



MODELING GUIDE TO 1950s WP FREIGHT CARS

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This document is intended to provide HO scale modelers with a catalog of reasonably accurate Western Pacific freight cars. The models here are at least close to WP prototypes, and may be used as-is with a minimum of apology, or improved with some detail changes to make truly accurate miniatures. The list is limited to what is currently available, or what has been in recent production and might still be found on dealers' shelves or the used market. Not included are cars that could be built by major slicing and dicing, such as the 29' mini-gondolas or the AC&F high-walkway tanks cars. With some exceptions, the prototypes cited are only those in use between 1950 and 1958.

Finding some of these models may be very difficult as some, if not most, are out of production. You may have some of these kits in your collection. Others can sometimes be found on eBay or on the general used market.

See notes at end of document on some other resources that may be available to help in your modeling.

Also see the FRRS modeling website pages for a list of model manufactures.

BOXCAR PAINT SCHEMES

Before tackling specific boxcar models, it would be best to talk briefly about various standard and special paint schemes seen on WP boxcars during the 1950-1958 era.

NOMENCLATURE NOTE: The names given to these paint schemes are purely descriptive and were invented by your editor. NONE of these are official WP names.

"White square herald scheme" -- From about 1930 to 1949 nearly all WP boxcars were painted mineral red, with white gothic lettering and a rectangular black-and-white "Feather River" herald. On wooden boxcars the herald was painted on the upper half of the doors. An enameled metal plate was bolted to the corrugated steel doors of single sheathed auto cars. On all-steel cars, the herald was painted on the car side to the right of the doors. John Ryczkowski has uncovered indications that some cars may have had aluminum lettering as early as the 1930s, however author Jim Eager says in his WESTERN PACIFIC COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT that gondolas delivered in 1949 were the first WP cars to have silver-colored lettering. Your editor believes that early paints had aluminum pigments, but the actual color appeared as white.

“Aluminum square herald scheme” – Silver-colored lettering was the WP standard between mid-1949 and late 1955. Silver also replaced white in the herald. Otherwise, lettering was similar to the "white square herald scheme". There is some indication silver lettering might have been used on series 20551-20800 boxcars built in July 1947, but this remains in dispute.

“Feather River Route scheme” -- Between late 1955 and 1959 most new boxcars were delivered with this scheme. The herald was replaced by the "Feather River Route" slogan in gothic lettering to the right of the door and "Western Pacific" in extended Railroad Roman was to the left. All lettering was yellow. On some cars, the body color was a light oxide red bordering on “adobe”, in contrast to early darker oxide reds. Many earlier steel cars were repainted in this scheme.

Most steel WP boxcars built or repainted before mid-decade had black ends and roofs. This actually was not paint, but black car cement, a thick sealant similar to that used to rustproof automobiles. Photographic evidence from Jim Eager's book suggests this was used on only a few groups of cars purchased after 1955. Some repaints after that date clearly did have black ends, while others did not. This gunk was difficult and expensive to remove, and it was sometimes left in place during later repainting. It is also difficult to tell from photos whether a car with dark ends was treated, painted or if that is just road grunge.

Note that the WP was extremely parsimonious about repainting their cars. Before 1960, most of the cars listed below would not likely to have been repainted from their original schemes, unless rebuilt due to wreck damage. Some surviving boxcars built as early as 1945 were still wearing their original paint in maintenance service at the time of the UP merger. Repaints into the "aluminum square herald scheme" would have been very rare, as few steel boxcars would have been due for painting during the 1949-1955 period. Repaints of older cars into the "Feather River Route scheme" beginning in late 1955 were more common, and even included a few PS-1s built in 1951.

The WP applied a number of special schemes to cars with cushioned underframes and/or load restraining equipment. There were many variations, most are shown in Jim Eager's book. Here are some of the better-known types that can be duplicated with commercially available lettering:

“Aluminum with giant orange feather scheme” – Applied to 20801-20821 when delivered in 1951 (renumbered 19501-19520 almost immediately), and as repaints with existing black ends and roof on 19521-19542 in 1953. This scheme denoted boxcars equipped with Pullman-Standard "Compartmentizer" load restraining devices, but without cushion underframes.

