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The Wood Sheathed Cars of the FGEX/WFEX/BREX Freight Refrigerator Fleet: 1940-1953

by Bill Welch

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Cover photo: FGEX 34833 photographed *circa* April 1954. This car features a riveted underframe with six-inch side sill, and represents a numerically dominant group of reefers numbering 3,478 cars at its peak, the largest number of any series owned by FGEX. WFEX owned over 1,300 identical cars. (Jay Williams collection, courtesy of Jim Singer)

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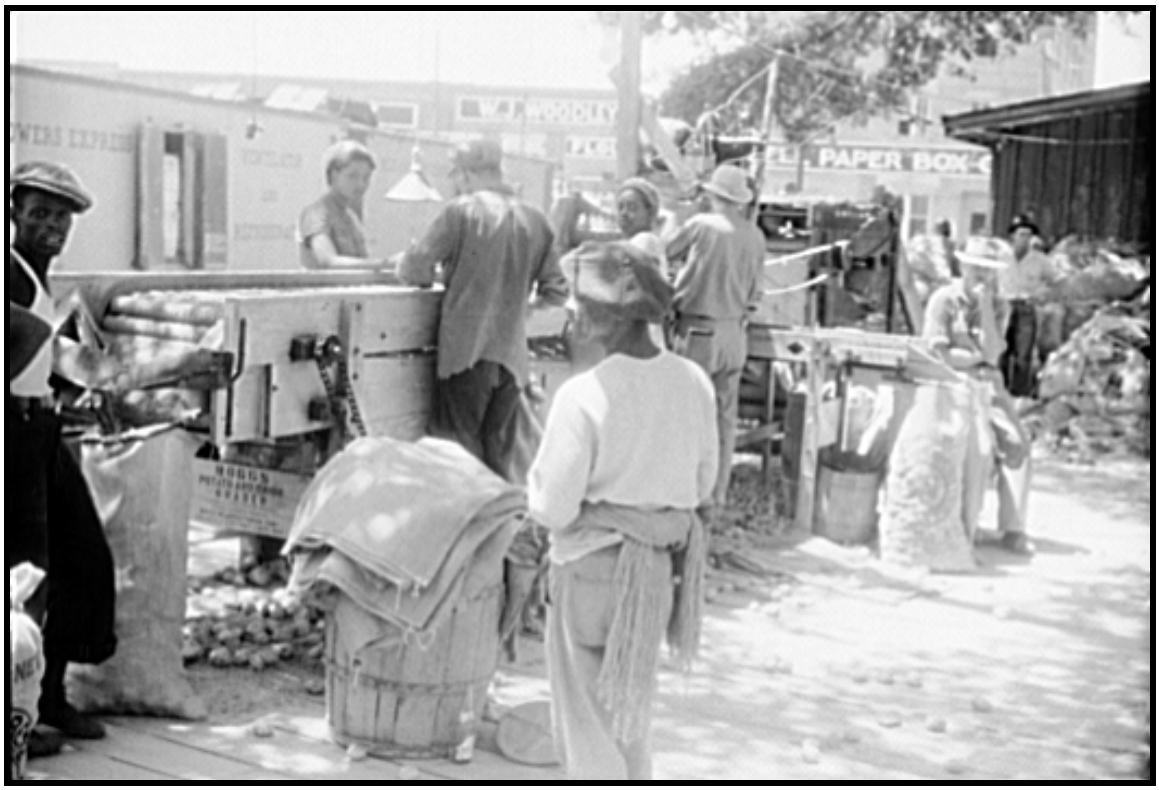
Dedications

This presentation is dedicated to two groups of people:

Those forgotten men and women and too often the children that toil in the fields and sheds, picking, sorting, packing and loading the produce that feeds a nation.

All of those photographers who went out and photographed the lowly and lovely freight car.



An outdoor potato grader using migratory labor at the freight station in Elizabeth City, North Carolina, July 1940. (Jack Delano photo, Library of Congress, Prints & Photographs Division, FSA-OWI Collection, LC-USF33-020572-M2 DLC)

Acknowledgments and Thanks

I want to thank the late Pat O' Boyle, who has done and shared so much to educate me regarding this topic. A special thanks to AI Hoffman, who comes up with amazing stuff, and has been very generous to me. Thank you also to Randy Anderson, Frank Peacock, Richard Hendrickson, Tony Thompson, Ted Culotta, Ed Hawkins, Martin Lofton, and Roger Hinman who have helped in ways large and small or who have read parts of this manuscript and have made suggestions and comments.

Foreword by Ben Hom

In January 1987, *Railroad Model Craftsman* published the first of a series of six articles by Tony Thompson on the refrigerator cars of Pacific Fruit Express. Prior to that series of articles, the enthusiast community knew relatively little about PFE equipment and operations, despite its major impact as the largest operator of refrigerator cars in North America. This pioneering series of articles was followed by the landmark book *Pacific Fruit Express*, and thanks to the efforts of modelers and historians Tony Thompson, Robert Church, Bruce Jones, Keith Jordan, Richard Hendrickson, John Moore, and A. Dean Hale, the major refrigerator fleets of Pacific Fruit Express and Santa Fe have been well documented.

Unfortunately, the same is not the case for Fruit Growers Express. Nineteen railroads in all made up "Our Companies" (the corporate term for the Fruit Growers Express consortium, which consisted of Fruit Growers Express, Burlington Refrigerator Express, Western Fruit Express, and National Car Company), and their cars were seen throughout the Eastern Seaboard, Midwest, and Pacific Northwest hauling a staggering amount and variety of produce. However, there is an astonishing lack of awareness of the scope of its operations and equipment, which is particularly puzzling given that "Our Companies" served not only major railroads such as the PRR, B&O, ACL, SAL, Southern, CB&Q, and GN, but also smaller roads with large followings such as the New Haven and NYO&W. This lack of awareness has contributed to one of the biggest shortcomings in available rolling stock - the lack of available accurate mass-produced injection-molded models of refrigerator cars for the consortium (though accurate HO scale models of some "Our Companies" wood-sheathed reefer prototypes have been available for some time from Sunshine Models and Westerfield in resin and can also be kitbashed from the Accurail wood-sheathed reefer as detailed by Greg Martin in the March-April 2007 of *The B&O Modeler*.) Most modelers really "don't know what they don't know".

Bill Welch has kindly given us permission to reprint the information package that he initially developed for a clinic presented at Sunshine Models' 2002 Prototype Modelers Meeting. This special stand-alone combined issue of *The B&O Modeler*, *The Keystone Modeler*, and *The Seaboard-Coast Line Modeler* incorporates corrections and updates to the original text, and is presented with additional prototype and model photographs. We hope that this will accomplish the same purpose as Tony Thompson's Pacific Fruit Express articles in *Railroad Model Craftsman* and raises awareness on this subject.

This work is far from the last word on this subject. Bill Welch is working on a history of "Our Companies", a task made far more difficult by the scope of the project and the fact that very little corporate documentation survives. We encourage anyone who has information on "Our Companies", including copies of their employee magazine *Teamwork*, to contact Bill. Every little piece of the puzzle helps contribute to the big picture.

Thanks go to Nick Fry of the Baltimore and Ohio Railroad Historical Society and Jay Williams of Big Four Graphics for permission to use prototype photos for this special issue. Special thanks go to Tom Madden, who took the time and effort to reconstitute this document electronically using OCR software after the original files were lost in a computer crash several years ago, allowing us to share this work with a far wider audience via the Internet.

Introduction

Of the five great freight refrigerator fleets that transported fresh produce in iced house cars for the first 70 or so years of the Twentieth Century, only the fleets of the Pacific Fruit Express (PFE) and the Santa Fe Refrigerator Despatch (SFRD) have been well documented. The stories of the American Refrigerator Transit (ART), Merchants Despatch Transportation (MDT) and a group I call the "Fruit Growers Express/Western Fruit Express/Burlington Refrigerator Express Consortium" have yet to be fully appreciated and told.

I will leave the ART and MDT stories to others because while they are of interest to me, the task of understanding the companies that banded together at the Munsey Building in Washington, DC is challenging enough for this modeler. I think that from the perspective of a modeler doing history the three companies should be seen together. Obviously from an ownership perspective, they were three different companies. FGEX was owned by over twenty railroads in the south and east, while WFEX was owned by the Great Northern Railroad and BREX by the Chicago, Burlington & Quincy Railroad. Both the BREX and WFEX declared who owned them with corporate heralds emblazoned on the car sides, in case there may be any confusion.

But ownership and operation are two different things, and it was the way that these three companies *operated* that requires that we look at them as one entity. Despite their different reporting marks, in 1928 H. B. Spencer was the President of FGEX, WFEX, and BREX. Each was audited by C. A. Finney while R. R. Cooke served as "Treasurer" and F. E. Evans was the "Superintendent of Car Service" for each of the three principles. If you had to report the movement of a BREX reefer, you sent that report to Mr. Evans. If you had to ice a WFEX reefer, you sent that bill to Mr. Finney. If you had a balance to pay on a shipment made in a FGEX reefer, you sent that check to Mr. Cooke. All of these people worked in Washington, DC, first at the Munsey Building, and later at 1101 Vermont Avenue where the Fruit Growers, Western Fruit, and Burlington Refrigerator Express Companies were all headquartered.

In fact, Western Fruit Express and Burlington Refrigerator Express were formed in 1923 and 1926 respectively so they each would have access to a larger number of refrigerator cars. Likewise, Fruit Growers Express wanted to work with these companies because it meant more cars would be available to them when crops were being harvested in the territory it served. In turn, all three benefited from access to larger markets and having their cars used on a more year round basis.

If you were growing peaches in South Carolina, tomatoes in Georgia, or oranges in Florida and were served by one of the railroad owners of Fruit Growers Express, the Atlantic Coast Line, Southern Railway, or Florida East Coast let's say, it would not necessarily be reefers with only FGEX reporting marks that were sent to meet the local agent's request for cars. Conversely, if you were growing potatoes in Oregon, it was not only WFEX cars that would be spotted for loading. Rather, the odds were that the reefers spotted would have born a combination of FGEX, WFEX, and BREX reporting marks.[1] In other words, the cars owned by each of the three companies *operated* as one fleet. If the reefers delivered to fulfill a particular request bore only one set of reporting marks, it would have been a random and accidental event.[2]

Because of the different sizes of each owner's fleet, some would dominate and some would be scarcer. With about 2,000 cars at any given time, BREX was the smallest. In the middle was WFEX with about 7,000. FGEX over its history varied the most but was always the largest with well over 18,000 cars at one time. As modelers, a good ratio to strive for would be something like 14 or 15 FGEX cars, 7 WFEX cars, and 2 BREX cars.

[1] It could also have been ART, PFE, SFRD, MDT, NWX, etc. for that matter, as the consortium was infamous for taking other companies' cars "Prisoner."
[2] Unless the request was for reefers outfitted with internal decking, in which case only the FGEX fleet was so equipped.

There are other compelling reasons to treat the FGEX/WFEX/BREX reefers as one fleet. The shops for each entity repaired other member's cars without discrimination and some were involved in building cars for the other partners. The commonality of designs after 1923 between WFEX and FGEX is significant. The family appearance given by the use of the Hutchins[3] roof and the squared off ends that it rested upon that was used on so many of its rebuilt and modernized cars means that decisions for the combined fleet was centralized in some way. All three shared a wartime wood sheathed reefer design. The paint and stenciling schemes of each were obviously influenced by their commonality of interests, and changes to paint and stenciling happened in a coordinated way. The cars of each company's fleet, with one small exception, were numbered in a way to avoid conflicting with cars in any other group.

Because of the ways in which the three companies chose to structure themselves and the way in which they operated, and as modelers interested in historical accuracy, we should therefore consider that we are dealing with one operating entity and one fleet of cars. That is why I use the word consortium when I talk about the three companies. As defined by *The American Heritage Dictionary of the English Language* a consortium is "an association or a combination, as of businesses, financial institutions, or investors, for the purpose of engaging in a joint venture."

First and foremost I approach this topic as a modeler interested in history rather than as a historian. This is not a history of the consortium but of their cars, specifically their wood sheathed cars between 1940 and 1953. I have chosen the dates because that is a period many of us model and there are many models available, or scheduled that make this a logical approach. Further, as compared to the other four large produce reefer fleets, the FGEX/WFEX/BREX consortium was still primarily a wood sheathed fleet as it approached 1953.

All five of the major fleets would begin to acquire steel reefers in the late thirties. Of course SFRD would go further and lead the way in moving to steel when it began to rebuild its entire forty-foot wood sheathed fleet with steel sheathing. PFE would buy thousands of forty-foot steel sheathed cars, and while MDT and ART would buy large numbers of steel cars, there steel fleets were substantially smaller than PFE and SFRD.
Contrasting the habits of their competitors, FGEX, WFEX, and BREX did purchase steel cars but in much smaller numbers compared to the other four. (See tables 9, 10, and 11.) Having said that, I hope we will see models of their steel cars eventually. As you may guess, given the idiosyncratic nature of the consortium's wood sheathed fleet, there are some interesting variations in their fleet as compared to the other steel reefers of the period. I will leave covering this fleet to another time.

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[3]**Regarding the Replacement roofs used on the Consortium's Fleet, or That @#$%^&*?!+ Roof**
As early as 1938, and a recent information has made me question that it may have appeared a year or two earlier, Fruit Growers Express and Western Fruit Express began replacing the roofs on most of the cars they owned. Many of the cars FGE acquired from other railroads and Armour, plus the cars they began building to their initial design in 1922 and the improved design of 1928 had roofs of “double board” construction, an old technology that did not stand up well to the wear and tear that was inevitable in railroading. Western Fruit had the same problems with the cars it had built and owned, including the examples built for them that copied the FGE design. The replacement roof they chose to rebuild their fleets with was all metal, albeit designed to be flexible, so that it stayed watertight despite the jostling it encountered. Many freight car researchers, who are also by and large modelers, have come to call this replacement a Hutchins roof.

One of the most knowledgeable of these people, Dennis Storzek, has challenged the notion that the replacement roof used on so many of the consortium's reefers should be called a "Hutchins" roof." He notes that while there were examples of Hutchins roofs without the stiffening rib pressed into the middle of each panel, as used on the consortium’s fleet, he has not discovered any examples that did not have the "dimples" pressed into the ends of the carline caps. The roof on the consortium's fleet does lack this dimple. Dennis goes onto to say that there were several metal roof products marketed in the 1930's that competed with the Hutchins Dry Lading roof and all of them lacked the dimple. Based on his research, Dennis believes that the roof was a Chicago Cleveland "Zenith" roof pictured in the 1931 *Car Builders Cyclopedia* among other places. Dennis says the information in the Cyc. "seems to indicate that this roof system was aimed at retrofitting cars with wood side plates, and as such would be perfect for conversion of the bulk of the FGEX/BREX/WFEX fleet." Based on Dennis' long-standing reputation as a researcher, I was prepared to refer to the roofs involved as the Zenith roof. However, since going in that direction, I have communicated with people that had an opportunity to examine roofs from inside a car and they say that the Hutchins name appears on the underside of the carline cap, what we erroneously sometimes call the roof rib. So I am stymied and confused, and probably will be until I have an opportunity to see for myself.

By 1938, all of the shorter reefers, the 36 and 38 footers, had either been moved from the FGEX roster to the National Car Company roster or scrapped. (Except that 25 thirty-six foot cars appear in 1944 for which there are no clues as yet.) These had come to FGEX from the various roads that helped to form it or joined it from 1920 and beyond. National was been formed primarily to serve the meat and poultry industry and the shorter cars were more suited to this service. I will not discuss the shorter cars in FGEX service but will mention them when I touch on National in the visual presentation. National is very hard to document because they had so many hand-me-downs, but enough photos exist to at least show the variety within their fleet.

This handout is meant to supplement a visual presentation and is limited by that function. It includes six sections that I hope will prove useful to modeler/historians. **Section I** draws comparisons and contrasts between and among the five major produce reefer entities and their fleets. This serves to put the FGEX/WFEX/BREX consortium into context and perspective. Admittedly, this is very general and possesses all the compromises and pitfalls of generalization. Moreover it is subjective. I will, of course, let you draw your own conclusions.

I make "Some Observations about the Wood Sheathed Fleet" in **Section II** to give an overall sense of what I am trying to cover. There are comparisons and contrasts drawn here too. **Section III** is a "Historical Timeline" showing through the significant dates and occurrences the evolution of the consortium that began as a single entity "Fruit Growers Express Company," and how it developed its partnerships with the Western Fruit Express and Burlington Refrigerator Express Companies, as well as the other railroads that became members of FGEX creating an entity that would span much of the United States both in loading and delivering fresh produce to the market. At the same time it becomes clear why the reefers of the consortium at once look so different and yet also have common elements.

Section IV: "Tables" offers eleven tables to break down information on the refrigerator cars in question in a variety of ways. Much of the information comes from *The Official Railway Equipment Register*, but view this information with caution in that they are not complete recapitulations of the ORERs. This is explained at the beginning of Section IV.

The main part of the presentation is **Section V: "The Consortium's Wood Sheathed Fleet by Underframe Design."** Rather than trying to trace the different car series by company ownership, 1 wanted to give the modeler/historian a simpler way to understand the complex diversity of the consortium's wood sheathed fleet. By ignoring the reporting marks, and focusing on the mechanical aspects of the cars, I think I have managed to make the fleet more accessible. In my opinion it also makes the history more interesting, and easier to follow and remember in the long run because it is simpler than trying to wade through car number series. For example, FGEX, WFEX, and BREX all had cars with truss rod underframes. I cover these as a group. Some underframe designs were unique to one or two of the consortium's members. These are easy to spot by this method. Conversely, trying to do this particular history by car series is a slippery slope, especially as it regards the FGEX cars. Many number series featured cars with different dimensions, which tell me there were probably cars that had a very different look to them. There is no documentation to let us know what these physical differences were. Another problem with the FGEX entries in the ORER is that steel sheathed cars are sometimes mixed in with wood sheathed. Short of information to differentiate where cars with different construction elements, I think my approach is less prone to errors. Included are modeling notes.

In **Section VI "Paint and Lettering Schemes,"** we again encounter enough similarities to reinforce the argument that the FGEX/WFEX/BREX produce reefers should be viewed as one fleet.

Let me say how much I have enjoyed preparing this presentation and hope it will stimulate your interest in this unappreciated fleet. I am especially interested in filling in the gaps about those FGEX series where their origins and significant features remain a mystery. If you come up with information, especially drawings or photographs, or copies of the employee magazine *Teamwork*, please let me know.

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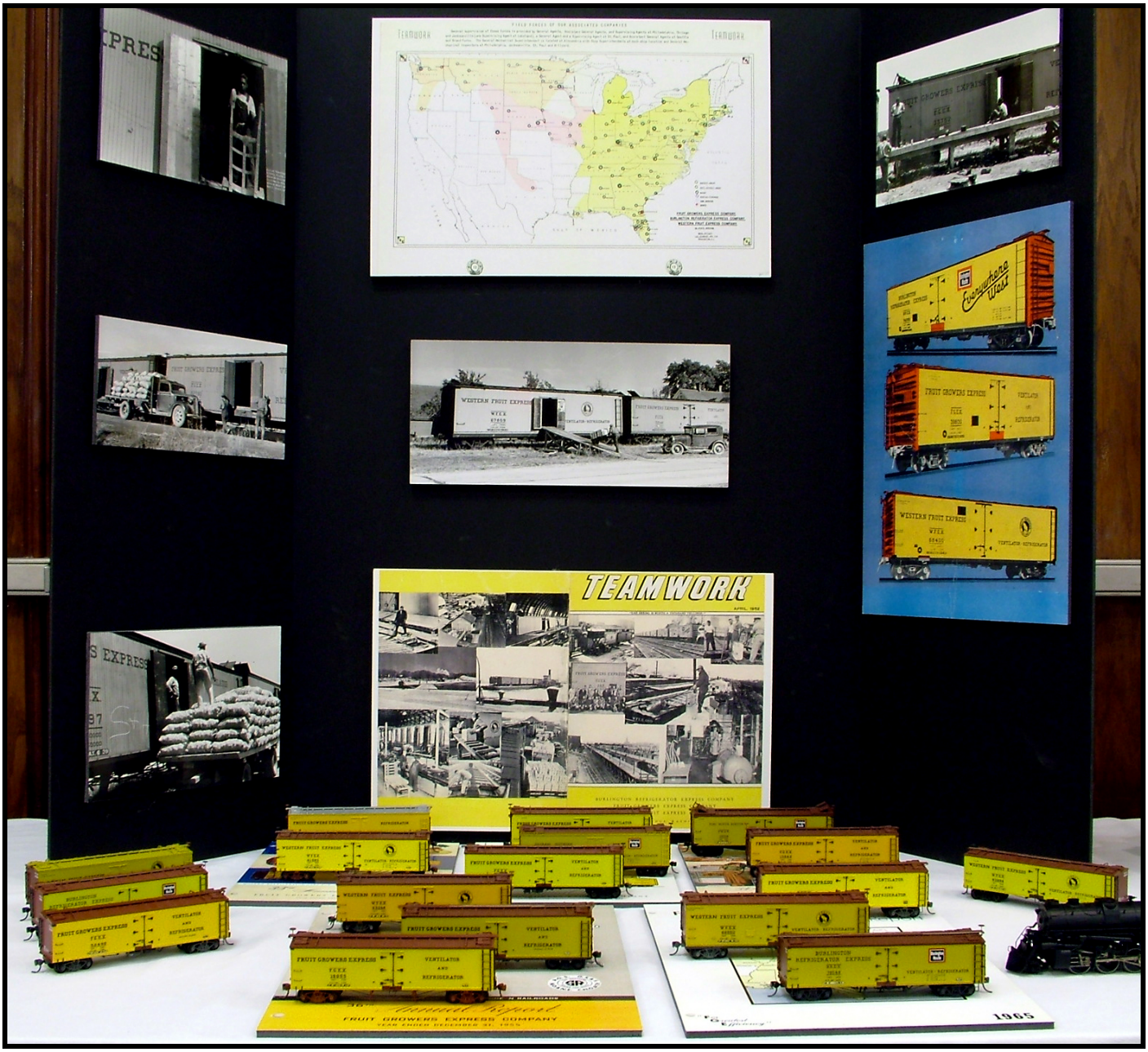


Bill Welch's "Our Companies" Display, 2005 Prototype Rails, Cocoa Beach, Florida.

Section I
Comparisons and Contrasts among Wood Sheathed Fleets of the Large Produce Reefer Entities

Merchants Despatch Transportation refrigerator cars at the South Water Street Illinois Central Railroad freight terminal, Chicago, Illinois, April 1943. (Jack Delano photo, Library of Congress, Prints & Photographs Division, FSA-OWI Collection, LC-DIG-fsac-1a34780 DLC)

PFE[1], SFRD, and MDT each featured two basic wood sheathed designs while ART featured one, especially if we consider the underframe as a major part of the design.

The FGEX/WFEX/BREX consortium featured about 7 or 8. This is due to the fact that so many different companies were involved. FGEX alone had over twenty companies that were part of its ownership, and seven different

[1] PFE did receive 89 cars with the AAR underframe, but this was a very minor class among the several thousands that had either the "Bettendorf or "Built-up" underframes.

underframe looks or designs, since many of its owners also contributed their reefer fleets. The consortium shared only one design among its three major entities, the wartime composite design with a welded underframe and plywood sheathing.

Of the five major produce reefer entities in the United States, only the FGEX/WFEX/BREX consortium featured cars with truss rod underfrarnes, albeit all rebuilt with steel center sills. By 1953, BREX would only have one example remaining on its roster, but WFEX still showed 275 in service and FGEX had at least 103 on its roster.

BREX, PFE & SFRD assigned class designations to cars, while the ART, MDT, FGEX and WFEX did not.

All five of the major fleets began to build steel reefers in the late thirties.

SFRD began to rebuild their 40-foot wood sheathed cars with steel superstructures until all of the existing wood sheathed cars were eventually rebuilt. PFE, ART, and MDT did not rebuild wood sheathed cars with steel sheathing on the sides. What each member of the FGEX/WFEX/BREX consortium did can only be said with mixed certainty at this time. It is certain that WFEX **did** rebuild some of their wood sheathed cars with a steel superstructure and that BREX **did not**. It is unclear regarding Fruit Growers cars.

In rebuilding their wood sheathed cars, ART and MDT generally made few if any changes to the superstructure. Some ART cars were rebuilt with paneled roofs from SRE, and apparently there are some photos of the ART cars rebuilt with Dreadnaught ends. This does not appear to have been a common change, especially in the 1940-1953 timeframe.

PFE made gradual improvements and changes as they rebuilt their wood sheathed fleet, from increasing the inside height to adding steel superframes, and state-of-the-art steel ends and paneled roofs from SRE.

The FGEX/WFEX/BREX consortium was less systematic than either PFE or SFRD. The most basic (and obvious) improvement was replacement of outside wood and XLA roofs with a Hutchins roof and the application of AB brakes. Where not present, brake steps were added. But there were exceptions to this. Based on photographs, the BREX's truss rod cars probably never received the Hutchins roofs, AB brakes, or brakes steps, while FGEX and WFEX examples did. Nor is it clear if the WFEX 54147-54291 series ever received new roofs. BREX's cars (including subsidiary CX and FWDX) with XLA roofs and hatch platforms in place lasted into the early fifties. The documentation on the WFEX's 49000 series with XLA roof and hatch platforms is incomplete, but most appear to have received all of the modern features. A partial view of a FGEX's 11001 series (ex-FEC) taken in 1953 shows the car with hatch platforms and outside metal roof still in place.

Members of the FGEX/WFEX/BREX consortium, with exception of the above mentioned WFEX steel rebuilds, never rebuilt its cars with steel ends. That is to say if the cars retained their wood sides, they also retained wood ends. Some were rebuilt to taller dimensions and taller doors, but others were not. Rebuilding often included a steel frame between the exterior sheathing and the interior sheathing, the evidence for which are riveted plates along the sill. But even into the mid-fifties, there are cars where the sills show no evidence of this, meaning some cars received wood frames when rebuilt.

All five fleets applied fans to a portion of their older cars as they were modernized.

As a percentage of their respective fleets, ART, PFE, SFRD, and MDT all had more steel cars during the time period covered than did the FGEX/WFEX/BREX consortium.

FGEX and WFEX built their last wood sheathed cars in 1946. The consortium would not resume buying steel cars until 1948.

In talking about the FGEX/WFEX/BREX consortium, it is hard not to use cautious and qualifying language. This can be very frustrating but company records do not exist and within the available photos there are many gaps. MDT seems to suffer the same problem regarding comprehensive records, but Roger Hinman is doing a good job of piecing together information on MDT. Good records exist for PFE, SFRD, and ART.

All of this interesting mix of history and details make things more complicated, challenging and interesting for people modeling the railroads and territories served by the FGEX/WFEX/BREX consortium.

The FGEX/WFEX/BREX consortium's fleet was the second largest refrigerator car entity in the United States. Arguably no other fleet of ice cooled produce reefers served production areas that were as geographically diverse and far-flung as did the FGEX/WFEX/BREX consortium: It loaded produce from Florida and Georgia to Oregon and Washington, from New York and Maryland to Colorado and Texas.

Sacks of potatoes await loading in FGEX 33526 at Elizabeth City, North Carolina, July 1940. (Jack Delano photo, Library of Congress, Prints & Photographs Division, FSA-OWI Collection, LC-USF33-20572-M1)

Section II
Some Observations about the Wood Sheathed Fleet

FGEX, WFEX, & BREX each featured truss rod underframe designs.

FGEX featured underframe designs similar, if not identical to early P.F.E. designs, i.e., "Bettendorf' & "Built-up."

FGEX, WFEX, & BREX (subsidiaries CX & FWDX included) each featured cars built with a heavy fishbelly type underframe.

FGEX, WFEX, & BREX (CX & FWDX included) featured designs with hatch platforms. At least in the case of FGEX and BREX, these were still present into the early fifties. It is unclear if the WFEX examples had completely eliminated the hatch platforms by this time.

FGEX, WFEX, & BREX featured designs with double board wood roofs, XLA outside metal roofs, Hutchins roofs, and SRE paneled roof designs.

With the single exception of the FWDX and CX cars numbered 20001-20100 and 50050-50249 respectively, all the participants assigned numbers to cars so as to avoid conflicts. These numbers conflicted with FGEX series already assigned.

FGEX and WFEX each received many new cars in the 1920's. Many of these were built in company shops on underframes purchased on the open market. These featured a FGEX designed straight underframe. These were built over a period of years with the design evolving, resulting in slightly different looking cars (see Section V for more details). Among the upgrades they would receive were the Hutchins steel roof that when applied to the cars resulted in the top of the ends being squared off. These same roofs were applied to many other reefers in the consortium's fleet, including BREX, CX, and FWDX, giving the fleets a family look. There were exceptions. The consortium also upgraded their cars with AB brakes, so that by the late 1940s, all except their oldest cars had been changed out.

With the best information available right now, it only can be said with certainty that Western Fruit alone rebuilt some of their wood sheathed with steel superstructures, i.e., steel sides, roof, and ends. It is also certain that BREX did not rebuild any of the wood cars on its roster with steel superstructures. Although there is no photographic evidence currently available showing any FGEX rebuilds, it could be that no one ever photographed them or it could be there were no rebuilds to be photographed. There is a case to be made either way and here are three reasons:

- It would have been unusual for WFEX and FGEX to diverge in such a way. Once WFEX became a partner with FGEX, they tended to do things similarly vis-a-vis upgrading their respective wood sheathed reefers. But divergence was not unprecedented between the two companies regarding the reefers on their respective rosters. For example Western Fruit did not designate any of their reefers to receive permanently installed internal decks, while Fruit Growers operated as many as 441 in 1951 that were so designated and outfitted. Nor did Western Fruit order any fifty foot freight refrigerators while Fruit Growers operated as many as 209 cars of this nominal length with roof mounted ice tanks, all received after the partnership was formed. The steel sheathing used on FGEX's early steel cars had a very different look than did that on the early WFEX steel cars. Additionally, there is diversity among the steel cars owned by FGEX and WFEX when one observes the small details of the cars, the side sills and door hinges being two examples. For that matter the steel cars owned by BREX look different also in many small ways.
- It would have been very unusual, if not unprecedented for National Car to own any *modern* cars that differed from its owner. There is a photo of an NX plug door reefer with a side sill very similar if not identical to the side

sill featured on the WFEX steel rebuilds which is unlikely to be confused with anything else, but is this a rebuilt car?

- No photos have surfaced of FGEX cars that are known to this writer with a side sill similar to that used by WFEX, or the NX plug door example.

Hopefully information will surface to clarify this.

FGEX, WFEX, & BREX had plywood sheathed cars of the same design, the only design they all shared. FGEX and WFEX built these as late as 1946.

In essence, each participant featured several designs unique to each, some that were similar, and only one pure design in common.

FGEX & WFEX cars rebuilt with steel frames coexisted with cars that were not rebuilt with such frames during the time period of this study.

Most series of WFEX and BREX cars are fairly well documented with photos.

Major gaps exist in documenting the FGEX fleet.

Section III
Historical Timeline

1919 The Armour Refrigerator Line is found to be unfairly competing by the Federal Trade Commission and is forced to break up its company. This is the conclusive event in a series of attacks on Armour by the railroads and the government. Henry Spencer, the Senior Vice President of the Southern Railway and the son of the Southern's first president, begins to promote the idea of a new reefer line for ACL, B&O, PRR and Southern.

March 18, 1920 Fruit Growers Express Company is incorporated in Delaware with its headquarters in Washington, DC. Although it continues the use of the name Armour gave to its produce reefer fleet, Fruit Growers Express, it is a new company and therefore uses the new reporting marks FGEX rather then FGE. (See Appendix II for the excerpt from the company's first annual report on how the company began.)

May 1, 1920 The new company takes possession of 4,279 cars from Armour, shops in Alexandria, Virginia and Jacksonville, Florida, icing platforms and stations, and 650 employees. Henry Spencer is the president.

December 7, 1920 C&EI's receiver sells its truss rod underframed cars to Fruit Growers. Ten more similar cars come from the Frisco Refrigerator Line to Fruit Growers. The later is unrelated to the SL-SF. Combined they add 971 truss rod underframe cars to the fleet in the 30000-31999 series.

Also by the end of 1920 the New Haven and N&W join Fruit Growers.

1921-22 The first design for a reefer to be built by the new company is created and production begins. The first 100 new cars (32000-32099), "of modem design, conforming to the recommendations of the L. S. Department of Agriculture as to the size of loading space, insulation, and refrigerator devices," the annual report states, are being constructed in the Company's shops at Potomac Yards, Virginia." In subsequent years, Fruit Growers (and later Western Fruit) will buy underframes on the open market and build the superstructure to these underframes in their shops.

Initially this work is done at the Alexandria and Indiana Harbor, Indiana shops, the later of which comes under lease to Fruit Growers from the PRR in 1922.

From this initial underframe design several derivations will evolve.

