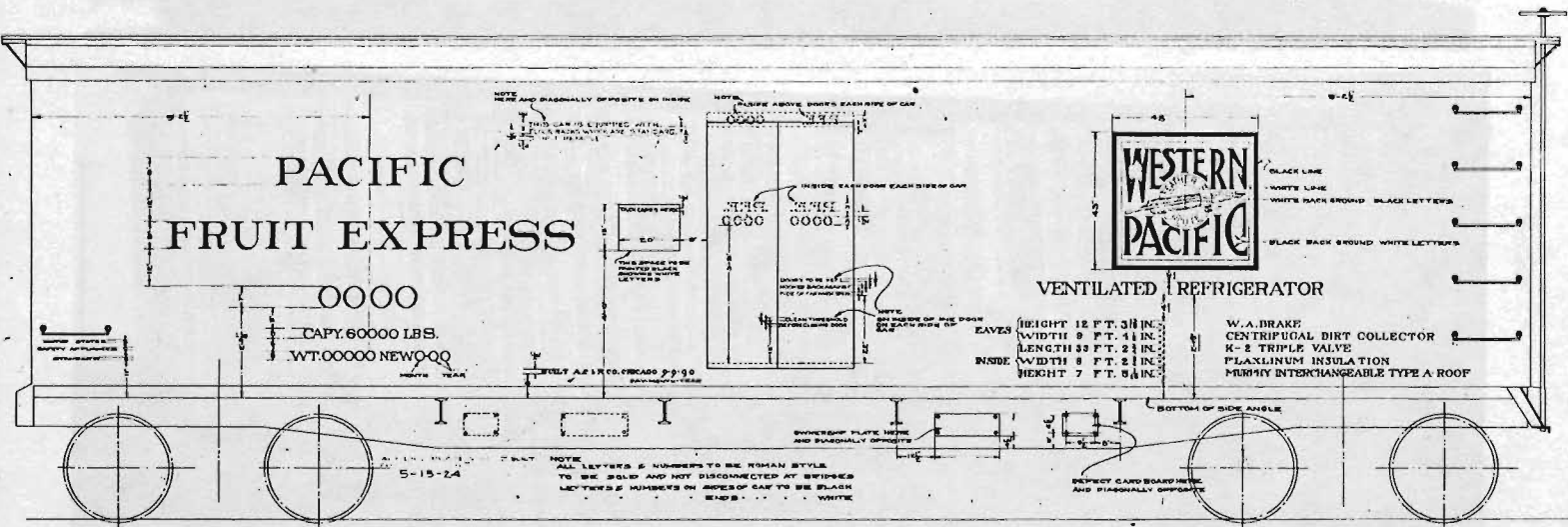
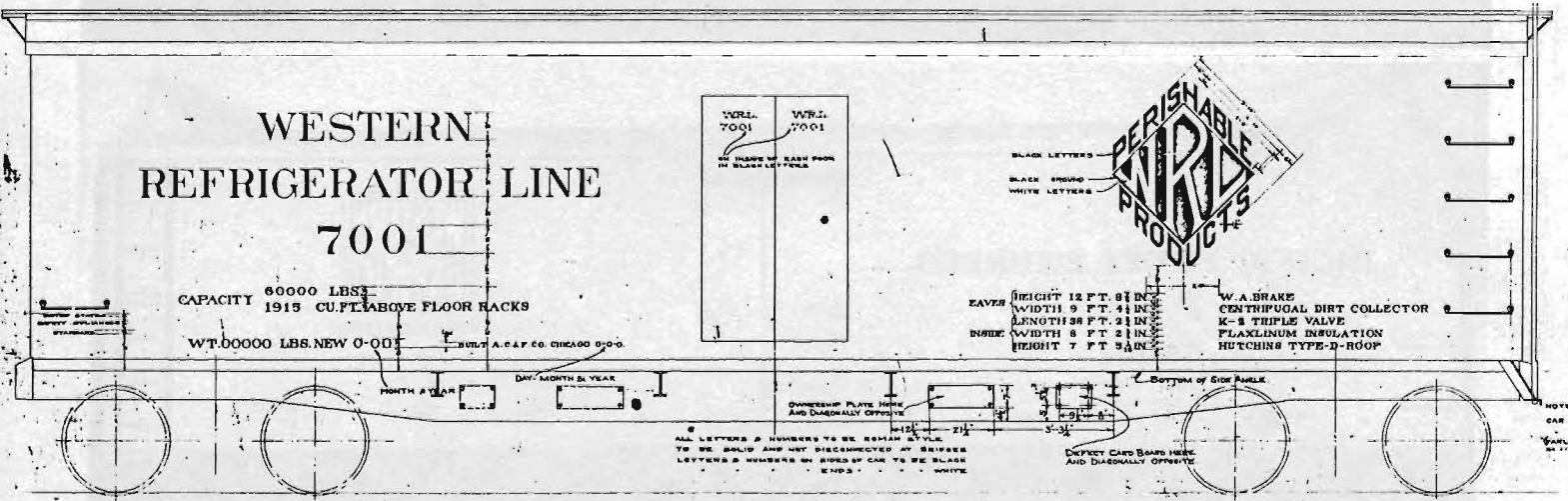
between WP and PFE in effect since 1924, where by the railroad leases its cars to PFE and in return is able to offer shippers full equality of participation in PFE's nation-wide services. By the mid sixties mass retirements of wooden cars was made and WP's PFE cars pasted out of active service. This ended WP's involvement with PFE and later taking up with Fruit Growers Express for steel cars..but that's another story. Many cars can be seen today in farmers fields where they were sold off as storage buildings.