“Orange with giant aluminum feather scheme” – Applied new to 1961-1970 and 3011-3050. These cars were orange (black ends and roof on 3011-3050), black lettering, and a giant aluminum feather which stretched the length of the car. This scheme was only used on cars equipped with both Pullman-Standard cushioned underframes and Evans Damage Free load restrainers.

“DF aluminum feather with rectangular herald scheme” – Applied new to 3001-3010 and 3819-3837. These were 50-foot PS-1 double-door boxcars equipped with Evans Damage Free load restrainers, but lacking cushioned underframes. They were freight car red with a silver-colored feather overlaid by an orange "DF" to the right of their doors, and wore the rectangular black-and-aluminum herald on the left.

“Medium orange feather scheme” – Applied new to WP RBLs 55951-56001, 56001-56100; TS 601-610, 611-620, 801-840; plus repaints of WP boxcars 19501-19542, 3011-3050 and 1961-1970 beginning in 1956. These cars carried a medium-sized orange feather to the right of the door. Below

this was the slogan "Rides Like a Feather" in yellow script lettering. To the left of the door was "Western Pacific" spelled out in orange extended Railroad Roman. Most other lettering was yellow. There was some variation in the minor lettering on these cars, depending upon their special equipment, and the doors of RBLs featured an orange "DF" or yellow "CP", depending on the type of load restrainers applied. Some sliding door boxcars wore metal plates on their doors with "DF" or "DF-2" in yellow paint.

Decal notes: Champ HB-327 contains decals for the "medium orange feather scheme", and includes dimensional data for both 40 and 50-foot boxcars. The dimensional data and other lettering are also useful for the 1955-1959 "Feather River Route scheme". However, the "Western Pacific" road name in HB-327 is orange, versus yellow in the "Feather River Route scheme". Lettering cars in the "Feather River Route scheme" requires both Champ HN-31Y and HB-327. Road name decals for the "white square herald scheme" were sold by Champ as set HN-31, but finding matching gothic dimensional data is a challenge. Champ also offered the "aluminum square herald scheme" as their set HB-169. Detail Associates had a small line of little-known WP boxcar decals. Their 9002 offered the "aluminum square herald scheme", and had many more goodies than the rather spartan Champ set. Set 9003 represented the "Feather River Route scheme". Some of their other sets were for later 1960s schemes, but included minor lettering such as loader descriptions which are useful for 1950s 50' PS-1s in the "Feather River Route scheme". Microscale's set 87-438 has several types of large feathers and other lettering for loader-equipped boxcars.

Clover House (P.O. Box 62, Sebastopol, Ca 95473-0062: mail order only) offers several useful dry transfer sets. Their 8370-01 will letter cars from series 20001-20200 in the "Feather River Route scheme". Set 8725-02 has the correct lettering and arched road name for SN wooden boxcars. Also available is set 8725-03, which will letter SN's 1955 50' PS-1 boxcars.

BOXCARS

1952-1953 -- 40', 6'-door PS-1 boxcar (built 1952); Kadee 4100 (undecorated): Intermountain kit 40498 (undecorated), Microscale 87-438 decals. These cars were orange with black lettering and a medium-sized silver feather to the left of the door. Only two cars wore this special scheme (test cars with different versions of Pullman-Standard cushioned underframes), and these were the only WP PS-1s with 6-foot doors.

1961-1970 -- 40', 8'-door PS-1 boxcar (built 1954); Intermountain 40451 in the post-1955 boxcar red paint, Kadee 4102 (undecorated) or Intermountain kit 40496 (undecorated). Originally, these cars wore the "giant aluminum feather scheme". Microscale 87-438 decals include this lettering. All cars in this series were later repainted with the "medium orange feather scheme" beginning circa 1956. Champ HB-327 has the correct lettering, but lacks the "DF-2" symbol which was on a plate mounted on the door. Intermountain has offered this car with the yellow "Feather River Route scheme", and with similar white lettering. As far as your editor knows, this scheme was NEVER applied to any cars in this series, and certainly NOT in white. Accurail also makes a similar car lettered for WP as their kit 3419. The roof of this car lacks the stiffening ribs on the outermost panels, has an odd side sill, and comes with a Youngstown door (should be Superior). The car is offered in the "medium orange feather scheme".