By 1922 Fruit Growers officials realize that there is a problem: The Company finds that their cars' usage is unbalanced, and that it is too tied to the Florida citrus and Georgia and South Carolina peach harvests. Only the importation of bananas from Central America through the ports of New Orleans, Charleston and others gives year-round shipments. The California market, once the stronghold of Armour, is dominated by PFE and SFRD.

July 18, 1923 The Great Northern Railway forms a new company, Western Fruit Express, for the purpose of pooling resources with Fruit Growers Express. The new company is headquartered in Washington and its president is also Henry Spencer. Operations commenced on September 1, 1923. Western Fruit brings over 3000 cars with their new WFEX reporting marks into the pool of cars to be operated as one fleet by the new partners, as well as shops in Hillyard, WA (Spokane) and Saint Paul, MN. The Western Fruit cars are numbered in series 40000 and above to insure there is no conflict with Fruit Growers' cars. The new operating entity will have 20,835 reefers at its disposal. The rushes of berries, fruit, and potatoes from the Northwest helps to balance car usage.

Also on this date, the Louisville & Nashville Railroad joins Fruit Growers and brings 1,362 cars of various designs and vintage with them. Most are 40-toot cars but there are 126 thirty-six foot cars included. They are put in the 20000-22549 series.

Oct. 1 1923 The Florida East Coast Railway joins Fruit Growers, bringing 175 nearly new reefers with heavy fishbelly underframes under lease to FGEX's roster to be numbered as 11001-11175.

During 1923, substantial improvements are made to the FGEX shops at Indiana Harbor and Jacksonville.

Oct. 1, 1924 The "handling of all perishable traffic originating on the Nashville, Chattanooga & St. Louis Railway was placed under the supervision" of FGEX, "which had heretofore handled only the fruit and vegetable business on that line" the annual report states.

In the same year a fully equipped car repair shop is constructed in Atlanta to properly maintain the large number of the refrigerator cars that move through that city and other gateways in the region. Machinery was installed at Indiana Harbor for the manufacturing of all forging used by Western Fruit and Fruit Growers.

1924-25 WFEX begins to receive new cars built by consortium's shops to the FGEX design. Rebuilding of the truss rod underframed cars built by GN, Armour, L&N and others begins with the addition of steel center sills and the rebuilt superstructures feature details that are similar to the new cars being built in the shops.

May 15, 1925 The Baltimore & Ohio Railroad transfers 1,612 cars to the FGEX's roster. The cars are a variety of lengths, designs and vintage, and are numbered in the 14000-16074 series.

May 1, 1926 The Burlington Refrigerator Express is incorporated and Chicago, Burlington & Quincy moves 2,659 refrigerator cars to the new company. It begins operations on June 1, and is headquartered in Washington under the presidency of Henry Spencer. The new company uses BREX as its reporting marks and the cars carry numbers 74000 and above to avoid conflicts with their two other partners. Another shop in Plattsmouth, Nebraska (Omaha) is added to the pool of resources. The new member furthers the balance of car usage, plus adding territory that includes a significant portion of the meat packing industry. Only the Pacific Fruit Express Company operates more refrigerator cars than does this consortium of companies.

On that same date the Pennsylvania Railroad Company sells FGEX 2,676 "RF" type 36-foot reefers, which had previously been under lease. On the same day a lease takes effect for FGEX to use 264 New York, New Haven & Hartford refrigerator cars.

Jan. l, 1927 The Chesapeake and Ohio railroad joins Fruit Growers and brings 49 cars to be numbered as 11301-11349.

Sept. 1, 1927 A nine-year service contract with the Norfolk Southern Railroad becomes effective.

1927 Modifications to the initial reefer design results in a beefier eight-inch side sill and a taller 12' 7" height to the eaves of the car. Fruit Growers and Western Fruit will build these in large numbers, but BREX will build no examples, having built 1,000 new reefers in 1922 and 1923.

Feb. 1928 National Car Company is formed as a subsidiary of Fruit Growers. Headquartered in Washington, DC, its main function is to serve the meat packers. Kahns, Rath, and Oscar Meyer are early customers. It will use cars of FGEX design, as well as cars inherited from the original members and new members, especially the shorter 36 and 38-foot cars, which are well suited to the meat trade.

1929 Two new series of cars appear on FGEX's roster, 11350-13057 featuring a "Bettendorf" type underframe and 13500-13999 featuring a PFE style "Built-up" underframe. This is neither the first time nor the last when a series of cars appears in the Fruit Growers ORER entry without any reference to their origin. The two series are notable in that we know what kind of underframe each featured.

Jan. 1, 1931 The New York, Ontario & Western joins Fruit Growers and brings two groups of cars, 46 thirty-six footers to be numbered as 9101-9150 and 240 forty footers to be numbered as 10400-10639. Also on this date, Fruit Growers purchased the cars previously leased from the NYNH&H.

June 1, 1932 FGEX purchases 3,244 "R7" type refrigerator cars from the Pennsylvania that had previously been under lease.

That same year BREX extends its services to subsidiaries Colorado Southern, Fort Worth and Denver City and Wichita Valley railroads. Colorado Southern and Fort Worth & Denver own refrigerator cars identical to BREX's 75000 series and use CX and FWDX respectively for their reporting marks. The cars are emblazoned with the "Burlington Route" herald. Unlike previous numbering of cars to avoid conflicts, the 200 CX cars are numbered 50050-50249 and FWDX uses 20001-20100 for its 100 cars. Conflicting with these, FGEX already has cars in its 20000-21849 and 50000-51999 series.

The consortium now loads produce and other commodities requiring protection in forty states! Every state east of the Mississippi River, with the exception of Maine, Vermont, and New Hampshire, is included in this total. Commodities requiring the protection of refrigeration, heating, or ventilation include such things as bleach, starch and ink.

The field operations for the consortium are divided into five major operating districts or territories with headquarters as follows:

- FGEX Southeastern, Northeastern, and Northwestern territories in Jacksonville, FL, Philadelphia, PA and Chicago, IL, respectively.
- WFEX territory in Saint Paul, MN
- BREX territory in Chicago, IL

A General Agent is in charge of each operating district, the BREX territory and the FGEX Northwestern District being combined under one General Agent.

On November 15, 1932, Fruit Growers enters into a service contract with the Virginian Railway Company to handle all perishable traffic on that line requiring refrigeration.

January 1, 1934 A similar contract with The Alton Railroad Company becomes effective.

1935 Frozen foods become available on a national scale to the public.

On November 1 of that year service contracts with the Atlanta & West Point Rail Road Company, The Western Railway of Alabama, and Georgia Railroad become effective.

Jan. 4. 1936 Through the newly incorporated Railway Refrigerator Realty Company, an eleven-story office building at 1101 Vermont Avenue in Washington, DC was purchased to house the headquarters offices for the Fruit Growers, Western Fruit, and Burlington Refrigerator Express Companies.

1936 There are 26,327 reefers in the FGEX/WFEX/BREX/NX fleet serving growers and producers in the South, East Coast, Northern Plains, Pacific Northwest, Texas and Colorado with shipments destined for the Atlantic Seaboard, the Northeast, and the Upper Midwest where the bulk of Americans live.

1937 The FGEX 10850-10999 series appears, a most unusual steel sheathed car (is this their first steel sheathed car"). The side sheathing is riveted with both vertical rows and two equally spaced horizontal rows, the pattern of rivets creating a matrix. These have 5-5-5 Murphy ends and a fishbelly center sill. Are they rebuilt from USRA 40 ton double sheathed boxcars?

All of the shorter 36 and 38 foot cars are gone from the FGEX roster by this time, although a small number will reappear in 1944 and are around as late as 1951.

Cars with FDEX reporting marks appear by this time. The cars are stenciled "Double Deck" on the car sides and have double decks permanently installed to handle loads that are easily crushed or are in consumer type packaging. The "DE" in the reporting marks denotes this decking. Cars under these reporting marks would eventually include at least two different types of wood sheathed cars and at least one type of steel sheathed car.

The Eighteenth Annual Report of the Fruit Growers Express Company dated December 31, 1937 names the Board of Directors for the Company. They are senior executives of the ACL, B&O, CofG, C&EI, FEC, L&N, NC&StL, NYNH&H, N&W, PRR, RF&P, SAL and Southern Railroads. The board has had this composition from its owner railroads before this date.

As early as 1938 Company shops begin to rebuild cars with a steel roof of Hutchins design. This becomes a signature of the consortium's fleet, as most cars will receive it. No fascia boards are required and the peaked ends are squared off at the top as a part of this application. AB brakes are being applied by this time.

Late in 1940 The Pere Marquette brings 125 reefers to the Fruit Growers Express roster to be numbered as 16100-16299. This *may* have been the last railroad to join and bring reefers with them. Six more cars are purchased from the Borden Company.

Also this same year Fruit Growers Express' first fifty-foot freight refrigerators appear in the *Official Railroad Equipment Register*. Although the numbers listed for these cars are 600-650, there are only ten cars with ten overhead tanks designed to hold crushed ice.

1942 Having begun to receive steel sheathed cars, the consortium finds that World War Two puts a temporary stop to this. Plywood is substituted and FGEX, WFEX, and BREX begin to receive their first deliveries. More would come over the next few years, with BREX's second batch substituting tongue and groove siding in place of the plywood. These cars would be among the first WFEX and BREX reefers to receive fans.

The FGEX Annual Report notes that while there is a 1.6% increase in cars loaded, there is a substantial increase in tonnage as refrigerator cars are loaded more heavily to move as much cargo as possible. This is because coastal shipping has stopped because of Nazi U-Boat attacks and trucks are either being diverted for other kinds of cargo or subject to gas rationing. Since the mid-thirties company annual reports have noted the inroads coastal shipping and trucking are having on the loading of produce. The war effort changes this trend for a few years.

1946 Fruit Growers Express adds more fifty foot wood sheathed reefers with overhead ice tanks: nineteen in the 775-799 series carrying FGEX reporting marks while 180 more are listed in two series numbered 4000-4174 and 4975-4999. These carry the new reporting marks FOBX, the "OB" denoting the presence of overhead bunkers.

1948 Western Fruit and Fruit Growers begin to rebuild the cars first built in the 1920's with taller doors and superstructure. The cars involved are those built with either six or eight inch side sills. The superstructure is further improved by the use of steel bracing between the outside and inside sheathing, which is evidenced externally by riveted steel plates along the side sills. All of these rebuilt reefers received adjustable grates suitable for stage icing. Other cars had also been receiving these previously. Many of these taller cars also receive fans. Other cars with the six or eight inch side sills will be rebuilt with the internal steel bracing without having their body or door height increased.

Western Fruit rebuilds some of their wood sheathed cars with steel sides and a paneled Murphy roof and improved Dreadnaught ends from Standard Railway Equipment. It is unknown presently if Fruit Growers also did this, but it is certain that BREX did not follow suit. This is one of the few examples when one of the consortium's members acted in such a unilateral fashion.

July 1, 1948 Henry B. Spencer, President of Fruit Growers Express Company since its organization in 1920, retired "at his own request," the company's Annual Report announced, John C. Rill, formerly Chief of Freight Transportation, The Pennsylvania Railroad Company, was elected President, Director and member of the Executive Committee to succeed Mr. Spencer, effective July I, 1948 it reported. He would, of course, also serve as president of both BREX and WFEX.

February 25, 1949 The consortium's first mechanically cooled cars are placed in service. They are fifty feet in length. No date is forecast, but the end of the "ice age" has begun.

In December of that year the employee magazine *Teamwork* premiers. It is intended to help bind together the people who work for Fruit Growers, Western Fruit, and Burlington Refrigerator; "Our Companies" the magazine calls the combination. Our Companies sprawls across much of the continental United States. It would be a challenge to help the employees feel connected.

1950 President John C. Rill reports that FGEX cars averaged 68.2 miles per day, WFEX averaged 70.6, and BREX averaged 73.8.

1951 FGEX's Indiana Harbor shops begin to build the consortium's first forty-foot reefers with a single sliding plug door on each side. In addition 141 mechanical reefers for FGEX are built and 1,017 wood sheathed cars are modernized and strengthened for WFEX and FGEX through application of the steel body bracing.

By this date FHIX and WHIX reporting marks begin to appear, the "HI" indicating Heavy Insulation.

Our Companies begin to use thermostatically controlled alcohol burning heaters in place of the traditional charcoal burners. The new devices provide more consistent temperatures.

Average miles per day are up from 1950: FGEX 70.9, WFEX 71.5 and BREX 76.5 miles per day on average.

1952 FGEX's Alexandria, VA shop begins to build forty-foot mechanical reefers. In addition, President Rill reports that expectations for delivery from builders are for 1,000 bunkerless steel refrigerator cars for FGEX, especially designed for shipments of canned goods and other commodities not usually handled under refrigeration but requiring protection against cold; 300 heavily insulated cars for WFEX; and 268 cars for BREX, of which 100 will have meat rails. These 1,568 new cars were ordered in 1951 and are all 40 foot 50-ton capacity cars.

By the end of the year, Our Companies will have built, authorized the building, or rebuilt and modernized 11,562 refrigerator cars since 1947 at a total cost of $86,500,000.

End of 1953 The FGEX/WFEX/BREX/NX fleet remains a predominately wood sheathed fleet with 20,463 cars of all construction types in service. Our Companies provide Transportation Protective Service - inspection, refrigeration, heat, and ventilation - and refrigerator cars for 75 railroads with 500 locations providing protective service facilities.

Florida migratory worker whose job is loading sacks of potatoes into the freight cars, Belcross, North Carolina, July 1940. (Jack Delano photo, Library of Congress, Prints & Photographs Division, FSA-OWI Collection, LC-USF33-20597-M3)

Section IV
Tables

A caveat in using these tables:

The tables in this section are for the convenience of the modeler/historian and for several reasons should not be considered the final authority. First and foremost they are transcribed from the *Official Railway Equipment Register* and there is the possibility of mistakes in transcribing the information. Although it goes without saying that there can be mistakes in the register, the ORER should be considered the more authoritative source.

Secondly, I have intentionally left some information out. There are many instances, especially in the entries for Fruit Growers Express and Western Fruit Express, where there are entries for a small number of cars in a series, one to five cars for example, that appear and then disappear. There are also many entries that contain a mixture of cars, which is clear because the cars involved have different dimensions in key measurements. The Fruit Growers' entries are especially complicated by these kinds of entries after about 1947-48. The Western Fruit entries suffer to a lesser extent from this problem. In looking at the dimensions in these mixed entries, it also is possible that they include a mixture of steel and wood sheathed cars, and it is impossible at this point to know which is which. Sometimes the entries say "All Steel" but there are entries that are not so identified that photographs disclose as being of steel construction. Because of the small number of cars so affected I thought it was better to leave these kinds of entries out entirely, as long as I made it clear that they are omitted. I do not think that these omissions diminish the value of the tables in understanding both in detail and in broad scope, the nature of this large fleet of cars. Again, the ORER should be considered the more authoritative source when seeking a higher degree of detail.

I have tried to highlight where I have made these compromises by using *"Known"* where information is left out or where the primary source materials are open to interpretation or are unclear in some way. As long as the tables are used with caution in mind, they will be valuable in comprehending the complexity of Our Companies' fleet and in drawing comparisons with the other four fleets of produce reefers.

Table 1
Origins and Key Features of Fruit Growers Express Wood Sheathed Reefers

Series	Origin and/or Underframe Design	Key Features/Improvements
10001-10239	Mystery - appears 1927	
10400-10639	Fishbelly, ex-NYO&W - come in 1931	Short 5' 5" height doors, Hutchins roof, grab irons in lieu of ladders.
11001-11175	Fishbelly, ex-FEC - come in 1923	A very partial view of one of these in a 1953 photo shows the original flexible outside metal roof and hatch platforms. A full width end sill and an easily spotted gusset plates connect and reinforce the connection of the lower ends and sides. The side sill is inset from the car side.
11201-11225	Mystery - appears 1927	
11301-11349	ex-C&O - come in 1927	The AC&F builder's photo reveals a car very similar to the first cars built by FGEX: i.e., straight underframe with no side sill visible and cross ties and bolster ends prominently visible. Four cross ties equally spaced between the bolsters, a double board roof and cast side frame trucks were part of its original look.
11350-13057	Bettendorf - appears 1929	Are these from 22000-22549?
13500-13999	Built-up - appears 1929	Are these from 22000-22549?
14000-14998	Truss Rod - ex-B&O come in 1925	Many if not all received Hutchins roofs
15000-15499	ex-B&O come in 1925	Mystery
15500-15999	Fishbelly - ex-B&O come in 1925	Very similar to the FEC cars in the 11001 series. No full width end sill is present however, and the gusset plate reinforcing the bottom corner connection of the sides and ends is a different shape. Only a builder photo exists so we do not know what these looked like in FGEX service and if they received the Hutchins roofs, or like the ex-FEC cars, kept their hatch platforms and outside flexible metal roofs.
16000-16074	ex-B&O come in 1925	Mystery
16100-16299	Bettendorf underframes, ex-PM - appears 1940	
16300-16489	Mystery	
16490-17099	Mystery - appears between 1943-1948 only	
18000-18099	Mystery - appears 1926	
18100-18899	Truss Rod - appears 1928	Many if not all received Hutchins roofs.
19000-19224	Truss Rod - appears 1927	Many if not all received Hutchins roofs.

Series	Origin and/or Underframe Design	Key Features/Improvements
19300-19699	Mystery - appears 1926	
20000-21849	Truss Rod, ex-L&N	Many if not all received Hutchins roofs.
22000-22549	Bettendorf & Built up, ex-L&N - appears 1923	
23000-25499	Mystery - appears 1924	
25500-25999	Mystery - appears 1924	
31000-31999	Truss Rod, ex-C&EI - appears 1924	Many if not all received Hutchins roofs.
32000 -32099	Mystery, probably straight - appears 1921-22	These are the first cars built by FGEX. Almost certainly received the standard improvements through the years.
32100-35999	FGEX 1921 or 1922 design	Originally featured double board roof, all rebuilt w/Hutchins roofs and AB brakes. Many upgraded with adjustable ice grates. Cars in this series equipped with Company Underframes 1, 2, and 3.
36000-37999	FGEX 1927 design	Originally featured double board roof, all rebuilt w/Hutchins roofs and AB brakes. Many upgraded with adjustable ice grates. Cars in this series equipped with Company Underframe 4.
38000-38499	Built in 1942, ‘44 and '46	Plywood sheathed w/Dreadnaught ends and Murphy paneled roof. These cars did not receive fans until late, but were equipped with adjustable ice grates. Company Underframe 5.
43500-46799	ex-PRR R7	Some rebuilt w/Hutchins roofs, others with taller hinged doors and some even with sliding plug doors!
47002-47999	Mystery	
50000-51999	FGEX 1927 design	Originally featured double board roof, all rebuilt w/Hutchins roofs and AB brakes. Some cars in this series have long grabs irons on the side of the car. They grab irons appear to be 24 inches in length. Many cars upgraded with adjustable ice grates.
52100-52999	Pennsy R7 style underframe, appears circa 1938	Typical FGEX superstructure, extra vertical & horizontal grab irons on the ends, ala Pennsy.
55000-56999		Rebuilds on 1922 underframe from the 32100-35999 series, these featured a taller superstructure, taller doors, and reinforcement of the side sills. All cars in this series had adjustable ice grates, and many received fans, which were applied only to wood sheathed cars by FGEX to their taller rebuilds.

Series	Origin and/or Underframe Design	Key Features/Improvements
57000-59999		Rebuilds on 1927 underframe from the 36000-37999 and probably the 50000-51999 also. These featured a taller superstructure, taller doors, and reinforcement of the side sills. All cars **in** this series had adjustable ice grates, and many received fans, which were applied only to wood sheathed cars by FGEX to their taller rebuilds.

Table 2
FGEX Series with No Photo Documentation

Number Series	1940	1942	1943	1944	1946	1947	1948	1951	1953
Appears 1940, but no quantity reported: FGEX's first 50 foot reefer									
600-650		10	10	10	10	10	10		
Appears 1927									
10001-10239	29	26	26	24	23	14	6	Gone	
NYO&W 250 cars on January 1, 1931 to FGEX numbered as									
10400-10639	165	153	153	151	103	81	39		Gone
FEC 175 cars On October 1, 1923 to FGEX numbered as									
11001-11175	173	171	170	162	159	158	158	86	57
Appears 1927									
11201-11225	23	22	21	21	21	21	20	9	4
C&O 49 cars on January 1, 1927 to FGEX numbered as									
11301-11349	49	48	48	46	45	45	45	35	23
B&O 1,612 cars on May 15, 1925 to FGEX #'s 14000-16074. 14000 series has photos									
15000-15499	428	308	305	278	186	143	55	5	Gone
15500-15999	464	338	336	298	225	174	88	11	Gone
16000-16074	69	53	53	53	28	12	5	Gone	
Appears 1940, but no quantity reported									
16100-16299		105	105	104	102	100	98	75	74
Appears 1941 or 42									
16300-16489 (499)		37	64	75	77	76	76	73	71
Appears 1943									
16490-17099			10	Not Listed	10	10	10	5	Gone
Appears 1926									
18000-18099	99	99	97	97	91	84	35	14	5
Appears as 18100-18899 in 1928									
18100-18799	629	623	623	618	580	541	383	141	58
Appears 1926									
19300-19699	290	288	286	287	254	244	157	28	6
L&N 1,364 cars on September 1, 1923 to FGEX numbered as									
22000-22549	321	302	332	344	258	209	112	12	Gone
Appears 1924									
23000-25499	173	139	135	132	107	80	35	7	Gone
25500-25999	202	157	154	155	126	110	65	11	Gone
Appears 192l?									
32000-32099	91	85	85		84	82	68	42	41
Appears 1944 – 36 foot cars!									
47002-47999				25	19	12	7	2	Gone
BREX									
76800-77204	59	31	31	30	17	6	3	Gone	

Number Series	1940	1942	1943	1944	1946	1947	1948	1951	1953
WFEX									
67847-67894	47	45	44	44	44	44	44	31	31
Series where more photos would be helpful									
Appears 1929									
11350-13057	330	296	299	297	296	290	151	34	20
Appears 1929									
13500-13999	130	134	138	151	156	156	111	22	8

Table 3
1920-1929 FGEX Totals for *Known* Wood Sheathed Cars

Series	1920	1921	1922	1923	1924	1925	1927	1928	1929
10001-10239 (36 ft)							236	235	197
11001-11175					175	175	175	175	175
11201-11225							25	25	25
11301-11346 (49)							46	46	46
11350-13057									24
13500-13999									4
14000-14998							640	638	635
15000-15499							475	474	469
15500-15999							482	482	477
16000-16074							73	73	71
18000-18099							99	99	99
18100-18199							97		
18100-18799 (69)								566	665
19000-19224							195	194	194
19300-19699 (603)							304	302	298
20000-20149 (Mix of 36 & 40 ft)				126	124	125	36 footers gone after 1927		
21000-21249				195	189	182			
21250-21849				521	512	496			
20000-21849							820	816	788
22000-22349				347	347	345			
22350-22549				175	173	172			
22000-22549							515	515	484
23000-29999			4212						
23000-24999				1296	1292	1284			
25000-25499				474	472	470			
23000-25499							1733	1723	1683
25500-25999				497	497	495	493	493	488
26000-29000 (999)				1898	1885	1876	1311	755	44
31000-31999			963	959	951	959	944	950	935
32000-32099			100	100	100	100	100	100	100
32100-35999 (899)				2899				3787	3775
32100-36087					3987	3783	3784		
36000-37025									789
40000-40370 (36 ft)			181	267	243	232	Gone		
40500-43208 (36/38 ft)			2708	2699	2690	2686	1890	982	236
43209-43308									96
43500-46349				2842	2838	2837	2830	2826	2818
43500-46799			2848						
50000-52676							664	1587	1994
Wood Totals			**11202**	**15295**	**16475**	**16218**	**17931**	**17843**	**18159**

Table 4
1930-1939 FGEX Totals for *Known* Wood Sheathed Cars

Series	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
9001-9049 (FDEX)							49	45	39	39
9050-9249 (FDEX)							200	199	199	197
9100-9150		48	(36 foot cars, probably moved to NX)							
10001-10239	193	48	37	37	37	37	37	37	37	36
10400-10639		240	238	234	231	226	222	219	219	201
11001-11175	175	175	175	175	175	175	175	174	174	174
11201-11225	25	24	24	24	24	24	24	24	24	23
11301-11346 (49)	46	46	46	49	49	49	49	49	49	49
11350-13057	133	241	315	352	354	356	356	358	358	352
13500-13999	14	21	31	45	71	80	113	124	125	130
14000-14998	635	628	623	622	622	621	623	618	619	613
15000-15499	465	459	454	452	447	444	443	439	439	433
15500-15999	476	472	471	471	471	471	470	468	467	465
16000-16074	71	71	71	71	70	70	70	69	69	69
18000-18099	99	99	99	99	99	99	99	99	99	99
18100-18799 (69)	665	663	662	661	648	646	640	635	635	631
19000-19224	194	194	194	194	193	194	195	192	192	191
19300-19699 (603)	296	294	294	294	294	291	292	289	289	289
20000-21849	804	800	799	794	794	795	794	787	772	737
22000-22549	513	511	511	510	490	475	442	401	383	349
23000-25499	1573	1459	1378	1288	881	585	386	261	237	196
25500-25999	478	470	460	446	412	393	364	289	257	220
26000-29000 (999)	7	Gone								
31000-31999	932	928	924	870	708	580	456	350	328	321
32000-32099	100	100	100	100	92	92	92	92	92	91
32100-35999 (899)	3774	3768	3754	3751	3740	3754	3749	3716	3728	3653
36000-37025	926									
36000-37128		1107								
36000-37892			1891							
36000-37900				1861	1672	1700	1748	1722	1722	1645
40500-43208	129	29	1	1	1	Gone				
43209-43308	92	87	62	11	7					
43500-46799	3261	3334	3101	2952	2370	1919	1367	1146	1145	1136
47000-47999										1
50000-52676	1991	1990								
50000-51999			1987	1985	1923	1898	1896	1894	1894	1857
52000-52000										5
52100-52149				5	18					
52150-52479				7	26					
52100-52799						339	352	417	341	279

Table 5
1940-1953 FGEX Totals for *Known* Wood Sheathed Cars

Series	1940	1941	1942	1943	1944	1946	1947	1948	1949	1951	1952	1953
10001-10239	29	26	26	26	24	23	14	6	2	Gone		
10400-10639		156	153	153	151	113	81	39	10	1	Gone	
11001-11175	173	172	171	170	166	159	158	158	105	86	63	57
11201-11225	23	22	22	21	21	21	21	20	11	9	8	9
11301-11346 (49)	49	48	48	48	46	45	45	45	38	35	35	34
11350-13057	330	298	298	299	297	296	290	151	59	34	24	20
13500-13999	130	129	135	138	151	156	156	111	41	22	10	8
14000-14998	622	616	614	614	608	591	546	393	244	117	62	31
15000-15499	428	340	308	305	278	186	143	55	28	5	Gone	
15500-15999	464	374	338	336	298	225	174	88	39	11	Gone	
16000-16074	69	54	53	53	53	28	12	5	1	Gone		
16100-16299		105	105	105	104	102	100	98	82	75	75	74
16300-16489 (99)	41		64	75	77	76	76	73	76	71	71	71
16490-17099						10	10	10	10	5	2	Gone
18000-18099	99	99	99	99	97	91	85	50	34	14	7	5
18100-18799 (69)	629	627	623	623	618	580	543	383	234	141	82	58
19000-19224	193	193	190	190	188	172	165	118	71	30	13	12
19300-19699	288	289	287	288	285	256	244	157	76	29	8	6
20000-21849	778	768	760	760	738	701	640	437	236	131	69	50
22000-22549	321	303	331	332	344	258	209	112	47	30		1
23000-25499	173	140	137	135	132	107	80	43	14	7		Gone
25500-25999	192	184	186	154	155	126	110	65	24	11		Gone
31000-31999	265	241	238	238	235	189	153	87	28	12	Gone	
32000-32099	91	87	85	85	85	84	82	68	50	42	41	41
32100-35999 (899)	3602	3525	3494	3495	3517	3465	3373	2795		1668	1657	1632
35900-35999							46		100	100	100	100
36000-37999	1604	1604	1607	1620	1881	1765	1705	1422	989	825	823	820
38000-38499			120	200								
38000-38199					197	197	197	196	195	188	190	188
38200-38449					66	88	246	246	245	245	245	245
38450-38499							50	50	49	48	48	48
43500-46799	1045	821	695	714	879	854	849	650	497	297	147	111
47000				1	1	1	1	1	1	1		Gone
47000-47999	1	1	1									
47001-47999				4	25	19	12					
47002-47999								7	2	2		Gone
50000-51999	1850	1845	1869	1879	1933	1857	1831	1609	1078	820	857	865
52000-52099?	5	5	5	3								
52000-52229									132	126		110

Series	1940	1941	1942	1943	1944	1946	1947	1948	1949	1951	1952	1953
52100-52999?	280											
52100-52679		193	193	215								
52100-52229					129	128	124	124				
52230-52679					411	408	407	406	411	411	362	347
52780-52999			5	5	5	3	3	3	3	3	3	3
55000-56999								438	1246	1511		1497
57000-58999								251	772	856	852	847
59000-59999								173	572	932	921	824

Table 6
Consortium Totals: Wood & Steel[1]

	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
NX	1701	1857	1905	1823	943	1068	1166	1171	1177	1122
BREX[2]	2009	2004	2039	2067	2051	2181	2090	1971	1793	1972
WFEX	7047	6940	6940	6973	6942	6724	6770	5937	5454	5544
FGEX	14363	13829	13802	13970	14752	14228	13899	12275	11525	11825
Totals	**25120**	**24630**	**24686**	**24838**	**24688**	**24201**	**23925**	**21354**	**19949**	**20463**

[1]Does not include the WFEX and BREX cars used in express service
[2]Includes CX and FWDX cars

Table 7
BREX, CX and FWDX Wood Sheathed Totals

Series	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
BREX 74400-74699	0		72	100	100	299	299	298	297	294
BREX 75000-75999	965	960	958	958	949	922	917	912	787	693
CX 50050-50249	199	199	199	199	198	198	196	195	158	143
FWDX 20001-20100	100	98	97	97	96	94	91	93	72	59
BREX 76800-77204	59	32	31	31	30	17	6	3	Gone	
BREX 78200-78699	415	415	412	412	409	383	311	202	17	
Totals	**1,738**	**1,704**	**1,769**	**1,797**	**1,782**	**1,913**	**1,820**	**1,703**	**1,331**	**1,190**

Table 8
WFEX Wood Sheathed Totals

Series	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
49000-49999	944	939	936	935	948	935	934	749	796	627
54147-54291	66	51	31	31	25	13	8	1	Gone	
60001-63910	3757	3675	3646	3602	3605	3418	3237	2438	846	275
65000-66349	1323	1319	1314	1308	1303	1279	1275	1252	677	668
66400-66499	0		59	100	99	98	98	98	97	97
66500-66624	0		0	0	34	62	125	123	123	123
67000-67846	841	840	843	838	834	825	824	814	553	548
67847-67894	47	47	45	44	44	44	44	44	31	31
71000-71034									35	35
72000-72054									54	53
72055-72179									125	125
73000-73044									43	39
73045-73084									40	39
73900-73999									100	100
Totals	**6,978**	**6,871**	**6,874**	**6,858**	**6,892**	**6,674**	**6,545**	**5,519**	**3,520**	**2,761**

Table 9
Known BREX Steel Reefers

Series	1937	1938	1939	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
80000-80009 (BRDX)										1	1		
74200-74399													197
74730-74999	156	270	270	270	270	269	269	268	268	268	267	262	262
76000-76249													250
76250-76349													100
Totals	**156**	**270**	**270**	**270**	**270**	**269**	**269**	**268**	**268**	**269**	**268**	**262**	**809**

FGEX 38894, Cuyahoga Falls, Ohio, October, 1965. (Ed Kirstatter photo B&ORRHS collection)

FGEX 39808, Willard, Ohio, December 29, 1964. (J.W. Barnard/Eileen Wofford Barnard photo, B&ORRHS collection)

Table 10
Known WFEX Steel Reefers

Series	1937	1938	1939	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
501-550	(WOBX)										50		
66625-66999											175	175	
67895-67944	50	50		49	49	47	47	47	47	47	50	43	43
68000-68399												397	392
68400-68649												250	248
68650-69101												450	447
69102-69999													391
70000-70289	(WHIX)												290
70290-70589	(WHIX)												
71035-71184	(steel rebuilds)											150	148
71185-71234	(steel rebuilds)											50	50
72180-72404	(steel rebuilds)											225	225
73085-73209	(steel rebuilds)											125	124
Totals	**50**	**50**		**49**	**49**	**47**	**47**	**47**	**47**	**47**	**275**	**1915**	**2583**

Table 11
Known FGEX Steel Reefers

Series	1937	1938	1939	1940	1941	1942	1943	1944	1946	1947	1948	1951	1953
100-109	(40 toot Mechanical)											10	10
209-249	(50 foot Mechanical)												41
250-259	(40 foot Mechanical)											10	10
260-299	(40 foot Mechanical)												40
340-399	(50 foot Mechanical)												60
600-699	(FOBX)												99
800-822												23	
828-899												46	4
900-999	(FHIX)											100	99
9250-9299	(FDEX)			34	50	48	48	48	48	48	48	48	48
9300-9499	(FDEX)											100	98
10850-10999		78		140	140	140	140	140	138	136	135	133	131
38500-38634											95	135	135
38635-38999												365	364
39000-39299												299	300
39300-39499												200	200
39500-39999												403	400
40000-40960	(FHIX)												957
52680-52799					100	100	100	100	99	99	99	97	96
Totals		**78**		**174**	**290**	**288**	**288**	**288**	**285**	**283**	**377**	**1969**	**3092**

Section V
Our Companies' Wood Sheathed Fleet by Underframe Design

The FGEX/WFEX/BREX's complexity requires finding a way to approach explaining its fleet that is logical and easily understood, yet perhaps defies the norm. For example one traditional approach would be chronological using the built dates, but in this case we do not know all of those dates, especially as regards the FGEX fleet. Another approach, lacking the consortium's use of any classification system would be to use the car series numbers in the *Official Railroad Equipment Register* (ORER), except that in the case of the FGEX, we have no idea what some of the car series looked like because the documentation either through photographs or drawing is incomplete. Complicating things further, some number series contained cars with different dimensions, appliances, and construction details. This was especially the case with the FGEX cars, and to a lesser extent with the WFEX cars.

