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ART's "Classic"  
Refrigerator Cars,  
Built 1939 to 1946

(ART Excerpt Only)





ART 31779 displays the typical paint scheme applied to ART ice reefers during the post-1950 period. In this instance the large Wabash flag was located near the ladder at the A-end of the car. The car was built late 1936 and came from original series 22979 through 23999. Photo is dated January 1956 at an unrecorded location.

Bob's Photo



ART 32096 from series 32000-32999, renumbered from original series 24000-24099, built March 1940 by ART from kits furnished by American Car & Foundry Co. (lot no. 1922). The car had been repainted at Pueblo, Colorado in 1960. The placard boards remained in their original high positions and evidence, when compared to the photo of 32066, that the placard applications were not consistent. A Preco electric fan was installed above the side sill at the left bolster. The car received yellow side sills and the reporting marks bars and periods had been dropped. Photo taken ca. 1963, at St. Louis, Missouri.

Joe Collias photo

# American Refrigerator Transit Company's "Classic" 40-Ton Refrigerator Cars, Built 1939 to 1946 with Dreadnaught Ends

By Ed Hawkins



Prior to November of 1936 American Refrigerator Transit Company's (ART) entire fleet of refrigerator cars was constructed of wood sides and ends with steel underframes. At that time nearly all cars were double sheathed wood with a small number having single sheathed sides with steel outer superstructure. November and December 1936 was an important period in ART's history as the company received its first steel-side refrigerator cars. American Car & Foundry Co. (AC&F) and General American Transportation Corp. (GATC) built a total of 1,021 40' cars with quantities of 511 and 510, respectively. These 40-ton cars were nearly

identical to the Pacific Fruit Express R-40-10 reefers having 10-panel riveted sides, 4/4 Dreadnaught ends with square corners and Murphy raised panel roofs. The primary differences between the PFE and ART cars were the shape of the door hinges, rivet detail around the door posts, shape of the push-pole pockets and ART's use of roof guard angles. The original car number series were 22979-23140, 62141-62380 and 23381-23999. During 1942 the 62141-62380 series was renumbered to 23141-23380, which created a continuous block of numbers 22979-23999. The entire series was renumbered to 30000-31999 during the early 1950s when

the cars were refurbished and received electric or mechanical overhead air-circulating fans and Apex Tri-Lok steel grid running boards that replaced the original wood running boards. Some cars also received new hatch covers. An article about these cars authored by Charlie Duckworth was published in **Railway Prototype Cyclopedia**, Volume 2 (out of print).

## A New Design Concept Emerges

By 1939 ART needed more reefers and embarked on what became a long-term building program that involved ART's company shops in St. Louis, Missouri, and AC&F. Rather than pur-



**Top Previous Page and Above-** ART 24000 from series 24000-24099, built November 1939 by ART from kits furnished by American Car & Foundry Co. (lot no. 1922). Two views of the class car display the A-end and B-end. Close inspection of the photos reveals that the hatch covers were smooth plate steel with square corners. This was the first of 775 nearly identical cars assembled by ART from 1939 through 1946. Note the position of the placard boards on the upper portion of the sides and ends plus the route card board on the door. Sides were painted yellow, ends and roof were painted Inco Red, and underframe, trucks, side sill, rectangle under the door, and door hardware were black. The ART shield was red, white, and blue with black outline. Stencils on the sides were black. Stencils on the ends were white.

ART photos, Joe Collias collection

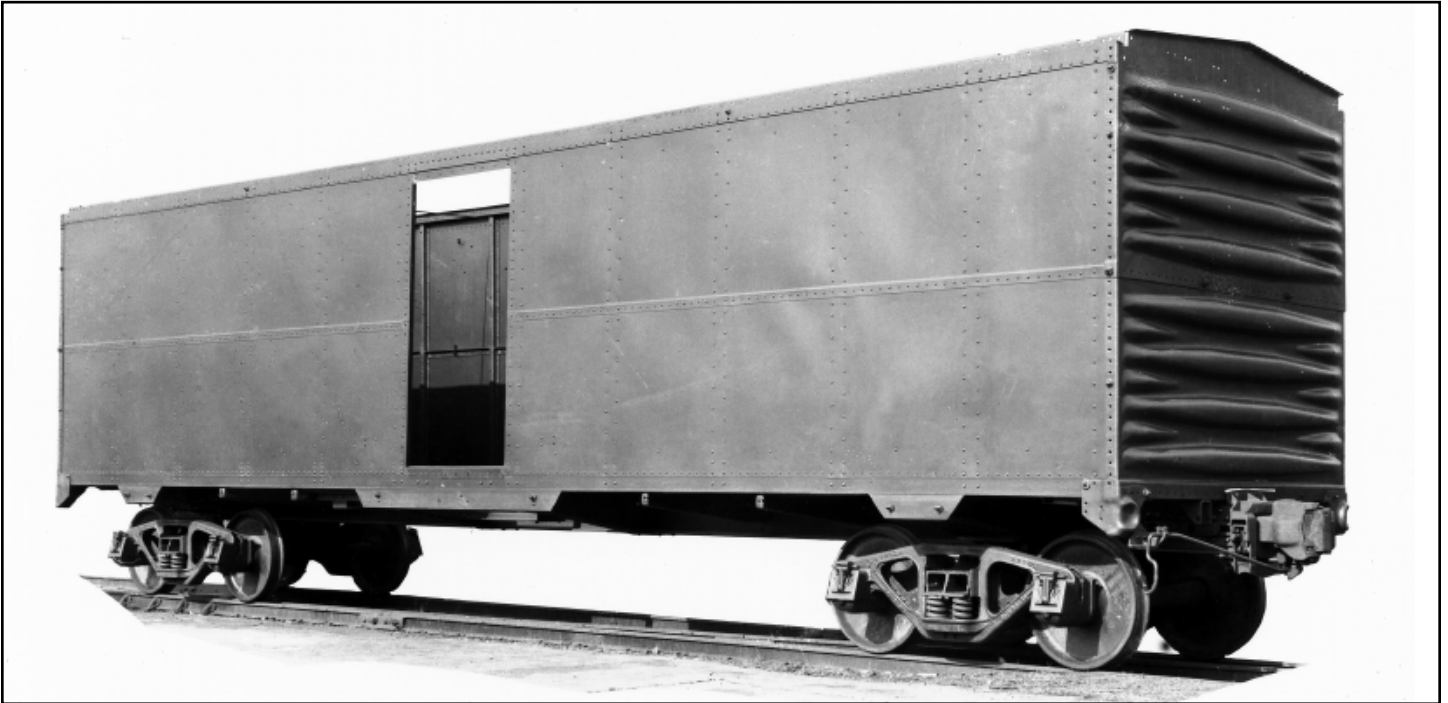
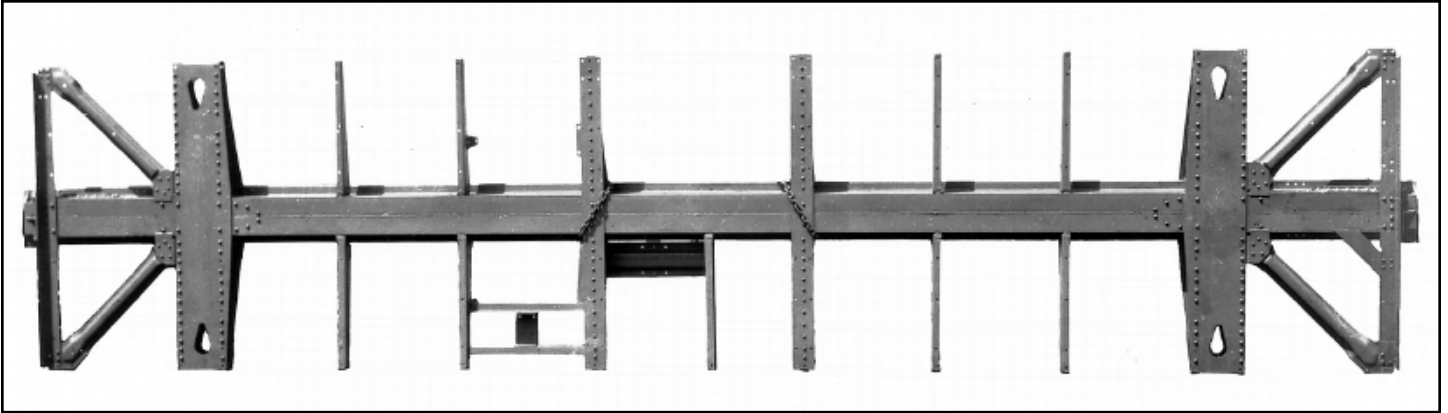
chasing new cars built by car builders as done in 1936, ART decided to construct the new cars in their company shops from kits furnished by AC&F. The ART company shops were located south of downtown St. Louis along the Mississippi River while AC&F's St. Louis plant was located just a few blocks away. The close proximity of the two facilities made for quick and convenient transit of kits built at AC&F's St. Louis plant to ART's shops for assembly. The AC&F kits included underframes, side assemblies, door assemblies, and other steel details. Standard Railway Equipment Manufacturing Company (SREM) supplied the roofs and ends. The underframes, roofs and ends were