12001-12150 -- 50' double-door, single-sheathed boxcar (built 1929): Roundhouse kit 2151. This model is actually based on a WP prototype! The silver-color lettering is correct for cars repainted 1949-1954. It is unlikely that many boxcars in this series were repainted with aluminum lettering after 1949, as they were slated for retirement. In case you end up with an unlettered car, Microscale

MC4266 is correct for these cars and for the following end door version. These decals can also do parts of other WP boxcars.

13001-13100, later **40001-40100** -- 50' double-door, end door, single-sheathed auto car (built 1929): Roundhouse kit 2141. This is another model actually based on WP prototype! The same comments on lettering noted above apply to this car.

14401-14500 and **14515-14540** – 40' rebuilt steel boxcars (1937-1938 and 1941)
Sunshine 64.16 with Murphy ends and white lettering, 64.17 with Murphy ends and aluminum lettering.

14301-14332 and **14501-14514** – 40' rebuilt steel boxcars (1938 and 1941)
Sunshine 64.18 with Hutchins ends and white lettering, 64.19 with Hutchins ends and aluminum lettering.

15001-16000, later **26001-26125** -- 40' single-door, single-sheathed boxcar (built 1915): occasionally offered in resin by Andy Carlson. Accurail's kit 4001 is a very poor stand-in. To begin with, the Accurail car is about one foot too tall. These Pullman cars were delivered with arch bar trucks, but by WWII most rolled on General Steel Castings Andrews trucks. R.J. adds: "Not even a very good stand in, aside from the dimensional differences, the Accurail car has a fish belly underframe, as well as a steel roof...neither of which were present on the WP cars. Summary: The underframe is wrong, the sides and ends are wrong, and the roof is wrong. The herald is wrong as it has a red feather instead of black and white."

16001-18500, later **27001-27600** -- 40' single door, double-sheathed boxcar (built 1916-1918):
Sunshine 59.1 with Murphy ends and white lettering, 59.2 with Dreadnaught ends and white lettering, 59.3 with Murphy ends and silver lettering, 59.4 with Dreadnaught ends and silver lettering.

18501-18505 – 40', 10' 6" IH, double-door boxcar, modified from 20201-20550 (1955); Red Caboose 8543; a poor stand-in. The model doesn't even have the right numbers, and has an inside height of only 10'. A better solution is to kitbash Intermountain kit 40898 (undecorated) with auxiliary doors. Use Clover House dry transfer set 8370-01 for the main lettering, but you will have to scrounge for the correct dimensional data. These cars were lettered in the "Feather River Route scheme", but the positions of the slogan and "Western Pacific" name were reversed to better fit the small space to the left of the doors. Champ combined HN-31Y and HB-327 decals, or Detail Associates 9003, will provide the correct lettering. These cars were specially equipped to carry auto parts to the Ford factory, and were not in general service during the 1950s.

19501-19542, briefly **20801-20821** – 40', 7'-door PS-1 boxcar (built 1951). These were the famous aluminum-painted cars with the giant orange feather across the doors. Kadee 4101 (undecorated); Intermountain kit 40494 (undecorated) with Microscale 87-438 decals for original scheme or the long discontinued Champ HB-327 with the smaller orange feather for circa 1956 boxcar red repaints. 19501-19520 were delivered with aluminum painted sides and ends, and black roofs. They were originally numbered 20801-20820, but renumbered to a separate series in early 1952. All rode on Chrysler trucks with outside shock absorbers (not currently available). 19521-19542 were repainted in February 1953 from random cars converted from series 20821-21400. This group retained black car cement on their ends and roofs, and rode on conventional ASF-3 trucks. 19537 was equipped with roller bearing trucks as a test car, and wore a variant paint scheme with the added "Roller Freight" symbol. Yesteryear Models has offered both major variations on assembled Intermountain models. Early runs came with a very incorrect Murphy roof instead of the proprietary PS-1 roof. As early as

March 1956, cars in both groups were being repainted boxcar red with the "medium orange feather scheme". 19501-19520 received boxcar red ends with a black roof. 19521-19542 still had black car cement ends and roofs. Use Intermountain kit 40494 (undecorated) and Champ HB-327 decals.