If we were only studying BREX or WFEX, things would be simpler. Both were smaller and more orderly in the way they assigned cars to number series. The CB&Q did assign cars to classes and this seemed to persist when their reefers were assigned to the BREX. We even know or can find when most if not all of the cars for each fleet were built. It is FGEX that makes things difficult. There is little if any documentation on the Armour reefers that were a significant part of FGEX's early fleet. With the exception of the Pennsylvania Railroad, there is little if any documentation of the reefers that came from the various railroads that joined FGEX. And where documentation is available it is incomplete.

Although I do find the history of this fleet to be very interesting, my ultimate goal is to understand it so that I can build more accurate and interesting models that reflect its origins and shall we say, its quirky and diverse fleet of reefers. Especially as we consider the cars of the FGEX group, it is a hodgepodge of designs that were sometimes then grouped together in the same number series. Frankly, in this modeler/writer's mind, the traditional and more systematic approach has to be tossed out the window when we talk about this consortium's fleet.

I think you will find my approach logical, if not orthodox. I am going to study Our Companies' wood sheathed fleet by looking first at its underframe designs. This approach will be chronological in the sense that I will begin with the earliest technology and work forward. While this lacks the precision of using builder's dates, I think you will find it to be satisfying in terms of being systematic and logical in its own way. Also, I have found it to be simple and something I can understand and remember. It has been very helpful in understanding how to approach modeling the fleet, or at least a portion of it, and isn't that the goal for most of us?

First please take note. Totals for the cars of each design are in separate tables by number series. Further, in the case of FGEX. Table 1 attempts to explain, where known, the origins of the various car series featuring a particular underframe design. Again, incomplete documentation means that everything cannot be explained. Further, I acknowledge that I do take some license in labeling the underframe designs, for example using the term "built-up" which is traditionally been applied to PFE reefers. But the designs appear to be very similar if not identical and in some cases we are bereft of a more technical term to apply, so we use what seems familiar and in common use. Here goes.

Truss Rod Underframe

This design represents the oldest technology featured in Our Companies' fleet. All three of the principles featured cars with this type of underframe. National Car, a subsidiary of FGEX, often received cars of various designs from its parent, but insofar as can be documented with photos, it did not feature this design. Photos reveal that two styles of queen posts were featured in the designs owned by the consortium: a long angled post and a shorter straight post. Western Fruit and Fruit Growers had cars with both styles. Great Northern obviously used more than one builder for its cars. Fruit Growers built no cars with these underframes but absorbed cars from Armour, C&EI, L&N, B&O,

Frisco Refrigerator Line (not to be confused with the SL-SF) and possibly other railroads or companies with either or both styles of queen posts.

Long Angled Queen Posts
WFEX 60001-63910
FGEX 14000-14998; 18100-18899; 19000-19224; 20000-21849; 31000-31999
BREX 76800-77204; 78200-78699
Straight Queen Posts
WFEX 60001-63910
FGEX 19000-19224; 20000-21849

BREX 78548, model built from Sunshine Models kit #34.14, and WFEX 63248, model built from Sunshine Models kit #34.10. An upcoming issue of *Prototype Railroad Modeling* will have an article on modeling these cars.

Note that both styles were mingled together in the WFEX series and FGEX 20000-21849 series. Photographs are the

best authority when building a specific style. It is possible that the above Fruit Growers series featured a mixture of queen post types. This is another reason why studying these cars is something of a slippery slope. We can really only believe what we can see!

As built, these cars featured a double board roof with fascia boards used to trim it out on the sides and ends. They featured "K" brake systems when built and no brake wheel stand. They would be rebuilt starting in 1924 with steel center sills and FGEX and WFEX cars would have received cast side frame trucks prior to 1940, the BREX cars received Andrews trucks. Around 1940, the shops would begin to rebuild the FGEX and WFEX cars with a Hutchins steel roof and brake wheel stands were also added. This installation eliminated the fascia boards and the ends were changed to a straight top, creating the impression of a lid sitting on a box. The cars probably began to receive AB brakes about this time, but it is uncertain how long this change out took. Certainly the cars still on the roster after 1953 would have AB brakes.

There is no evidence that the BREX examples ever received the improved roof or AB brakes.

These truss rod cars lasted a long time, albeit in diminishing numbers, and modelers would make a mistake not to include some in a representative fleet.

Kits are available from Sunshine Models to model the FGEX and WFEX cars with each style queen post and to model the BREX's 78200-78699.

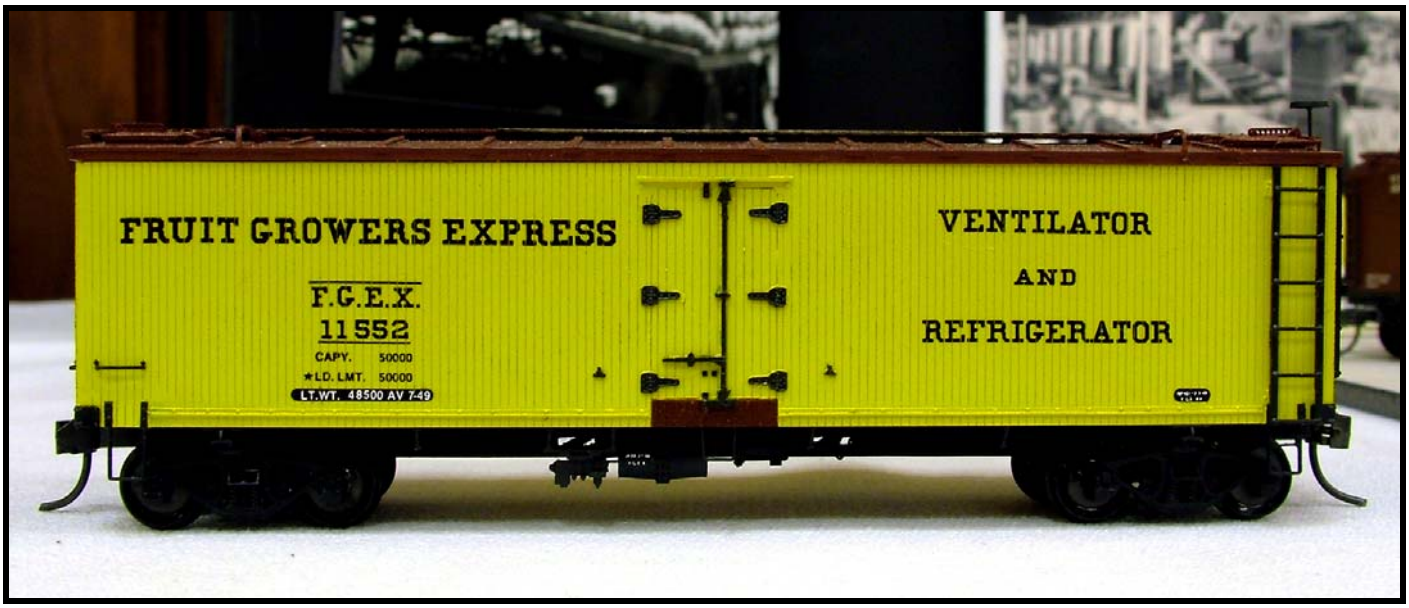
Bettendorf Underframe

This was an early Twentieth Century design with a cast center sill manufactured by the Bettendorf Company. The center sill was straight but tapered towards the floor as it attaches to the bolsters. The Harriman roads favored this design on their boxcars, which no doubt influenced the Pacific Fruit Express to use it when they began to build large numbers of reefers in 1917. There were four crossties on both sides of the sill with a pronounced "S" shape on the end of each one. A unique "T" shaped casting, a jacking pad, was visible at the bolster end location. The brake cylinder and levers hung under the center sill on the PFE examples, which is very apparent in photos.

Only FGEX featured cars with this underframe design. There were at a minimum two groups of cars, the initial group came when the Louisville & Nashville joined FGEX September 1, 1923. The other group of cars that can be documented with this underframe design came from the Pere Marquette in 1940. It is possible that Armour also built cars with this design. The few photos of cars in FGEX livery with this underframe show the brake cylinder mounted higher and slots in the center sill for the brake levers.

FGEX 22000-22549 These are the cars from the Louisville & Nashville. No in-service photos of these cars are known to exist.

FGEX 11350-13057 This series begins to appear in 1929 and increases in number gradually until 1938. They were 50,000-pound capacity cars. One photo of this series in revenue service and one in ice service shows cars with the Hutchins roof in place, while a photo taken after March, 1946 of #11509 in ice service shows a double board roof still in place. Where did these come from? Are they rebuilds from the ex-L&N 22000-22549 series or possibly some of the ex-PM cars or Armour? Or all three?



These cars are an easy kit-bash project using one of the Sunshine FGEX/WFEX truss rod kits with Bettendorf underframe parts from Red Caboose, Sunshine, or Westerfield PFE kits. The car featured a poling pocket and gusset casting that is available from Grandt Line in #5106 reefer hardware set.

Built-up Underframe

This underframe looks identical to a PFE design identified by the term "built-up," except that the ends of the bolsters have a different look. On the PFE cars the end of the bolster looks like a horizontal open rectangle. The center sill is fabricated or "built-up" from iron shapes that were riveted together. Its profile is relatively straight, like the Bettendorf, with a taper as it connects to the bolster. Again only FGEX featured this design, and the only group that can be documented came with the L&N. Again, Armour may have built cars with this underframe. The bolster end is more of a vertical rectangle capped with a piece of metal that is dished out on both sides.

FGEX 22000-22549 This is confusing since L&N also brought cars with the Bettendorf underframe when they joined that are a part of this number series.

FGEX 13500-13999 This series also begins to appear in 1929 and increases in number gradually until 1946. Where did these come from? Are they rebuilds from the ex-L&N 22000-22549 series or Armour? They have the typical features that cars received when FGEX began to rebuild the cars.

These cars are an easy kit-bash project using one of the Sunshine FGEX/WFEX truss rod kits with the "Built-up" underframe parts from *Tichy*, *Sunshine*, or *Westerfield* PFE kits.

Fishbelly Underframe

This is a deep center sill that tapers dramatically at each end. It was used on the USRA's reefer design that in turn heavily influenced the SFRD's designers. Other reefer designs were influenced by the SFRD's adoption. At least five different groups of forty-foot cars with this type of underframe are known to have made it into the FGEX/WFEX/BREX consortium's fleet.

FGEX 10400-10639 This group of 240 cars came to the company when the New York Ontario & Western joined in 1931. A photo of #10598 in ice service made sometime after 1947 shows a car with Hutchins roof in place and grab irons forming the ladders, very unusual within the fleet. An inset side sill is present as is a full width end sill. The cars are a relatively tall 12' 7" height to the eaves, which creates an interesting contrast because the doors are only 5' 5" high.

FGEX 11001-11175 When the Florida East Coast Railroad joined FGEX in October 1, 1923, they brought with them 175 reefers. The cars featured a flexible outside metal roof and hatch platforms. The side sill was inset from the wood sheathed side. There was a gusset plate that strengthened the joint at bottom corner of the ends and sides and an end sill the full width on the ends. A vertical brake wheel with a step was present. Other than one FEC builders photo, the only view of the car in FGEX livery is from 1953 and it is only a partial view - just enough to identify it as a FGEX car. The spotting feature was the gusset plate, what could be seen of the roof and hatch platform, the inset side sill, and most importantly the distinctive font used to stencil the company's rolling stock. The car clearly retained its outside metal roof and hatch platforms. With just this little information to go on, I believe that with work, the Accurail reefer kit can be used to model this series. With the hatch platforms, outside metal roof, and fishbelly center sill, this would be a very distinctive car in FGEX stenciling. The cars in FGEX service had 75,000-pound capacity, and initially rode on Andrews trucks. It is unknown if they kept these trucks.

FGEX 15500-15999 Almost identical to the FEC's contribution, these cars were built in 1921 and came on May 15, 1925 when the Baltimore and Ohio assigned their reefers to FGEX. One noticeable difference from the FEC's cars is the gusset plate that has a different shape. The only photo known to exist shows the "A" end, so it is unknown if a

brake step was present. The cars had 75,000-pound capacity.

BREX 75535, Accurail model upgraded with free-standing grab irons and ladders, A-Line sill steps (heated, straightened, and rebent to a more prototypical width and sharper corners), and Accurail Andrews trucks. The underframe has been modified to move the trucks nearer the ends of the car. See *Prototype Railroad Modeling Volume One* for construction details of this model.

BREX 75000-75999 (CX 50050-50249, FWDX 20001-20100) The CB&Q purchased 1000 of these cars while subsidiaries Colorado Southern purchased 200 and Fort Worth & Denver acquired 100. When the Burlington formed BREX, these cars became another example within the consortium of the fishbelly design. Obviously influenced by the USRA design, they were very similar to the above examples as built, with the same roof and hatch platforms, but they did not have brake steps nor did they have full width end sills. There was a distinctive gusset used to connect and strengthen the bottom corners of the end and side joint.

The cars were equipped with Andrews trucks when arch bar trucks fell into disfavor. The cars had 75,000-pound capacity. These cars began to be rebuilt slowly in the late forties with the signature Hutchins roof used by the consortium. But numerous photos exist documenting how slow the rebuilding went, as many photos are in circulation with all three reporting marks showing the outside metal roof, fascia boards, and hatch platforms in place.

The *Accurail* kit can be used to model the older style. The ends need to be removed and a replacement with a peaked top created and the roof needs to be sanded down so that the necessary details can be added to it. Because reefers with the outside metal roof and hatch platforms would stand in such clear contrast with the more common Hutchins roof, this kitbash is worth the effort.

Whether modeling cars with the original roof or with the Hutchins roof, the underframe needs to be changed to move the bolsters nearer the car end. The *Accurail* kit has the stirrup steps attached to the side sill, but in fact they were attached under the side sheathing.

WFEX 54147-54291 These were cars built by the American Car and Foundry in 1920 and had all the features of ACF's standard reefer of the period, mainly a double board roof and fishbelly center sill. They were purchased from Union Refrigerator before the creation of WFEX, and 144 were on the roster at this creation in 1923. The cars had a capacity of 50,000 pounds. Despite their heavy underframes, this car series dwindled in number fairly quickly. Only 13 survived World War II and only one was on the roster in 1948. Their demise stands in contrast to similar cars on

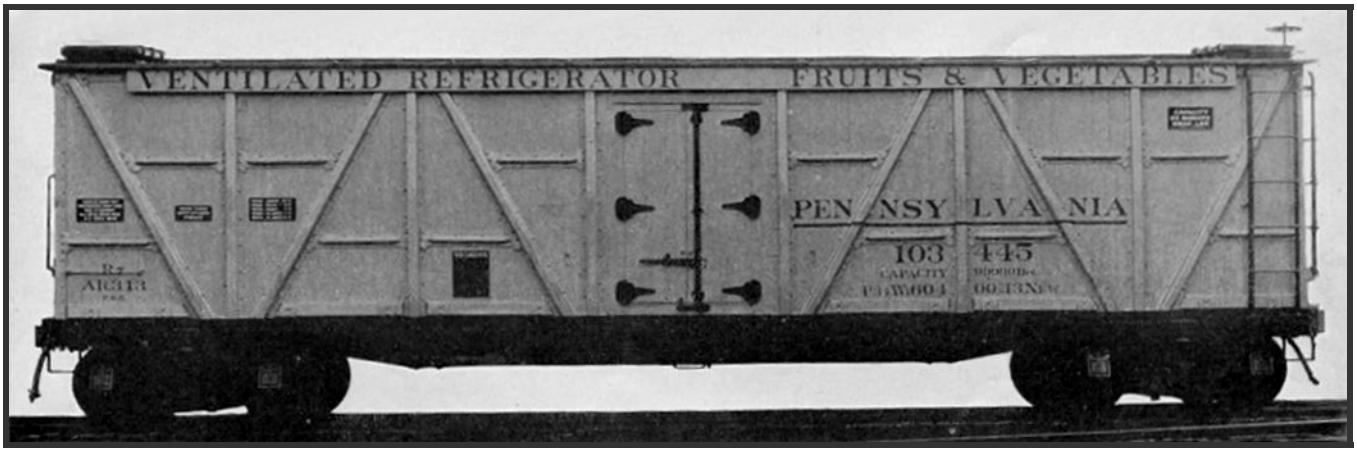
the FGEX and BREX rosters with fish belly underframes and in even further contrast, the truss rod numbers held up well over the same time span. No in-service photos are in circulation to tell us if these cars received the Hutchins roof or the other improvements. Al Westerfield's *Golden Age Line* #6002 models this car.

FOBX 4000-4173 The only wood sheathed freight refrigerator cars built new by FGEX with a fishbelly underframe were a nominal fifty feet in length. They were cars built after W.W.II and featured plywood sheathing, Dreadnaught steel ends, and overhead ice bunkers filled from ten roof hatches. The "OB" in the reporting marks refers to the presence of overhead bunkers. Heavily insulated, they also featured permanently installed heaters. They were so wide that ladders, grab irons, and door hardware were recessed into the sides of the car. They cannot be mistaken for anything else.

Pennsylvania Railroad X23/R7 Style Underframe

An early contributor to the Fruit Growers Express fleet, the Pennsylvania sent several thousand cars of two designs. Many were the 36-foot RF class (not covered because they were gone by 1940). The other cars were the single sheathed R7 reefer class based on the railroad's X23 boxcar design. The hat section bracing was arranged, it has been said, to act as a cantilever. The design was never repeated and is unlikely to be mistaken for anything else.

The underframe could also be called a fishbelly design, but it is so clearly a Pennsy design that it deserves separate consideration. Most underframe designs locate the cross bearers near the door opening. The Pennsylvania Railroad did not. Even on house cars built into the steel sheathed era the Pennsy would locate the cross bearers between the door opening and the bolsters. This is very evident on these underframes where the cross bearers connect to the center sill just as it begins to taper down to connect at the bolster. The cross bearers are comparatively heavy.



PRR 103445, Class R7, built March 1913. (PRR builder's photo from *Modern Cars & Locomotives*, 1926, courtesy Rob Schoenberg)

FGEX 43500-46799 These sturdy cars served FGEX (and NX) for many years. By 1940 these cars had already been rebuilt. The PRR lap seam roof, a poor leak prone design was replaced with the Hutchins roof in two ways. One was the standard full-length roof as applied to other cars in the fleet except that peaked ends were retained. On other cars only the portion of the roof between the ice hatches was replaced with the Hutchins. AB brakes were the norm in later years. Some were rebuilt with taller hinged doors and some in NX service even received sliding plug doors. The "hat section" bracing used on the exterior truss or bracing was subject to rusting out at the bottom where trapped moisture would collect. These were repaired with metal "booties" that covered the rusted area. Depending on which shop rebuilt these cars, two styles of ladders can be identified: a full length 6 rung ladder or a shorter 5 rung ladder with a drop grab iron used as the bottom rung. These cars had a capacity of 90,000 pounds.

Any of us interested in FGEX eagerly await this kit from the *Westerfield Golden Age Line*.

FGEX 52100-52999 Fruit Growers may have been the ultimate scrounger in its industry, given the diverse look of their fleet. A look at the ORER's prior to World War Two show several examples of a series of cars simply appearing with no purchases or new railroads joining to explain their presence. The previously mentioned 11350-13057 and 13500-13999 series are examples of this where photo documentation exists. The other prime example with good photo documentation were cars with what is obviously a typical FGEX/WFEX/BREX style body (i.e., double sheathed sides and ends, Hutchins roof, and wood hatches and the unique curved metal hatch rest on the roof) sitting on the underfrarne of what is clearly the same underframe design used for the Pennsy's X23, X24, X25 boxcars and R7 reefer. These were in the 52100 series that began to appear as early as 1937 and would grow through 1944. Another distinguishing feature were two extra grab irons on each end, one placed vertically about halfway up on the right side of the end and the other horizontally mounted approximately in the middle of the end. Interestingly, the Pennsy's X23, X24, X25, and R7 all had similarly placed grabs. The end sill juts out in a pronounced way that is particularly noticeable when the typical FGEX superstructure is attached. The cars with this underframe had a 90,000-pound capacity load weight.

FDEX 9001-9049, 9050-9249 Two series with four hinges on each door and stenciled "Double Deck" appeared as early as 1936. Photos show other types of cars in the 9050-9249 series however, so the total number of cars in this configuration is unknown. NX also had these cars with this Pennsy type underframe assigned to it.

In all likelihood, these underframes came from Pennsy R7's that had been scrapped out by FGEX. But why did FGEX use the Pennsy hand grab arrangement on the ends? It is one of those odd mysteries that make studying the fleet interesting and frustrating.

These cars can be modeled using one of Sunshine's 1927 FGEX kits with the underframe and end parts from a Westerfield X25 kit. The Westerfield ends are necessary because they have the end sill casting that was retained when the cars were changed by FGEX. The side sill needs to be removed from the Sunshine sides and a new sill fabricated.

The "Company Underframe": the Straight Center Sill Designs

In his first Fruit Growers Express Annual Report, Company President Spencer noted that negotiations were underway to finance the construction of 2000 new refrigerator cars. It was clear to the Fruit Growers Express executives that they would have to build new cars because many of the cars that had already come to them, or would be coming as new railroads joined either were already out-dated or soon would be, were too small in capacity, or were too small in number to meet the demand the new company rightly anticipated. The need for new cars came at a time when there was much experimentation in car building as mechanical engineers tried to define what the best design would be. This was particularly true concerning the underframes of house cars.

The mechanical department of FGEX decided to use a riveted straight center sill for their first design. Every one of the thousands of forty-foot ice cooled reefers they would build in the years that followed would have a straight underframe, as would the forty-foot cars built by WFEX and BREX once they joined the consortium. Another way to say this is that although FGEX, WFEX and BREX would rebuild older cars with a variety of underframes, once they were formed, they would never build new 40-foot cars with anything but a straight underframe.

By the mid 1930's certainly, as older cars were scrapped, cars with the straight underframe would dominate the cars owned by FGEX and WFEX. However, because BREX owned proportionally so many cars with the fishbelly underframe, it would take much longer for the straight underframe to dominate its roster.

Typically the consortium would buy underframes on the open market and then build the wood superstructures in the consortium's shops. There would be subtle differences however, in what I will call these Company Underframes, that is if one considers the side sill or lack of an apparent side sill, to be part of the underframe design. These differences are detailed below.

The superstructures applied to these slightly different underfrarnes would share several characteristics when they were built: the sides and ends were wood sheathed covering a wood frame, with a double board roof, fascia boards on the sides and ends, staff brake wheels, and K brake systems. How the car bodies varied from each other is detailed below, as well as the major improvements made to the cars as they were rebuilt and new technologies were introduced.

***Company Underframe 1:* Riveted with no side sill apparent or visible**

This underframe shows no signs of a side sill, which in this case means that the sill is present but covered by the sheathing. A basic look was established with the earliest company underframe in that there were four crossties equally spaced between the bolsters. With this design the crossties are highly visible as are the ends of the bolsters. These cars were part of the FGEX 32100-35999 and WFEX 65000-66349 series.

In 1927 the Chesapeake & Ohio Railroad became part of the Fruit Growers and brought with them a small group of reefers built by AC&F. These were numbered 11301-11349. They are very similar, if not identical to the FGEX and WFEX cars with the Company Underframe 1 design.

The car body or superstructure of these cars is very similar to that applied to the cars with truss rod, Bettendorf, and built up underfrarnes when they were rebuilt and improved. The *Sunshine* truss rod kits can be used to model these cars.

FGEX 32000-32099 These were the initial cars built by the new Fruit Growers Express Company. Unfortunately, I have no photographs to show you what these looked like but they did have a straight center sill, based on drawings known to exist. The cars had an interior height of 6' 9-3/4" and a height to eaves of 12' 1-9/16". They had a capacity of 1860 Cubic feet between the ice bunkers and a capacity for 75,000 pounds of ice and cargo. I strongly believe they were Company Underframe 1 design cars.

***Company Underframe 2:* Riveted with a four inch side sill**

With this underframe a side sill is visible. All subsequent designs will have this, but the side sill will change in size. The initial design has a sill that is four inches, leaving four inches of the crossties and bolster ends exposed. This is a relatively rare underframe, and it is unknown if Western Fruit had any cars with this underframe. They were also a part of the FGEX 32100-35999 series. National also featured cars with this underframe.

***Company Underframe 3:* Riveted with a six inch side sill**

This underframe featured a six-inch side sill and would be a dominant group of reefers on both the FGEX and WFEX rosters. The sill would leave two inches of the crossties and bolsters visible. These cars were also a part of the FGEX 32100-35999 and WFEX 65000-66349 series. By now you will notice that these two series of cars have within them respectively three and two different underframe types. *Sunshine* makes a kit to model these cars.

FGEX 32490, model built from Sunshine Models kit #34.1.

FGEX 32100-35999 Although never filled to the 3,899 cars allocated to this series, it did number 3,787 cars at its peak, the largest number of any series owned by FGEX. The cars had an interior height of 6' 10-1/4" and a height to the eaves of 12' 1-9/16". They had a capacity of 1872 cubic between the ice bunkers and a capacity of 75,000 pounds. In later years caution should be used in looking at the cars in this series because taller cars would begin to be mixed in. Cars of this type in WFEX service were in the 65000-66349 series.

Cars with this underframe design were also assigned to National Car.

Company Underframe 4: ***Riveted with an eight inch side sill***

In 1928 the final riveted underframe design for new wood sheathed cars would appear. With it a slightly taller car body was introduced. The new underframe introduced an eight inch side sill while the superstructure would be six inches taller. This heavier side sill now obscured the underframe parts visible in the earlier designs. Both FGEX and WFEX built these cars in large numbers. As with the previous Company Underframes, BREX would build no examples with this underframe. With the exception of the increased height, the superstructure was the same as that which was attached to the earlier Company Underframes. *Sunshine* makes a kit to model these cars.

FGEX 36000-37999 & 50000-51999 The cars had an interior height of 7' 3-1/4" and a height to the eaves of 12' 7-3/16". They had a capacity of 2013 cubic feet between the ice bunkers. The 36000-37999 series had a capacity of 75,000 pounds, while the 50000-51999 series was rated at 90,000 pounds. WFEX had these cars in their 67000-67846 series, which they said had a height to the eaves of 12' 8".

FGEX 36429, model built from Sunshine Models kit #34.2 and modified with diagonal sheathing straps.

WFEX 49000-49999 series One series of cars in the WFEX fleet is of special note since it was rebuilt with an underframe very similar if not identical to the Company Underframe 4. Originally built with a truss rod underframe and especially designed for egg, fish and berry basket loading[1], these cars were rebuilt with a straight underframe with eight-inch side sills. These cars retained an outside metal roof with hatch platforms into the 1940's, but would eventually receive the typical Hutchins roof after World War II. Even with their new roofs, they retained three straps to reinforce the end and side joint. Because they were purpose built, they were 8 feet 10 1/2 inches wide inside, about six to seven inches wider than other WFEX cars.

Cars with this underframe design were also assigned to National Car.

Initial Improvements Circa 1938

All of the cars with Company Underframes 1 through 4 would begin to have the same improvements applied to them as early as 1938 that were being applied to the cars of earlier vintage. Again, these were the Hutchins roofs and AB brake systems. Unlike the older cars however, these Company Underframe cars would receive mechanical advancements like equipment for stage icing, and would be so stenciled. After World War II, as we will see, some would receive further upgrades as they were rebuilt.

[1] *Mainline Modeler*, April 1996, page 43.

Company Underframe 5: ***Welded with an eight inch side sill***

As early as 1937, Our Companies had begun to acquire steel cars of a design typical of the era. But by the time they were ready to buy more, the Second World War had begun and steel production was oriented towards meeting the needs of the war effort. A compromise was possible however: build a car using wood for much of the critical structure, metal for items like the roof and ends, and design the car so that when the cars needed to be rebuilt, it will be easy to substitute steel. That is what the consortium did and began to build cars at the Indiana Harbor and Plattsmouth shops with Dreadnaught ends, a Murphy paneled roof, and plywood sheathing on the sides. Wood running boards were applied. A steel frame was between the external and interior sheathing. Cars were built for all three companies in 1942, and these cars are the only wood sheathed design that all three companies had in common. FGEX and WFEX would buy more in 1944 and 1946, while BREX would alter the design slightly by substituting tongue and grove sheathing for the plywood when they purchased more cars in 1944.

The underframe used on these cars was almost identical to Company Underframe 4, except that it was welded. This might seem of little consequence for the modeler since the underframe is hidden in the shadows under the car, but the side sill was also welded to the crossties and bolsters resulting in a side sill with no rivets. This is the difference we would see from all prior company underframes where the rivets connecting the crossties and bolsters to the side sills are clearly evident.

These cars featured the typical modern appliances of the time; cast sideframe trucks, AB brakes, vertical power hand brakes, and stage icing grates. Their only other remarkable feature aside from their sheathing was the ice hatches - a steel diamond tread plate material was used to form the covers. Their capacity was 75,000 pounds. Although these cars were built in wartime, they are not "war emergency" designs as there was no official design for reefers.

This group of cars would be the only forty-foot wood sheathed reefers built new by Our Companies with steel roofs and the only such example to have steel ends also. They were also the last forty-foot wood sheathed cars built by the consortium's members. The WFEX and BREX cars would soon acquire fans (the WFEX 1942 delivery) or would be built with them (the 1942 and 1944 BREX and 1944 and 1946 WFEX deliveries). None of the Fruit Growers examples would receive fans until much later than the scope of this presentation. One car, BREX 74698, was built with steel sheathing.[2] Recent photo discoveries also show that some cars in the FGEX 38200-38449 were built as all-steel cars.

[2] *Burlington Bulletin;* Second Quarter, 1984; page 47.

FGEX 38252, Willard, Ohio, December 29, 1964. (Julian Barnard/Eileen Wofford Barnard photo, B&ORRHS collection)

Hopefully time will reveal more information about these cars and how many in the series were wood sheathed and how many were all steel:

FGEX 38000-38199, 38200-38449, 38450-38499
BREX 74400-74697; WFEX 66400-66499, 66500-66624

WFEX 66552, model built from Sunshine Models kit #34.3.

Post War Rebuilding and Improvements Circa 1947-48

American railroads were taxed severely during World War II as new car purchases had to be delayed while maintenance and improvements to older cars had to be deferred. Our Companies were not exempt from these pressures and it was only by 1947 that major purchases and improvements would be possible. In addition to all three principles buying new steel reefers, WFEX and FGEX would begin to rebuild many of their cars equipped with Company Underframes 3 and 4, those with six and eight inch side sill respectively.

Improvements to these cars would include taller car bodies and doors, steel framing between the exterior and interior sheathing evidenced by riveted steel plated along the side sills, adjustable ice grates, and fans. The fans were not applied to all the cars. Other improvements included were steel running boards and when power hand brakes were applied, steel brake steps were added. It does not appear that these kinds of improvements were systematically applied; however, as many reefers served on with wood running boards and vertical brake wheels.

Each company renumbered these newly improved cars. Fruit Growers renumbered cars with the 6-inch sill into the 55000-56999 series and those with the eight-inch sill into 57000-59999 series. For Western Fruit it was more complicated. Their taller rebuilds were mixed into 65000-66349, 67000-67846, and 71000-73999 series. The last series intermixed steel rebuilds with wood sheathed rebuilds. This intermixing is broken down by series in tables 8 and 10. From photos it appears that only WFEX cars with the six-inch side sill were rebuilt with steel, but both were rebuilt with wood.