identical to those used on the 1936-built cars. However, that's where the similarities ended.

A new and novel idea was developed for the car sides. Rather than having the common style assembly of vertical 10-panel riveted side sheets like those used on the 1936-built cars, ART and AC&F developed a new design that became ART's standard construction method for many years to come. The design was a unique four-panel arrangement with 18'-2 5/8" long upper and lower side sheets on each side of the centered door. The upper sheets overlapped the lower sheets by 3" and the sheets were joined with horizontal rows of 3/8" rivets. Vertical hat-sec-

tion interior supports (5-3/4" wide) were riveted to the side sheets and spaced at approximately 3'-3" intervals measured from the edge of the 4'-0" wide swing door opening. Fastening the hat-section vertical stiffeners to the car sides required double rows (4-1/4" apart) of vertical rivets at each internal support. The final result was a car of identical dimensions and much commonality with the original ART steel reefers but with a distinctive appearance because of the new side sheet arrangement.

The cars had an inside length of 33'-2 3/4" that allowed about 3-1/2' wide ice bunkers located at each end of the car. Cubic foot capacity of 2125 was sten-



**Top-** The underframe of ART's steel reefers built 1939 through 1946 is depicted here with a plan view showing center sill, end sills, bolsters, crossbearers, crosssties and support structure for AB brake parts. To assist with orientation the B-end is to the right. The photo is from AC&F lot no. 2753, 300 kits for series 24450-24699 and 35000-35049 built in 1945.

**Above-**The photo shows a partially assembled ART car from AC&F lot no. 2711. The photo shows that ASF A-3 Ride-Control trucks were used. ART completed assembly of the cars in their St. Louis company shops, becoming series 24350-24449 built 1944 (possibly early 1945). Visible through the door opening are interior vertical hat-sections and angles supporting the back of the side sheet joints.

Both ACF Industries

ciled on the ART 24000 builder's photo, but the Official Railway Equipment Register (ORER) and in-service photos list the cars as 1990 cubic foot capacity. Car height measured from the rail to top of the running board was 13'-4 5/8".

On August 15, 1939, ART placed an order for 100 kits from AC&F (lot no. 1922). The kits were delivered to ART's company shops for final assembly with the class car number 24000

completed in November 1939. A total of 100 40-ton cars assigned to series 24000-24099 were built beginning in late 1939. On July 8, 1940, ART followed up with a duplicate order of 100 more kits (AC&F lot no. 2094). The assembled cars were assigned to series 24100-24199 and completed circa October and November 1940. Yet another order followed on March 26, 1941, this time for 150 kits (AC&F lot no. 2266), which ART completed later in 1941 and assigned to series 24200-

24349. Due to steel allocations managed by the War Production Board during World War II, production of all-steel cars was severely restricted during the period 1942 to 1944. As the steel restrictions eased, on March 13, 1944 ART placed another order with AC&F (lot no. 2711) for 100 additional kits. Assembled cars were completed later in 1944 (possibly early 1945) and assigned to series 24350-24449. All 450 cars built to this point in the cumulative series 24000-

24449 had 4/4 Dreadnaught ends with square corners.

On August 18, 1944 ART ordered 300 more kits from AC&F (lot no. 2753). Production of the kits was shifted from St. Louis to the AC&F plant in Madison, Illinois. This was likely due to higher priority freight car orders assigned to the St. Louis plant as post-war orders peaked. Regardless of the reason, the Madison plant was still convenient to the ART shops and just a short trip across the Mississippi River. These completed cars differed in appearance from the earlier cars by having 4/4 Dreadnaught ends with round corners. Each pair of side sheets was 2" shorter (lengthwise) to accommodate the wrap-around for the round corners of the ends. The locations for the interior vertical supports were the same as on the 24000-24449 series cars. The 300 cars were assigned to series 24450-24699 (250 cars) and 35000-35049 (50 cars) and completed in 1945. One final order was placed on

September 24, 1945 (AC&F lot no. 2918) for 25 kits, again with 4/4 Dreadnaught ends with round corners. The completed cars were available for service in September 1946 and assigned to series 36000-36024. A total of 775 cars were built with nearly identical characteristics, 450 of which had ends with square corners and 325 with round corners. Cars assigned to 35000-35049 and 36000-36024 were numbered outside the 24000-series range because they came equipped with electric fans. In addition, series 36000-36024 was established for special on-line service with management controls to monitor their movements.