20001-20200 – 40', 9'6" IH 6'-door steel boxcar (built 1937): Speedwich Media K-114.1, Red Caboose kit 8043, or Intermountain 45707. They are stand-ins, as the prototype had a 9' 6" inside height versus 10' on the models. Clover House 8370-01 dry transfers are correct for the "Feather River Route scheme" used on some of this class after 1955. The RC car with square corners can be used as a "stand in" or modified (height and doors) for a better representation.

220001-220200 – 40', 9' 6" IH, 6'-door steel boxcar (built 1937, operated circa 1941-1947). This small block of 15 cars were drawn at random from series 20001-20200, given passenger fittings, and a snappy green paint scheme with yellow lettering. They were used exclusively in merchandise service between WP's San Francisco and Oakland freight houses via the Feather River Express to SN freight houses in Sacramento, Marysville, Chico and Oroville. The cars were returned empty via freight No. 53 to Oakland and then San to Francisco by ferry. When service ended circa 1947, the cars were restored to original condition and numbers. In July 1949, one was still wandering about in general service. The best of several versions of these cars was Branchline's kit 8044, but on a 10' IH body.

20201-20550 – 40', 10' 6" IH, 6'-door modified AAR boxcar (built 1945); Sunshine 31.26 (white lettering) and 31.27 (aluminum lettering); Intermountain kit 40898 (undecorated) letter with almost any decals. These cars wore the "white square herald scheme" as delivered. A few were repainted into the "aluminum square herald scheme" between 1949 and 1955, and others received the "Feather River Route scheme" after 1955.

Two similar cars that are not accurate are the Athearn 40' steel boxcar and Accurail's kit 3224. The Athearn car has rare square comers. The Accurail car comes with the correct paint for this class, but the ends are the post-1955 late improved Dreadnaught, and it has a Stanray diagonal panel roof, both fatal errors.

20551-20800 – 40', 10' 6" IH, 7'-door boxcar with 4/4 improved Dreadnaught ends (built 1947); Branchline kit 1612 with silver lettering; with white lettering as a special run for the 2003 PCR NMRA convention. As noted above, there is a friendly disagreement over the actual lettering color on these cars. Branchline claimed documentation to back up their use of the silver lettering. Jim Eager states the lettering was white. Which one is right? The debate goes on. Aluminum repaints on a 1947 car might have been applied to a few cars given repairs before 1955, but this would be unusual. Many of these cars were repainted after 1955 in the "Feather River Route scheme". A similar model was offered by C&BT Shops as kit 10208 in the "aluminum square herald scheme", and as kit 10209 wearing the "Feather River Route scheme". Beware of C&BT Shops cars with 8' doors lettered for WP, which are completely wrong.

20821-21400 – 40', 7'-door PS-1 boxcar (built 1951): Kadee 4803 in aluminum lettering, and other numbers in various paint schemes; Intermountain 40471 in original aluminum lettering. For "Feather River Route scheme" repaints, use undecorated Kadee 4101 or undecorated Intermountain kit 40494 and combined Champ HN-31Y and HB-327 decals, or Detail Associates 9003 decals. Kadee now offers separate 40' Morton round-hole running boards which can be retrofitted to earlier production cars. Morton was WP's preference for steel running boards.