FGEX 56212, Willard, Ohio, December 29, 1964. (Julian Barnard/Eileen Wofford Barnard photo, B&ORRHS collection)

Section VI
Paint & Lettering Schemes

Again because no company archive survives, there is no record to quote as to what Our Companies' paint and stenciling standards were. But enough photos are in circulation that observations can be made that while not precise, are adequate for the needs of most. I acknowledge however that the lack of precision is frustrating.

Having photos to refer to would be very helpful because there are examples where there are variances from what appear to be the apparent standards for certain time periods.

Here too we limit ourselves to the years 1940 through 1953 when the standards as interpreted from photos reflect three different schemes.

FGEX 19005, model built from Sunshine Models kit #34.9 illustrating Scheme One.

Scheme One: Pre-1940 to approximately late 1949-early 1951

Paint

During this period, the wood sides of the cars were painted yellow. Acknowledging the limitations of the accuracy of color film, surviving color photos show this yellow to have some orange or red in it. Modeler s would therefore want to start with reefer yellow and add a small amount of reefer orange and/or boxcar car red. I use a little of both.
The metal parts attached to the sides were painted black. This included the grab irons, ladders, and the door hinges, latches and other hardware used to keep the doors open. When placard boards were fixed to the sides as they sometimes were, the boards were painted either yellow or black. Yellow appears to be most common. The round or square plates around the fan shafts also appeared in yellow or black. Photos should be used to verify for particular cars.

From 1940 through 1953 the ends would have always been a freight car red. This appears to have been a reddish brown hue. The same color was used to paint the kick boards under the doors.

The color of the metal hardware on the car ends is harder to say with certainty. The B&O Museum has painted both of their FGEX reefers with black hardware. In most photos where the ends is in full view or not in the shade, the

ladders and grab irons appear to be the same color as the ends. Builder's photos of the wartime built plywood-sheathed cars clearly show the hardware to be the same color as the end.

The standard color for the side sills, stirrup steps, trucks, and underframe was black. Photos do exist in a very well annotated private collection, most taken in 1947 or 1948, where the notes indicate both a WFEX car and a FGEX car with red underframe and trucks. These were both equipped with a truss rod underframe.

During this time, everything on the roof was painted the same freight car red as the ends. Where there was a fascia board, as there was on the FGEX, BREX, CX, and FWDX reefers that retained the outside metal roof and hatch platforms, it was painted freight car red also.

Stenciling

The consortium used a distinctive lettering style called *Optic* to stencil in black the company names, reporting marks, and car numbers on the side to the left of the doors and the words "Ventilator and Refrigerator" (FGEX and NX) or "Ventilator-Refrigerator" (WFEX and BREX) on the side to the right of the door. This style can best be described a block like with facets. The reporting marks and car numbers appeared in white on the car ends in *Optic* also.

Fruit Growers Express had no corporate logo or herald which is why I think, and pardon the pun, the company has gone *unheralded* when in many ways, given the way it was formed, its different owners, and a roster of cars that is complicated and fascinating, makes it worthy of more visibility. Without a herald on its reefers, its plain-Jane appearance gives the impression of being uninteresting and of little consequences.

WFEX 61583, model built from Sunshine Models kit #34.10.

Burlington Refrigerator Express and Western Fruit Express displayed their respective heralds on the side to the right of the door above “VENTILATOR-REFRIGERATOR”. A rectangular box displayed the "Burlington Route" in white sans serif lettering on a black rectangular box. This in turn was surrounded by a white line, a black line, a red border and another black line around the perimeter of the box. Western Fruit used a circular shape to highlight its corporate origins in black in three different forms within this time period:

1) Pre-1940 up until as late as October 1942: A front facing goat within an inner circle and Great Northern in a band around the goat. "Great" was above the goat's head and "Northern" was at its feet. (*Westerfield*

has this herald)

2) October 1942 to about 1948 or 49: A side-facing goat replaced the front facing goat. (*Sunshine* & *Champ* have this herald)
3) 1948 or 49 though 1953 and beyond: "Great Northern Railway" replaced Great Northern in the band with the word Railway at the bottom. (*Champ* has this herald)

Before 1940 and into 1944, there was no dimensional data stenciled. On cars so equipped, "ADJUSTABLE BUNKER BULKHEADS AND ICE GRATES," "AIR CIRCULATING FANS" or "ADJUSTABLE ICE GRATES" was stenciled on the side to the right of the door under "VENTILATOR AND REFRIGERATOR" or "VENTILATOR-REFRIGERATOR" in three inch lettering. Sometime between March and September of 1944 dimensional data was added to the right side of the door and "ADJUSTABLE BUNKER BULKHEADS AND ICE GRATES," "AIR CIRCULATING FANS" or "ADJUSTABLE ICE BUNKERS" was moved to the upper left comer of the side to the left of the door in two inch lettering. Abbreviations for "feet" and "inches" were a part of the dimensional data stenciling. All of this smaller lettering, including the weight data was Gothic, as was any small white stenciling on the end. Photos taken in 1947 and 1948 show cars with and without dimensional data stenciling, so it would not be inappropriate to have a mixture of both during the post war period.

With three exceptions, the information on the side was stenciled in black. The "Light Weight" information and weighing location date was stenciled in white onto a black background. The "Lube" information was also in white upon a black field. These black areas featured both square corners and rounded corners. Cars in dedicated service could either be stenciled with the message stenciled in black against yellow or in white against black.

CX 50135, modified Accurail model illustrating the short-lived Scheme Two. See *Prototype Railroad Modeling Volume One* for construction details of this model.

Scheme Two: Approximately late 1949-early 1951 to late 1951

Paint

Beginning during this short period, the hardware on the side of the car was painted the same yellow as the side of the car, including any fascia board still present. This reflected a change that would occur in the other major fleets to save on labor costs. However, Our Companies were not ready to go the whole way yet. The kickboard and side sill were painted freight car red, as was the roof. Stirrup steps were black, as were the underframe and trucks. Keep an eye out however, as some photos show the kick board area in yellow paint.

Stenciling

This phase showed no changes to the lettering or stenciling. When I say the lettering did not change, I mean that the cars still retained the "VENTILATOR AND REFRIGERATOR" stenciling as in the case of FGEX or the "VENTILATOR-REFRIGERATOR" stenciling for BREX and WFEX. Lightweight data, and lube dates were stenciled in white upon a black field. I have no authoritative information on how stenciling for dedicated service was treated during this time, but given that it did not change with "Scheme Three," I believe that this did not change during this time either.

FGEX 59198, model built from Sunshine kit #34.11, and WFEX 65359, model built from Sunshine kit #34.12 illustrating Scheme Three.

Scheme Three: Late 1951 through 1953 and beyond

Paint

As early as November 1951, the consortium went all the way and began to paint the entire sides of their cars yellow.

The one exception here seems to have been the door opening and locking hardware on the new steel plug door reefers that FGEX, WFEX, BREX, and NX all began to acquire. This was still black and, sometimes, other parts were black too. Again, consult photographs.

Again the ends were freight car red, as was any hardware. What became of the roof is harder to say with any certainty. Where the roof color can be seen clearly, red, silver or yellow is apparent. Coinciding with this change, everything remaining on the side that had not been painted yellow, i.e. the kick board and side sill became yellow. The stirrup steps remained black as did the underframe and trucks. Exceptions to this with yellow stirrup steps have been observed.

Stenciling

The most obvious change was the word "VENTILATOR" was no longer stenciled on the car side. Persisting was the black background behind white reweigh and lube data stenciling. However, some cars appear in 1952 with this information in black against yellow. Messages regarding dedicated service still appear in both ways.

FDEX

By 1937 Fruit Growers Express was operating a group of cars with a double deck arrangement built into the car's interior. These reefers carried the reporting marks FDEX and on the side to the right of the door above either "VENTILATOR AND REFRIGERATOR" or "VENTILATOR", in the same size lettering "DOUBLE DECK" was stenciled. Cars under these reporting marks included at least two different types of wood sheathed cars and at least one type of steel sheathed car.

Ice Service

It should note that the above reflects the standard for cars in revenue service. Photos exist showing FGEX reefers in ice service. These cars had white stenciling in the same style as used by the freight reefers against a dark color, too dark to differentiate a color in the photos I have. They could be a boxcar red, black, or green, just name three colors associated with railroading. More information is needed here.

Cars were stenciled on the sides with the reporting marks, car number, and weight data only, all to the left of the door, and reporting marks and car number on the ends. Some had their assignments stenciled to the left of the doors also.

Reweigh Stations

FGEX, WFEX, and BREX all maintained shops to repair and service reefers belonging to themselves and the other members of the consortium. Here is a rundown of where they were and the station symbols or abbreviations:

ALX Alexandria, VA – FGEX
HAM Hamlet, NC – FGEX
IH Indiana Harbor, IN – FGEX
PLT Plattsmouth, NE – BREX
ATL Atlanta, GA - FGEX
HILL or HIL Hillyard, WA - WFEX
JAX Jacksonville, FL - FGEX

Bibliography

Unfortunately, the company records for Fruit Growers Express were lost when they were thrown away. Information does surface and many photos exist of the more common designs. There is a good chance more authoritative information exists for Western Fruit and Burlington Refrigerator Express companies since corporate records for their respective parent companies were preserved. How much is unknown at this time. Photos exist for their more common cars as well. Bob's Photos and Howard Ameling have the most and are the sources to begin with, but Big Four (Jay Williams), Richard Burg, California State Railroad Museum Library, and The Library of Congress are other sources. People really interested in the subject should leave no stone unturned.

A collection of Fruit Growers annual reports from the years 1920 into the 1960's, with the exception of 1956, is housed at the Virginia State Library and Archives as a part of the Richmond, Fredericksburg and Potomac Railroad Company Records collection. The business libraries at Harvard, Yale, and Northwestern, and the C&O Historical Society hold less complete collections. Hopefully annual reports for the WFEX and BREX will be found.

An employee magazine entitled *Teamwork* published beginning in December 1949 is also a wonderful source of information from the issues seen so far and hopefully more of these will emerge. This publication served all three of the entities that made up the consortium, and was their effort to help tie the employees together. The term "Our Companies" occurs often in the magazine making it clear they saw themselves as trying to mold one identity.

Several articles have appeared in the enthusiast press:

"Upgrading The Accurail/5th Avenue Car Shops HO Scale E. Kahn's Sons Co. 40-Ft Meat Reefer," Greg Martin, *The B&O Modeler*, May/June 2007, p 20.

"Truss Rod Refrigerator Cars of the Fruit Growers Express/Western Fruit Express/Burlington Refrigerator Express Consortium", Bill Welch, *Prototype Railroad Modeling, Volume Two*, Speedwitch Media, 2006, p 43.

"The Burlington Refrigerator Express Company's Signature Wood Sheathed Reefers", Bill Welch, *Prototype Railroad Modeling, Volume One*, Speedwitch Media, 2005, p 40.

"WFE and FGE 40-foot Wood Reefers from Intermountain Models", Bill Welch, *Railmodel Journal*, February 2005, p 40.

"Western Fruit Express…Refrigerator Cars, Part One", Clive Carter, *Mainline Modeler*, April 1996, p 72.
"Western Fruit Express…Refrigerator Cars, Conclusion", Clive Carter, *Mainline Modeler*, May 1996, p 40.

- A two-part article on Western Fruit Express reefers. These articles suffer from not using enough photos to illustrate the subject covered.

"Fruit Growers Express Reefer: Less Publicized than PFE", Ivan Frantz, *Mainline Modeler*, January 1988, p 42.

"Burlington Reefers – in COLOR", *Model Railroading*, May/June 1985, p 40.

"The Refrigerator Cars of the Burlington", *Model Railroading*, January/February 1985, p 40.

Burlington Bulletin #12, Second Quarter, 1984.

- Issue devoted to Burlington Refrigerator Express cars. Some omissions and errors but a good overview and place to begin.

Appendix I: Icing Facilities

Over the years the Fruit Growers Express Company's Annual Reports would note improvements made to icing facilities used by them. The list below is an accumulation of those locations noted. This list should not be viewed as comprehensive, as other icing facilities undoubtedly existed that were never noted. It is only a beginning effort to develop a comprehensive list.

Alabama
Mobile
Montgomery

Delaware
Clayton

Florida
Baldwin
Bowden
Fort Myers
Fort Pierce
Gainesville
Gillett
Haines City
Hialeah
High Springs
Jacksonville
South Jacksonville
West Jacksonville
Lakeland
Miami
Miami (Hialeah)
Moore Haven
New Smyrna
Ocala
Okeechobee
Orlando
Palmetto
Pensacola
Plant City
Sanford
Sulphur Springs
Tampa
Trilby
West Palm Beach
West Lake Wales
Wildwood
Winter Garden

Georgia
Albany
Augusta
Atlanta (Hills Park)
Atlanta (Howell)
Atlanta (Hurt Street)
Atlanta (Inman)
Atlanta (SAL)
Douglas
Fitzgerald
Fort Valley
Manchester

Georgia (cont.)
Savannah
Smyrna
Thomaston
Toccoa
Valdosta (ACL)
Valdosta (Southern)
Waycross
Williamson

Illinois
Chicago (Glen Yard)
Chicago (14th St.)
Chicago (47th St.)
Chicago (216th St.)
Murphysboro
Salem

Indiana
Evansville
Ft. Wayne
Indianapolis
Peru
Vincennes

Kentucky
Ashland
Corbin
Lexington
Louisville
Paducah

Maryland
Baltimore
Brunswick
Cumberland
Hagerstown
Salisbury

Michigan
Benton Harbor
Grand Rapids
Hartford
New Buffalo
Saginaw
Traverse City

New Jersey
Camden
Jersey City (Harsimus)
Kearney
Woodbury

New York
Brocton
Buffalo
Elmira
Maybrook
Oak Point
Norwich
Rochester
St. George
Walkins

North Carolina
Aberdeen
Chadborn
Elizabeth City
Fayetteville
Hamlet
Jersey City (Greenville)
Raleigh
Rocky Mount
Spencer

Ohio
Cincinnati
Marietta
Toledo
Toledo (Erie Yards, PM Ry,)
Willard

Pennsylvania
Connellsville
Enola
Huntingdon
Oil City
Pittsburgh
Pittsburgh (Island Ave.)
Renova
West Morrisville
Wilkes-Barre (Buttonwood)

South Carolina
Bennetts
Burton
Columbia
Florence
Spartanburg

Tennessee
Chattanooga
Harriman
Humboldt
Jackson

Tennessee (cont.)
Milan
Nashville
Nashville (Radnor)
Paris
Rockwood
West Knoxville

West Virginia
Benwood
Parkersburg
Wheeling

Virginia
Clifton Forge
Norfolk
Norfolk (Little Creek)
Potomac Yards
Portsmouth
Roanoke

Appendix II: Excerpt from Fruit Growers 1920 Annual Report

FIRST ANNUAL REPORT

Washington, D. C., April 12, 1921

To: The Stockholders of

THE FRUIT GROWERS EXPRESS COMPANY

The Board of Directors submits the following report for the period from the organization of the Company to December 31, 1920.

ORGANIZATION

The Fruit Growers Express Company was incorporated under the laws of the State of Delaware on March 18, 1920. On May 1, 1920, it acquired from the Armour Interests 4,279 refrigerator cars, together with their shop facilities at Potomac Yards, Virginia, icing facilities, etc., and began active operation on that date.

The following railroad companies have agreed to take a proprietary interest in the Company, and assume their pro rata share of the liability of the original stockholders to Armour and Company incident to the acquisition of their equipment:

The New York, New Haven and Hartford Railroad Co.

Norfolk & Western Railway Company

Chicago & Eastern Illinois Railroad Co.

A plan is being developed for broadening the scope of your Company's activities, with a view of performing all of the perishable protective services east of the Mississippi River. The perishable movement is seasonal, and by centralizing the control of the refrigerator cars in the lines in that territory, the efficiency of the present equipment will be materially increased, thus relieving the shortage of refrigera-

tor cars and reducing the number of cars of this type that the railroads will be required to finance and build in order to meet the demands of the perishable traffic. The Interstate Commerce Commission and large shippers of perishables have [*Ed: illegible*]ed the desirability of establishing such a central organization.

EQUIPMENT

In addition to the 4,279 cars acquired from the Armour interests, your Company purchased from the Receiver of the Chicago & Eastern Illinois Railroad Company, under a car trust agreement dated December 7, 1920, 969 refrigerator cars, making a total of 5,248 cars owned by the Company as of December 31, 1920. There were 24 cars destroyed on various railroads between May 1st and December 31st, 1920. We have been reimbursed and the funds have been set up and materials ordered to replace them, so as to maintain the complete number of cars.

Negotiations for financing the purchase of 2,000 new cars were undertaken. The Government agreed to lend the Company 60% of the funds required, with the understanding that the Company would provide the balance from its own resources. In view of the general business depression throughout the country, however, it was considered inadvisable to consummate the purchase until the conditions had improved.

Notwithstanding the general depression which developed during the last quarter of the year, the amount of perishable traffic handled by the Company continues to increase this year as compared with last. It will be necessary, therefore, at an early date, to undertake the financing and building of at least 2,000 additional cars in order to provide for the steadily increasing perishable traffic.

ADDITIONS AND IMPROVEMENTS

The car shop facilities of your Company at Potomac Yards, Virginia, have been enlarged by the addition of an erecting shop, new machinery, material storage and track facilities, etc., which will materially increase the efficiency of the shop. The shop has a capacity of building new cars at the rate of 100 cars per month. We are now rebuilding the cars acquired from the Receiver of the Chicago & Eastern Illinois Railroad Company.

A car repair yard has also been established near Jacksonville, Florida, where repairs are being made to equipment en route to the Florida loading territory.

From May 1st to December 31st, 1920, repairs have been made on 4,566 cars at the Potomac Yards shop.

ADDITIONAL ICING FACILITIES

The efficiency of our refrigeration service has been increased by the establishment, since May 1, 1920, of new and improved icing facilities at the following points:

Jacksonville, Fla.

West Jacksonville, Fla.

South Jacksonville, Fla.

Tampa, Fla.

Wildwood, Fla.

Miami, Fla.

Haines City, Fla.

Clayton, Del.

The largest improvement is at Jacksonville, Fla., where a modern ice manufacturing plant, with a capacity of approximately of 300 tons per day and storage capacity of 10,000 tons, is being rapidly completed.

PERISHABLE FREIGHT HANDLED

During the eight months ended December 31, 1920, the Company handled 31,153 carloads under refrigeration. In addition, 6,316 carloads were handled under ventilation in refrigerator cars under our supervision, and 1,422 under car rental, making a total of 38,891 carloads. During the same period the cars ran a total of 56,242,079 miles, and averaged 52.9 miles per car per day.

REFRIGERATION RATES

In order that your Company may earn a reasonable return on the refrigeration service which it performs, the...

Appendix III: Excerpted pages from January 1940 Official Railway Equipment Register

BURLINGTON REFRIGERATOR EXPRESS COMPANY.

GENERAL OFFICERS.

H. B. SPENCER, President.....Washington, D. C.

E. J. ROTH, General Manager.....Washington, D. C.
D. R. MACLEOD, Secretary..... "

R. G. SHORTER, Comptroller.....Washington, D. C.
R. R. COOKE, Treasurer..... "

G. E. DAVIS, Auditor.....Washington, D. C.
O. O. MILLS, General Superintendent..... "
F. E. EVANS, Superintendent Car Service..... "

E. HINRICHS, Assistant Superintendent Car Service.....Washington, D. C.
D. R. ELMORE, Assistant to General Manager..... "
R. E. BECK, Freight Claim Agent..... "

H. A. BANGHAM, Gen. Agent, 59 E. Van Buren St., Chicago, Ill.
E. A. SWEELEY, Mech. Supt.....Alexandria, Va.
F. G. LUTH, Assistant Mechanical Superintendent....Indiana Harbor, Ind.

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON, D. C.

REPORTING MARKS.

"B. R. E. X."—Burlington Refrigerator Express Company.
"C. X "—Colorado-Southern.
"F. W. D. X."—Fort Worth-Denver.

REFRIGERATOR EQUIPMENT.

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board	To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Capacity of Car. Cubic Feet Level Full. Depth.	Capacity of Car. Pounds. Between Ice Boxes—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).	Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft. in.					
		B. R. E. X.																								
		PASSENGER																								
1	BR	Express Refrigerator	300 to 329	42 6	.....	8 10	7 1½	51 11	10 11	.....	.....	13 0⅛	13 10½	15 2½	5 ...	6 6	.....	.....	12000	.....	2671	....	160000	80
		Total B. R. E. X. Passenger Refrigerator Cars		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80
		FREIGHT																								
2	RS	Refrigerator, All Steel	74730 to 74999	33 2½	.....	8 3	7 3½	41 8½	9 4½	.....	.....	12 6	13 4⅞	14 7½	4 ...	6 6	.....	.....	9600	.....	1996	....	75000	270
3	RS	" Steel Underframe, Note B	75000 to 75999	33 2½	.....	8 2½	7 0⅞	41 9½	9 4½	.....	.....	12 6⅛	13 0⅛	14 7⅛	4 ...	6 4½	.....	.....	10000	.....	1927	....	75000	966
4	RS	" Steel Center Sills, Note A	76800 to 77204	3211½	.....	8 4	7 1	40 11½	9 8½	.....	.....	12 5	13 0⅛	14 4⅛	4 ...	6 4	.....	.....	9000	.....	1947	....	50000	59
5	RS	" Steel Underframe (See Exception) Note A	78200 to 78699	32 8½	.....	8 2½	6 10½	40 10	9 8	.....	.....	12 4½	12 10½	14 6⅝	4 ...	6 4½	.....	.....	9000	.....	1841	....	50000	416
6	RS	" Exception, Note A	78288	32 11	.....	"	"	"	"	.....	.....	"	"	"	"	"	.....	.....	"	.....	1796	....	"	1
		Total B. R. E. X. Freight Refrigerator Cars		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1712
		C. X.																								
7	RS	Refrigerator, Steel Underframe, Note B	50050 to 50249	33 2½	.....	8 2½	7 0⅞	41 9½	9 4½	.....	.....	12 6⅛	13 0⅛	14 7⅛	4 ...	6 4½	.....	.....	10000	.....	1927	....	75000	199
		F. W. D. X.																								
11	RS	Refrigerator, Steel Underframe, Note B	20001 to 20100	33 2½	.....	8 2½	7 0⅞	41 9½	9 4½	.....	.....	12 6⅛	13 0⅛	14 7⅛	4 ...	6 4½	.....	.....	10000	.....	1927	....	75000	100
		Grand Total Refrigerator Cars		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2041

Note A—Equipped with 60,000 pounds capacity journals, but loading limited by M. C. B. Rules (*see M. C. B. Rule 86*).

Note B—Equipped with 80,000 pounds capacity journals, but loading limited by M. C. B. Rules (*see M. C. B. Rule 86*).

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

Send junction cards, reports of movements and tracers for cars to F. E. Evans, Supt. Car Service, 1101 Vermont Ave., N. W., Washington, D. C.

MILEAGE REPORTS.

Report mileage to F. E. Evans, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington, D. C. Separate mileage reports should be made for cars lettered "C. X." and "F. W. D. X." and such mileage should not be included in the same report with cars lettered "B. R. E. X." Report mileage made by refrigerator express cars in series B. R. E. X. 300 to 329 in separate item.

BALANCES.

Balances for mileage due should be remitted to Burlington Refrigerator Express Company, owner (non-shipper), R. R. Cooke, Treasurer, 1101 Vermont Ave., N. W., Washington, D. C., or authority to make draft forwarded to R. G. Shorter, Comptroller, 1101 Vermont Ave., N. W., Washington, D. C. Report mileage separately, according to initials.

REPAIR BILLS.

Send bills for repairs to cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington, D. C. Repairs to cars marked "C. X." and "F. W. D. X." must be included in separate bills according to each designation and not included in the same bill covering repairs to "B. R. E. X." cars.

CARS RE-LIGHTWEIGHED ON FOREIGN ROADS.

Reports of light weights and destruction of cars should be forwarded to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington, D. C.

REQUISITIONS FOR MATERIAL TO REPAIR.

Requisitions for material for repairing cars should be made on E. A. Sweeley, Mechanical Superintendent, P. O. Box 328, Alexandria, Va.

OWNERSHIP OF EQUIPMENT.

Cars lettered "C.X." are owned by the Colorado & Southern Railway Company. Cars lettered "F.W.D.X." are owned by the Fort Worth & Denver City Railway Company. This is railroad owned equipment and the mileage should not be reported to State authorities as private car line mileage for tax purposes.

Jan., 1940.

▲ Denotes additions. ◆ Denotes increase. ♣ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY.

REPORTING MARKS—"F. G. E. X." AND F. D. E. X."

GENERAL OFFICERS.

H. B. SPENCER, President.....Washington, D. C.

E. J. ROTH, General Manager.....Washington, D. C.
D. R. MACLEOD, Secretary.....Washington, D. C.

R. G. SHORTER, Comptroller.....Washington, D. C.
R. R. COOKE, Treasurer.....Washington, D. C.

G. E. DAVIS, Auditor.....Washington, D. C.
O. O. MILLS, General Superintendent.....Washington, D. C.
F. E. EVANS, Superintendent Car Service.....Washington, D. C.
E. HINRICHS, Assistant Superintendent Car Service.....Washington, D. C.
D. R. ELMORE, Assistant to General Manager.....Washington, D. C.
R. E. BECK, Freight Claim Agent.....Washington, D. C.

H. A. BANGHAM, General Agent.....59 E. Van Buren St., Chicago, Ill.
R. W. TATE, General Agent...1109 Broad St. Station Bldg., Philadelphia, Pa.
M. J. KING, General Agent.....1630 Lynch Bldg., Jacksonville, Fla.
E. A. SWEELEY, Mechanical Superintendent.....Alexandria, Va.
F. G. LUTH, Assistant Mechanical Superintendent.....Indiana Harbor, Ind.

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON, D. C.

REFRIGERATOR EQUIPMENT.

Reporting Marks—"F. G. E. X." and "F. D. E. X."

The cars of this Company are marked "Fruit Growers Express" and "F. G. E. X." or "F. D. E. X." and are numbered and classified as follows:

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Capacity Measure. Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity of Car. Cubic Feet Level Full. Gear Capacity (Bulkheads Collapsed).	Capacity of Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.		ft. in.				
1	RS	F. D. E. X. Refrigerator	▲ 7000 to 7049	33 2½	8 1	7 3½	41 8	9 11½	12 7⅞	13 5⅞	15 1⅜	4	6 4½			9600		1978	75000	20
2	RS	"	9000	33 2½	8 4	7 3½	42 6	10 2½	12 7⅛	13 5⅞	15 1½	4	6 4½			9600		2013	90000	1
3	RS	"	9001 to 9049	33 2½	8 4	7 3½	42 6	10 2½	12 7⅛	13 5⅞	15 1½	4	6 4½			9600		2013	90000	39
4	RS	"	9050 to 9249	33 2½	8 4	7 3½	42 6	10 1½	12 2⅝	13 0⅛	14 8½	4	6			9600		2013	90000	197
5	RS	"	◆ 9250 to 9499	33 2½	8 4	7 3½	41 8½	9 8	12 3½	13 4⅞	14 7½	4	6 6			9600		2016	90000	
6	RS	F. G. E. X. Refrigerator..Note B	10001 to 10239	32 6	8 3½	7 4½	41 10½	9 7½	12 7½	13 3½	14 7½	4	6 4½			9600		197	50000	31
7	RS	"	10400 to 10639	32 8	8 4	7 0½	41 3½	9 11½	12 7	13 3½	14 6½	4	5 10			9600		1911	50000	144
11	RS	"..Note P	" "	32 10	8 3½	"	"	9 9½	"	13 2	"	"	"			8600		1914	"	33
12	RS	"	10850 to 10999	33 2½	8 3	7 3½	42 1½	9 4½	12 7⅛	13 5½	14 8⅞	4	6 6			9600		1996	75000	140
13	RS	"..Note A	11001 to 11175	33 2½	8 2⅞	7 0⅞	42 1½	9 4½	12 2⅜	13 1⅝	14 6½	4	6 4½			10000		1924	75000	174
14	RS	"..Note A	11201 to 11225	33 2½	8 3	7 8⅛	42 8	9 7½	12 9	13 5½	14 8½	5	6 6			11500		2112	75000	23
15	RS	"..Note A	11301 to 11349	33 2½	8 2½	6 9½	41 6½	9 7	12 2½	12 10½	14 1½	4	5 9½			9600		1861	75000	49
16	RS	"..Note B	11350 to 13057	32 6	8 1½	6 10⅜	41 2½	9 7½	11 10½	12 6½	13 10	4	5 10½			9600		1809	50000	332
17	RS	"..Note B	13500 to 13991	32 3½	7 11½	6 8	41 2	9 6	12 1½	12 11	14 0½	4	5 9			9600		1717	50000	62
21	RS	" Note V① ◆	" "	32 6	"	"	"	"	"	"	"	"	"			"		"	"	68
22	RS	".Note A (See Exceptions)	14000 to 14998	32 6	8 5½	6 10½	40 10	9 10½	12 5½	13 0½	14 4½	4	6 4⅞			9600		1907	75000	613
23	RS	" Exception Note A	14784	"	8 4	7 3½	"	9 8½	12 6½	13 2½	14 5½	"	6 4½			"		1969	50000	1
24	RS	" Exceptions Note A	14208, 14266, 14424, 14489, 14495, 14559, 14668, 14775, 14828,	33 2½	8 4½	6 11½	41 10	9 7½	12 4	13 2½	14 3½	"	5 10			"		1963	75000	9
25	RS	"..Note A	15000 to 15499	32 9½	8 3	7 1½	42 8½	9 5½	12 2 11/16	12 11⅞	14 9¼	4	6 0½			10500		1921	75000	428
26	RS	"..Note A	15500 to 15999	32 10	8 3	7 1 5/16	42 8½	9 5½	12 6⅛	13 0½	14 9½	4	6 0½			9600		1923	75000	464
27	RS	"..Note A	16000 to 16074	32 5½	8 3½	7 1½	41 2	9 8½	12 3	12 10	14 2½	4	6 0½			7500		1916	75000	69
31	RS	".Note B (See Exception)	18000 to 18099	32 6	8 2½	6 6½	40 10	9 7	11 10½	12 6½	13 9½	4	6 4½			9600		1750	55000	98
32	RS	" Exception Note B	18048	"	8 4	7 3½	"	9 8½	12 6½	13 2½	14 5½	"	"			"		1969	50000	1
33	RS	"..Note B	18100 to 18769	32 6	8 4	7 3½	40 10	9 8½	12 6½	13 2½	14 5½	4	6 4½			9600		1969	50000	629
34	RS	"..Note A (See Exceptions)	19000 to 19224	32 6	8 2½	6 7½	40 10	9 7	11 10½	12 6½	13 9½	4	6 4½			9600		1761	75000	191
35	RS	" Exception	19003	33 2½	8 4½	6 11½	"	9 7½	12 4	13 2½	14 3½	"	5 10			"		1932	"	1
36	RS	" Exception	19114	32 6	8 2½	6 6½	"	9 7	11 10½	12 6½	13 9½	"	6 4½			"		1750	50000	1
37	RS	".Note B (See Exceptions)	19300 to 19603	32 6	8 2½	6 6½	40 10	9 7	11 10½	12 6½	13 9½	4	6 4½			9600		1750	50000	288
41	RS	" Exceptions Note B	19330, 19424	"	8 4	7 3½	"	9 8½	12 6½	13 2½	14 5½	"	"			"		1969	"	2
42	RS	"..Note B	20000 to 21849	32 6	8 1½	6 9	40 10	9 7	11 10 5/16	12 7½	13 11½	4	6 4½			9600		1789	50000	725
43	RS	" Notes A, F	" "	"	"	"	"	"	"	"	"	"	"			"		"	75000	27
44	RS	" Notes A, G	" "	33 2½	8 2½	6 9½	41 8	"	12 2½	12 10½	14 1½	"	"			"		1860	75000	8
45	RS	" Notes B, H	" "	32 6	8 4	7 3½	40 10	9 8½	12 6½	13 2½	14 5½	"	"			"		1969	50000	9
46	RS	"..Note A	22000 to 22549	33 2½	8 4½	6 11½	41 10	9 7½	12 4½	13 3½	14 4	4	5 10			9600		1923	75000	330
47	RS	"..Note B	23000 to 25499	32 5½	8 1½	6 10⅜	41 2½	9 7½	11 10½	12 6½	13 10	4	5 10½			9600		1808	50000	173
51	RS	"..Note B	25500 to 25999	32 3½	7 11½	6 8	41 2	9 6	12 1½	12 11	14 0½	4	5 9			9600		1717	50000	186
52	RS	" Note V② ◆	" "	32 6	"	"	"	"	"	"	"	"	"			"		"	"	16
		Forward.....																		5592

▲Denotes additions. ◆Denotes increase. ↓Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

REFRIGERATOR EQUIPMENT—Continued.