The cars came to WP with staff hand brakes and a "KC" brake system. Later when the K brakes were banned from interchange the cars were changed to power hand brakes mounted on the end, and a "AB" brake system.

ICE SERVICE

The need to supply ice to work crews and trains was addressed early by the Western Pacific. Car #7001 and old 2nd hand reefers in series 7002-7004 were used in ice service. In 1944, 10 cars were rebuilt in Sacramento into ice reefers, series 7011-7020. In 1951, WP again converted surplus reefers into ice service cars and these cars ran up into the seventies. Photo's I have show some cars on the ice rack in Portola painted

LETTERING DIAGRAMS DRAWN UP BY WP IN 1923 FOR THE 40' WOODEN REEFERS TO BE BUILT BY AC&F, CHICAGO



PURCH. FROM ARMOUR & CO.
RECEIVED SECOND HAND. AUG. 6. 1910.

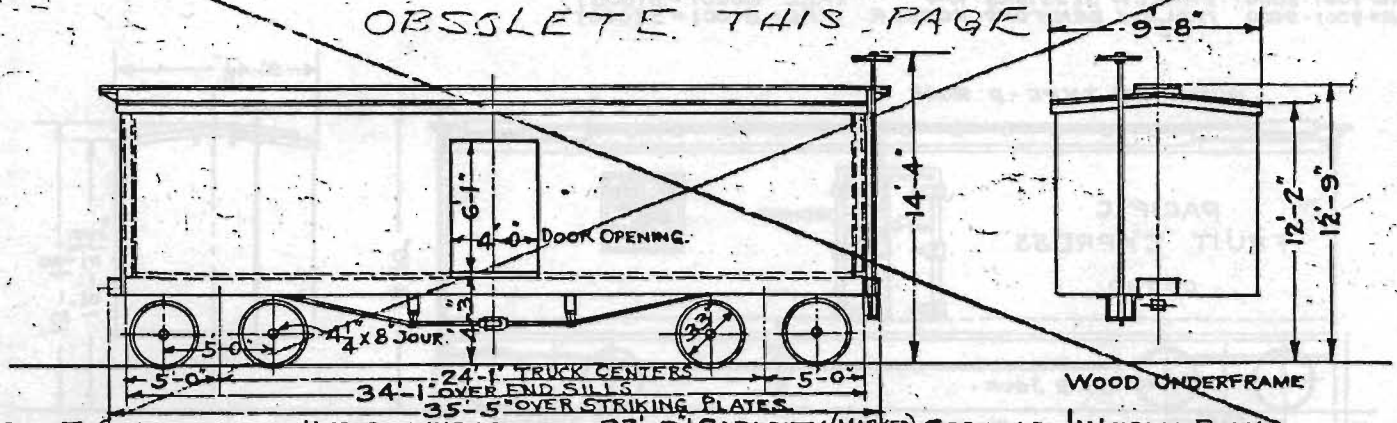
BOX, ICE CAR

SERIES 7001-7100

CAR NOS. 7002-7004 INCL.
(OLD NOS. 2002-2004)

CAR No. 7001 SHOWN ON PAGE No. 16-A.

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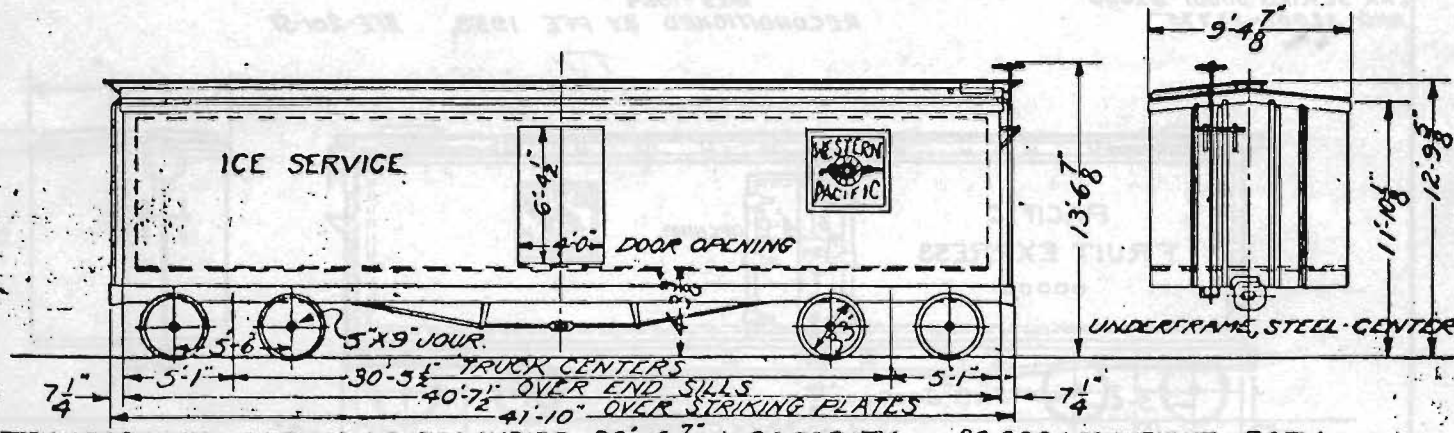


ARCH BAR TRUCKS	LENGTH INSIDE	33'-2"	CAPACITY (MARKED)	50000 LBS	WEIGHT- BODY
MINOR TANDEM DRAFT GEAR	WIDTH	8'-5"	"	2024 CU. FT.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT	7'-3"	"		TOTAL 37500 LBS.

ORIGINALLY R. I. INSULATED
BOX CARS.