35101-35425 and many others – 50', 15' double-door PS-1 boxcar (built 1954-1960s). Kadee assembled 6502, 6505, and 6507; Intermountain kit 40603, Intermountain assembled 45608, or Intermountain kit 40698 (undecorated) with various decals. All original WP cars of this type had the so-called "arc slope with lip" side sills, as correctly modeled on the Kadee cars. Intermountain cars have a different sill, though this can be reshaped, and also have incorrect 16' doors. The first run of the decorated Intermountain car represented the 3801-3818 series cars "DF aluminum feather with rectangular herald scheme". Kadee 6502 and 6507 were offered in the "aluminum square herald scheme", while 6505 came in the "Feather River Route scheme".

SN 2301-2328 – 40' single door, double-sheathed boxcar (built 1916-1918): Sunshine kits 59.5-59.6. In 1947, the WP sold 28 of their wooden boxcars to the SN. These were all from WP's special series 316001-318500, cars renumbered from 16001-18500 in the late 1930s that remained on arch bar trucks. SN 2301 is the only car transferred that had inverse Murphy ends, represented by kit 59.5. Kit 59.6 comes with inverse Dreadnaught ends which are correct for the rest of the class. Sunshine kits come with decals, but SN dry transfer lettering is also available separately from Clover House as their set 8725-02.

SNRR 2129-2153 or SN 2329-2350 -- 40' single door, double-sheathed boxcar (built 1919-1920): Sunshine kit 59.9. These models can represent SN's original wooden-end cars as 2129-2153 with K-brakes until 1948, or as 2329-2350 with A-B brakes from 1948 until retirement of the last few in the 1970s. They rode on arch-bar trucks until the early-1950s when most were converted to Andrews trucks.

For more information on SN's wooden boxcars, visit our SN On-line story 40' Wooden Boxcars on the SN: <https://www.wplives.org/sn/index.html>

SN 2401-2500 -- 50' double-door PS-1 boxcar (built 1955): Kadee 4110 (undecorated); Intermountain 40698 (undecorated). Add scratch-built Superior 6-panel doors. The Intermountain car will require correcting the side sill as mentioned above. Clover House dry transfer set 8725-03 is correct.

TS 501-525 – 50', 8' single-door PS-1 boxcar (built 1955): Kadee 6399 and 6406. This model comes with the unique "cornucopia herald". This body style is not available as undecorated, but a similar decorated car could be stripped and lettered for WP 36001-36025 in the "aluminum square herald scheme".

TS 601-610 -- 50', 8' plug door insulated boxcar (built 1957): Branchline No #, a special edition car.

TANK CARS

1201-1250 – 12,500 gallon 40' tank car (1929): Pecos River Brass in both K- and AB brake versions; Athearn 1570 (undecorated). These cars were built by GATC and were clones of the SP O-50-12s built in 1928. The Athearn "model" needs an upright brake staff, a taller dome spliced from a second tank (or even better, a Detail Associates dome), plus removal of one tank platform and one ladder. If you can find one, Athearn made this car in metal during the early 1950s, and it had the correct dome height. R.J. adds of the current Athearn model: "A lot of extraneous rivets need to be removed from the tank and bottom sheet. The origin of this model was the three compartment Athearn tank car (for which there was, of course, no prototype). Athearn modified the tooling to remove two of the three domes, which is why the remaining dome is the wrong height and has the wrong number of safety valves. They didn't remove the circumferential rivets for the diaphragms between compartments."

COVERED HOPPERS

11201-11210 – 2,300 cubic foot PS-2 covered hopper with channel ribs over the trucks (built 1957): Atlas assembled 18201 (change car number) or 1800 (undecorated). Kadee 8601 (undecorated). The Atlas car needs replacement of the outermost ribs with channels and roller bearing trucks. The Kadee car also needs roller bearing trucks. An infamous builder's photo shows these cars with yellow lettering. It isn't known if they were repainted at the factory, or upon delivery, but most WP experts agree that they were lettered in black throughout their service lives.

11301-11330 -- 2,300 cubic foot PS-2 covered hopper (built 1958): Kadee 8213 and 8214, 8001 (undecorated); Atlas 18201, 1800 (undecorated). This one is correct right out of the box decorated. The Atlas car came with roller bearing trucks, but plain bearing trucks are correct. The Kadee undecorated car has plain bearing trucks.