Item Number.	A.A.R. Mech. Designation.	Marks and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. At Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board	To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Capacity Measure. Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity of Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.		ft. in.				
		Brought forward.....																							5592
1	RS	Refrigerator . Note B	31000 to 31999	33 ..	.....	8 4½	7 1⅛	41 2½	9 7½	.....	.....	12 3½	12 11½	14 4	4 ..	5 10½	.....	.....	9600	.....	.....	1952	....	50000	55
2	RS	" ..Note N	" "	32 6	.....	" "	" "	" "	" "	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1922	....	"	218
3	RS	" Notes B, J	" "	32 6	.....	8 4 7 3½		40 10	9 8½	.....	.....	12 6½	13 2½	14 5½	" "	6 4½	.....	.....	"	.....	.....	1969	....	"	10
4	RS	" ..Note A	32000 to 32099	33 2½	.....	8 2⅛ 6	9½	41 8	9 9½	.....	.....	12 1⅞	12 11⅞	14 1⅛	4 ..	6 4½	.....	.....	9600	.....	.....	1860	....	75000	91
5	RS	" ..Note A	32100 to 35899	33 2½	.....	8 2⅛ 6	10½	41 8	9 9½	.....	.....	12 1⅞	12 11⅞	14 1⅛	4 ..	6 4½	.....	.....	9600	.....	.....	1872	....	75000	3565
6	RS	" Notes B, L	" "	32 6	.....	8 4 7 3½		40 10	9 8½	.....	.....	12 6½	13 2½	14 5½	" "	" "	.....	.....	"	.....	.....	1969	....	50000	5
7	RS	" Notes A, R	" "	33 2½	.....	8 2⅛ 6	9½	41 8	9 9½	.....	.....	12 1⅞	12 11⅞	14 1⅛	" "	" "	.....	.....	"	.....	.....	1860	....	75000	18
11	RS	" Notes A, S	" "	33 2½	.....	8 4 7 3½		41 8	9 10½	.....	.....	12 7⅛	13 5⅛	15 1⅛	" "	" "	.....	.....	"	.....	.....	2013	....	75000	15
12	RS	" Note A (See Exceptions.)	36000 to 37900	33 2½	.....	8 4 7 3½		41 8	9 10½	.....	.....	12 7⅛	13 5⅛	15 1⅛	4 ..	6 4½	.....	.....	9600	.....	.....	2013	....	75000	1571
13	RS	" .Note D	" "	32 8	.....	" "	" "	" "	" "	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1979	....	"	45
14	RS	" .Note E	" "	32 9	.....	" "	" "	" "	" "	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1984	....	"	8
15	RS	" Exceptions.	36429, 37153 37655	33 2½	.....	" "	" "	" "	" "	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	2013	....	90000	3
16	RS	" (See Exceptions.)	43500 to 46799	32 7½	.....	8 4	10⅞	42 6	9 11½	.....	.....	11 8⅞	12 5½	13 10½	4 2	6 8	.....	.....	10500	.....	.....	1877	....	90000	1086
17	RS	" ..Note M	" "	33 2½	.....	8 4 7 3½		" "	9 11½	.....	.....	12 7⅛	13 5⅞	15 1½	4 ..	6 4½	.....	.....	9600	.....	.....	2013	....	"	3
21	RS	" Exceptions.	44288, 44930	33 2½	.....	8 ...	7 3½	" "	9 11½	.....	.....	12 7⅛	13 5⅞	15 1½	4 ..	6 4½	.....	.....	9600	.....	.....	1933	....	"	2
22	RS	"	47000 to 47999	33 2½	.....	8 3	6 11½	42 6	9 11½	.....	.....	11 8⅞	12 5½	13 10½	4 0	6 2	.....	.....	9600	.....	.....	1920	....	90000	1
23	RS	" (See Exceptions.)	50000 to 51999	33 2½	.....	8 4 7	3½	41 8	9 10½	.....	.....	12 7⅛	13 5⅞	15 1½	4 ..	6 4½	.....	.....	9600	.....	.....	2013	....	90000	1831
24	...	" ..Note U	" "	"	.....	" "	"	"	10 2½	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1933	....	"	11
25	RCD	" Overhead Ice) Tanks. Note T ①	" "	.....	Note T 38 3	Note T 8 ...	Note T 7 3½	"	10 2½	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1936	....	"	4
26	RS	" Exceptions.	50390, 50483 51352, 51513 51638	"	.....	" "	" "	42 6	9 10½	.....	.....	12 7⅛	13 5⅞	15 1½	" "	" "	.....	.....	"	.....	.....	2013	....	"	5
27	RS	" Exceptions.	51299, 51386	"	.....	" "	" "	41 8	9 11½	.....	.....	12 7⅛	13 5⅞	15 1½	" "	" "	.....	.....	"	.....	.....	1933	....	"	2
31	RS	"	52000 to 52099	33 2½	.....	8 4 7	3½	42 6	10 2½	.....	.....	12 7⅛	13 5⅞	15 1½	4 ..	6 4½	.....	.....	9600	.....	.....	1933	....	90000	2
32	RCD	" Overhead Ice) Tanks. Note T ③	" "	.....	Note T 38 3	Note T 8 ...	Note T 7 3½	"	"	.....	.....	" "	" "	" "	" "	" "	.....	.....	"	.....	.....	1936	....	"	3
33	RS	" (See Exception)	52100 to 52999	33 2½	.....	8 4	7 3½	42 6	9 10½	.....	.....	12 7⅛	13 5⅞	15 1½	4 ..	6 4½	.....	.....	9600	.....	.....	2013	....	90000	278
34	RS	" Exception.	52780	"	.....	" "	" "	" "	10 1½	.....	.....	12 2⅛	13 10½	14 8½	" "	6 ...	.....	.....	"	.....	.....	"	....	"	1
		Total.....																							14425

Note A—Equipped with 80,000 pounds capacity journals, but loading limited by M. C. B. Rules. *(See M. C. B. Rule 86.)*

Note B—Equipped with 60,000 pounds capacity journals, but loading limited by M. C. B. Rules. *(See M. C. B. Rule 86.)*

Note D—Individual numbers of cars in series 36000 to 37900 differing in dimensions and cubical capacity from other cars in same series; inside length 32 ft. 8 in., capacity 1979 cu. ft.:

36019 36123 36239 36313 36466 36560 37228 37360 37465 37563 37775
36054 36146 36240 36363 36484 36726 37249 37432 37484 37629 37825
36094 36181 36280 36368 36487 36801 37280 37447 37488 37668 37888
36096 36197 36310 36380 36518 37227 37338 37452 37498 37704 37892
36109

Note E—Individual numbers of cars in series 36000 to 37900 differing in dimensions and cubical capacity from other cars in same series; inside length 32 ft. 9 in., capacity 1984 cu. ft.:

36023 36134 36406 36454 36519 36540 36560 37149

Note F—Individual numbers of cars in series 20000 to 21849 differing in capacity from other cars in same series; capacity 75,000 pounds:

20010 20116 21028 21042 21108 21149 21167 21177 21183 21194 21804
20049 21005 21039 21044 21114 21156 21172 21181 21188 21205 21813
20089 21014 21033 21063 21137

Note G—Individual numbers of cars in series 20000 to 21849 differing in dimensions and capacity from other cars in same series; inside length 33 ft. 2¾ in., width 8 ft. 2⅝ in., height 6 ft. 9¾ in.; outside length 41 ft. 8 in.; height from rail to eaves 12 ft. 2⅝ in., to top of running board 12 ft. 10⅝ in., to extreme height 14 ft. 1⅞ in.; capacity 1860 cu. ft., 75,000 pounds:

20008 20009 21190 21202 21203 21285 21543 21796

Note H—Individual numbers of cars in series 20000 to 21849 differing in dimensions and capacity from other cars in same series: inside width 8 ft. 4 in., height 7 ft. 3¼ in.; outside width at eaves 9 ft. 8¾ in.; height from rail to eaves 12 ft. 6⅜ in., to top of running board 13 ft. 2⅝ in., to extreme height 14 ft. 5⅞ in.; capacity 1969 cu. ft.:

21283 21323 21456 21468 21487 21607 21705 21753 21788

Note J—Individual numbers of cars in series 31000 to 31999 differing in dimensions and capacity from other cars in same series: inside length 32 ft. 6 in., width 8 ft. 4 in., height 7 ft. 3¼ in.; outside length 40 ft. 10 in., width at eaves 9 ft. 8¾ in., height from rail to eaves 12 ft. 6⅜ in., to top of running board 13 ft. 2⅝ in., to extreme height 14 ft. 5⅞ in.; height of side door openings 6 ft. 4¾ in.; capacity 1969 cu. ft.:

31018 31055 31065 31198 31231 31365 31444 31449 31550 31808

Note L—Individual numbers of cars in series 32100 to 35899 differing in dimensions and capacity from other cars in same series; inside length 32 ft. 6 in., width 8 ft. 4 in., height 7 ft. 3¼ in.; outside length 40 ft. 10 in., width at eaves 9 ft. 8¾ in., height from rail to eaves 12 ft. 6⅜ in., to top of running board 13 ft. 2⅝ in., to extreme height 14 ft. 5⅞ in.; capacity 1969 cu. ft., 50,000 pounds:

32729 33034 34138 34972 35282

Note M—Individual numbers of cars in series 43500 to 46799 differing in dimensions and capacity from other cars in same series; inside length 33 ft. 2¾ in., width 8 ft. 4 in., height 7 ft. 3¼ in.; outside width at eaves 9 ft. 11¾ in., height from rail to eaves 12 ft. 7⅛ in., to top of running board 13 ft. 5⅞ in., to extreme height 15 ft. 1¼ in.; side door opening, width 4 ft., height 6 ft. 4¾ in.; capacity 9600 pounds chunk ice; 2013 cu. ft.:

45041 45095 45665

Note N—Individual numbers of cars in series 31000 to 31999 differing in dimensions and capacity from other cars in same series; inside length 32 ft. 6 in., capacity 1922 cu. ft.:

31000 31075 31173 31257 31375 31453 31543 31650 31746 31836 31920
31003 31076 31178 31260 31379 31459 31548 31651 31748 31839 31921
31005 31086 31179 31285 31387 31460 31552 31655 31761 31842 31924
31006 31089 31182 31288 31394 31465 31557 31660 31764 31849 31931
31017 31098 31193 31296 31397 31470 31561 31667 31768 31850 31935
31022 31101 31200 31299 31398 31474 31573 31676 31776 31851 31937
31026 31104 31202 31301 31399 31479 31577 31678 31777 31856 31940
31028 31114 31203 31321 31401 31491 31579 31684 31781 31864 31943
31036 31116 31204 31327 31407 31495 31591 31690 31790 31866 31949
31041 31125 31206 31336 31412 31505 31607 31698 31791 31871 31951
31048 31129 31212 31338 31414 31511 31610 31703 31793 31872 31954
31050 31130 31218 31339 31415 31512 31620 31704 31794 31873 31955
31053 31136 31219 31343 31421 31515 31621 31709 31805 31876 31958
31054 31140 31221 31344 31422 31526 31623 31712 31807 31883 31960
31058 31145 31224 31348 31429 31527 31626 31718 31817 31886 31961
31063 31156 31225 31352 31434 31528 31628 31720 31821 31893 31968
31064 31159 31233 31353 31436 31530 31637 31723 31823 31903 31972
31067 31165 31236 31361 31440 31532 31639 31726 31825 31908 31975
31071 31166 31244 31366 31442 31536 31640 31733 31829 31915 31978
31072 31170 31249 31371 31450 31539 31646 31738 31831

Note P—Individual numbers of cars in series 10400 to 10639 differing in dimensions and capacity from other cars in same series; inside length 32 ft. 10 in., width 8 ft. 3⅝ in.; outside width at eaves 9 ft. 9¼ in., height from rail to top of running board 13 ft. 2 in.; capacity 8,600 pounds chunk ice; 1,914 cu. ft.:

10412 10425 10462 10473 10490 10505 10528 10553 10576 10605 10631
10416 10440 10468 10483 10495 10514 10533 10560 10593 10624 10632
10422 10450 10472 10488 10501 10519 10536 10565 10604 10630 10638

▲ Denotes additions. ◆ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

Note R—Individual numbers of cars in series 32100 to 35899 differing in dimensions and cubical capacity from other cars in same series; inside height 6 ft. 9¾ in.; capacity 1860 cu. ft.:

32102 32426 32579 33009 33211 33502 34214 34761 34786 34814 35211
32243 32354 32869 33107 33452 33790 34457

Note S—Individual numbers of cars in series 32100 to 35899 differing in dimensions and cubical capacity from other cars in same series; inside width, 8 ft. 4 in., inside height 7 ft. 3¼ in.; outside width at eaves, 9 ft. 10⅛ in., height from rail to eaves 12 ft. 7⅞ in., to top of running board 13 ft. 5⅛ in., to extreme height 15 ft. 1⅝ in.; capacity 2013 cu. ft.:

32127 32652 33377 33615 33798 34233 34504 34805 35060 35732 35761
32365 33249 33528 33706

Note T—Individual numbers of cars in series 50000 to 51999 and 52000 to 52099 differing in A. A. R. Mech. Designation, dimensions and cubical capacity from other cars in same series; A. A. R. Mech. Designation RCD, outside width at eaves 10 ft. 2⅛ in., capacity 1,906 cu. ft. These cars are equipped with two tanks for refrigeration with dry ice; inside dimensions, length between end wall racks 38 ft. 3¾ in., width between side wall racks 8 ft., height from top of floor racks to ceiling 7 ft. 3¼ in., one tank suspended from ceiling in each end of car to depth of 3 ft., extending into loading space 2 ft. 11¼ in., capacity of tanks 5,400 pounds dry ice.:

T① 50577 51684 T② 52003
50193 51444 52002 52004

Note U—Individual numbers of cars in series 50000 to 51999, differing in dimensions and cubical capacity from other cars in same series; outside width at eaves 10 ft. 2⅛ in., capacity 1,933 cu. ft.:

50337 50538 50761 51027 51114 51118 51311 51468 51665 51741 51827

Note V—Individual numbers of cars in series 13500 to 13991 and 25500 to 25999 differing in inside length from other cars in same series; inside length 32 ft. 6 in.:

V①	13512	13551	13570	13591	13613	13625	25610	25714	25809	25951
	13517		to	to	to	to			25818	
13501		13554	13581	13596	13618	13629	25641	25720		25963
	13518						25669		25820	
13502	13531	13556	13583	13598	13620	V②		25773		25966
	to	to	to	to			25709	25805	25873	
13505	13532	13561	13589	13611	13622	25566				

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE AND REPAIR ACCOUNTS FOR FRUIT GROWERS EXPRESS COMPANY AND NATIONAL CAR COMPANY CARS.

REPORTS OF MOVEMENTS.

Report movements and mileage to F. E. Evans, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington, D. C. Report mileage separately according to initials.

BALANCES.

Send remittances to Fruit Growers Express Company, owner (non-shipper). R. R. Cooke, Treasurer, and make drafts on Fruit Growers Express Company, 1101 Vermont Ave., N. W., Washington, D. C.

REPAIR BILLS.

Send bills for repairs to cars, re-icing, etc., and report lightweight of cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington, D. C. Repairs to both National Car Company and Fruit Growers Express Company cars should be included in the same bill and rendered to the Fruit Growers Express Company.

REQUISITIONS FOR MATERIAL TO REPAIR.

Send requisitions for material to repair cars to E. A. Sweeley, Mechanical Superintendent, P. O. Box 328, Alexandria, Va. *Jan., 1940.*

FGEX 19135, model built from Sunshine Models kit #34.9.

NATIONAL CAR COMPANY

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON, D. C.

REPORTING MARKS.

"E. K. S. X."—E. Kahn's Sons Company, Cincinnati, O.
"E. M. P. X."—Emmart Packing Co., Louisville, Ky.
"J. F. S. X."—John F. Stegner Company, Cincinnati, O.
"K. O. H. X."—Kohrs Packing Company, Davenport, Ia.
"L. P. X." —Lewis Packing Company, South Omaha, Neb.
"N. X." —National Car Company.
"O. P. C. X."—Omaha Packing Company, Omaha, Neb.
"P. P. I. X."—Pearl Packing Company, Madison, Ind.
"S. P. C. X."—Superior Packing Co., Minnesota Transfer, Minn.

The freight cars of this Company are marked and numbered and classified as follows:

REFRIGERATOR CARS.

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board	To Extreme Height.	Doors. Side Doors. Width.	Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).	Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.		ft. in.				
1	RS	N. X., Refrigerator..	1500	33 2⅜	.....	8 2⅜	6 11⅜	41 8	9 9⅛	.....	12 2⅜	12 11 3/16	14 1 1/16	4 ...	6 4⅛	.....	.....	9600	.....	.....	1906	...	75000	1
2	RS	" " ..	1501	33 2⅜	.....	8 2⅜	7 3	41 8	9 9⅛	.....	12 2⅜	12 11 3/16	14 1 1/16	4 ...	6 4⅛	.....	.....	9600	.....	.....	1980	....	75000	1
3	RS	" " ..	1502 to 1549	33 2⅜	.....	8 4	7 7 1/16	41 8	9 11½	.....	12 7 3/16	13 5 5/16	15 1 3/16	4 ...	6 3 1/16	.....	.....	9600	.....	.....	2104	....	75000	5
4	RS	" " ..	1550 to 1599	33 2⅜	.....	8 4	7 8	42 6	9 10½	.....	12 7 1/16	13 5 5/16	15 1¼	4 ...	6 4⅛	.....	.....	9600	.....	.....	2013	....	90000	25
5	RS	" " ..	1600 to 1699	33 2⅜	.....	8 4	7 3¼	41 8	9 10½	.....	12 7 3/16	13 5 5/16	15 1 3/16	4 ...	6 4⅛	.....	.....	9600	.....	.....	2013	....	75000	15
6	RS	" " ..	1700 to 1709	32 2⅜	.....	8 4	7 8	42 6	9 10½	.....	12 7 1/16	13 5 5/16	15 1¼	4 ...	6 4⅛	.....	.....	9600	.....	.....	2013	....	90000	10
7	RS	" " ..	1710 to 1874	33 2⅜	.....	8 4	7 8	42 6	9 10½	.....	12 7 1/16	13 5 5/16	15 1¼	4 ...	6 4⅛	.....	.....	9600	.....	.....	2013	....	90000	142
11	RS	" " ..	1875 to 1898	33 2⅜	.....	8 4⅛	6 11½	41 10	9 7⅛	.....	12 4	13 2 5/16	14 3 1/16	4 ...	5 10	.....	.....	9600	.....	.....	1933	....	75000	23
12	RS	" " ..	1899	33 2⅜	.....	8 4	7 3¼	41 8	9 10½	.....	12 7 1/16	13 5 5/16	15 1 3/16	4 ...	6 4⅛	.....	.....	9600	.....	.....	2013	....	75000	1
13	RS	" " ..	1900 to 1999	33 2⅜	.....	8 4	7 7 5/16	41 8	9 8⅜	.....	12 8	13 3 5/16	14 7 1/16	4 ...	6 3 1/8	.....	.....	9600	.....	.....	2104	....	90000	60
14	RS	" " Note A	" "	"	" "	"		42 6	9 10½	.....	12 7 1/16	13 5 5/16	15 1¼	"	"	.....	.....	"	.....	.....	"	....	"	14
15	RS	" " Note B	" "	"	" "	"		41 8	9 11⅛	.....	12 7 1/16	13 5 5/16	14 6 1/16	"	"	.....	.....	"	.....	.....	"	....	"	26
16	RM	" " ..	2001 to 2140	30 6	.....	8 3⅜	7 0¼	36 11⅛	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 3	6000	.....	.....	.....	.....	1773	....	75000	122
17	RM	" " ..	2141 to 2150	30 6	.....	8 3⅜	7 0¼	36 11⅛	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 4⅛	6000	.....	.....	.....	.....	1773	....	75000	10
21	RM	" " ..	2151 to 2200	30 6	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6000	.....	.....	.....	.....	1852	....	50000	28
22	RA	" " ..	2201 to 2204	30 6	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6000	.....	.....	.....	.....	1852	....	50000	4
23	RM	" " ..	2205 to 2290	30 6	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6000	.....	.....	.....	.....	1852	....	50000	46
24	RM	" " ..	2291 to 2338	30 6	.....	8 3⅜	7 3¼	38 8⅜	9 11⅛	.....	12 9 7/16	13 7 1/16	14 9 1/16	4 ...	6 4⅛	6000	.....	.....	.....	.....	1886	....	75000	21
25	RA	" " ..	2339 to 2342	30 6	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6000	.....	.....	.....	.....	1852	....	50000	3
26	RM	" " ..	2343 to 2349	30 6	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6000	.....	.....	.....	.....	1852	....	50000	7
27	RM	" " ..	2350 to 2374	30 6	.....	8 3⅜	7 0¼	36 11½	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 6	6000	.....	.....	.....	.....	1773	....	75000	10
31	RM	" " (See Exception).	2375 to 2394	31 ..	.....	8 3⅜	7 0¼	36 11½	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 3	6700	.....	.....	.....	.....	1773	....	50000	18
32	RM	" Refrigerator Exception.	2387	"	"	"	"	"	"		"	"	"	"	"	6000	.....	.....	.....	.....	"	....	"	1
33	RM	" Refrigerator..	2395 to 2397	31 ..	.....	8 3⅜	7 4	41 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6700	.....	.....	.....	.....	1852	....	50000	3
34	RM	" " ..	2400 to 2409	30 6	.....	8 3⅜	6 11 7/16	41 2	9 6	.....	12 1¼	12 11	14 0¾	4 ...	5 8 7/16	6000	.....	.....	.....	.....	1758	....	50000	5
35	RM	" " ..	2410 to 2412	31 ..	.....	8 3⅜	7 5/16	37 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 1	6700	.....	.....	.....	.....	1923	....	50000	3
36	RM	" " ..	2413 to 2419	31 ..	.....	8 3⅜	7 5/16	37 10½	9 8⅜	.....	12 7¾	13 3 1/16	14 7 1/16	3 11	6 6	6700	.....	.....	.....	.....	1923	....	50000	6
37	RM	" " ..	2420 to 2429	32 8	.....	8 3⅛	6 11 7/16	41 2	9 6	.....	12 1¼	12 11	14 0¾	4 ...	5 9	6000	.....	.....	.....	.....	1884	....	50000	5
41	RM	" " ..	2430 to 2439	32 8	.....	8 3⅛	7 2½	41 2	9 6	.....	12 1¼	12 11	14 0¾	4 ...	5 9	6000	.....	.....	.....	.....	1884	....	50000	10
42	RM	" " ..	2440 to 2454	32 8	.....	8 3⅛	6 11 7/16	41 2	9 6	.....	12 1¼	12 11	14 0¾	4 ...	5 9	6000	.....	.....	.....	.....	1884	....	50000	15
43	RM	" " ..	2465 to 2479	32 8	.....	8 3⅛	7 2½	41 10	9 7⅛	.....	12 4	13 2 5/16	14 3 1/16	4 ...	6 4	6000	.....	.....	.....	.....	1952	....	75000	10
44	RM	" " ..	2480 to 2499	30 6	.....	8 3⅛	7 2	41 10	9 7⅛	.....	12 4	13 2 5/16	14 3 1/16	4 ...	5 11	6000	.....	.....	.....	.....	1813	....	75000	20
45	RS	" " ..	2500 to 2599	29 10	.....	8 4⅛	7 5	36 11½	9 7⅛	.....	12 0 1/16	12 10	14 0 1/16	4 2	6 4⅛	.....	.....	8800	.....	.....	1843	....	75000	29
46	RS	" " ..	2701 to 2715	33 2⅜	.....	8 4	7 8	41 8	9 10½	.....	12 7 1/16	13 5 5/16	15 1 3/16	4 ...	6 4⅛	.....	.....	9600	.....	.....	2123	....	75000	15
47	RS	" " ..	2716 to 2774	33 2⅜	.....	8 4	7 3¼	41 8	9 10½	.....	12 7 1/16	13 5 5/16	15 1 3/16	4 ...	6 3½	.....	.....	9600	.....	.....	2094	....	90000	2
48	RS	" " ..	♦2775 to 2799	32 7⅜	.....	8 4⅜	7 1⅛	42 6	9 11⅛	.....	11 8 1/16	12 5¼	13 10½	4 2	6 6½	.....	.....	10500	.....	.....	1955	....	90000	25
51	RM	" " (See Exceptions).	2800 to 2899	32 8	.....	8 3⅛	7 2½	41 2	9 6	.....	12 1¼	12 11	14 0¾	4 ...	5 9	6000	.....	.....	.....	.....	1884	....	50000	38
52	RM	" Refrigerator Exceptions.	2820, 2821	"	"	"	7 0½	"	"		"	"	"	"	"	"	.....	.....	.....	.....	"	....	"	2
53	RS	" Refrigerator..	▲ 3110 to 3199	33 2⅜	.....	8 4	7 8	40 10	9 8⅜	.....	12 8	13 3 5/16	14 1	4 ...	6 4⅛	.....	.....	9600	.....	.....	2123	....	75000	8
54	RA	" " ..	3200	.....	39 0⅛	7 9 1/16	3 1/16	42 6	9 2⅛	.....	13 0 1/16	13 9 5/16	15 1 3/16	4 ...	6 6	.....	.....	8000	.....	.....	1908	....	90000	1
55	RM	" " ..	3500 to 3511	30 6	.....	8 3⅛	7 0¼	36 11⅛	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 6	6000	.....	.....	.....	.....	1773	....	75000	12
56	RM	" " ..	▲ 3512 to 3599	30 6	.....	8 3⅜	7 0¼	36 11⅛	9 11½	.....	12 1	12 10 1/16	14 0 1/16	3 11	6 3	6000	.....	.....	.....	.....	1773	....	75000	6
57	RS	" " ..	3950 to 3959	33 2⅜	.....	8 4	7 7 5/16	41 8	9 10½	.....	12 7 5/16	13 5 5/16	15 1 3/16	4 ...	6 3 1/8	.....	.....	9600	.....	.....	2104	....	75000	8
		Forward																						816

▲ Denotes additions. ♦ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

NATIONAL CAR COMPANY.—CONTINUED.

REFRIGERATOR CARS—Continued.

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in Place. ft.	in.	Between Linings Clear (Bulkheads Collapsed). ft.	in.	Width, Inside. ft.	in.	Height, Inside. ft.	in.	Outside. Length. ft.	in.	Width. Width at Eaves. ft.	in.	Extreme Width. ft.	in.	Height from Rail. To Extreme Width. ft.	in.	To Eaves. ft.	in.	To Top of Running Board. ft.	in.	To Extreme Height. ft.	in.	Doors. Side Doors. Width. ft.	in.	Height. ft.	in.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice. lbs.	Total Capacity for Coarse Ice. lbs.	Total Capacity for Crushed Ice. lbs.	Capacity Measure. Cubic Feet.	Depth. ft.	in.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).	Pounds.	Number of Cars.
		Brought Forward.....																																							816
1	RS	N. X., Refrigerator..	3964 to 3999	33	2½	.....		8	4	7	7⅞	42	6	10	1½	.....		12	2⅛	13	0⅛	14	8¾	4	...	6	...	.....	.....	9600	.....	.....	2013	.....	90000	19
2	RS	" " ..	▲ 4500 to 4599	33	2½	.....		8	4½	6	11½	41	10	9	7½	.....		12	4	13	2⅝	14	3⅛	4	...	5	10	.....	.....	9600	.....	.....	1933	.....	75000	4
3	RS	" " ..	6400 to 6459	33	2½	.....		8	4	7	3¾	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2013	.....	75000	50
4	RM	" " ..	6460 to 6464	33	2½	.....		8	4	7	3¾	41	8	9	11½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	5000	.....	.....	.....	.....	2013	.....	75000	5
5	RS	" " ..	6465 to 6499	33	2½	.....		8	4	7	3¾	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2013	.....	75000	29
6	RS	" " ..	♦♦ 6500, 6501	33	2½	.....		8	3	7	9	42	6	9	4½	.....		12	7⅛	13	5¼	14	6⅜	6	...	6	6	.....	.....	9600	.....	.....	2104	.....	90000	2
7	RS	" " ..	♦♦ 6502 to 6511	33	2½	.....		8	3	7	9	42	1½	9	4½	.....		12	7⅛	13	5¼	14	8⅞	6	...	6	6	.....	.....	9600	.....	.....	1996	.....	75000	10
11	RS	" " ..	♦♦ 6512 to 6599	33	2½	.....		8	2⅛	7	1¾	41	8	9	9½	.....		12	1⅛	12	11⅞	14	1⅛	6	...	6	6	.....	.....	9600	.....	.....	1872	.....	75000	10
12	RS	" " ..	6600 to 6649	33	2½	.....		8	2⅛	7	2¾	41	8	9	9⅜	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1974	.....	75000	31
13	RM	" " ..	6650 to 6674	32	8	.....		8	3½	7	9	41	2½	9	7½	.....		11	10½	12	6½	13	10	4	...	6	6	7000	.....	.....	.....	.....	1989	.....	50000	25
14	RS	" " ..	6675 to 6699	33	2½	.....		8	2⅛	7	2¾	41	8	9	9⅜	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1974	.....	75000	.....
15	RS	" " ..	7500 to 7599	33	2½	.....		8	4	7	7⅛	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2104	.....	75000	5
16	RS	" " ..	7700 to 7798	33	2½	.....		8	2⅛	7	1½	41	8	9	9⅜	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	4½	.....	.....	.....	.....	.....	1940	.....	75000	20
17	RS	" " ..	7799	33	2½	.....		7	8⅛	7	1½	41	8	9	9⅜	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	4½	.....	.....	.....	.....	.....	1882	.....	75000	1
21	RS	" " ..	7800 to 7949	33	2½	.....		8	4	7	8	42	6	9	11½	.....		12	7⅛	13	5⅞	15	1¼	4	...	6	4½	.....	.....	9600	.....	.....	2123	.....	90000	137
22	RS	" " Note C	" "	"		.....		"		"		41	8	9	10½	.....		12	7⅛	13	5⅞	15	1⅜	"		"		.....	.....	"	.....	.....	2013	.....	"	11
23	RS	" " ..	7950 to 7964	33	2½	.....		8	4½	7	4	40	10	9	7½	.....		12	4½	13	3⅛	14	4	4	...	5	10	.....	.....	9600	.....	.....	2041	.....	75000	4
24	RS	" " Note D	" "	"		.....		"		"		"		"		.....		12	4	13	2⅝	14	3⅛	"		"		.....	.....	"	.....	.....	"	.....	"	5
25	RS	" " Note E	" "	"		.....		"		"		"		"		.....		12	4½	13	3⅛	14	3⅛	"		"		.....	.....	"	.....	.....	"	.....	"	3
26	RS	" " Note F	" "	"		.....		"		"		41	10	"		.....		12	4	13	2⅝	14	3⅛	"		"		.....	.....	"	.....	.....	"	.....	"	3
27	RS	" " ..	♦♦ 7965 to 7974	33	2½	.....		8	4	7	3¾	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2013	.....	90000	.....
31	RS	" " ..	7975 to 7999	33	2½	.....		8	4	7	7⅛	41	8	9	11½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	3½	.....	.....	9600	.....	.....	2104	.....	90000	10
32	RS	" " Note G	" "	"		.....		"		"		"		9	10½	.....		"		"		"		"		"		.....	.....	"	.....	.....	"	.....	"	15
33	RS	" " ..	8000 to 8054	33	2½	.....		8	4	7	6¾	41	8	9	10½	.....		12	7⅛	13	5⅞	15	1⅜	4	...	6	3½	.....	.....	9600	.....	.....	2013	.....	75000	55
34	RS	" " ..	8055 to 8079	33	2½	.....		8	2⅛	7	1¾	41	8	9	9½	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1951	.....	75000	25
35	RS	" " ..	8080 to 8099	33	2½	.....		8	2⅛	7	2¾	41	8	9	9⅜	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1974	.....	75000	15
36	RS	" " ..	8100 to 8181	33	2½	.....		8	4	7	6¾	41	8	9	0½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	3½	.....	.....	9600	.....	.....	2094	.....	90000	34
37	RS	" " ..	♦♦ 8182 to 8199	32	7½	.....		8	4½	7	1½	42	6	9	11½	.....		11	8⅛	12	5¼	13	10½	4	2	6	6½	.....	.....	10500	.....	.....	1955	.....	90000	3
41	RS	" " ..	8200 to 8274	33	2½	.....		8	4	7	7⅛	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2104	...	75000	18
42	RS	" " ..	♦ 8275 to 8284	33	2½	.....		8	2⅛	7	1¾	41	8	9	9½	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1951	.....	75000	10
43	RS	" " ..	8285 to 8299	33	2½	.....		8	2⅛	7	2¾	41	8	9	9½	.....		12	1⅛	12	11⅞	14	1⅛	4	...	6	3½	.....	.....	9600	.....	.....	1974	.....	75000	.....
44	RS	" " ..	8300 to 8399	33	2½	.....		8	4	7	3¾	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	2	6	4½	.....	.....	9600	.....	.....	2013	.....	75000	.....
45	RS	" " (See Exceptions)	8400 to 8484	33	2½	.....		8	4	7	7⅞	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	.....	.....	9600	.....	.....	2104	.....	75000	4
46	RS	" " Exceptions	8404, 8405	"		.....		"		7	6½	"		"		.....		"		"		"		"		"		.....	.....	"	.....	.....	2094	.....	"	2
47	RS	" " ..	♦ 8485 to 8499	32	7½	.....		8	4½	7	1½	42	6	9	11½	.....		11	8⅛	12	5¼	13	10½	4	2	6	6½	.....	.....	10500	.....	.....	1955	....	90000	15
51	RS	" " ..	8500 to 8599	33	2½	.....		8	4	7	8	42	6	9	11½	.....		12	7⅛	13	5⅞	15	1¼	4	...	6	4½	.....	.....	9600	.....	.....	2123	...	90000	50
52	RM	S. K. S. X., Refrigerator	1001 to 1020	31	0½	.....		7	8½	6	9¾	37	10	9	5	.....		1110⅛		12	6½	1310⅛		3	11	5	9	5700	.....	.....	.....	.....	1033	.....	75000	20
53	RM	" " ..	1021 to 1080	31	..	.....		8	3½	7	2⅛	36	11½	9	11½	.....		12	1	1210⅛		14	0⅛	3	11	6	3	6700	.....	.....	.....	.....	1842	.....	75000	39
54	RM	" " ..	1081 to 1100	31	..	.....		8	3½	7	6⅞	37	10½	9	8⅜	.....		12	7¾	13	3⅛	14	7⅜	3	11	6	1	6700	.....	.....	.....	.....	1923	.....	50000	13
55	RM	" " ..	1101 to 1125	31	..	.....		8	3½	7	6⅞	37	10½	9	8½	.....		12	7¾	13	3⅛	14	7⅜	3	11	6	6	6700	.....	.....	.....	.....	1923	.....	50000	18
56	RM	" " (See Exceptions)	1126 to 1150	32	8	.....		8	3½	7	2½	41	10	9	7½	.....		12	4	13	2⅝	14	3½	4	...	6	4	6000	.....	.....	.....	.....	1962	.....	75000	20
57	RM	" Refrigerator Exceptions	1143 to 1146	"		.....		"		6	11⅞	41	2	9	6	.....		12	1¼	12	11	14	0⅜	"	5	9	½	"	.....	.....	.....	.....	1884	.....	50000	4
61	RM	" Refrigerator Exception	1148	"		.....		"		6	11⅞	41	2	9	6	.....		12	1¼	12	11	14	0¾	"	5	9	½	"	.....	.....	.....	.....	1884	.....	50000	1
62	RM	" Refrigerator	1151 to 1160	32	8	.....		8	3½	7	2½	41	2	9	6	.....		12	4⅞	13	1½	14	3½	4	...	6	4	6000	.....	.....	.....	.....	1962	.....	50000	10
63	RM	" " ..	♦ 1161 to 1199	32	8	.....		8	3½	7	6¼	41	2½	9	7½	.....		11	10½	12	6½	13	10	4	...	6	6	6000	.....	.....	.....	.....	2039	.....	50000	15
64	RM	S. M. P. X. " ..	3815 to 3829	30	6	.....		8	8½	6	11⅞	41	2	9	6	.....		12	1¼	12	11	14	0¾	4	...	5	8⅞	6000	.....	.....	.....	.....	1758	.....	50000	15
65	RM	J. P. S. X. " ..	3800	33	2½	.....		8	4	7	3¾	41	8	9	10½	.....		12	7⅛	13	5⅛	15	1⅜	4	...	6	4½	9600	.....	.....	.....	.....	2013	.....	75000	1
66	RM	" " ..	3803	30	6	.....		8	3½	7	0¾	36	11½	9	11½	.....		12	1	1210⅛		14	0⅛	3	11	6	3	6000	.....	.....	.....	.....	1773	.....	75000	1
67	RM	X. O. H. X. " ..	2601 to 2621	30	6	.....		8	3½	7	3¾	38	8½	9	11½	.....		12	9⅝	13	7⅛	14	9⅜	4	...	6	4½	6000	.....	.....	.....	.....	1836	.....	75000	15
71	RM	L. P. X. " ..	6700 to 6774	30	6	.....		8	3½	7	8¾	41	10½	9	8½	.....		12	7¾	13	3⅛	14	7⅜	3	11	6	6	6000	.....	.....	.....	.....	1962	.....	50000	35
72	RM	O. P. C. X. " ..	2650 to 2669	30	6	.....		8	3½	7	4	41	10½	9	8½	.....		12	7¾	13	3⅛	14	7⅜	4	...	6	6	6000	.....	.....	.....	.....	1832	.....	50000	13
		Forward.....																																							1666

▲ Denotes additions. ♦ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

NATIONAL CAR COMPANY.—CONTINUED.