### Follow-on Cars of Different Appearance

Continuing with tradition, on January 25, 1946 ART placed an order with AC&F to purchase 300 additional kits (lot no. 2989). When completed ART assigned the cars to series 26000-26299. The lead-time for receiving the

kits lengthened considerably due to post-war demand for freight and passenger cars. The ART builder's photo of #26035 shows a build date of July 1947, some 1-1/2 years after the kits were ordered. They were nearly identical in appearance with four-panel sides but came with post-war style 3/4 Improved Dreadnaught Ends furnished by SREM. These were followed with a purchase of 900 cars from Pullman-Standard also built in 1947 and assigned to series 28000-28899. The post-war demand for refrigerator cars continued and ART purchased another 900 cars from GATC in 1948, series 27100-27999. These were the first new cars that received the red/white/blue MP and Wabash monograms. MoPac's DeSoto shops built 200 more cars of identical design for ART in September 1948 assigned to series 26900-27099. These were the last new steel reefers added to ART's fleet until 1953, at which time the appearance of subsequent cars changed considerably from those



ART 36009 from series 36000-36024, built September 1946 by ART from kits furnished by American Car & Foundry Co. (lot no. 2918). Cars in the series came with Dreadnaught ends with round corners, Preco electric fans, Universal XL power hand brakes, and Apex Tri-Lok running boards. Hatch covers had rounded corners. A note in the ORER states "Cars in the series are operated in special service and should not be handled in the tide movement but handled strictly on record rights and in home routes so they can be returned to assigned points."

ART photo, author's collection

built 1939 to 1948. An article on ART ice-bunker refrigerator cars built 1947 to 1957 is planned for publication in a subsequent Eagle.

### **Appliances and Details**

All 775 cars constructed from 1939 to 1946 came with Universal XL hand brakes and Apex Tri-Lok running boards. Hatch covers on cars 24000-24099 were constructed using a wooden superstructure and covered with 1/8" smooth steel plate. Hatch covers on the 1936-built cars had a safety-tread top surface. The hatch size was 2'-5 1/8" long by 2'-10 1/2" wide (side with the hinges). Cars in series 24100-24699 came with different style hatch covers but the exact type could not be determined. Cars in the 36000-36024 series exhibit a later style hatch cover having rounded corners.

Four roof guard angles were installed near the hatches along the outer edges of the roof. The roof guard angles were fabricated from 1-1/4" x 1-1/4" x 1/8" extruded steel angles. Roof guard angles 22" in length were located next to the side ladders (refer to diagram for position on roof) and diagonally opposite each other. Directly opposite these short sections of roof guard angles were 4'-9" long sections that extended nearly to the end of the roof. Roof guard angle supports 3/8" thick and 2" wide were attached directly to the roof and supported the roof guard angles. Four angle supports were used to support the 4'-9" sections of roof guard angles and two angle supports were used to support the 22" sections. The roof guard angles were used to support wooden ice chutes extended from icing platforms to facilitate loading. The design of the roof guard angles allowed an ice chute to rest on top of the angle so that workers could direct ice pushed down the chute into the hatch opening. The roof guard angles also served a purpose to protect the roof and hatch frame from damage.

Cars built 1939 through 1941 in series 24000-24349 received A.A.R. spring plankless trucks. These were the same type trucks used on the 1936-built cars. The final 425 cars assigned to series 24350-24699, 35000-35049, and 36000-36024 came with ASF A-3 Ride-Control trucks.

### **Painting and Stenciling**

All cars built 1939-1946 received yellow sides and freight car red ends. Underframes, trucks, door hardware, rectangles under the doors, and side sills were black. Running boards were unpainted galvanized steel although red overspray may have been evident. The roof color on the 1936 and 1939 (possibly later) cars was aluminum. At some point, possibly during World War II, Inco Red was used for roofs. Stencils included a red/white/blue ART shield (2'-6 1/2" wide by 2'-8" high) outlined in black and located to the right of the door. "American Refrigerator Transit Co." stencils framed the shield per the builder's photo of ART 24000. Stencils applied to the car sides were black. End stencils were white. Repack data was stenciled in white over a black background extending 3-1/2" above the right bolster tab. This general paint and lettering scheme was used on all new or repainted cars through 1947.

Beginning in 1948, ART modified their paint scheme and repainted cars from 1948 through 1950 received a scheme that appears like that shown on the 27100-27999 series cars built 1948 by GATC. A MoPac buzzsaw emblem with red background, white letters and blue border was added above the reporting marks on the left side of the car (as viewed from the B-end). The right side of the car received a small Wabash flag also painted in red, white and blue.

Circa 1950 ART began a major refurbishment program on their fleet of steel refrigerator cars and equipped the

1936-built cars with Apex Tri-Lok steel grid running boards, various types of electric or air circulating fans, and some cars received new hatch covers. At this time a new stenciling scheme was introduced that brought the MoPac buzzsaw (now simply red and white) and a larger version of the Wabash flag to the right side of the door. An ART drawing number 6-1559 dated 4/17/50 displays the Wabash emblem with an overall size of 4'-6" x 4'-6", taking into account the entire flag, pole, spear head, and tassels. The ART shield was moved to the left side of the door above the reporting marks. "American Refrigerator Transit Co." was moved downward to a location that cleared the MP emblem and Wabash flag. The ART stenciling diagram showed the MP buzzsaw nearest the B-end on the left side of the car with the Wabash flag near the door. The monogram positions on the opposite side of the car were reversed. However, in-service photos document that ART wasn't particularly careful to maintain these positions of the monograms. In 1951 the general paint scheme remained the same. The earliest photo documentation of this scheme located thus far by the author is April 1951.

A number of subtle stenciling and painting changes were made during the 1950s. In late December 1955 a directive was released to discontinue blacking door hinges and door latches. Two changes were made effective March 11, 1957, including adding trademark symbol under the Wabash flag and eliminating reporting marks bars. On December 9, 1957, A.A.R. designation "RS" was added next to the capacity data. On April 13, 1959, directives were made to change dimensions for the 35000-35049 series. By 1960 repainted cars received side sills were painted yellow and reporting marks periods dropped.

