

Additional Information on ART Steel Ice Reefer Models

Updated by Ed Hawkins 19 January 2009

The ART HO-scale models represented by the Amarillo Railroad Museum (as a joint venture project with the Missouri Pacific Historical Society) represents 450 prototype cars originally numbered 24000-24449 built from 11-39 to 11-44. The cars were built by the American Refrigerator Transit Company at their St. Louis company shops from kits furnished by American Car & Foundry Company (underframes, sides, and miscellaneous wood and steel parts). Cars having 4-4 Dreadnaught Steel Ends with square corners included the following four series built over a five-year period of time. Roofs were Murphy with raised rectangular panels. Trucks were A.A.R. 40-ton Double-Truss.

ART 24000-24099, 11-39 (kits AC&F lot 1922)

ART 24100-24199, 11-40 (kits AC&F lot 2094)

ART 24200-24349, 10-41 (kits AC&F lot 2266)

ART 24350-24449, 11-44 (kits AC&F lot 2711)

Original Scheme:

The first model offered by the Amarillo Railroad Museum represents cars in the 24000-24099 series with a build date of 11-39. When built the sides were yellow with Inco Red ends and aluminum-painted roofs. Side stencils were black and end stencils were white. The ART emblem was red, white, and blue with a black outline. While the cars in this series originally had aluminum-painted roofs, the model provides a slightly later version with the roof color of Inco Red that matches the ends. Sometime between 11-39 and 1947 ART changed the roof color to Inco Red, but it could not be determined when the change occurred. It has been speculated that the change might have been made in the early 1940s during World War II due to shortages of aluminum pigment for paint. The builders' photo of ART 24000 shows a car with hatch covers that had been propped up. The color of the hatch covers could not be determined, but they appear dark in color. The scheme was used until circa mid-1948. Cars wearing the original scheme could still be found until the early 1950s. By 1954, the chances of seeing a car still painted in the pre-1948 scheme was probably low.

Similar cars were built in 1945-1946 having 4-4 Dreadnaught Steel Ends but with round corners. These included ART 24450-24699 (6-45), 35000-35049 (1946), and 36000-36024 (9-49).

Interim Scheme:

In 1948 (per deliveries of new cars in June 1948) ART modified the lettering scheme by adding a Missouri Pacific Lines emblem (red and white with a blue border) above the reporting marks on the left side of the car and a Wabash flag (red, white, and blue) above the reporting marks on the right side of the car. This scheme was applied to new or repainted cars during 1948 until sometime in 1950. Cars wearing this scheme could still be found circa mid-1950s.

The original model offered by the Amarillo Railroad Museum can easily be modified by adding the two railroad emblem decals found in Oddballs Decal set 87-548 (<http://mopac1.tripod.com/548.gif>).

1951 Scheme:

The most recent model offered by the Amarillo Railroad Museum is a version first used sometime between April 17, 1950 (date of ART drawing of the large Wabash flag, which is 4'-6" by 4'-6" including the entire flag, pole, and tassels) and March 1951 (the earliest reweigh date documented by photograph). We will call it the "1951 scheme" until we find documentation that the scheme was applied in 1950. No early ART company photographs have surfaced with this scheme, so the information is based on in-service photos.

Like other companies that operated a fleet of refrigerator cars, ART introduced changes to the stenciling scheme over time. The following is a summary of revisions made to ART drawing 5-1844 (published in Railway Prototype Cyclopedea Volume 2, now out of print).

- A. Eliminate blacking of door hinges and door latches (painted yellow) (12-20-55).
- B. Ring and letter "R" (trademark symbol) below Wabash flag. Reporting marks bars eliminated (3-11-57).
- C. Letters "RS" for A.A.R. designation added (12-9-57) (3" high next to "CAPY" stencils).

While not annotated on the drawing, periods in the reporting marks were dropped and the sidesills were painted yellow. Photographs of 32066 and 32096 document this scheme was used by May 1960. Black continued to be applied below the door and to the bolster tab with white repack stencils. The scheme lasted until circa 1962, when all emblems were simplified and changed to black. Any surviving cars repainted after Wabash merged with Norfolk & Western in October 1964 received orange sides instead of yellow.

A photograph of ART 24582 (a slightly later car built in 1946 and having round-corner Dreadnaught Ends) published on page 15 of the Refrigerator Car Color Guide (Gene Green, Morning Sun Books, 2005) was repainted in early 1954 in the "1951 scheme" even though the car had not received air circulating fans and retained its original number. The same is possible for cars in the 24000-24449 series. Additional information about these cars was published in the Winter 2003 issue of The Eagle (MPHS quarterly publication).