REFRIGERATOR CARS—Continued.

Item Numbers.	A.A.R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity of Car. Capacity Measure. Cubic Feet.	Capacity. Capacity of Car. Capacity Measure. Depth.	Capacity. Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity. Capacity of Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft.	in.				
		Brought Forward																							1666
1	RM	P. P. L. X., Refrigerator.	2900 to 2902	30 6	.....	8 3⅜	7 0¼	36 11½	9 11⅞	.....	.....	12 1	12 10½	14 0⅛	3 11	6 6	6000	.....	.....	.....	.....	1773	....	75000	3
2	RM	" " ..	2903 to 2915	32 8	.....	8 3⅛	6 11⅞	41 2	9 6	.....	.....	12 1¼	12 11	14 0¾	4 ...	5 9	6000	.....	.....	.....	.....	1884	....	50000	3
3	RM	S. P. C. X. " ..	3850 to 3869	30 6	.....	8 3⅜	7 8¾	41 10½	9 8⅛	.....	.....	12 7¾	13 3⅛	14 7⅝	3 11	6 6	6000	.....	.....	.....	.....	1952	....	50000	6
4	RM	" " ..	3870 to 3899	30 6	.....	8 3⅛	7 3¼	38 8⅛	9 11⅞	.....	.....	12 9⅞	13 7½	14 9⅜	4 ...	6 4⅛	6000	.....	.....	.....	.....	1836	....	75000	10
		Total																							1688

Note A—Individual numbers of cars in series 1900 to 1999 differing in outside dimensions from other cars in same series; outside length 42 ft. 6 in., width at eaves 9 ft. 10⅛ in., outside height from rail to eaves 12 ft. 7 1/16 in., to top of running board 13 ft. 5 1/16 in., to extreme height 15 ft. 1¼ in.:
1901 1904 1951 1959 1972 1976 1977 1978 1979 1981 1996 1998 1999 1903

Note B—Individual numbers of cars in series 1900 to 1999 differing in outside dimensions from other cars in same series; outside width at eaves 9 ft. 11⅜ in., outside height from rail to eaves 12 ft. 7 1/16 in., to top of running board 13 ft. 5 1/16 in., to extreme height 14 ft. 6 3/4 in.:
1900 1913 1923 1941 1949 1960 1962 1964 1966 1968 1970 1973 1975
1902 1917 1925 1947 1950 1961 1963 1965 1967 1969 1971 1974 1997

Note C—Individual numbers of cars in series 7800 to 7949 differing in outside dimensions and cubical capacity from other cars in same series: outside length 41 ft. 8 in., outside width at eaves 9 ft. 10⅛ in., outside height from rail to eaves 12 ft. 7 1/16 in., to top of running board 13 ft. 5 1/16 in., to extreme height 15 ft. 1⅝ in., capacity 2,013 cu ft.:
7817 7818 7819 7821 7826 7827 7838 7841 7843 7873 7874

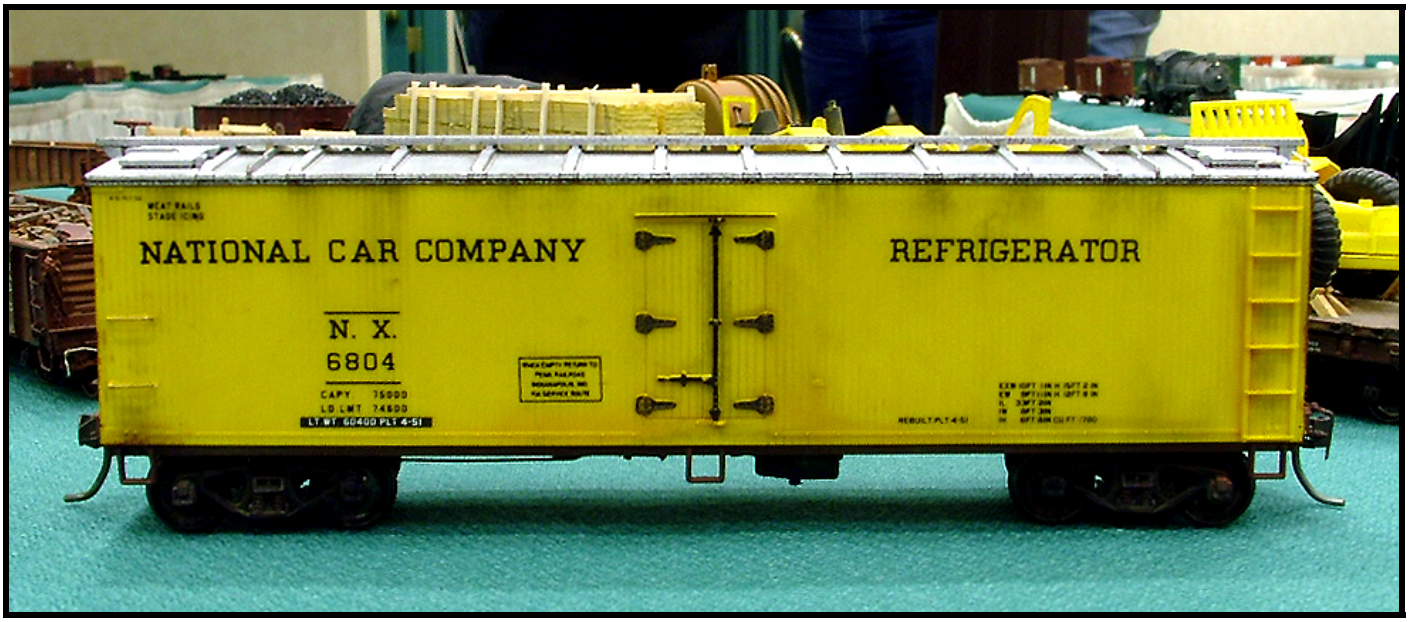
Note D—Individual numbers of cars in series 7950 to 7964 differing in outside dimensions from other cars in same series: outside height from rail to eaves 12 ft. 4 in., to top of running board 13 ft. 2⅝ in., to extreme height 14 ft. 3⅛ in.: 7955 7957 7959 7961 7962

Note E—Individual numbers of cars in series 7950 to 7964 differing in outside dimensions from other cars in same series; height from rail to extreme height 14 ft. 3½ in.:
7956 7958 7964

Note F—Individual numbers of cars in series 7950 to 7964 differing in outside dimensions from other cars in same series; outside length 41 ft. 10 in., outside height from rail to eaves 12 ft. 4 in., outside height from rail to top of running board 13 ft. 2⅝ in., outside height from rail to extreme height 14 ft. 3½ in.:
7952 7954 7960

Note G—Individual number of cars in series 7975 to 7999 differing in outside dimensions from other cars in same series: outside width at eaves 9 ft. 10¼ in.:
7976 7978 7981 7982 7983 7984 7988 7989 7993 7995 7996 7997 7998
7977 7980

Report movements and mileage, send junction cards, bills for repairs to cars and make remittances to Fruit Growers Express Company, owner (non-shipper), 1101 Vermont Ave., N. W., Washington, D. C. Report mileage separately according to initials. Repairs to both National Car Company and Fruit Growers Express Company cars should be included in the same bill and rendered to Fruit Growers Express Company. *Jan., 1940.*



NX 6804, upgraded Accurail model built by Dick Flock. (2004 Sunshine Models Prototype Modelers Seminar, Naperville, Illinois, Ben Hom photo)

WESTERN FRUIT EXPRESS COMPANY.

REPORTING MARKS—"W. F. E. X."

GENERAL OFFICERS.

H. B. Spencer, President.....Washington, D. C.

E. J. Roth, General Manager.....Washington, D. C. | R. G. Shorter, Comptroller.....Washington, D. C.
D. R. MacLeod, Secretary..... " | R. R. Cooke, Treasurer..... "

G. E. Davis, Auditor.....Washington, D. C. | R. E. Beck, Freight Claim Agent.....Washington, D. C.
O. O. Mills, General Superintendent..... " | O. P. Nelson, General Agent.....St. Paul, Minn.
F. E. Evans, Superintendent Car Service..... " | E. A. Sweeley, Mechanical Superintendent.....Alexandria, Va.
E. Hinrichs, Assistant Superintendent Car Service..... " | F. G. Luth, Assistant Mechanical Superintendent.....Indiana Harbor, Ind.
D. R. Elmore, Assistant to General Manager..... "

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON, D. C.

REFRIGERATOR EQUIPMENT.
Reporting Marks—"W. F. E. X."

The cars of this Company are marked "Western Fruit Express," and "W. F. E. X." and are numbered and classified as follows:

Item Number.	A. A. R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in Place.	Between Linings Clear (Bulkheads Collapsed).	Width, Inside.	Height, Inside.	Outside. Length.	Width. Width at Eaves.	Extreme Width.	Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board.	To Extreme Height	Doors. Side Doors. Width.	Height.	Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Bunks—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).	Pounds.	Number of Cars.
		PASSENGER.		ft. in	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft. in.						
1	BR	Passenger Express, (See Exceptions) Note G	100 to 199	42 6	48 7½	9 ...	7 5½	54 7	10 8½	.....	.....	12 8 5/16	13 6 5/16	1410 1/16	5 ...	7 ...	.....	.....	12500	.....	2845	....	125000	97
2	BR	Passenger Express, (Exceptions) Note G	◆♦164, 193, 198	"	48 10½	8 10	7 1½	"	"	.....	.....	"	"	"	"	"	.....	.....	12000	.....	2683	....	"	3
3	BR	Passenger Express....	▲ 400 to 499	42 6	48 10½	8 10	7 1½	54 7	10 8½	.....	.....	12 8 5/16	13 6 5/16	1410 1/16	5 ...	7 ...	.....	.....	12000	.....	2683	....	125000	....
		Total Passenger Refrigerator Cars																							100
		FREIGHT.																							
4	RM	Refrigerator.....	1201, 1202	44		8 4	10 6	50 8	9 8½	.....	.....	15 3 1/16	16 0 1/16	17 3 5/16	4 ...	10 6	.....	.....	5100	.....	3848	....	80000	2
5	RS	" Steel Underfr'me, Note C	1300 to 1319	33 2¾	.....	8 10½	6 11½	41 ...	10 1½	.....	.....	12 10 1/16	13 5 5/16	14 9 5/8	4 ...	6 4½	.....	.....	9600	.....	2060	....	75000	18
6	RS	" Steel Underfr'me, Note C	49000 to 49999	33 2¾	.....	8 10½	6 11½	40 10	10 1½	.....	.....	12 10 1/16	13 5 5/16	14 9 5/8	4 ...	6 4½	.....	.....	9600	.....	2060	..	75000	944
7	RS	" Steel Underfr'me, Note B	54147 to 54291	32 8	.....	8 3½	7 0½	41 3½	9 9½	.....	.....	12 7 1/16	13 11/16	14 6 5/16	4 ...	5 10½	.....	.....	9600	.....	1904	....	50000	57
11	RS	" Stl. Underframe Notes B, D	" "	32 10	.....	"	"	"	"	.....	.....	"	"	"	"	"	.....	.....	8400	.....	1914	....	"	12
12	RS	" .....Note B	54292	32 8	.....	8 3	6 7½	41 3½	9 9½	.....	.....	11 10	12 7¾	13 9½	4 ...	5 9	.....	.....	9600	.....	1780	....	50000	1
13	RS	" Steel Underfr'me, Note B	60001 to 63910	32 8	.....	8 2½	6 11½	40 10	9 7	.....	.....	12 0 5/8	12 11 3/8	14 0 5/8	4 ...	6 4½	.....	.....	9600	.....	1869	....	50000	3718
14	RM	" Steel Underfr'me, Note K	" "	"	.....	"	"	"	"	.....	.....	"	"	"	"	"	.....	.....	"	.....	"	....	"	1
15	RS	" Steel Underfr'me, Notes C, E	" "	33 2½	.....	8 4	7 3½	41 8	9 8½	.....	.....	12 8	13 3 5/16	14 7 1/16	"	"	.....	.....	"	.....	2013	....	75000	29
16	RS	" Steel Underfr'me Notes B, J	" "	32 6	.....	8 4	7 3½	40 10	9 8½	.....	.....	12 6 5/16	13 2 5/16	14 5 7/16	"	"	.....	.....	"	.....	1969	....	50000	11
17	RS	" Stl. Underfr. (See Exception), Note C	65000 to 66349	33 2½	.....	8 2½	6 10½	41 8	9 7	.....	.....	12 2 3/16	12 10 5/16	14 1 7/16	4 ...	6 4½	.....	.....	9600	.....	1872	....	75000	1322
21	RS	" Steel Underfr'me, Notes C, F	" "	"	.....	8 4	7 3½	"	9 8½	.....	.....	12 8	13 3 5/16	14 7 1/16	"	"	.....	.....	"	.....	2013	....	"	3
22	RS	" Steel Underfr'me Exception,	65296	"	.....	8 4	7 3½	"	9 8½	.....	.....	12 8	13 3 5/16	15 1 5/8	"	"	.....	.....	"	.....	2013	....	"	1
23	RS	" Steel Underfr'me (See Exception)	67000 to 67846	33 2½	.....	8 4	7 3½	41 8	9 8½	.....	.....	12 8	13 3 5/16	15 1 5/8	4 ...	6 4½	.....	.....	9600	.....	2013	....	75000	840
24	RS	" Steel Underfr'me, Exception.	♦♦ 67040	"	.....	8 3	7 3⅝	41 8⅛	9 4¼	.....	.....	12 6	13 4 1/16	14 7¼	"	6 6	.....	.....	"	.....	1996	....	"	1
25	RS	" " ..	67847 to 67894	33 2½	.....	8 4	7 3½	41 8	9 11½	.....	.....	12 7 3/8	13 5 5/8	15 1 5/8	4 ...	6 4½	.....	.....	9600	.....	2013	....	75000	47
20	RS	" All Steel...	67895 to 67999	33 2½	.....	8 3	7 3⅝	41 8⅛	9 4¼	.....	.....	12 6	13 4 1/16	14 7¼	4 ...	6 6	.....	.....	9600	.....	1996	....	75000	49
		Total Freight Refrigerator Cars.....																							7056

Note B—Equipped with 60,000 pounds capacity journals, but loading limited by M. C. B. Rules (*see M. C. B. Rule 86*).

Note C—Equipped with 80,000 pounds capacity journals, but loading limited by M. C. B. Rules (*see M. C. B. Rule 86*).

Note D—Individual numbers of cars in series 54147 to 54291 differing in dimensions cubic capacity and ice tank capacity from other numbers in same series; inside length 32 ft. 10 in.; capacity 1,914 cu. ft.; capacity 8,400 pounds chunk ice:
54153 54173 54180 54181 54198 54213 54242 54257 54264 54276 54279 54154

Note E—Individual numbers of cars in series 60001 to 63910 differing in dimensions, cubical and pounds capacity from other numbers in same series; inside length 33 ft. 2¾ in., width 8 ft. 4 in., height 7 ft. 3¼ in.; capacity 2,013 cu. ft., 75,000 pounds:
60879 60927 61253 61434 62411 62791 63266 63902 63904 63907 63909
60897 60963 61384 61489 62489 62812 63900 63903 63905 63908 63910
60794 61072 61483 61762 62533 62822 63901

Note F—Individual numbers of cars in series 65000 to 66349 differing in dimensions and cubical capacity from other numbers in same series; inside width 8 ft. 4 in., height 7 ft. 3¼ in., capacity 2,013 cu. ft.:
65134 65890 65854

Note G—W. F. E. X. express refrigerators numbered 100 to 199 are home on Great Northern Railway, and when empty should be returned to that line on record rights.

Note J—Individual numbers of cars in series 60001 to 63910 differing in inside dimensions and cubical capacity from other numbers in same series; Inside dimensions: length 32 ft. 6 in., width 8 ft. 4 in., height 7 ft. 3¼ in., capacity 1,969 cu. ft., 50,000 pounds:
60224 60248 60327 61023 61539 62278 62374 63054 63390 63487 63835

Note K—Individual number of car in series 60001 to 63910 differing in A. A. R. Mech. Designation from other cars in same series; A. A. R. Mech. Designation RM:
60229

Detailed Instructions for Rendering Reports and for Settling Mileage and Repair Accounts.

REPORTS OF MOVEMENTS.

Send junction cards, reports of movements and tracers for cars to F. E. Evans, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington, D. C.

MILEAGE REPORTS.

Report mileage to F. E. Evans, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington, D. C. Report mileage made by refrigerator express cars, series 100 to 199, in separate item.

BALANCES.

Balances for mileage due should be remitted to Western Fruit Express Company, owner (non-shipper), R. R. Cooke, Treasurer, 1101 Vermont Ave., N. W., Washington, D. C., or authority to make draft forwarded to R. G. Shorter, Comptroller, 1101 Vermont Ave., N. W., Washington, D. C.

REPAIR BILLS.

Send bills for repairs to cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington, D. C.

CARS RE-LIGHTWEIGHED ON FOREIGN ROADS.

Reports of light weights and destruction of cars should be forwarded to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington, D. C.

REQUISITIONS FOR MATERIAL TO REPAIR.

Requisitions for material for repairing cars should be made on E. A. Sweeley, Mechanical Superintendent, P. O. Box 328, Alexandria, Va.

Jan., 1950.

▲ Denotes additions. ◆ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

Appendix IV: Excerpted pages from July 1950 Official Railway Equipment Register

BURLINGTON REFRIGERATOR EXPRESS COMPANY.

GENERAL OFFICERS.

JOHN C. RILL, President.....Washington 5, D. C.

D. R. MACLEOD, Vice-President and Secretary.....Washington 5, D. C.
R. G. SHORTER, Comptroller..... "
C. G. ROMER, Treasurer.....Washington 5, D. C.
W. G. BRANTLEY, General Counsel..... "

L. D. GROSS, General Superintendent.....Washington 5, D. C.
G. E. DAVIS, Auditor..... "
R. E. BECK, Freight Claim Agent..... "
D. R. ELMORE, Manager Purchases and Stores..... "
E. A. SWEELEY, General Mechanical Superintendent.....Alexandria, Va.
H. M. NELSON, Asst. General Mechanical Superintendent.... "
H. L. ROTH, Purchasing Agent.....Washington 5, D. C.
W. H. ATKINSON, Superintendent Car Service..... "
R. W. TATE, General Agent.....59 E. Van Buren St., Chicago 5, Ill.

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON 5, D. C.

REPORTING MARKS.

"B. H. I. X."—Burlington Refrigerator Express Company.
"B. R. D. X."—Burlington Refrigerator Express Company.
"B. R. E. X."—Burlington Refrigerator Express Company.
"C. X." —Colorado-Southern.
"F. W. D. X."—Fort Worth-Denver.

REFRIGERATOR EQUIPMENT.

Item Numbers.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board	To Extreme Height.	Doors. Side Doors. Width.	Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Bunkers—Bulkheads in Place.	Pounds. Clear Capacity (Bulkheads Collapsed).	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft. in.					
		PASSENGER																							
		B. R. E. X. or B. H. I. X.																							
1	BR	Express Refrigerator. (See Exceptions)	300 to 399	42 6	.....	8 6	7 11	51	11 10	8½	.....	.....	13 0⅛	18101½	15 2⅝	5 ...	6 6	12100	11700	11000	.....	.....	2570	112000	27
2	BR	Express Refrigerator. Exceptions	304, 321	"	.....	"	7 1	"	"	"	.....	.....	"	"	"	"	6 5⅝	"	"	"	.....	.....	2550	"	2
		Total B. R. E. X. and B. H. I. X. Passenger Refrigerator Cars.																							29
		FREIGHT																							
		B. R. D. X.																							
3	RCD	Refrigerator, All Steel. Notes C, H	80000 to 80009	36 0½	.....	7 11½	7 3½	41 8½	9 4½	.....	.....	12 6	13 4 1/16	14 7½	4 ...	6 6	.....	.....	.....	.....	.....	2067	.....	75000	1
		B. R. E. X.																							
4	RS	Refrigerator (See Exception). Notes D, G, J	74200 to 74399	33 2½	.....	8 3	7 3	41 10½	9 2½	.....	.....	1211½	13 9 1/16	15 0¾	4 ...	6 6	▲11000 Note D	10600 Note D	10000 Note D	.....	.....	1987	100000	199
5	RS	Refrigerator, Exception. Notes D, G, J	74398	"	.....	"	"	43 0½	"	.....	.....	"	"	"	"	"	▲11000 Note D	10600 Note D	10000 Note D	.....	.....	"	"	1
6	RS	" Notes D. G	74400 to 74697	33 2½	37 4	8 3	7 6½	41 8	9 3½	.....	.....	1211 1/16	13 9 5/16	15 0⅛	4 ...	6 6	▲10000 Note D	10200 Note D	9600 Note D	.....	.....	2067	2322 75000	295
7	RS	" Notes D, G	74698	33 2½	37 4	8 3	7 6½	41 8	9 3½	.....	.....	1211 1/16	13 9 5/16	15 0⅛	5 ...	6 6	▲10000 Note D	10200 Note D	9600 Note D	.....	.....	2067	2322 80000	1
11	RS	" Overhead Ice Tanks. Note J	74699	.....	39 10½	8 3	6 10½	41 8	9 3½	.....	.....	13 1½	13 9 5/16	15 0⅛	5 ...	6 9	7800	.....	.....	.....	.....	.....	2263	103000	1
12	RS	" All Steel. Note D. (See Exceptions)	74730 to 74999	33 2½	.....	8 3	7 3½	41 8½	9 4½	.....	.....	12 6	13 4 1/16	14 7½	4 ...	6 6	▲10600 Note D	10200 Note D	9600 Note D	.....	.....	1926	.....	80000	260
13	RS	" All Steel. Notes D, F	" "	32 9½	.....	"	"	"	"	.....	.....	"	"	"	"	"	▲10600 Note D	10200 Note D	9600 Note D	.....	.....	1969	.....	"	3
14	RS	" All Steel (Exceptions). Note D	74818, 74882	33 2½	.....	"	7 3	"	"	.....	.....	"	"	"	"	6 5½	▲10600 Note D	10200 Note D	9600 Note D	.....	.....	1989	.....	"	2
15	RS	" Steel Underframe. Note C	75000 to 75999	33 2½	.....	8 2½	7 0⅝	41 9½	9 4½	.....	.....	12 6½	13 6	14 7 1/16	4 ...	6 ...	11000	10600	10000	.....	.....	1927	.....	75000	492
16	RS	" Steel Underframe. Notes A②, C	" "	"	.....	"	"	"	"	.....	.....	"	"	"	"	"	▲11000 Note A	10600 Note A	10000 Note A	.....	.....	"	.....	"	317
17	RS	" Steel Underframe. Note B	78200 to 78699	32 8½	.....	8 2½	6 10⅛	40 10	9 8	.....	.....	12 4½	12 10½	14 6⅝	4 ...	6 ...	9900	9500	9000	.....	.....	1830	.....	80000	28
21	RS	" Steel Underframe. Notes A②, B	" "	"	.....	"	"	"	"	.....	.....	"	"	"	"	"	▲9900 Note A	9500 Note A	9000 Note A	.....	.....	"	.....	"	9
		Total B. R. D. X. and B. R. E. X. Freight Refrigerator Cars.																							1609
		C. X.																							
22	RS	Refrigerator, Steel Underframe, Note C	50050 to 50249	33 2½	.....	8 2½	7 0⅝	41 9½	9 4½	.....	.....	12 6½	13 0⅛	14 7 1/16	4 ...	6 ...	11000	10600	10000	.....	.....	1927	.....	75000	121
23	RS	Refrig., Steel Underfr., Notes A②, C	" "	"	.....	"	"	"	"	.....	.....	"	"	"	"	"	▲11000 Note A	10600 Note A	10000 Note A	.....	.....	"	.....	"	38
		F. W. D. X.																							
24	RS	Refrigerator, Steel Underfr., Note C	20001 to 20100	33 2½	.....	8 2½	7 0⅝	41 9½	9 4½	.....	.....	12 6½	13 0⅛	14 7 1/16	4 ...	6 ...	11000	10600	10000	.....	.....	1927	.....	75000	56
25	RS	Refrig., Steel Underfr., Notes A②, C	" "	"	.....	"	"	"	"	.....	.....	"	"	"	"	"	▲11000 Note A	10600 Note A	10000 Note A	.....	.....	"	.....	"	17
		Grand Total Refrigerator Cars.																							1870

Note A—Individual numbers of cars in series B.R.E.X. 75000 to 75999, B.R.E.X. 78200 to 78699, C. X. 50050 to 50249 and F. W. D. X. 20001 to 20100 equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full bunker capacity for the several sizes of ice shown in table under heading "Capacity of Ice Tanks":

A①	75034	75055	75091	75124	75143	75161	75182	75207	75233	75251
B.R.E.X.	75035	75065	75096	75127	75144	75163	75186	75210	75236	75255
	75062	75037	75102	75129	75145	to	75187	to	75237	75260
	75006	75066	75104	to	75149	75166	75190	75215	75238	75272
	75007	75041	75106	75132	75150	75169	75197	75240	75284
	75009	75043	75070	75114	75155	to	75198	75218	75241	75295
	75010	75044	75074	75115	75135	75167	75173	75200	75220	75243	75289
	75011	75046	75075	75117	75137	75158	75176	75201	75227	75244	75295
	75021	75049	75076	75119	75142	75159	75178	75202	75231	75250	75298

Note A—*Continued.*

75300	75334	75372	75403	75444	75488	75520	75567	75608	75648	75705
75301	75340	75373	75404	75453	75489	75524	75570	75611	75649	75708
75303	75342	75375	75405	75461	75492	75525	75574	75617	75664	75711
75304	75346	75377	75417	to	75495	75531	75578	75620	75666	75716
75308	75353	75378	75423	75464	75497	75535	75585	75625	75671	75719
75309	75355	75379	75429		75498	75539	75587	75631	75676	75720
75310	75356	75385	75430	75467	75500	75544	75589	75633	75685	75722
75316	75359	75388	75431	75468	75502	75547	75590	75635	75687	75724
	75362	75389		75473	75503		75592			75780
75318		75394	75436	75475	75505	75552		75636	75692	
75320	75364	75396	75438	75482	75514	75553	75594	75639	75693	75737
75325	75366	75397	75439	75481	75516	75561	75597	75640	75695	75738
75329	75367	75398	75443	75487	75517	75563	75602	75643	75700	75741

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

BURLINGTON REFRIGERATOR EXPRESS CO.–CONTINUED.

Note A—*Continued.*

75743	75779	75817	75872	75937	75987	78430	50071	50143	50232	20017
to	75781	75821	75879	75941	75988	78440	50080	50153	50234	20030
75748	75783	75825	75881	75943	75990	78524	50081	50163	50236	20033
75752	75785	75826	75884	75945	75993	78550	50086	50168	50241	20043
75753	75788	75827	75893	75947	75995	78626	50088	50172	50242	20045
75754	75790	75830	75898	75956	75999	A③	50095	50175	50247	20052
75757	75791	75832	75899	75961	A②	C. X.	50100	50176	A④	20053
75759	75795	75836	75902	75962	B.R.E.X.	50106	50177	F.W.D.X.	20062
to	75797	75847	75905	75963	50090	50109	50180	20002	20067
75762	75798	75852	75908	75965	50092	50114	50195	20003	20082
75765	75801	75855	75917	75968	50098	50129	50200	20008	20083
75768	75803	75861	75927	75970	78281	50130	50208	20015	20090
75776	75807	75863	75931	75973	78365	50134	50229	20015	20100
75778	75816	75871	75936	75980	78373	50070				
					78376					

Note B—Equipped with 60,000 pounds capacity journals, but loading limited by A. A. R. Rules (*see A. A. R. Rule 86*).

Note C Equipped with 80,000 pounds capacity journals, but loading limited by A. A. R. Rules (*see A. A. R. Rule 86*).

Note D—Cars in this series are equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full bunker capacity for the several sizes of ice shown in table under heading "Capacity of Ice Tanks."

Note F—Individual numbers of cars in series 74730 to 74999 differing in inside length and cubical capacity from other cars in same series; inside length 32 ft. 9⅝ in., capacity 1,969 cu. ft.

74884 74904 74910

Note G—Refrigerator cars numbered 74200 to 74698 are equipped with Preco Fans.

Note H—Cars in B. R. D. X. series 80000 to 80009 equipped for dry ice refrigeration. Bunker capacity 8,000 pounds dry ice.