In the early 1960s the ART shield, MP emblem and Wabash flag emblem

stencils were simplified. The previously colorful red, white and blue medallions were changed to all black. Repainted cars lasting after the 1964 Wabash merger with Norfolk and Western received orange sides and ends. Roof color remained red. A circular N&W monogram replaced the Wabash flag emblem.

For modeling purposes it should be noted that any of the given schemes

could be found several years after the initiation of a new scheme. For example, cars in the 1936-1947 scheme could be found into the early 1950s. An appropriate accumulation of dirt and grime should be depicted accordingly.

### Modifications and Renumbering

As mentioned earlier, the 24000-series cars were refurbished during an

upgrade program beginning in the early 1950s. Cars typically received one of three styles of electric or mechanical overhead air-circulating fans and were renumbered to either 32000-32999 or 33000-33999 after modification, depending on the type of fan installed. Per the ORER, a maximum of 302 cars (ca. 1957) were renumbered in series 32000-32999. Cars assigned to this series received either Preco electric fans (circular

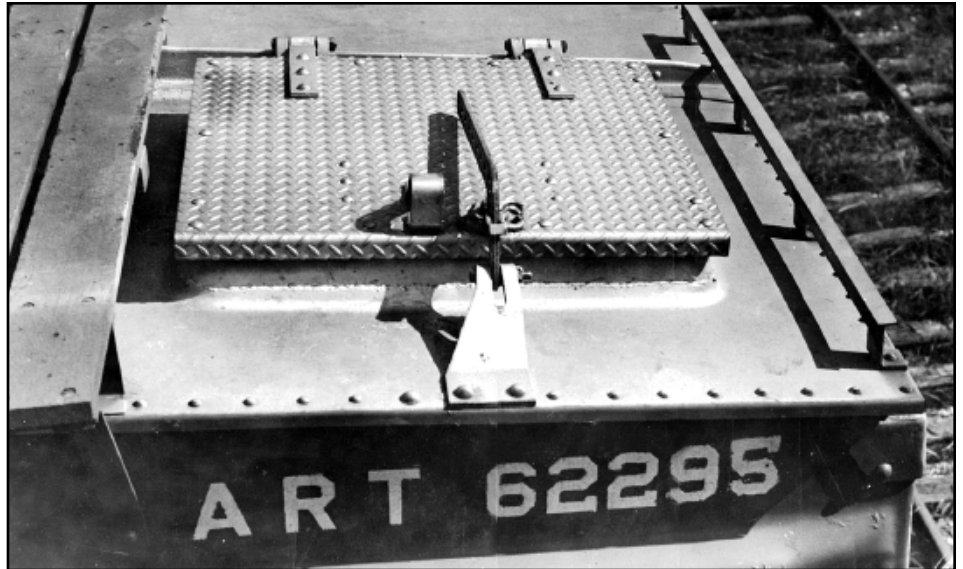
*Text continued on page 13*



**Two photos above-** ART 27353 from series 27100-27999, built June 1948 by General American Transportation Corporation. Shown are left and right side views of the first ART reefers carrying the small Wabash flag and MP buzzsaw emblem above the reporting marks. Both the flag and buzzsaw were red, white and blue. The scheme was short lived and applied to ART reefers for only about three years. Cars from the 24000-24699, 35000-35049 and 36000-36024 series that were repainted from mid-1948 to 1950 received this scheme. The car shown is similar to the earlier cars that are the subject of this article, but came with 3/4 Improved Dreadnaught Ends.