ICE CAR
CARS REBUILT BY W.P.R.R. CO.
SACTO SHOPS 1944 A.F.E. 227-43

CAR NOS. 7011 TO 7020
NO. OF CARS 10



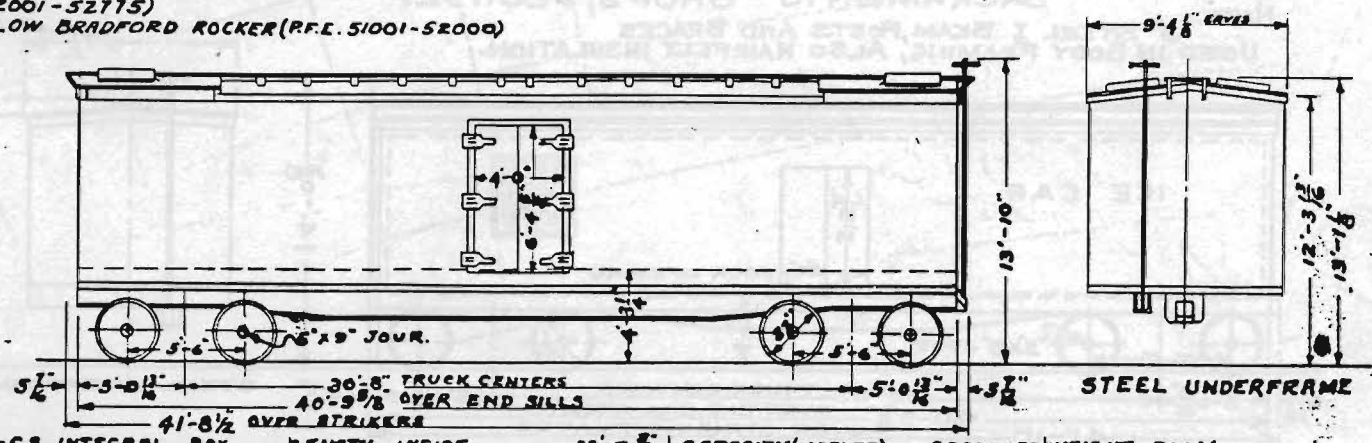
BETTENDORF SIDE FRAME TRUCKS	LENGTH INSIDE	39'-6 7/8"	CAPACITY	80,000 LBS	WEIGHT- BODY
FRICTION DRAFT GEAR	WIDTH	8'-2 3/4"	"	2,302 CU. FT.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT	7'-0 1/8"	"		TOTAL 49300 LBS.

RWC 4-25-44

DRAFT GEAR:
FARLOW SESSIONS K-4 (P.F.E. 50001-51000,
52001-52775)
FARLOW BRADFORD ROCKER (P.F.E. 51001-52000)

ICE CAR
CONVERTED FROM P.F.E. SERIES
50,001-52000 & 52001-52775
BY W.P.R.R. 1951

CAR Nos. 7021 - 7050
ORIG. No. CARS - 38



TRUCKS - C.S. INTEGRAL BOX	LENGTH INSIDE	33'-2 1/2"	CAPACITY (MARKED)	50000 LBS	WEIGHT- BODY
DRAFT GEAR - SEE NOTE ABOVE	WIDTH	8'-2 1/2"	(TRUCKS)	80000	TRUCKS
WESTINGHOUSE AIR BRAKES	HEIGHT	7'-5 1/2"	(BETW. ICE TANKS)	2025 CU. FT.	TOTAL 53000 LBS.

RDC 11-23-51

THE FOLLOWING ARE EQUIPMENT DIAGRAMS OF WESTERN PACIFIC REFRIGERATOR CARS WITH DATA.....

REFRIGERATOR CAR (VENTILATED)
 BUILT BY AMERICAN CAR & FOUNDRY COMPANY
 1923

W.P. CAR NOS. 7001-9000
 ORIG. No OF CARS 2000
 P.F.E. CAR NOS 50001-52000

NOTE
 DRAFT GEAR
 CARS Nos 7001-8000 FARLOW SESSIONS K-4 (P.F.E. 50001-51000)
 CARS Nos 8001-9000 FARLOW BRADFORD ROCKER (P.F.E. 51001-52000)

BUILDERS SPEC No 9375

HUTCHINS TYPE-D ROOF

PACIFIC FRUIT EXPRESS
00000

WESTERN PACIFIC

4'-0" OPENING

5x9 JOUR.

30'-8" TRUCK CENTERS
40'-9 5/8" OVER END SILLS
41'-8 1/2" OVER STRIKERS

13'-10"

9'-4 1/8"

12'-3 13/16"

13'-1 1/8"

STEEL UNDERFRAME

TRUCKS-C.S. INTEGRAL BOX	LENGTH INSIDE	33'-2 3/4"	CAPACITY (MARKED) 60000 LBS.	WEIGHT - BODY
DRAFT GEAR SEE NOTE ABOVE	WIDTH "	8'-2 3/4"	" (TRUCKS) 80000 LBS.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT "	7'-3 1/8"	" BETW. ICE TANKS 2029 CU.FT.	TOTAL 52400 LBS.