Note J—B. R. E. X. cars numbered 74398, 74399 and 74699 are equipped with permanent underslung heater.

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE AND REPAIR ACCOUNTS

Send junction cards, reports of movements and tracers for cars to W. H. Atkinson, Supt. Car Service, 1101 Vermont Ave., N. W., Washington 5, D. C.

Report mileage to W. H. Atkinson, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington 5, D. C. Separate mileage reports should be made for cars lettered "C. X." and "F. W. D. X." and such mileage should not be included in the same report with cars lettered "B. R. E. X." Report mileage made by refrigerator express cars in series B. R. E. X. 300 to 399 in separate item.

Balances for mileage due should be remitted to Burlington Refrigerator Express Company, owner (non-shipper), C. G. Romer, Treasurer, 1101 Vermont Ave., N. W., Washington 5, D. C., or authority to make draft forwarded to R. G. Shorter, Comptroller, 1101 Vermont Ave., N. W., Washington 5, D. C. Report mileage separately, according to initials.

Send bills for repairs to cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington 5, D. C. Repairs to cars marked "C. X." and "F. W. D. X." must be included in separate bills according to each designation and not included in the same bill covering repairs to "B. R. E. X." cars.

Reports of light weights and destruction of cars should be forwarded to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington 5, D. C.

Requisitions for material for repairing cars should be made on E. A. Sweeley, General Mechanical Superintendent, Alexandria, Va.

Cars lettered "C.X." are owned by the Colorado & Southern Railway Company. Cars lettered "F.W.D.X." are owned by the Fort Worth & Denver City Railway Company. This is railroad owned equipment and the mileage should not be reported to State authorities as private car line mileage for tax purposes.

July, 1950

FWDX 20068, Accurail model upgraded with free-standing grab irons and ladders, A-Line sill steps (heated, straightened, and rebent to a more prototypical width and sharper corners), and Accurail Andrews trucks. The underframe has been modified to move the trucks nearer the ends of the car, and a scratchbuilt Murphy XLA roof replaced the kit's Hutchins roof. See *Prototype Railroad Modeling Volume One* for construction details of this model.

FRUIT GROWERS EXPRESS COMPANY.

REPORTING MARKS—"F.G.E.X.", "F.C.E.X", "F.D.E.X.", "F.H.I.X." AND "F.O.B.X."

GENERAL OFFICERS.

JOHN C. RILL, President.....Washington 5, D. C.

D. R. MACLEOD, Vice-President and Secretary.....Washington 5, D. C.
R. G. SHORTER, Comptroller..... "
L. D. GROSS, General Superintendent.....Washington 5, D. C.
G. E. DAVIS, Auditor..... "
R. E. BECK, Freight Claim Agent..... "
D. R. ELMORE, Manager Purchases and Stores..... "
E. A. SWEELEY, General Mechanical Superintendent.....Alexandria, Va.
H. M. NELSON, Assistant General Mechanical Superintendent. "

C. G. ROMER, Treasurer.....Washington 5, D. C.
W. G. BRANTLEY, General Counsel..... "
H. L. ROTH, Purchasing Agent..... .....Washington 5, D. C.
W. H. ATKINSON, Superintendent Car Service..... "
R. W. TATE, General Agent.....59 E. Van Buren St., Chicago 5, Ill.
M. J. KING, General Agent.....1630 Lynch Bldg., Jacksonville 1, Fla.
C. J. JAMISON, General Agent.....313 Broad St. Station, Philadelphia 2, Pa.

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON 5, D. C.

REFRIGERATOR EQUIPMENT.

Reporting Marks—"F. G. E. X.", "F. C. E. X.", "F. D. E. X.", "F. H. I. X." and "F. O. B. X."

The cars of this Company are marked "Fruit Growers Express" and "F. G. E. X.", "F. C. E. X.", "F. D. E. X.", "F. H. I. X." or "F. O. B. X." and are numbered and classified as follows:

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board.	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity Measure. Cubic Feet.	Capacity. Capacity Measure. Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Bunkers—Bulkheads in Place.	Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity of Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	in.	ft. in.	in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.						
		F. C. E. X.																							
1	RB	Refrigerator.....	4200 to 4349	.....	10 ..	8	4 7	3	42 5½	10 1	.....	.....	11 11	12 8	14 2 7/16	4 2	6 4½	.....	.....	.....	.....	..	2420	100000	1
2	RB	"	4800 to 4849	.....	38 9	8	5 7	2	40 10	9 11	.....	.....	12 6	13 1 7/16	1311 7/16	4 ...	6 4½	.....	.....	.....	.....	....	2407	80000	1
3	RB	"	4850 to 4899	.....	39 2	8	2 6	10	40 10	9 11	.....	.....	11 10	12 7½	13 10	4 ...	6 4½	.....	.....	.....	.....	....	2239	75000	....
		F. D. E. X.																							
4	RS	Refrigerator.....	7000 to 7055	33 2½	.....	8	1 7	3½	41 8	9 11½	.....	.....	12 7 7/16	13 5 5/16	15 1½	4 ...	6 ...	10600	10200	9600	.....	.....	1978	....	75000	47
5	RS	"	7056 to 7074	33 2½	.....	8	4 7	3½	42 6	10 2½	.....	.....	12 7 1/16	13 5 7/16	15 1½	4 ...	6 ...	10600	10200	9600	.....	.....	2013	....	90000	19
6	RS	"	7075 to 7099	33 2½	.....	8	4 7	3½	41 8	10 1½	.....	.....	12 3½	13 1 7/16	14 9½	4 ...	6 3 5/16	10600	10200	9600	.....	.....	2013	....	75000	5
7	RS	" ..Note X	9000	33 2½	.....	8	4 7	3½	42 6	10 2½	.....	.....	12 7 7/16	13 5 5/16	15 1½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2013	....	90000	1
11	RS	" ..Note X	9001 to 9049	33 2½	.....	8	4 7	3½	42 6	10 2½	.....	.....	12 7 1/16	13 5 5/16	15 1½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2013	....	90000	37
12	RS	" ..Note X	9050 to 9249	33 2½	.....	8	4 7	3½	42 6	10 1½	.....	.....	12 5 5/16	13 0 11/16	14 8½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2013	....	90000	185
13	RS	" All Steel. Note X	9250 to 9299	33 2½	.....	8	4 7	3½	41 8½	9 8	.....	.....	12 3½	13 4 1/16	14 7½	4 ...	6 6½	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2016	....	90000	48
14	RS	"All Steel. Note X (See Exceptns)	9300 to 9499	33 2½	.....	8	4 7	3½	41 8	10 1½	.....	.....	12 7 1/16	13 5 5/16	15 1½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2013	....	90000	31
15	RS	"All Steel, Exceptions. Note X	9318 to 9374 9387 to 9399	"	.....	"	7 5½	"	10 2½	.....	.....	.....	12 10½	13 8½	1411½	"	6 1½	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	2071	...	"	69
		F. O. B. X.																							
16	RA	Refrigerator, Overhead Ice Tanks. Note N	◆ 600 to 699	.....	50 ..	8	5 7	6	52 5½	9 11	.....	.....	1311 3/32	14 9½	1410½	5 ...	7 2½	12100	.....	.....	.....	.....	3156	120000	....
17	RS	Refr., Overhead Ice Tanks	700 to 773	.....	50 ..	8	8 6	10½	53 2	10 0½	.....	.....	13 6 3/32	14 4 1/32	15 1	5 ...	6 4½	11500	.....	.....	.....	.....	2982	120000	49
21	RCD	Refrigerator, Overhead Ice Tanks. Note Y	774	.....	50 ..	8	8 6	10½	53 2	10 0½	.....	.....	13 6 3/32	14 4 1/32	15 1	5 ...	6 4½	NoteY	NoteY	NoteY	.....	.....	2982	120000	1
22	RA	Refrig., Overhead Ice Tanks (See Exceptns)	775 to 799	.....	50 ..	8	8 6	10½	53 2	10 0½	.....	.....	13 6 3/32	14 4 1/32	15 1	5 ...	6 4½	9000	.....	.....	.....	.....	2982	120000	21
23	RA	Refrig., Overhead Ice Tanks, Exceptions	♦ 778	.....	"	"	6 10½	"	"	.....	.....	.....	"	14 4 3/32	14 6 1/32	"	"	12100	.....	.....	.....	.....	2983	100000	1
24	RS	Refrig., Overhead and End Ice Tanks, Exception. Notes N, W	784	42 6	.....	"	6 6	"	"	.....	.....	.....	"	14 4 31/32	15 1	"	"	Note W	Note W	Note W	.....	.....	2450	....	117000	1
		F. G. E. X. or F. H. I. X.																							
25	RS	Refrigerator (See Exceptions)	800 to 814	33 2½	.....	8	... 7	3½	41 8	10 2½	.....	.....	12 7 7/16	13 5 5/16	15 1½	4 ...	6 ...	10600	10200	9600	.....	.....	1933	....	90000	5
26	RS	" Note L①	" "	"	.....	"	"	"	"	.....	.....	.....	"	"	"	"	"	10600 NoteL	10200 NoteL	9600 NoteL	.....	.....	"	....	"	8
27	RS	" Exceptions	804, 807	"	.....	"	"	"	"	.....	.....	.....	12 5 7/16	"	"	"	"	10600	10200	9600	.....	.....	"	....	"	2
31	RS	"	815	33 2½	.....	8	... 7	3½	42 6	10 0½	.....	.....	1210 7/16	13 8 1/16	15 5	4 ...	6 ...	10600	10200	9600	.....	.....	1933	....	90000	1
32	RS	" ..Note X	816, 817	33 2½	.....	8	... 7	3½	41 8	9 11½	.....	.....	12 7 7/16	13 5 5/16	15 1½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	1933	....	90000	2
33	RS	"	818 to 822	33 2½	.....	8	... 7	3½	42 6	10 2½	.....	.....	12 7 1/16	13 5 5/16	15 1½	4 ...	6 ...	10600	10200	9600	.....	.....	1933	....	90000	5
34	RS	" .Note X (See Exceptns)	828 to 899	33 2½	.....	8	... 7	3½	41 8	10 2½	.....	.....	12 7 7/16	13 5 5/16	15 1½	4 ...	6 ..	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	1933	....	90000	47
35	RCD	" Exceptions Note Q	837, 854	"	.....	7	8 "	"	"	.....	.....	.....	"	"	"	"	"	NoteQ	NoteQ	NoteQ	.....	.....	1852	....	"	2
		F. H. I. X.																							
36	RS	Refrig., Notes N, X	900 to 999	33 2½	.....	8	3 7	3	41 10½	9 2½	.....	.....	1211 1/32	13 9 1/16	15 0 3/32	4 ...	6 6	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	1987	....	100000	100
		F. O. B. X.																							
37	RS	Refrigerator, Overhead Ice Tanks. Note R	4000 to 4173	.....	50 ..	8	8 6	10½	53 2	10 0½	.....	.....	13 6 3/32	14 4 1/32	15 1	5 ...	6 4½	11500	.....	.....	.....	.....	2982	120000	125
		F. G. E. X.																							
41	RP	Refrigerator.....	◆◆ 100 to 109	33 9½	.....	8	3 7	10½	41 9½	9 5 7/16	.....	.....	13 3½	13 8 3/32	13 8 3/32	6 ...	7 0 1/32	.....	.....	.....	.....	.....	2024	..	99000 § 100000	10
42	RP	"	250 to 259	33 9½	.....	8	3 7	10½	41 9½	9 5½	.....	.....	1210 1/32	13 8 3/32	13 8 3/32	6 ...	7 ...	.....	.....	.....	.....	.....	2011	....	99000	....
43	RS	"	10400 to 10639	32 8	.....	8	4 7	0½	41 8½	9 11½	.....	.....	12 7	13 3½	14 6½	4 ...	5 5½	10600	10200	9600	.....	.....	1911	....	50000	3
44	RS	" AllSteel. Note X (See Exceptions)	10850 to 10999	33 2½	.....	8	3 7	3½	42 1½	9 4½	.....	.....	12 7 7/16	13 5½	14 8 5/16	4 ...	6 6½	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	1996	....	75000	131
45	RS	"Exception Note X	10857	"	38 1½	"	"	"	"	.....	.....	.....	"	"	"	"	"	10600 NoteX	10200 NoteX	9600 NoteX	.....	"	2292	"	"	1
46	RS	"Exception Note X	10903	"	.....	"	7 8	"	"	.....	.....	.....	"	"	"	"	6 5½	10600 NoteX	10200 NoteX	9600 NoteX	.....	.....	1988	....	"	1
		Forward.....																							960

§ Effective August 9, 1950.

▲ Denotes additions. ◆ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

REFRIGERATOR EQUIPMENT—Continued.

Item Numbers.	A.A.R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board.	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity of Ice Tanks. Capacity Measure. Cubic Feet.	Capacity. Capacity of Ice Tanks. Capacity Measure. Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity of Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft. in.					
		Brought forward.....																							960
1	RS	Refrigerator..Note A	11001 to 11175	33 2½		8 2½	7 0⅞	42 1½	9 4½			12 2½	13 1⅞	14 6¼	4 ...	6 ...	11000	10600	10000			1924		75000	57
2	RS	" Notes A, L②	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	11000 Note L	10600 Note L	10000 Note L			"		"	35
3	RS	" Note A (See Exceptions)	11201 to 11225	33 2½		8 3	7 8⅞	42 8	9 7½			12 9	13 5¼	14 8½	5 ...	6 1½	12700	12200	11500			2112		75000	5
4	RS	" Exceptions; Notes A, X	11206, 11208; 11209, 11221	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	12700 Note X	12200 Note X	11500 Note X			"		"	4
5	RS	" ..Note A	11301 to 11349	33 2½		8 2½	6 9½	41 6½	9 7			12 2½	12 10½	14 1½	4 ...	5 4½	10600	10200	9600			1861		75000	23
6	RS	" Notes A, L③	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	12
7	RS	" ..Note C	11350 to 13057	32 6		8 1½	6 10⅞	41 2½	9 7½			11 10½	12 6¼	13 10¼	4 ...	5 5½	10600	10200	9600			1809		50000	23
11	RS	" Notes C, L④	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	14
12	RS	" ..Note C (See Exceptions)	13500 to 13999	32 3½		7 11½	6 8	41 2	9 6			12 1½	12 11	14 0½	4 ...	5 4½	10600	10200	9600			1717		50000	7
13	RS	" Note U	" "	32 6		" "	" "	" "	" "			" "	" "	" "	" "	" "	" "	" "	" "			1727		"	14
14	RS	" Exceptions; Notes C, X	13525, 13652; 13653, 13655	32 3½		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note X	10200 Note X	9600 Note X			1717		"	4
15	RS	" Exceptions; Note X	13501, 13609; 13635	32 6		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note X	10200 Note X	9600 Note X			1727		"	3
16	RS	" Note A (See Exception)	14000 to 14998	32 6		8 5½	6 10½	40 10	9 10½			12 5½	13 0¼	14 4½	4 ...	5 11½	10600	10200	9600			1907		75000	92
17	RS	" NotesA, L⑤	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	59
21	RS	" Exception Note A	14828	33 2½		8 4½	6 11½	41 10	9 7½			12 4½	13 3½	14 4	"	5 5½	10600	10200	9600			1933		75000	1
22	RS	" ..Note A	15000 to 15499	32 9½		8 3	7 1½	42 8½	9 5½			12 2½	12 11⅞	14 9⅞	4 ...	5 7½	11600	11100	10500			1921		75000	9
23	RS	" ..Note A	15500 to 15999	32 10		8 3	7 1⅞	42 8½	9 6½			12 6⅛	13 0¼	14 9¼	4 ...	5 7½	10600	10200	9600			1928		75000	16
24	RS	" ..Note A	16100 to 16299	33 2½		8 2½	6 10½	41 8	9 7½			12 2	13 ...	14 1½	4 ...	6 3½	10600	10200	9600			1872		75000	76
25	RS	" NotesA, X	16300 to 16489	33 2½		8 3	7 3½	42 8½	9 11			12 2½	13 0¼	14 8⅞	4 ...	6 6½	10600 Note X	10200 Note X	9600 Note X			1923		75000	76
26	RS	" ..Note A	16490 to 17099	33 2½		8 4½	7 3½	41 1½	9 10½			12 5½	13 6	14 9	4 ...	6 ...	10600	10200	9600			2023		75000	9
27	RS	" ..Note C	18000 to 18099	32 6		8 2½	6 6½	40 10	9 7			11 10½	12 6½	13 9¼	4 ...	6 ...	10600	10200	9600			1750		50000	8
31	RS	" Notes C, L⑥	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	12
32	RS	....Note C	18100 to 18799	32 6		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	4 ..	6 ...	10600	10200	9600			1909		50000	81
33	RS	" Notes C, L⑦	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	97
34	RS	" Note A (See Exception)	19000 to 19224	32 6		8 2½	6 7½	40 10	9 7			11 10½	12 6¼	13 9½	4 ...	6 ...	10600	10200	9600			1761		75000	24
35	RS	" Note L⑧	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	18
36	RS	" Exception Note X	19003	33 2½		8 4½	6 11½	41 10	9 7½			12 4½	13 3½	14 4	"	5 5½	10600 Note X	10200 Note X	9600 Note X			1933		"	1
37	RS	" Note C (See Exception)	19300 to 19699	32 6		8 2½	6 6½	40 10	9 7			11 10½	12 6¼	13 9½	4 ...	6 ...	10600	10200	9600			1760		50000	19
41	RS	" Notes C, L⑨	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	28
42	RS	" Exception Note C	19330	"		8 4	7 3½	"	9 8½			12 6½	13 2½	"	"	"	10600	10200	9600			1909		"	1
43	RS	" Note C (See Exceptions)	20000 to 21849	32 6		8 1½	6 9	40 10	9 7			11 10⅞	12 7½	13 11¼	4 ...	6 ...	10600	10200	9600			1780		50000	80
44	RS	" ..Notes A, K	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	" "	" "	" "			"		75000	7
45	RS	" ..Notes A, B	" "	33 2½		8 2½	6 9½	41 8	"			12 2½	12 10½	14 1½			" "	" "	" "			1860		75000	3
46	RS	" ..Notes C, H	" "	32 6		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	"	"	" "	" "	" "			1909		50000	1
47	RS	" Notes C, L⑩	" "	32 6		8 1½	6 9	40 10	9 7			1110⅞	12 7½	13 11¼	"	"	10600 Note L	10200 Note L	9600 Note L			1780		50000	80
51	RS	" Exceptions; Notes A, X	21005, 21172	32 6		8 1½	6 9	40 10	9 7			1110⅞	12 7½	13 11¼	"	"	10600 Note X	10200 Note X	9600 Note X			1780		75000	2
52	RS	" Exception Notes C, X	21607	32 6		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	"	"	10600 Note X	10200 Note X	9600 Note X			1909		50000	1
53	RS	" ....Note A	22000 to 22349	33 2½		8 4½	6 11½	41 10	9 7½			12 4	13 2½	13 8½	4 ...	5 5½	10600	10200	9600			1923		75000	8
54	RS	" Notes A, L⑪	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	6
55	RS	" ....Note A	22350 to 22524	33 2½		8 4½	6 11½	41 10	9 7½			12 4	13 2½	13 2½	4 ...	5 5½	10600	10200	9600			1933		75000	10
56	RS	" Notes A, L⑫	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	8
57	RS	" ....Note C	23000 to 25499	32 6		8 1½	6 10⅞	41 2½	9 7½			11 10½	12 6¼	13 10¼	4 ..	5 5½	10600	10200	9600			1808		50000	6
61	RS	" Note L⑬	" "	"		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			"		"	2
62	RS	" ....Note C (See Exceptions)	25500 to 25999	32 3½		7 11½	6 8	41 2	9 6			12 1½	12 11	14 0½	4 ...	5 4½	10600	10200	9600			1717		50000	3
63	RS	" Note Z	" "	32 6		" "	" "	" "	" "			" "	" "	" "	" "	" "	" "	" "	" "			1726		"	7
64	RS	" Exceptions; Note L⑭	" "	32 3½		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note L	10200 Note L	9600 Note L			1717		"	1
65	RS	" Exception, Note X	25873	32 6		" "	" "	" "	" "			" "	" "	" "	" "	" "	10600 Note X	10200 Note X	9600 Note X			1726		"	1
		Forward.....																							2014

▲ Denotes additions. ◆ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

REFRIGERATOR EQUIPMENT—Continued.

Item Numbers.	A.A.R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS. INSIDE. Length. Between Ice Tanks—Bulkheads in place.	Between Linings Clear (Bulkheads Collapsed).	Width, Inside.	Height, Inside.	OUTSIDE. Length.	Width. Width at Eaves.	Extreme Width.	Height from Rail. To Extreme Width.	To Eaves.	To Top of Running Board	To Extreme Height.	DOORS. Side Doors. Width.	Height.	CAPACITY. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Total Capacity for Coarse Ice.	Total Capacity for Chunk Ice.	Capacity Measure. Cubic Feet.	Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Clear Capacity (Bulkheads Collapsed).	Pounds.	Number of Cars.
		Brought forward																								2014
1	RS	Refrigerator, (See Exceptions). Note C	31000 to 31999	32 6		8 4½	7 1⅛	41 2½	9 7½			12 3½	12 11½	14 4	4	5 6⅛	10600	10200	9600			1922		50000	5
2	RS	" Notes C, V	" "	"		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	"	6	"	"	"			1969		"	1
3	RS	" Notes C, L⑩	" "	"		8 4½	7 1⅛	41 2½	9 7½			12 3½	12 11½	14 4	"	56⅛	10600 Note L	10200 Note L	9600 Note L			1922		"	7
4	RS	" Exception Notes C, X	31590	33		8 4½	7 1⅛	41 2½	9 7½			12 3½	12 11½	14 4	"	56⅛	10600 NoteX	10200 NoteX	9600 NoteX			1962		"	1
5	RS	" Exception Note X	31769	33 2½		8 2⅛ 6	10½	41 8	9 9½			12 1⅛	1211⅞	14 1⅛	"	6	10600 NoteX	10200 NoteX	9600 NoteX			1872		75000	1
6	RS	" Exception Notes C, X	31808	32 6		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	"	6	10600 NoteX	10200 NoteX	9600 NoteX			1969		50000	1
7	RS	" ..Note A	32000 to 32099	32 2½		8 2⅛ 6	9½	41 8	9 9½			12 1⅛	1211⅞	14 1⅛	4	6	10600	10200	9600			1860		75000	13
11	RS	" Notes A, L⑩	" "	"		"	"	"	"			"	"	"	"	"	10600 Note L	10200 Note L	9600 Note L			"		"	31
12	RS	" (See Exceptions) Note A	32100 to 35898	33 2½		8 2⅛ 6	10½	41 8	9 9½			12 1⅛	1211⅞	14 1⅛	4	6	10600	10200	9600			1872		75000	673
13	RS	" Notes A, L⑫	" "	"		"	"	"	"			"	"	"	"	"	10600 Note L	10200 Note L	9600 Note L			"		"	1066
14	RS	" Notes C, G	" "	32 6		8 4	7 3½	40 10	9 8½			12 6½	13 2½	14 5½	"	"	10600	10200	9600			1969		50000	1
15	RS	" Notes A, P	" "	33 2½		8 2⅛ 6	9½	41 8	9 9½			12 1⅛	1211⅞	14 1⅛	"	"	"	"	"			1860		75000	3
16	RS	" Notes A, S	" "	33 2½		8 4	7 3½	41 8	9 10½			12 7⅞	13 5⅛	15 1½	"	"	"	"	"			2013		75000	7
17	RS	" Notes A, T	" "	33 2½		8 4	7 3½	41 8	9 11½			12 7⅞	13 5⅛	15 1½	"	"	10600 Note T	10200 Note T	9600 Note T			2013		75000	5
21	RS	" Exception..Note X	32145	33 2½		8 3	7 8½	41 8	9 3½			1211⅝	13 9⅞	15 0⅛	"	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2110		75000	1
22	RS	" Exception Notes A, X	34457	33 2½		8 2⅛ 6	9½	41 8	9 9½			12 1⅛	1211⅞	14 1⅛	"	6	10600 NoteX	10200 NoteX	9600 NoteX			1860		75000	1
23	RS	" Exception	34182	33 2½		8 3	7 8½	41 8	9 3½			1211⅝	13 9⅞	15 0⅛	"	6 6	10600	10200	9600			2110		75000	1
24	RS	" Exceptions Note C	35881, 35882	32 6		8 1⅛ 6	9	40 10	9 7			1110⅞	12 7⅛	13 11⅛	"	6	10600	10200	9600			1789		50000	2
25	RS	" Exception Notes C, X	35884	32 6		8 1⅛ 6	9	40 10	9 7			1110⅞	12 7⅛	13 11⅛	"	6	10600 NoteX	10200 NoteX	9600 NoteX			1789		50000	1
26	RS	" .Note X	35900 to 35999	33 2½		8 3	7 3½	40 10	9 11½			12 7⅛	13 5⅛	15 1½	4	6	10600 NoteX	10200 NoteX	9600 NoteX			1933		75000	100
27	RS	" (See Exceptions) Note A	36000 to 37999	33 2½		8 4	7 3½	41 8	9 11½			12 7⅛	13 5⅛	15 1½	4	6	10600	10200	9600			2013		75000	284
31	RS	" Notes A, L⑬	" "	"		"	"	"	"			"	"	"	"	"	10600 Note L	10200 Note L	9600 Note L			"		"	571
32	RS	" .Note D	" "	32 8		"	"	"	9 10½			"	"	"	"	"	10600 NoteD	10200 NoteD	9600 NoteD			1979		"	4
33	RS	" ..Note J	" "	32 8		"	"	"	9 10½			"	"	"	"	"	10600	10200	9600			1979		"	1
34	RS	" Exception	37149	32 9		"	"	"	9 10½			"	"	"	"	"	10600	10200	9600			1984		"	1
35	RS	" Exceptions, Note X	36429, 37655	33 2½		"	"	"	9 10½			"	"	"	"	"	10600 NoteX	10200 NoteX	9600 NoteX			2013		90000	2
36	RS	" Exception	37901	33 2½		8 3	7 10½	42 6	9 5½			13 1	13 10½	15 2⅝	4	6 1½	10600	10200	9600			2152		90000	1
37	RS	" Note X	38000 to 38199	33 2½	37 4	8 3	7 8½	41 8	9 3½			1211⅝	13 9⅞	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2110	2370	75000	194
41	RS	" Note X	38200 to 38449	33 2½	37 4	8 3	7 8½	41 8	9 3½			1211⅝	13 9⅞	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2110	2370	75000	245
42	RS	" Note X	38450 to 38499	33 2½	37 4	8 3	7 8½	41 8	9 2½			1211⅝	13 9⅛	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2110	2370	75000	48
43	RS	" Notes A, N, X	38500 to 38634	33 2½	37 4	8 3	7 4½	41 8½	9 2½			1211⅝	13 9⅛	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2022	2271	75000	135
44	RS	" Notes A, N, X (See Exception)	38635 to 38999	33 2½		8 3	7 4½	41 8½	9 1½			1211⅝	13 8⅝	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			2022		75000	364
45	RS	" Exception Notes N, X	38967	"		"	7 3	41 10⅛	9 2⅛			1211⅛	13 9⅛	15 0⅛	"	"	10600 NoteX	10200 NoteX	9600 NoteX			1987		"	1
46	RS	"Notes A, N, X (See Exception)	39000 to 39299	33 2½		8 3	7 3	41 10⅛	9 1½			1211⅛	13 9⅛	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			1987		75000	299
47	RS	" Exception Notes N, X	◆ 39074	"		"	"	42 2½	9 5½			12 9½	13 7½	15 ...	6	7 1	11000 NoteX	10600 NoteX	10000 NoteX			"		100000	1
51	RS	" Notes A, N, X (See Exception)	39300 to 39499	33 2½		8 3	7 3	41 10½	9 2⅛			1211⅛	13 9⅛	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			1987		75000	199
52	RS	" Exception Notes N, X	39400	"		"	"	"	"			"	"	"	"	"	10600 NoteX	10200 NoteX	9600 NoteX			"		100000	1
53	RS	" (See Exceptions) Notes A, N, X	39500 to 39999	33 2½		8 3	7 3	41 10⅛	9 2⅛			1211⅛	13 9⅛	15 0⅛	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			1987		75000	300
54	RS	" Exception Notes N, X	39730	"		"	"	"	"			"	"	"	"	"	10600 NoteX	10200 NoteX	9600 NoteX			"		80000	1
55	RS	" Exceptions Notes N, X	39800 to 39892	"		"	"	"	"			"	"	"	"	"	10600 NoteX	10200 NoteX	9600 NoteX			"		100000	93
56	RS	" Exceptions Notes N, X	39893 to 39896	"		"	"	43 0⅛	"			1211⅛	13 9⅞	15 1⅞	"	"	10600 NoteX	10200 NoteX	9600 NoteX			"		100000	4
57	RP	" Exception, Note N	39897	"		8 ...	"	41 10⅛	9 1⅛			1211⅛	13 9⅞	15 0⅛	"	"						1927		100000	1
61	RP	" Exception, Note N	↓◆ 39898	34 8		8 ...	7 0½	41 10⅛	9 2⅛			1211¼	13 9⅞	15 0⅛	"	"						2157		100000	1
62	RS	" Notes N, X	▲39900 to 39904	33 2½		8 3	7 3	42 2⅛	9 5⅛			12 9½	13 7½	15 ...	6	7 1	11000 NoteX	10600 NoteX	10000 NoteX			1987		100000	....
63	RS	" Notes E, N, R, X	40000	33 2½	37 4	8 3	7 3	42 0⅛	9 7			12 9⅝	13 7⅝	14 11	4	6 6	10600 NoteX	10200 NoteX	9600 NoteX			1987	2233	80000	1
64	RS	" (See Exceptions)	43500 to 46797	32 7⅛		8 4⅛	610⅛	42 6	10 0⅛			12 1⅞	12 11½	14 2⅛	4	6 6	11600	11100	10500			1885		90000	285
65	RS	" Note M	" "	"		"	"	"	"			11 8⅞	12 5½	13 10½	4	2 6	11600 NoteM	11100 NoteM	10500 NoteM			1887		"	43
66	RS	" Note F	" "	"		"	610⅛	"	9 11½			11 8⅞	12 5½	13 10½	4	6 3	11600	11100	10500			1877		"	6
67	RS	" Exception Note X	44930	33 2½		8 ...	7 3½	"	9 8½			1210⅞	13 8½	15 5	4	6 ...	10600 NoteX	10200 NoteX	9600 NoteX			1933		"	1
71	RS	" Exception, Note X	45041	33 2½		8 4	7 3½	"	9 11½			12 7⅛	13 5⅛	15 1½	4	6 ...	10600 NoteX	10200 NoteX	9600 NoteX			2013		"	1
		Forward																								7023

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED

REFRIGERATOR EQUIPMENT—Continued.