GATC photo, Joe Collias collection

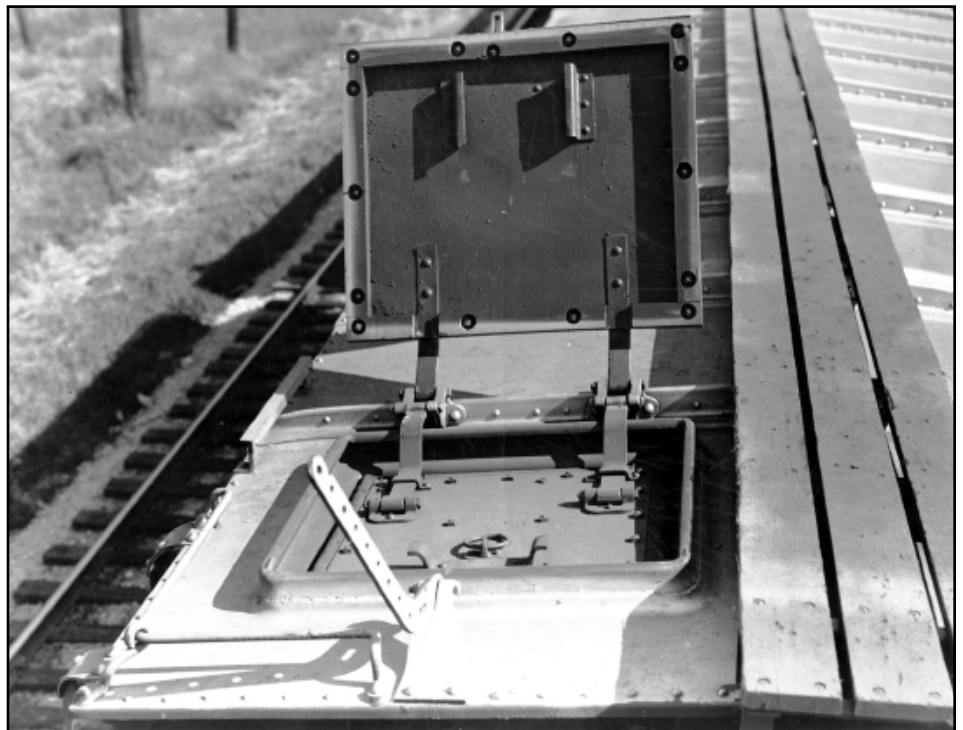


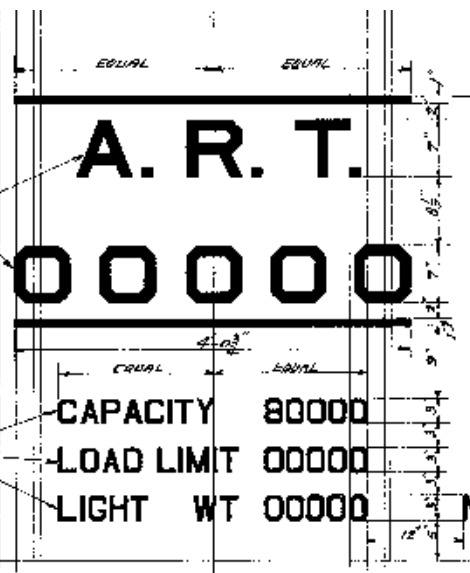
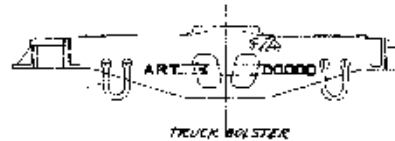
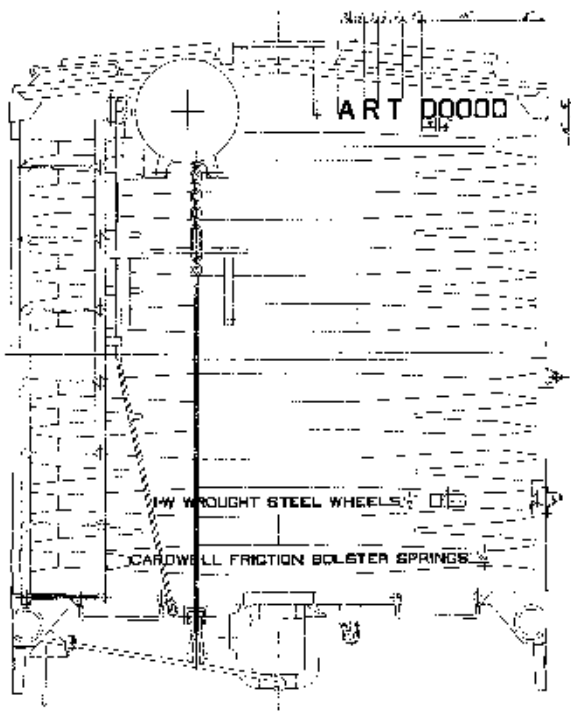


**Photos this page-** Shown from top to bottom, are close-up views of a hatch in the closed and latched position, an open hatch cover with the plug closed and finally a view of the hatch and plug open. Notice the 4'-9" long roof guard angle in the middle photo.

The roofs of 1936-built cars were originally painted aluminum, but later repainted Inco Red. Also shown is the wood running boards used on the 1936-built cars and T-Z steel plate safety-tread brake steps.

Three photos  
American Refrigerator Transit Co.



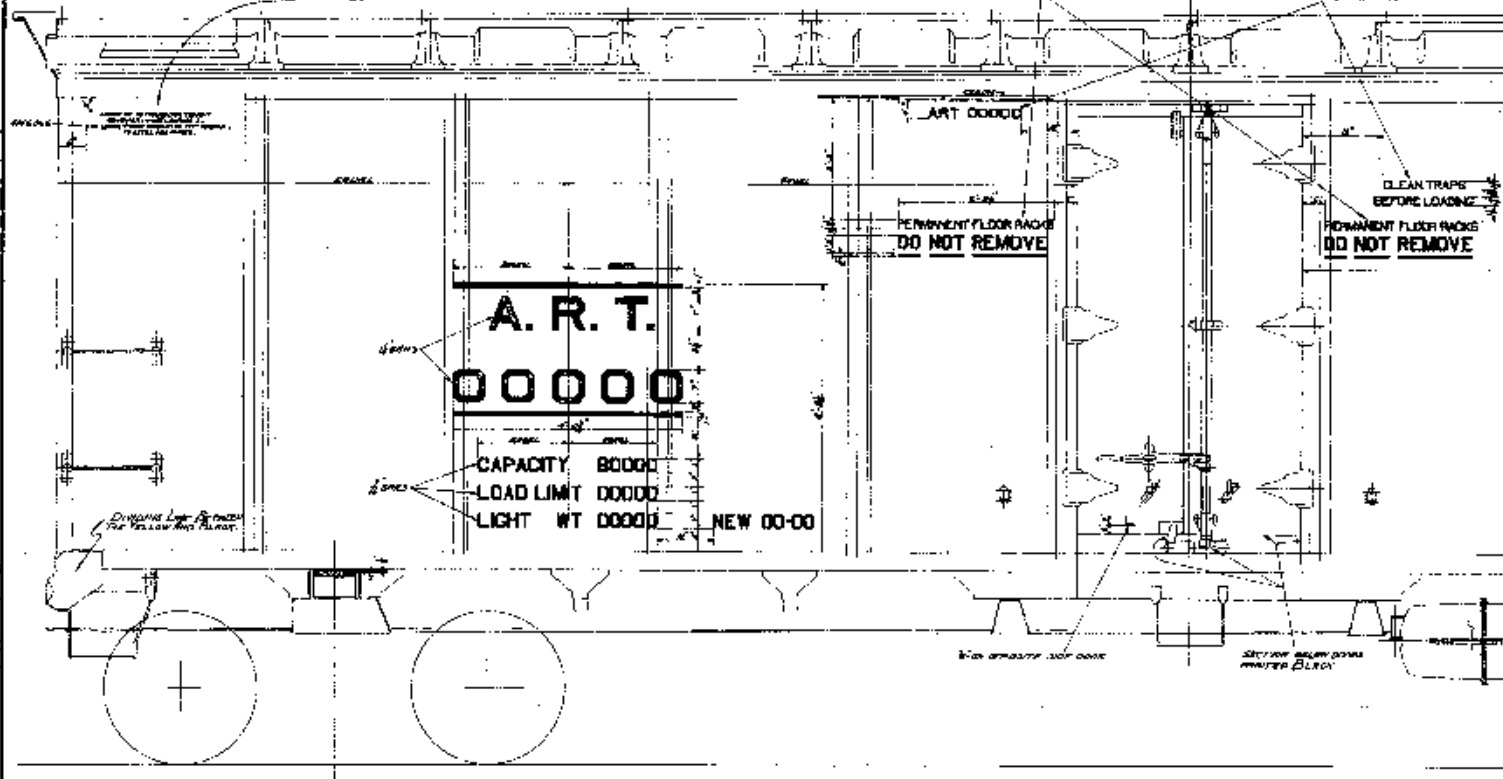


AMERICAN REPRESENTATIVE TRADING COMPANY, NEW YORK, N.Y.

AMERICAN REPRESENTATIVE TRADING COMPANY, NEW YORK, N.Y.