11501-11510 -- 2,893 cubic foot PS-2 covered hopper (built 1958): Con Cor kit 9521. The paint on this car appears way too dark. It probably should be stripped and repainted, in which case you could start with kit 9500 (undecorated). Champ sold decal HN-153, a road name set with black lettering which would be useful for this car.

FLATCARS

2351-2400 and **2401-2700** -- 50' fish belly flat car (built 1937 and 1942): Chad Boas, no part number. This car is a partial kit – a one piece resin body and wood floor. The modeler supplies brake details and weights. Athearn kit 1399 (undecorated). The Athearn car has only 13 stake pockets, while both WP series had 16. This is a serious flaw, since the lettering has to fit between the pockets in a certain way to look right. No, you can't take off the stake pockets without messing up the upper rivet line. Red Caboose offered a 40' flat car lettered for WP as their kit 2217. The WP never owned any 40' steel fish belly flat cars.

GONDOLAS

5001-5070 -- 46' GS gondola with side extensions (converted 1958-1959): Red Caboose kit 5201. This model has only a 40' inside length, so it is at best a stand-in.

6501-6600 -- 53' GB mill gondola (built 1945): Lifelike (now Walthers) Proto 2000 kit 21049 and various other numbers. A very accurate model of these cars as delivered in white lettering. The car needs a wood floor and National B-1 trucks. End details could be improved by the fastidious modeler.

6601-6800 -- 53' GB mill gondola (built 1949): Sunshine, numbers unknown; Lifelike (now Walthers) Proto 2000 kit 21475 and various other numbers. The Lifelike car comes with a nailable steel floor insert per prototype, but needs ASF A-3 trucks, and could use upgraded end details and strap lugs. According to Jim Eager, these were the first WP cars delivered with the Zephyr-inspired silver lettering.

9001-9050 -- 65' GB mill gondola (built 1949): Athearn 28236; Eastern Car Works kit 3010 (undecorated). Originally, the ECW model was produced by E&B Valley as a unique G26 PRR prototype, but was offered in dozens of road names including WP (lettered as 6609.). Later, ECW acquired the kit and tooled new sides which are close to the AAR design used by WP. Unfortunately, the ends were not retooled, so the car is a weird hybrid. It also rides way too high, but shaving the bolsters down and remounting the couplers is a fairly simple task. No decals for this one, but the as-built lettering was silver-colored (Champ dropped their WP gondola set many years ago).

9101-9400 -- 46' GS gondola (built 1953): Red Caboose kit 5006. This model has only a 40' inside length, so it is at best a stand-in. It has been pointed out that the Detail Associates GS gondola is nearly identical to the Red Caboose car. It was a fine kit, but still inaccurate for the WP, and doesn't even have the advantage of being painted and lettered.

SN 4001-4020 -- 46' GS gondola (built 1958): Red Caboose kit 5013. This model has only a 40' inside length, so it is at best a stand-in.

TS 201-205 -- 46' GS gondola (built 1958): Red Caboose kit 5016. This model has only a 40' inside length, so again it is only a stand-in.

HOPPERS

10701-10800 -- 31' ballast hopper (built 1957): Bruce's Train Shop assembled SG-20 (undecorated). This resin car models an SP AC&F prototype which was also used by the WP. It could be improved by Detail Associates 6412 steps. This model is also feather-light, but there is room under the slope sheets for some A-Line tape weights and metal trucks will help. These cars were equipped with roller bearing trucks. These were WP signature cars, and everybody needs at least one. The correct lettering as delivered was yellow. Sorry, no specific decals, but Microscale 87-78-6 and 87-460 should provide most of what you need. And by the way, Floquil paint doesn't stick very well to this car. Look at it cross-eyed and the paint will chip off. Make sure you give the model a good scrubbing to remove any residual grease or release compounds, though the problem might be in the resin itself.