R.W.C. 1-7-43

THESE CARS RENUMBERED FROM OLD REFRIGERATOR CAR SERIES 50001-52000 AND 52001-52775.

REFRIGERATOR CAR (VENTILATED) CL. RS
 BUILT BY AMERICAN CAR & FDY. CO.
 1923-1924
 RECONDITIONED BY PFE 1953, PFE-201-51

P.F.E. CAR NOS. 55001-55900
 ORIG. NO. OF CARS

PACIFIC FRUIT EXPRESS
00000

WESTERN PACIFIC

4'-0" OPENING

5x9" JOUR.

30'-8" TRUCK CENTERS
40'-9 5/8" OVER END SILLS.
41'-8 1/2" OVER STRIKING CASTINGS.

13'-10"

9'-4 1/8"

12'-3 13/16"

13'-1 1/8"

STEEL UNDERFRAME

C.S. INTEGRAL BOX TYPE TRUCKS	LENGTH INSIDE BETWEEN ICE TANKS	33'-2 3/4"	CAPACITY (MARKED) 60000 LBS.	WEIGHT - BODY
AAR FRICTION BEARINGS	WIDTH "	8'-2 3/4"	" (TRUCKS) 80000 "	TRUCKS
	HEIGHT "	7'-5 1/4"	" BETW. ICE TANKS 2029 CU.FT.	TOTAL 55600 LBS.

R.W.C. 1-8-43

BOX, ICE CAR
 CAR REBUILT BY W.P.R.R.
 SACRAMENTO SHOPS, DEC. 1927

CAR NO 7001

NOTE - 5" STEEL I BEAM, POSTS AND BRACES USED IN BODY FRAMING, ALSO HAIR FELT INSULATION.

ICE CAR

WESTERN PACIFIC

4'-0" DOOR OPENING

5x9" JOUR.

30'-8" TRUCK CENTERS
40'-9 5/8" OVER END SILL ANGLES
41'-11" OVER STRIKING PLATES

14'-0"

9'-7 1/2"

11'-10 5/8"

12'-8 5/8"

STEEL UNDERFRAME

ANDREWS SIDE FRAME	LENGTH INSIDE	39'-7"	CAPACITY	80000 LBS.	WEIGHT - BODY
MINER TANDEM DRAFT GEAR	WIDTH	8'-2 3/8"		2357 CU.FT.	TRUCKS
WESTINGHOUSE AIR BRAKE	HEIGHT	7'-1 1/2"			TOTAL 51300 LBS.

R.W.C.

box car red before the silver/black lettering ice service scheme was used. In the days before mechanical refrigeration Portola was a reiceing stop on the way east for reefer blocks. I remember seeing the silver ice service cars in Reno at the Union Ice Co in the sixties taking on a load of ice blocks for the Reno Local to take back to Portola and other points.....

The Gould Co, of Duarte, Calif. is coming out with an HO model of the 40' ACF type wooden reefers and have used my car in Portola for a lot of the data in making the kit, it should be good. Also I am working on the correct decals for each series of WP/PFE/Ice Service cars.... A long line of reefers moving produce east will live again in HO scale.....WP LIVES.....

WP/PFE	50001-52000	blt 1923
	52001-52775	blt 1924
	55001-55900	reblt 1953
WP/ICE	7001-	reblt 1927
	7002-7004	blt 1910
	7011-7020	reblt 1944
	7021-7058	reblt 1951

PFE 52626 has had the body rebuilt 2-41 in Roseville and is lettered in a more modern scheme than as delivered. I would like to thank Wil Whittaker and Norn Holmes for the photos..Ski.

1st CAR IN REBLT SERIES AND ICE SERVICE REEFER M.W. 7017