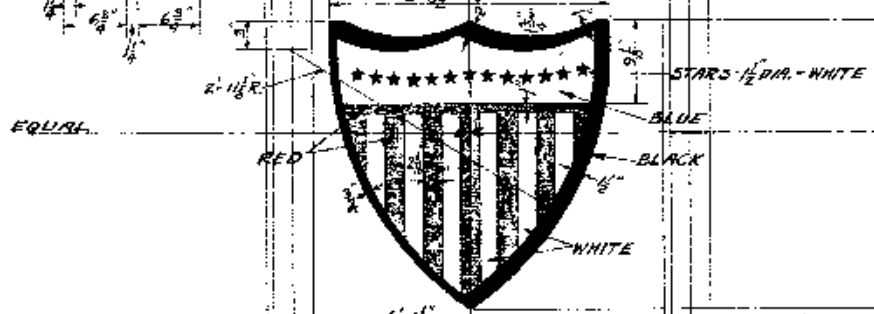
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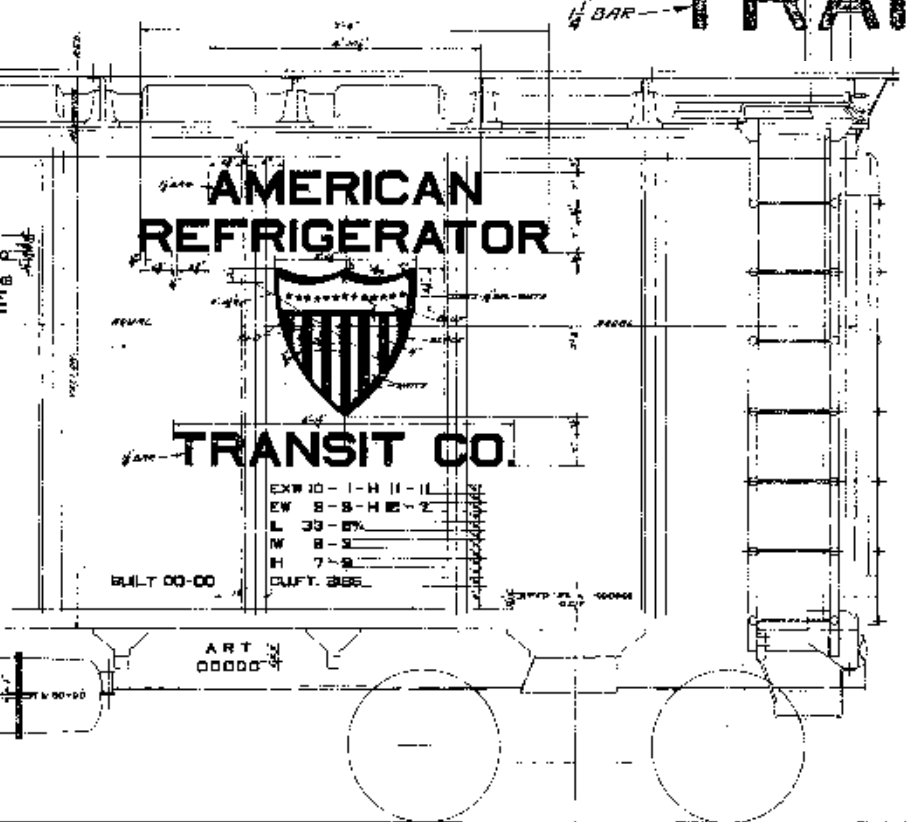
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# AMERICAN REFRIGERATOR



# TRANSIT CO.

NEW 00-00



PAINTING WORK INCLUDING THE LOGO IS TO BE PAINTED RED.  
 ROOF INCLUDING THE LOGO IS TO BE PAINTED ALUMINUM.  
 END OF CURB SIDE TOP OF ROOF SHEET FLANGE TO BOTTOM OF SHIELD INCLUDING THE SHIELD LOGO, HANG BRACKETS AND A PIN, PLAIN POLY PROTECTIVE STRIPING INCLUDING THE SHIELD LOGO IS TO BE PAINTED RED.  
 SIZE OF CAR FROM BOTTOM OF ROOF SHEET TO BOTTOM EDGE OF SHIELD INCLUDING SHIELD LOGO IS TO BE PAINTED RED.  
 EXCEPT SEE FRONT WINDOW LOGO'S WHICH IS TO BE PAINTED BLACK FROM WINDOW LATCH BEGINS AND ALL PHOTO GRAPH BOTTOM EDGE OF SHIELD IS TO BE PAINTED BLACK.  
 UNDERFRONT A TRUCKS TO BE PAINTED BLACK.  
 ALL STENCILING ON BODY BOTH INSIDE & OUTSIDE TO BE BLACK EXCEPT AS NOTED.  
 ALL STENCILING ON UNDERFRONT, STEER AND R TRUCKS TO BE WHITE.

AMERICAN CAR AND TRUCK CO.  
 5746089  
 STENCILING DIAGRAM  
 40-TON REFRIGERATOR ONE  
 8-11-36



ART 32066 from series 32000-32999, renumbered from original series 24100-24199, built November 1940 by ART from kits furnished by American Car & Foundry Co. (lot no. 2094). The car had been repainted at Pueblo, Colorado in May 1960. Note the placard boards had been lowered, an A.A.R. practice begun in 1954. An electric fan was installed below the side sill at the left bolster. Also, the car received yellow side sills and the reporting marks bars and periods had been dropped. Photo circa 1960 or 1961.

Bob Lorenz collection



**Left-** ART 32513 from series 32000-32999, renumbered from original series 24450-24699, built June 1945 by ART from kits furnished by American Car & Foundry Co. (lot no. 2753). The car displays a Preco fan installed above the left bolster and A-3 Ride-Control trucks. Note the route card board is located to the left of the door. The B-end is towards the left. That being the case, the Wabash flag and MoPac emblem positions are reversed from ART's "standard" stencil arrangement. Chalk marks abound above the left bolster. Photo circa 1953 at Kansas City, Missouri.

George Sisk photo,  
Charles E. Winters collection



**Bottom-** ART 33320 from series 33000-33999, renumbered from original series 24200-24349, built October 1941 by ART from kits furnished by American Car & Foundry Co. (lot no. 2266). The car shown was freshly repainted at Kingsville, Texas in November 1957. At that time, the reporting marks bars had been dropped but periods were still being used. Also note the trademark symbol under the Wabash flag that was used after March 11, 1957. The B-end is at the left, suggesting the Wabash flag and MoPac emblem positions had been reversed. The car was equipped with internal Equipco mechanical air-circulating fans. Hatch covers with rounded corners are evident in the photo taken November 30, 1957, at Providence, Rhode Island.