INSULATED BOXCARS (RBL)

55951-56000 -- 50' plug-door insulated boxcar (built 1956): Branchline kit 1700 (undecorated). These cars were built with a "thin top rib+ 3/4" Dreadnaught end, and slightly different side sill than the model, though the doors are close. The correct decals are Champ HB-327, but the dimensional data will not match.

56001-56100, TS 601-610, TS 611-620, TS 801-840 -- 50' plug-door insulated boxcar (built 1957, 1958): Branchline kit 1700 (undecorated), kit 9002 (TS lettering), stand-in. Cars in the above series had different PC&F doors. The correct lettering is from Champ HB-327, but the dimensional data will not match.

REFRIGERATOR CARS

GENERAL COMMENTS ABOUT WP/PFE REFRIGERATORS: When the WP joined Pacific Fruit Express in 1923, they were required to add a certain number of cars to the PFE fleet. The initial share was 2,000 cars, with another 775 required in 1924. These cars carried the WP herald, but were otherwise similar to the current PFE design. They were not assigned to WP service, but were part of the general PFE fleet. As a small part of PFE's fleet, chances of seeing them on the WP were very low (and photos are rarer), except for cars returned to the WP for conversion to ice service or scrapping. For most WP layouts (including the SN and TS), **ONE WP/PFE REFRIGERATOR IS ENOUGH!**

All WP-owned PFE reefers were R-30-13 clones (later rebuilt to R-30-9 standards) with wood sheathed sides and ends. There were NEVER any WP/PFE reefers with steel ends, or all-steel cars, as Athearn and Intermountain would have us believe.

DECAL NOTE: Microscale 87-491 has lettering and number combinations which can do most WP/PFE refrigerators, including the early 1950s rebuilds and the ice service cars. Speedwich Media offers decal set D166 which covers the cars from the 1939 rebuild with reweigh data up to the early 1950s. Tichy offers 9124, a similar set for the 1939 rebuilds.

50001-52000 -- R-30-12 clone refrigerator with Hutchins roof and Bettendorf underframe (built 1923, until rebuilt 1938/1940): Westerfield resin kit 6806. Red Caboose 4221. There has been quite a bit of discussion about the underframes of these cars. Tony Thompson's PFE book says records call out up to 200 cars in this group with R-30-12 Bettendorf underframes (car numbers unknown), however others dispute this and there is no photographic evidence. Certainly, the majority used the R-30-13 "built-up" underframe. Red Caboose 4221 pre-lettered kit in the post-1929 orange paint scheme has a Bettendorf underframe, and the roof is an outside metal type rather than Hutchins. Tichy's part 3030 "built-up" 40-ton underframe can be adapted to Red Caboose 4231, or any other Red Caboose cars for more accurate models of the R-30-13 clones.

50001-52000 -- R-30-13 clone refrigerator with Hutchins roof (built 1923, rebuilt 1938/1940): Westerfield resin kit 6905. Same as above, but with a "built-up" underframe. This model best represents the majority of WP/PFE cars as delivered.

52001-52775 – R-30-13 clone refrigerator with outside metal roof (built 1924, rebuilt 1938/1940): Westerfield resin kit 6904. Same as the previous kit, but with a different roof. Cars 52001-52775 were built new with outside metal roofs, but other cars received them when Hutchins roofs needed replacement.

50001-52775 – (R-30-9) clone refrigerator (1938-early 1950s): Sunshine resin kit 25.10, which correctly represents the "built-up" underframe and outside metal roof. Red Caboose kit 4231 also has a slightly taller body than their kit 4221. Tichy's R-40-4, kit 4024 (undecorated), is a stand-in but close enough to satisfy most modelers.

55001-55899 -- R-30-9 clone refrigerator, with modifications (rebuilt 1953): Use the Red Caboose body 4231, with parts from the Tichy underframe 3030. Remove the ice hatch platforms, and add A-B brakes. Some cars kept their Hutchins roofs, while others received outside metal roofs.