Bob's Photo

*Continued from page 8*

housing installed directly above the bolster on the left side of the doors) or generator-driven fans installed below the side sill adjacent to the left bolster tab. A maximum of 381 cars (ca. 1960) were renumbered in series 33000-33999. Cars assigned to this series were equipped with Equipco mechanical overhead air circulating fans. The Equipco mechanical overhead fans were internal to the cars' structure and not visible from the outside. From ORER data, a total of 683 cars of the original 700 cars in series 24000-24699 were renumbered during the 1950s and the difference of 17 is presumed to be lost through attrition. In 1959 the 24000-series was removed in its entirety as the refurbishment program had completed all cars remaining in service.

Similarly, the 1936-built cars were refurbished with all cars being re-assigned to 30000-30999 (electric fans) or 31000-31999 (overhead mechanical fans). The 22979-23999 series cars

completed their refurbishment much earlier than the 24000-series and all cars were renumbered by January 1954. Refer to the accompanying roster for a chronology through the 1950s as the cars were modified and renumbered. Note that only 136 cars built in 1936 received electric fans while 761 received Equipco mechanical overhead fans. The 35000-35049 and 36000-36024 series cars had electric fans when built so they were not part of the modification program.

### Movements and Conclusion

ART's reefers were principally used to move many varieties of produce from the Rio Grande Valley of southern Texas and the "Texas Winter Garden" around Uvalde, berries and other perishables from Louisiana, Texas and Arkansas, and produce from locations on the Denver and Rio Grande Western Railroad. The latter included cars loaded with Colorado fruits and vegetables from the San Luis Valley, Arkansas Valley, and Grand Junction

area that were typically routed through Pueblo to points east. The cars were found throughout the midwestern part of the United States. But they also traveled to virtually all parts of the country, exemplified by the photo of ART 33320 photographed November 30, 1957, at Providence, Rhode Island. It has been reported (although not confirmed with documentation) that ART and Fruit Growers Express had a reciprocal agreement and helped each other out when the opportunity presented itself during periods of opposite peak demand. If the reports are true, this means that ART reefers could have also been found in Florida and other Southeastern sources for movement of perishables during their peak growing seasons. The author will continue to research these reports to confirm or deny them.

Significant quantities of in-service cars from the original 24000-series (then 32000-33999 series) continued well into the 1960s. In October 1966 a total of 726 of the original 775 four-



ART 36004 is from the same series as ART 36009 and had been repainted with the post-1951 scheme having the large Wabash flag and MP emblem on both sides of the car. Unrecorded date and location.

Bill Welch collection

panel cars, or nearly 94 percent, remained in service. By the late 1960s, the movement of perishables in ice-bunker refrigerator cars was curtailed due to shippers opting to use over-the-road trucks. Consequently, ice-bunker reefers were being retired at a fast pace. In January 1970 a total of 482 of the original 775 cars (62 percent) remained in service. The numbers dwindled rapidly thereafter and all cars were retired by January 1975.

### **Modeling ART Reefers Built 1936 to 1946**

With the release of InterMountain

Railway Company's PFE R-40-10 refrigerator car in HO scale about two years ago, reasonably accurate models of ART's 22979 to 23999 series cars can be modeled using these kits. The discriminating modeler will want to change the hinges to better depict the style of hinges used by ART and add the roof guard angles. Sunshine Models offers the car as a cast urethane model in HO scale. InterMountain also offered the PFE R-40-10 painted in ART livery in O scale, however the tooling has since been sold to Atlas.

Models of ART's 24000-24449 series cars with four-panel sides and hori-

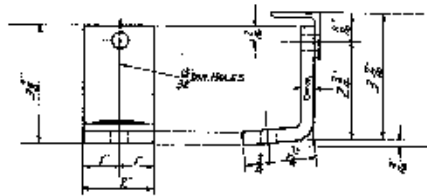
zontal riveted seams are available from Sunshine Models in cast urethane. Kit numbers are 46.7 (1939-1947 scheme), 46.8 (1948 scheme) and 46.9 (1951 scheme). Models of ART's 24450-24699, 35000-35049, and 36000-36024 with round-corner 4/4 Dreadnaught ends are not available at this time. As this article is written, the MPHS and Amarillo Railroad Museum are working on a joint project that we hope will bring accurate HO-scale plastic models of the cars having square-corner 4/4 Dreadnaught Ends. The models will be available fully assembled and the as-built version will also be available in kit form.



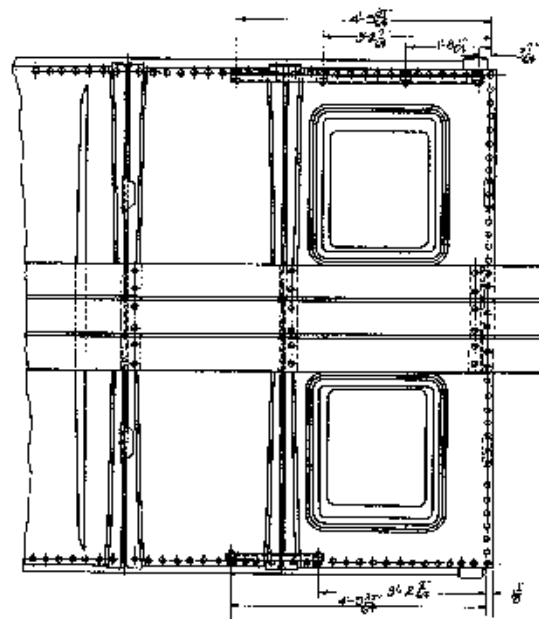
This view is looking east from the 14th Street Bridge in St. Louis, Missouri in 1957. Seen are ART 32673 and a variety of other rolling stock. Note some of the refrigerator cars had their hatch covers propped open for ventilation.

Joe Collias photo

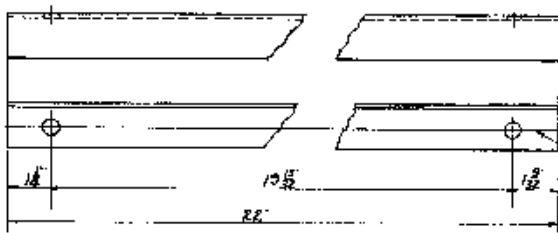
These AC&F drawings of the ART cars show various details. The top one shows the roof arrangement of the roof guard angles. The long and short angles were applied on diagonally opposite corners. The two hinge drawing show the ART standard hinge and hinge butt.



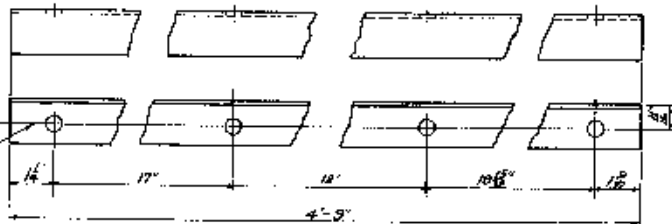
ROOF GUARD ANGLE SUPPORT  
12 Pcs 2" x 2" x 1/2" S  
1/2 PER CAR  
901



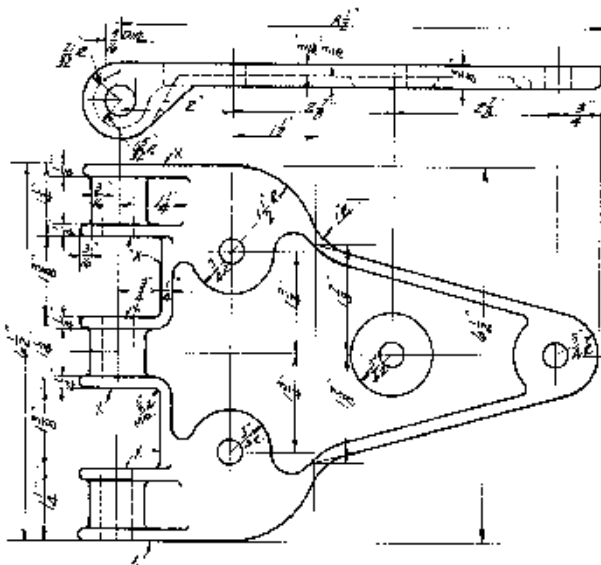
APPLICATION OF GUARD ANGLES TO ROOF



ROOF GUARD ANGLE (SHORT)  
8 Pcs 1 1/2" x 1 1/2" x 1/2" S  
2 PER CAR  
902

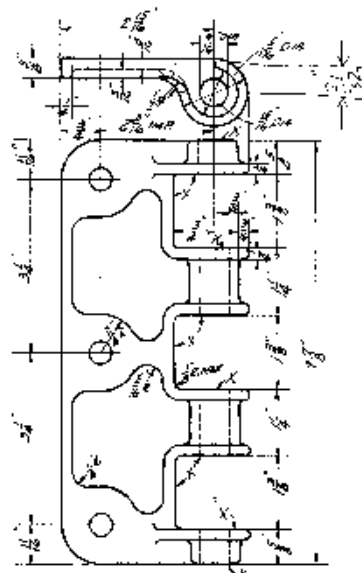


ROOF GUARD ANGLE (LONG)  
4 Pcs 1 1/2" x 2 1/2" x 1/2" S  
2 PER CAR  
903



ALL HOLES CORED 1/8" DIA

NOTE:  
SURFACES MARKED X TO BE SMOOTH, TRUE,  
PARALLEL AND AT RIGHT ANGLES  
HINGE PIN HOLES MUST BE SMOOTH, TRUE  
TO SIZE AND IN ALIGNMENT  
PATTERN AND INITIALS MUST  
APPEAR ON CASTING



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# American Refrigerator Transit Co. Steel Reefers

- Built 1936-1946 with 4/4 Dreadnaught Ends -

Quantity of Cars In Service July 1942 Through July 1974

Series	Qty. Built	Build Date	Builder/ Lot Number	7/42	1/45	4/45	10/45	4/46	10/46	7/51	10/51	1/53	4/53	10/53	1/54	1/55	1/56	1/57	1/58	1/59	4/59	7/59	10/59	7/62	10/66	1/70	10/72	7/74	Notes		
22979-22988	10	11-36	GATC	1367	1367	1466	1716	1716	1711	1696	1395	735	727	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
22989-22999	11	12-36	ACF 1542	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
23000-23140	141	12-36	ACF 1542	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
23141-23380	240	11-36	ACF 1542	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	1
23381-23499	119	12-36	ACF 1542	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
23500-23999	500	12-36	GATC	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
24000-24099	100	11-39	ART/ACF 1922	^	^	^	^	^	^	^	^	^	^	^	408	336	190	122	44	^	^	^	^	^	^	^	^	^	^	^	3
24100-24199	100	11-40	ART/ACF 2094	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
24200-24349	150	10-41	ART/ACF 2266	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
24350-24449	100	1-45	ART/ACF 2711	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
24450-24699	250	6-45	ART/ACF 2753	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
30000-30999	-	11-36	ART/GATC	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	-
31000-31999	-	11-36	ART/GATC	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	2
32000-32999	-	Var.	ART/Various	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	3
33000-33999	-	Var.	ART/Various	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	2
35000-35049	50	-46	ART/ACF 2753	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	3
36000-36024	25	9-46	ART/ACF 2918	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	2
36100-36199	-	Var.	ART/Various	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	^	2, 4
Total Built:				1796	1367	1466	1716	1766	1786	1771	1770	1760	1760	1757	1757	1756	1752	1752	1747	1747	1747	1747	1746	1745	1724	1648	700	124	76		

### Builders:

- ACF - American Car & Foundry Co.
- GATC - General American Transportation Corp.
- ART - American Refrigerator Transit Co. (St. Louis, Mo.)

### General Notes:

July 1942 was first ORER that published quantity of ART cars in service.  
 Build dates shown are earliest dates documented by photograph or other technical data.  
 Cars built by ART from kits furnished by ACF are shown with the ACF lot number for the kits.  
 ^ - Denotes that quantity of cars listed in ORER was grouped with line/lines listed above.  
 Cars in series 22979-23999 originally equipped with wood running boards and 10-panel riveted sides.  
 Cars in series 24000-24699, 35000-35049, and 36000-36024 originally equipped with Apex Tri-Lok steel grid running boards with 4-panel sides and horizontal riveted seams.  
 All cars in roster came with 4/4 Dreadnaught Ends and Universal "XL" hand brakes.  
 Cars in series 22979-23999 and 24000-24449 had square-corner ends.  
 Cars in series 24450-24699, 35000-35049, and 36000-36024 had round-corner ends.  
 All cars in series 30000-33999 and 36100-36100 were renumbered from 22929-24699 beginning in 1951 after being refurbished and receiving air-circulating fans and Apex Tri-Lok running boards (for those cars originally equipped with wood running boards).

### Roster Notes:

- 1 - Originally ART 62141-62380, built for special on-line service, renumbered to 23141-23380 mid-1942.
- 2 - Equipped with either Preco electric fan or generator-driven fan.
- 3 - Equipped with Equipco mechanical overhead air-circulating fan.
- 4 - Special service not handled in the tide movement but handled strictly on record rights and in home routes so they can be returned to assigned points.

Source: *The Official Railway Equipment Register*