WP MW 7021-7058 -- R-30-9 clone refrigerator as an ice service car (converted 1951): Red Caboose kit 4214 represents these cars in aluminum paint with black lettering. Once again, this car has the unlikely Bettendorf underframe. Some of these cars lost their hatches and hatch platforms upon

conversion to ice service. Red Caboose also produced a car in boxcar red paint with silver lettering for the WPHS convention in 1998 as kit 4216. This paint scheme cannot be documented for R-30-13 or rebuilt R-30-9 clones, but was used on other WP ice service reefers purchased from the Rock Island. Microscale decal set 87-491 and Tichy's 10160 will letter the silver ice cars.

STOCK CARS

75101-75200 -- 38' double-deck stock (converted 1938 from 75501 series): Westerfield resin kit 5453. Absolutely correct for the WP.

75501-75702 -- 38' single-deck stock (built 1924-1927): Westerfield resin kit 5403. Absolutely correct for the WP.

CABOOSES

601-604, 701-800 -- Wooden cupola caboose (built 1910-1931): Overland Models assembled brass 1296.1-1296.3 (various paint schemes, including SN). Lambert also imported similar models. I dare you to find one of these rare cars. If you do, you will probably have to hock your children to pay for it. If you want to keep your offspring, try plastic. Roundhouse kit 3452 was available lettered WP. A more accurate model would require a new frame and steps, but the body is more or less correct. The cupola is too narrow, but otherwise similar to the prototype. If you must re-letter, Champ HC-198 (now discontinued) will provide you with silver-colored lettering, including the herald. Some cars may have had full-color heralds, and these can be scrounged from various Microscale diesel sets. Don't forget that some of these wooden cabooses, and also some of the single-sheathed cabooses cited below, were repainted in the Zephyr "aluminum with an orange stripe" paint scheme in the 1950s. One such caboose was sold to the SN as their 1627. Another car repainted in all-orange to match the Pumpkin I FT paint scheme served as SN 1626.

617-628, 630-642 -- Single-sheathed cupola caboose (built 1938-1942): Imported in the 1960s by West Side. Both passenger step and tender step models were made. These are fairly common on the used brass market.

629, 643-703 -- Single-sheathed bay window caboose (built 1942-1945): Imported in the 1960s by Balboa and West Side. Fairly common on the used brass market. Precision Scale offered a brass kit made from the same stampings as late as 1999.

DECAL NOTE: Most of the above brass cabooses can be lettered with Microscale 87-212, which includes WP, SN and TS in several different styles and colors

425-460 -- Welded steel bay window caboose (built 1955-1956): Imported lettered for WP by Overland in various versions. Athearn has a similar car of SP prototype, but it has riveted sides, lacks the overhanging roof, some windows are in the wrong places, and the bay is incorrectly shaped. Walthers made a welded car, but it was closer to more modern cars the WP bought in the 1970s. Either would take considerable kitbashing to match the 1955 WP cars

REFERENCE MATERIALS:

(This no way reflects the entire collection of books, photos, slides, and FRRS/WPRM collection on the WP and what may or may not be available to be used for research in modeling)

Western Pacific Color Guide to Freight and Passenger Equipment	Jim Eager	
Western Pacific Pictorial	John Ryczkowski/Dan Crews/Peter Miller	
Western Pacific Locomotives and Cars	Patrick C. Dorin	Vol 1 & 2
Western Pacific Color Pictorial	Adam Clegg	Vol 1 & 2
Books and Slides	Bob Larson	
Books and Slides	Norman Holmes (FRRS/WPRM Collection)	
Slides	Jack Palmer (FRRS/WPRM Collection)	
Photos and Slides	Peter Arnold	
Western Pacific in Color	Jim Boyd	
Western Pacific Final Decade	Benson/Dorn/Sanders/Stanley	
The Western Pacific	Ken Meeker	

Articles in several modeling magazines (See listing of WP articles in modeling magazines on the FRRS website –Historical/Archive section “Modeling”.)

Several model and decal manufactures have gone out of business and/or been merged with other companies. Please check the Fallen Flag list in our modeling pages for more information.

Champ Decals has gone out of business, some may still be found on eBay.