Item Number.	A.R.A. Mech. Designation.	Marks and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity of Ice Tanks. Capacity Measure. Cubic Feet.	Capacity. Capacity of Ice Tanks. Capacity Measure. Depth.	Capacity. Capacity of Car. Cubic Feet, Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Capacity of Car. Cubic Feet, Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity. Capacity of Car. Pounds.	Number of Cars.
		Brought forward																							7023
1	RS	Refrigerator, Note X	47000	33 2½		8 3	6 11½	42 6	9 11½		11 8⅝	12 5½	13 10½		4 0	6 2	10600 NoteX	10200 NoteX	9600 NoteX			1920	90000	1
2	RS	"	47002 to 47999	29 10		8 4½	7 0½	38 6	9 7½		12 0⅞	12 10	14 0½		4 2	6 4½	9700	9300	8800			1748	75000	2
3	RS	" (See Exceptions,)	50000 to 51999	33 2½		8 4	7 3½	41 8	9 10½		12 7⅛	13 5⅛	15 1½		4 ...	6 ...	10600	10200	9600			2013	90000	336
4	RS	" Note L⑩	" "	"		"	"	"	"		"	"	"		"	"	10600 NoteL	10200 NoteL	9600 NoteL			"	"	524
5	RS	" Exception, Note N ♦	50179	"		8 ...	7 0½	"	"		"	"	"		"	"	10600	10200	9600			1872	"	1
6	RS	" Exceptions	50390, 50483 51513, 51805	"		8 4	7 3½	42 6	"		12 7⅛	13 5⅛	15 1½		"	"	10600	10200	9600			2013	"	4
7	RS	" Exception Note X	51352	"		8 4	7 3½	42 6	"		12 7⅛	13 5⅛	15 1½		"	"	10600 NoteX	10200 NoteX	9600 NoteX			2013	"	1
11	RS	"	52000 to 52229	33 2½		8 4	7 3½	42 6	9 10½		12 7⅛	13 5⅛	15 1½		4 ..	6 ...	10600	10200	9600			2013	90000	103
12	RS	" Note L⑩	" "	"		"	"	"	"		"	"	"		"	"	10600 NoteL	10200 NoteL	9600 NoteL			"	"	28
13	RS	" Note X	52230 to 52679	33 2½		8 4	7 3½	42 6	9 11½		12 7⅛	13 5⅛	15 1½		4 ...	6 ...	10600 NoteX	10200 NoteX	9600 NoteX			2013	90000	411
14	RS	" All Steel, Note X	52680 to 52779	33 2½		8 3	7 3½	42 6	9 4½		12 7⅛	13 5⅛	14 6½		4 ...	6 6	10600 NoteX	10200 NoteX	9600 NoteX			1996	90000	97
15	RS	" Note X	52780 to 52999	33 2½		8 4	7 3½	42 6½	9 11½		12 6	13 7	15 0⅞		4 ...	6 ...	10600 NoteX	10200 NoteX	9600 NoteX			2013	90000	3
16	RS	" Note X	55000 to 55499	33 2½		8 3	7 5½	41 8	10 0½		12 10½	13 8½	14 11½		4 ...	6 1½	10600 NoteX	10200 NoteX	9600 NoteX			2050	75000	500
17	RS	" (See Exceptions) Note X	55500 to 56999	33 2½		8 3	7 5½	41 8	9 10½		12 10½	13 8½	14 11½		4 ...	6 1½	10600 NoteX	10200 NoteX	9600 NoteX			2050	75000	832
21	RP	" Exception	56249	"		"	"	"	10 6½		"	"	14 11½		"	6 ...						"	90000	1
22	RS	" Exceptions Notes N, X	56250 to 56349	"		"	"	"	9 10½		"	"	14 11½		"	6 11½	10600 NoteX	10200 NoteX	9600 NoteX			"	75000	99
23	RS	" Exceptions Note X	56456 to 56485	"		"	"	"	10 0½		"	13 8½	14 11⅝		"	6 6½	11000 NoteX	10600 NoteX	10000 NoteX			"	75000	30
24	RS	" (See Exceptions) Notes N, X	57000 to 58999	33 2½		8 3	7 5½	41 8	10 0½		12 10½	13 8½	14 11½		4 ...	6 1½	10600 NoteX	10200 NoteX	9600 NoteX			2050	75000	721
25	RS	" Exceptions Notes N, X	57675 to 57774	"		"	"	"	"		"	"	"		"	"	10600 NoteX	10200 NoteX	9600 NoteX			"	"	100
26	RS	" Exceptions Note X	57819 to 57828	"		"	"	"	"		"	13 8½	14 11⅝		"	6 6½	11000 NoteX	10600 NoteX	10000 NoteX			"	"	10
27	RS	" (See Exceptions) Note X	59000 to 59999	33 2½		8 3	7 5½	41 8	10 0½		12 10½	13 8½	14 11⅝		4 ...	6 1½	10600 NoteX	10200 NoteX	9600 NoteX			2050	90000	568
31	RP	" Exception	59325	34 9		8 ...	"	"	"		"	"	14 11½		"	6 6						2079	"	1
32	RP	" Exception	59432	34 7		8 ...	"	"	10 6½		"	"	14 11½		"	6 6						2069	"	1
33	RS	" Exceptions Notes N, X	59575 to 59674	33 2½		8 3	"	"	10 0½		"	"	14 11½		"	6 1½	10600 NoteX	10200 NoteX	9600 NoteX			2050	"	100
34	RS	" Exceptions Notes N, X	59725 to 59824	33 2½		8 3	7 3	41 9½	9 2½		12 10½	13 8⅞	14 11⅝		"	7 1½	11000 NoteX	10600 NoteX	10000 NoteX			1987	75000	100
35	RS	" Exceptions Note X	59890 to 59899	33 2½		8 3	7 5½	41 8	10 0½		12 10½	13 8½	14 11⅝		"	6 6½	11000 NoteX	10600 NoteX	10000 NoteX			2050	75000	10
36	RS	" Exceptions Notes N, X	59900 to 59999	33 2½		8 3	7 3	41 9½	9 2½		12 10½	13 8⅞	14 11⅝		6 ...	7 ...	11000 NoteX	10600 NoteX	10000 NoteX			1987	90000	100
		Total																							1737

Note A—Equipped with 80,000 pounds capacity journals, but loading limited by A. A. R. Rules. *(See A. A. R. Rule 86.)*

Note B—Individual numbers of cars in series 20000 to 21849 differing in dimensions and capacity from other cars in same series: inside length 33 ft. 2¾ in., width 8 ft. 2⅝ in., height 6 ft. 9⅛ in.; outside length 41 ft. 8 in.; height from rail to eaves 12 ft. 2⅝ in., to top of running board 12 ft. 10⅝ in., to extreme height 14 ft. 1⅞ in.; capacity 1860 cu. ft., 75,000 pounds:
20009 21202 21543

Note C—Equipped with 60,000 pounds capacity journals, but loading limited by A. A. R. Rules. *(See A. A. R. Rule 86.)*

Note D—Individual numbers of cars in series 36000 to 37999 differing in dimensions and cubical capacity from other cars in same series: inside length 32 ft. 8 in., outside width at eaves 9 ft. 10⅛ in.; capacity 1979 cu. ft. These cars have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks".:
36197 36398 37280 37484

Note E—Car No. 40000 is an All-Purpose Aluminum Alloy Superstructure Car.

Note F—Individual numbers of cars in series 43500 to 46797 differing in dimensions and cubical capacity from other cars in same series; inside height 6 ft. 10⅞ in., outside width at eaves 9 ft. 11⅝ in., height from rail to eaves 11 ft. 8⅛ in., to top of running board 12 ft. 5¼ in., to extreme height 13 ft. 10¼ in., width of side door opening 4 ft. 2 in., height of side door opening 6 ft. 3¼ in., capacity 1,877 cu. ft.:
43502 43517 43521 43531 43532 46797

Note G—Individual number of car in series 32100 to 35898 differing in dimensions and capacity from other cars in same series; inside length 32 ft. 6 in., width 8 ft. 4 in., height 7 ft. 3¼ in.; outside length 40 ft. 10 in., width at eaves 9 ft. 8¾ in., height from rail to eaves 12 ft. 6⅜ in., to top of running board 13 ft. 2⅜ in., to extreme height 14 ft. 6⅞ in.; capacity 1969 cu. ft. 80,000 pounds: 33034

Note H—Individual number of car in series 20000 to 21849 differing in dimensions and capacity from other cars in same series; inside width 8 ft. 4 in., height 7 ft. 3¼ in.; outside width at eaves 9 ft. 8¾ in.; height from rail to eaves 12 ft. 6⅜ in., to top of running board 13 ft. 2⅜ in., to extreme height 14 ft. 5 ¾ in.; capacity 1969 cu. ft.: 21753

Note J—Individual number of car in series 36000 to 37999 differing in dimensions and cubical capacity from other cars in same series; inside length 32 ft. 8 in.; outside width at eaves 9 ft. 10⅛ in., capacity 1,979 cu. ft.:
36439

Note K—Individual numbers of cars in series 20000 to 21849 differing in pounds capacity from other cars in same series; capacity 75,000 pounds:
21005 21029 21044 21137 21149 21188 21813

Note L—Individual numbers of cars in F. G. E. X. or F. H. I. X. series 800 to 814. F. G. E. X. 11001 to 11175, 11301 to 11349, 11350 to 13057, 14000 to 14998, 18000 to 18099, 18100 to 18799, 19000 to 19234, 19300 to 19999, 20000 to 21849, 22000 to 22349, 22350 to 22921, 23000 to 25499, 25500 to 25999, 31000 to 31999, 32000 to 32099, 32100 to 35898, 36000 to 37999, 50000 to 51999 and 52000 to 52229 that have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks":

L①		L④						L⑨	L⑩
	11085		14204	14682	18089	18332	18543	18715		
800	11090	11352	14207	14719	18095	18334	18548	18725	19307	20004
to	11093	11361	14217	14739		18337	18560	18726	19325	20011
803	11097	11387	14250	14753	L⑦	18338	18565	18734	19326	20037
809	11098	11394	14258	14761	18100	18342	18566	18742	19357	20061
811	11116	11402	14274	14767	18109	18351	18568	18754	19402	20087
812	11117	11425	14297	14781	18118	18352	18569	18755	19407	20129
813	11120	11447	14317	14785	18141	18353	18571	18759	19430	21022
	11123	11502	14369	14797	18143	18388	18581	18761	19431	21030
L②	11126	11514	14372	14815	18146	18394	to	18763	19438	21044
	11133	11530	14381	14885	18155	18397	18584			21046
11013	11137	11573	14396	14873	18158	18403	18589	L⑧	19441	21054
11016	11138	11618	14409	14879	18167	18421	18593	19009	19442	21062
11018	11140	11629	14435	14906	18170	18422	18600	19015	19446	21102
11019	11152	11639	14440	14933	18177	18435	18599	19032	19452	21111
11020	11170		14449	14938	18181	18437	18601	19033	19472	21123
11022		L⑤	14466	14944	18194	18438	18611	19048	19474	21135
11030	L③		14472	14978	18204	18440	18625	19053	19483	21136
11032	11302	14002	14479	L⑥	18209	18448	18630	19063	19492	21151
11034	11317	14019	14482		18251	18449	18654	19074	19496	21152
11040	11320	14073	14517	18019	18277	18487	18664	19083	19513	21154
11041	11322	14084	14545	18020	18285	18489	18695	19093	19528	21173
11042	11323	14091	14558	18030	18292	18493	18699	19096	19530	21175
11057	11326	14111	14580	18036	18293	18495	18670	19105	19540	21183
11065	11328	14118	14622	18040	18300	18500	18673	19119	19545	21210
11067	11329	14153	14640	18050	18306	18510	18682	19140	19548	21251
11072	11331	14166	14642	18065	18317	18517	18696	19147	19578	21264
11075	11334	14167	14652	18076	18320	18519	18697	19156	19582	21273
11082	11335	14173	14656	18077	18321	18526	18700	19193	19598	21280
11084	11342	14184	14667	18086	18329	18539	18712	19224	19602	21298

▲ Denotes additions. ◆ Denotes increase. ♦ Denotes reduction. (See Page xviii.)

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

Note L⑱—*Continued.*

21301	32071	32476	32872	33313	33675	34122	34438	34828	35260	35718
21316	32074	32482	32874	33316	33683	34124	34442	34831	35270	35719
21320	32076	32488	32885	33317	33687	34125	34444	34832	35274	35721
21346	32077	32495	to	33320	33692	34130	34445	34834	35276	35723
21349	32088	32497	32888	33322	33701	34136	34448	34835	35277	35725
21355	32091	32498		33324	33716	34143	34449	34836	35284	35735
21367	32092	32499	32893	33327	33718	34144	34451	34838	35290	35737
21380	32097	32503	32895	33331	to	34150	34454	34840	35293	35739
21383		32511	32899	33333	33723	34151	34465	34843	35297	35740
21381	L⑱	32515	32900	33336		34152	34468	34848	35301	35749
21385		32517	32901	33344	33730	34155	34469	34857	35302	35758
21389	32108	32524	32909	33347	33737	34158	34470	34860	35305	35759
21391	32110	32526	32914	33350	33741	34161	34464	34863	35306	35762
21400	32114	32529	32916	33352	33742	34165	34467	34864	35308	35765
21451	32117	32531	32928	33353	33743	34166	34470	34873	35309	35767
21453	32123	32533	32932	33355	33746	34169	34471	34877	35314	35768
21454	32133	32536	32937	33361	33750	34171	34473	34878	35318	35775
21463	32139	32537	32944	33365	33754	34173	34474	34888	35328	35777
21466	32144	32538	32945	33369	33757	34175	34478	34893	35329	35778
21477	32147	32545	32946	33376	33758	34176	34479	34898	35333	35780
21482	32151	32547	32950	33378	33764	34178	34480	34905	35335	35781
21490	32152	32548	32959	33387	33767	34179	34482	34908	35341	35782
21495	32156	32550	32966	33389	33769	34181	34487	34913	35343	35788
21497	32158	32555	32969	to	33774	34187	34495	34915	35348	35791
21501	32159	to	32979	33394	33779	34190	34496	34916	35349	35794
21509	32160	32558	32980		to	34193	34499	34922	35357	
21511	32163		32983	33400	33788	34194	34500	34929	35359	35801
21515	32166	32561	32987	33404		34201	34514	34931	35360	35803
21547	32170	32563	32988	33405	33787	34205	34516	34937	35361	35808
21550	32171	32575	32997	33408	33790	34215	34541	34941	35363	35810
21558	32175	32584	32999	33410	33792	34219	34545	34943	35373	35813
21579	32179	32588	33001	33412	33796	34220	34547	34947	35379	35815
21584	32184	32591	to	33414	33797	34226	34548	34950	35388	35816
21585	32187	32595	33005		33798	34227	34551	34957	35390	35817
21587	32198		33006	33418	33802	34229	34562	34958	35391	35820
21600	to	32601	33015	to	33804	34230	34563	34959	35394	35821
21603	32196	32611	33018	33422	33806	34231	34572	34962	35395	35823
21612	32199	32619	33019	33424	33812	34234	34577	34963	35398	35824
21617	32201	32621	33022	33481	33818	34236	34578	34964	35399	35829
21632	32203	32622	33033	33431	33819	34238	34580	34966	35403	35834
21634	32206	32624	33036	33434	33821	34239	34581	34974	35405	35845
21671	32212	32628	33037	33435	33823	34240	34582	34983	35406	35854
21683	32215	32630	33038	33450	33825	34245	34586	34989	35411	35860
21684	32224	32633	33040	33452	33828	34252	34588	34991	35418	35866
21702	32225	32636	33042	33454	33830	34253	34596	34994	35419	35868
21714	32227	32640	33043	33464	33841	34255	34597	35004	35426	35873
21727	32230	32644	33013	33470	33842	34262	34601	35005	35436	35874
21744	32231	32651	to	33477	33848	34266	34611	35011	35440	35877
21733	32233	32658	33049	33480	33851	34267	34612	35012	35441	35881
21798	32241	32667		33481	33852	34270	34618	35015	35443	35887
21801	32242	32672	33052	33484	33854	34272	34622	35017	35450	L⑱
L⑱	32244	32676	33059	33485	33860	34275	34624	35019	35462	36001
	32248	32677	33064	33489	33863	34278	34626	35021	35466	36007
22004	32252	32684	33074	33490	33866	34281	34629	35024	35470	36009
22019	32256	32686	33076	33495	33874	to	34633	35033	35475	36010
22148	32262	32688	33083	33496	33887	34285	34634	35035	35477	36012
22160	32265	32690	33091	33499	33892	34289	34636	35039	35498	36013
22302	32267	32691	33094	33508	33893	34290	34640	35040	35503	36015
22331	32268	32698	33097	33505	33894	34292	34641	35045	35515	36016
	32269		33103	33506	33898	34293	34646	35047	35528	36020
L⑱	32277	32700	33106	33509	33902	34295	34647	35048	35531	36023
	32278	32702	33107	33511	33904	34297	34651	35053	35534	36026
22373	32285	32703	33111	33515	33908	34304	34655	35063	35537	36028
22421	32286	32705	33114	33516	33911	34306	34660	35067	35540	36029
22427	32288	32709	33115	33521	33913	34313	34662	35079	35541	36034
22437	32292	32716	33117	33523	33914	34315	34664	35080	35544	to
22439	32294	32717	33120	33526	33919	34317	34668	35082	35546	36037
22477	32295	32722	33121	33527	33935	34323	34670	35084	35548	36041
22501	32296	32727	33133	33538	33938	34324	34673	35088	35549	36042
22516	32298	32728	33142	33546	33941	34326	34674	35091	35553	36046
		32733	33150	33549	33944		34685	35095	35592	36047
L⑱	32302	32734	33157	33552	33946	34331	34687	35107	35566	36057
23170	32307	32735	33159	33553	33950	to	34689	35115	35572	36059
23546	32309	32739	33160	33557	33952	34335	34698	35117	35581	36066
	32311	32740	33162	33559	33955		34700	35119	35588	36071
L⑱	32315	32741	33164	33562	33956	34337	34701	35121	35593	36077
25090	32318	32746	33168	33565	33965	34345	34705	35123	35594	36083
	32327	32747	33169	33567	33972	34346	34707	35130	35595	36084
L⑱	32334	32753	33177	33568	33976	34347	34720	35131	35597	36087
	32335	32757	33182	33570	33977	34350	34723	35132	35599	36088
31000	32339	32760	33184	33571	33978	34352	34724	35136	35601	36089
31301	32346	32773	33185	33576	33980	34353	34725	35137	35604	36092
31327	32348	32775	33191	33577	33983	34359	34730	35141	35607	36093
31344	32351	32776		33580	33985	34361	34733	35142	35608	36095
31866	32366	32777	33203	33582	33988	34363	34736	35144	35615	36096
31871	32367	32779	33207	33583	33990	34364	34739	35148	35617	36097
31960	32370	32785	33218	33588	33993	34366	34740	35151	35628	36099
	32371	32787	33219	33590	33995	34368	34742	35163	35631	36103
L⑱	32374	32790	33220	33592	33997	34376	34746	35165	35634	36107
	32375	32791	33222	33597		34378	34748	35166	35637	36110
32002	32380	32794	33224		34000	34381	34749	35175	35638	36115
32003	32386	32799	33228	33601	34001	34387	34757	35176	35641	36117
32004	32389	32802	33230	33619	34009	34388	34758	35181	35648	36120
32006	32392	32805	33235	33620	34010	34389	34762	35184	to	36122
32008	32394	32808	33236	33621	34012	34392	34765	35196	35651	36128
32009	32399	32811	33240	33623	34019	34395	34766	35197		36130
32010	32405	32812	33244	33625	34022	34399	34767	35200	35654	36131
32012	32409	32813	33261	33627	34026	34402	34770	35203	35656	36134
32016	32410	32822	33262	33628	34029	34404	34771	35208	35666	36135
32017	32419	32823	33263	33631	34031	34407	34774	35213	35669	36138
32018	32421	32830	33264	33642	34037	34408	34783	35221	35668	36148
32020	32425	32833	33268	33645	34043	34409	34789	35226		36153
32022	32430	32836	33275	33648	34050	34415	34793	35229	35670	36157
32029	32438	32841	33278	33650	34058		34795	35231	to	36159
32031	32443	32847	33279	33651		34417	34797	35233	35673	36162
32034	32450	32848	33282	33653	34060	to	34799	35237	35682	36166
32035	32451	32851	33284	33654	to	34429	34800	35238	35683	36167
32041	32457	32852	33285	33657	34063	34422	34803	35240	35686	36168
32046	32459	32854	33294	33663	34066	34425	34810	35241	35687	36170
32058	32462	32855	33297	33668	34072	34426	34814	35242	35696	36173
32061	32467	32856	33299	33669	34084	34427	34815	35253	35703	36175
32062	32469	32860	33303	33670	34101	34430	34818	35260	35710	36177
32063	32471	32865	33307	33672	34104	34431	34819	35261	35712	36179
32068	32472	32866	33310	33674	34110	34435	34827	35265	35716	36183

Note L⑱—*Continued.*

36184	36491	36882	37264	37537	37850	50268	50616	50970	51254	51617
36187	36495	36883	37267	37560	37853	50269	50628	50971	51267	51620
36189	36496	36895	37271	37567	37854	50273	50630	50973	51268	51622
36194	36500	36900	37272	37569	37859	50274	50632	50975	51272	51626
36196	36504	36903	37273	37577	37863	50276	50634	50984	51276	51632
36198	36508	36912	37275	37583	37864	50277	50643	50985	51277	51636
36201	36510	36913	to	37584	37865	50280	50644	50989	51283	51646
36204	36513	36916	37278	37585	37868	50284	50648	50993	51285	51647
36206	36514	36923	37286	37589	37872	50286	50651	50997	51287	51648
36208	36515	36925	37290	37591	37876	50288	50652	50998	51288	51650
36210	36520	36932	37291	37593	37882	50298	50655	51003	51292	51652
36214	36521	36934	37292	37595	37884	50299	50660	51005	51293	51654
36217	36523	36941	37295	37604	37886	50300	50663	51008	51296	51656
36221	36526	36945	37302	37606	37888	50303	50667	51010	51297	51660
36228	36529	36950	37303	37610	37895	50308	50669	51012	51301	51671
36231	36532	36957	37306	37612	37899	50309	50677	51016	51302	51673
36237	36536	36958	37310	37614		50310	50678	51018	51306	51678
36241	36542	36963	37312	37615	L⑱	50312	50679	51020	51307	51682
36243	36545	36972	37322	37618	50001	50315	50681	51028	51312	51683
36246	36549	36980	37326	37622	50002	50322	50682	51030	51316	51685
36248	36556	36981	37327	37623	50005	50325	50688	51032	51319	51693
36255	36557	36991	37329	37625	50006	50331	50691	51037	51326	51694
36259	36559	36993	37331	37629	50007	50339	50693	51047	51334	51695
36260	36561	37001	37334	37632	50011	50342	50694	51048	51358	51704
36265	36563	37002	37346	37634	50013	50345	50696	51051	51359	51705
36266	36569	37011	37350	37638	50019	50349	50697	51062	51345	51710
36271	36570	37027	37352	37642	50024	50351	50703	51067	51351	51715
36272	36572	37030	37354	37643	50035	50353	50704	51069	51356	51721
36273	36576	37042	37356	37647	50038	50357	50705	51076	51357	51727
36281	to	37046	37357	37649	50039	50366	50711	51083	51360	51729
36282	36579	37052	37362	37653	50041	50369	50716	51084	51363	51733
36283		37060	37363	37659	50045	50371	50720	51085	51364	51738
36285	36580	37061	37365	37663	50047	50374	50727	51088	51368	51744
36293	36593	37063	37367	37664	50049	50375	50728	51091	51370	51745
36296	36595	37065	37369	37666		50377	50730	51093	51375	51747
36298	36602	37070	37370	37669	50055	50378	50734	51095	51377	51748
36302	36608	37083	37372	37672	to	50383	50735	51096	51380	51751
36307	36612	37087	37373	37673	50058	50384		51099	51383	51752
36311	36615	37089	37374	37675	50060	50394	50737	to	51102	51753
36312	36617	37090	37384	37685	50076	50394	to	51104	51391	51787
36316	36621	37094	37385	37687	50079	50402	50740	51108	51397	51810
36317	36622	37097	37391	37688	50080	50404	50742	51109	51404	51834
36320	36630	37102	37394	37689	50085	50407	50745	51111	51405	51839
36324	36633	to	37396	37691	50087	50412	50748	51112	51408	51841
36325	36637	37106	37397	37694	50090	50418	50749	51119	51416	51844
36326	36640	37110	37398	37695	50096	50423	50750	51124	51424	51847
36328	36652	37118	37401	37700	50097	50425	50754	51125	51430	51848
36330	36654	37122	to	37702	50099	50426	50759	51128	51431	51851
36332	36660	37124	37404	to	50102	50434	50764	51129	51433	51860
to	36669	37126	37408	37706	50104	50436	50767	51133	51450	51863
36335	36672	37128	37411		50105	50437	50778	51136	51460	51887
	36674	37133	37412	37708	50110	50441	50779	51141	51464	51894
36338	36678	37135	37417	37709	50113	50443	50784	51145	51467	51910
36339	36682	37137	37434	37718	50114	50444	50786	51156	51469	51912
36353	36685	37142	37438	37714	50117	50448	50795	51157	51472	51918
36362	36694	37144	to	37716	50128	50449	50797	51158	51476	51925
36366	36695	37148	37441	37720	50131	50451	50801	51160	51478	51926
36370	36698	37151		37721	50141	50454	50803	to	51479	51928
36371	36701	37156	37443	37723	50146	50456	50804	51163	51489	51930
36372	36705	37159	37444	37725	50157	50465	50812		51490	51940
36374	36711	37164	37446	37728	50160	50467	50819	51166	51496	51942
36380	36719	to	37447	37729	50166	50469	50821	51167	51498	51952
to	36730	37167	37450	37731	50168	50471	50823	51168	51499	51960
36383	36732		37451	37733	50169	50472	50825	51173	51501	51975
	36736	37169	37453	37734	50172	50475	50829	51175	51502	51987
36386	36737	37172	37455	37738	50175	50477	50833	51177	51503	51992
36387	36750	37173	37456	37740	50183	50478	50841	51178	51505	
36389	36751	37174	37457	37742	50185	50486	50839	51179	51511	L⑱
36394	36752	37178	37460	37745	50190	50490	50844	51198	51514	52103
36396	36757	37179	37464	37746	50198	50491	50846	51197	51519	52104
36401	36762	37180	37466	37751	50199	50493	50851	51200	51524	52106
36406	36772	37183	37473	37758	50200	50494	50858	51202	51525	52108
36408	36778	37184	37477	37762	50203	50501	50867	51206	51527	52119
36409	36779	37186	37483	37763	to	50510	50870	51211	51532	52124
36413	36782	37187	37492	37764	50206	50513	50872	51214	51534	52126
36422	36791	37191	37494	37767		50517	50877	51215	51536	52127
36426	36796	37207	37499	37769	50213	50523	50878	51218	51539	52134
36442	36798	37216	37502	37773	50217	50524	50881	51220	51544	52135
36443	36801	37218	37503	37776	50220	50533	50883	51221	51545	52137
36444	36811	37225	37505	37779	50221	50535	50890	51225	51548	52139
36447	36815	37226	37507	37780	50222	50541	50891	51228	51548	52141
36448	36826	37229	37513	37783	50224	50551	50900	51239	51550	52146
36451	36827	37231	37514	37795	50225	50554	50907	51232	51551	52158
36452	36830	37234	37515	37796	50228	50556	50920	51233	51554	52162
36456	36833	37235	37519	37801	50229	50557	50927	51236	51555	52163
36463	36834	37237	37523	37802	50232	50570	50937	51238	51565	52169
36464	36836	to	37528	37809	50238	50578	50939	51239	51570	52171
36468	36841	37240	37529	37810	50239	50575	50940	51243	51571	52172
36472	36843	37245	37534	37813	50247	50579	50942	51244	51574	52173
to	36845	37247	37539	37817	50250	50582	50952	51249	51575	52181
36475	36866	37248	37540	37828	50251	50591	50954	51250	51579	52194
	36867	37251	37546	37831	50252	50593	50960	51251	51585	52197
36478	36871	37252	37547	37835	50256	50594	50961	51255	51586	52213
36479	36874	37253	37549	37837	50257	50596	50964	51256	51588	52214
36481	36878	37255	37551	37841	50262	50601	50967	51257	51589	52223
36485	36880	37256	37556	37847	50265	50610	50968	51262	51611	52229

Note M—Individual numbers of cars in series 43500 to 46797 differing in dimensions and cubical capacity from other cars in same series; outside height from rail to eaves 11 ft. 8½ in., to top of running board 12 ft. 5¾ in., to extreme height 13 ft. 10¼ in., width of side door opening 4 ft. 2 in., height of side door opening 6 ft. 3¼ in., capacity 1,887 cu. ft. These cars have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks."

43659	43868	44256	44885	44924	44887	45213	45693	45939	46024	46312
43717	43900	44263	44475	44927	44977	45276	45719	45981	46025	46512
43755	44122	44316	44502	44687	45001	45360	45888	45992	46064	46590
43821	44229	44383	44610	44781	45184	45422	45890	46019	46228	

Note N—Cars numbered 600 to 699, 784, 900 to 999, 38500 to 38999, 39000 to 39999, 40000, 50179, 56250 to 56349, 57675 to 57774, 58000 to 58099, 59575 to 59674, 59725 to 59824 and 60000 to 60999 are equipped with Preco Fans.

FRUIT GROWERS EXPRESS COMPANY—CONTINUED.

Note P—Individual numbers of cars in series 32100 to 35898 differing in inside height and cubical capacity from other cars in same series; inside height 6 ft. 9¾ in.; capacity 1890 cu. ft.: 32102 32579 33909

Note Q—Total capacity of ice tanks of F. H. I. X. car No. 837 is 8,000 pounds dry ice and total capacity of F.G.E.X. car No. 854 is 5,400 pounds dry ice.

Note R—Cars numbered F. O. B. X. 4000 to 4173 and F. G. E. X. 40000 are equipped with permanent underslung heaters.

Note S—Individual numbers of cars in series 32100 to 35898 differing in dimensions and cubical capacity from other cars in same series; inside width, 8 ft. 4 in., inside height 7 ft. 3¼ in.; outside width at eaves, 9 ft. 10⅛ in., height from rail to eaves 12 ft. 7⅞ in., to top of running board 13 ft. 5⅛ in., to extreme height 15 ft. 1⅝ in.; capacity 2013 cu. ft.:
33219 33377 33615 33798 34233 34504 35060

Note T—Individual numbers of cars in series 32100 to 35898 differing in dimensions and cubical capacity from other cars in same series; inside width 8 ft. 4 in., inside height 7 ft. 3¼ in.; outside width at eaves 9 ft. 11¼ in., height from rail to eaves 12 ft. 7⅞ in., to top of running board 13 ft. 5⅛ in., to extreme height 15 ft. 1⅝ in., capacity 2,013 cu. ft. These cars have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks":
32652 33615 33798 34233 34504

Note U—Individual numbers of cars in series 13500 to 13999 differing in inside length and cubical capacity from other cars in same series; inside length 32 ft. 6 in., capacity 1,727 cu. ft.:
13502 13572 13575 13588 13603 13608 13617 13631 13633 13638 13646
13505 13573 13584

Note V—Individual number of car in series 31000 to 31999 differing in dimensions and capacity from other cars in same series; width 8 ft. 4 in., height 7 ft. 3¼ in.; outside length 40 ft. 10 in., width at eaves 9 ft. 8⅛ in., height from rail to eaves 12 ft. 6¾ in., to top of running board 13 ft. 2⅝ in., to extreme height 14 ft. 5¼ in.; height of side door openings 6 ft.; capacity 1,969 cu. ft.: 31281

Note W—Car F.O.B.X. No. 784 is equipped with overhead tanks with capacity of 7,500 pounds dry ice only, and end bunkers with capacity of 14,200 pounds crushed ice, 13,700 pounds coarse ice and 12,900 pounds chunk ice.

Note X—Cars in this series have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks."

Note Y—Total capacity of ice tanks of F. O. B. X. car No. 774 is 15,000 pounds dry ice.

Note Z—Individual numbers of cars in series 25500 to 25999 differing in inside length and cubical capacity from other cars in same series; inside length 32 ft. 6 in., capacity 1,726 cu. ft.:
25611 25669 25714 25770 25873 25951 25953

REPORTS OF MOVEMENTS.

Report movements and mileage to W. H. Atkinson, Superintendent Car Service, 1101 Vermont Ave., N.W., Washington 5, D. C. Report mileage separately according to initials.

BALANCES.

Send remittances to Fruit Growers Express Company, owner (non-shipper). C. G. Romer, Treasurer, and make drafts on Fruit Growers Express Company, 1101 Vermont Ave., N. W., Washington 5, D. C.

REPAIR BILLS.

Send bills for repairs to cars, re-icing, etc., and report lightweight of cars to G. E. Davis, Auditor, 1101 Vermont Ave., N.W., Washington 5, D.C. Repairs to both National Car Company and Fruit Growers Express Company cars should be included in the same bill and rendered to the Fruit Growers Express Company, except cars in series N. X. 1350 to 1499 inclusive. Repairs to National Car Company cars in series 1350 to 1499 inclusive should be reported on separate bills versus National Car Company.

REQUISITIONS FOR MATERIAL TO REPAIR.

Send requisitions for material to repair cars to E. A. Sweeley, General Mechanical Superintendent, Alexandria, Va. *July, 1950.*

FGEX 51720, model built from Sunshine Models kit #34.2.

NATIONAL CAR COMPANY

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON 5, D. C.

REPORTING MARKS.

"C. P. D. X."—Capitol Packing Company, Denver, Col.
"C. S. N. X."—National Car Company.
"E. K. S. X."—E. Kahn's Sons Company, Cincinnati, O.
"E. M. P. X."—Emmart Packing Co., Louisville, Ky.
"F. P. C. X."—National Car Company.
"G. R. S. X"—Grand Rapids Packing Co., Grand Rapids, Mich.
"J. S. S. X."—Jacob Schlachter's Sons Co., Cincinnati, O.
"K. R. L. X"—Kingan & Co., Omaha, Neb.
"L. N. P. X." Lincoln Packing Company, Lincoln, Neb.
"L. P. X." —National Car Company.
"L. P. V. X."—Louisville Provision Co., Louisville, Ky.
"M. N. X." —National Car Company.
"N. X." —National Car Company.
"N. P. C. X."—National Packing Co., Cincinnati, O.
"O. M. X." —Oscar Mayer & Company, Davenport, Ia.
"O. P. C. X."—Omaha Packing Company, Omaha, Neb.
"P. P. H. X."—Pepper Packing Co., Denver, Colo.
"P. P. I. X."—Pearl Packing Company, Madison, Ind.
"R. B. N.X."—National Car Company.
"S. N. X." —Stadler's Packing Co., Columbus, Ind.

The freight cars of this Company are marked and numbered and classified as follows:

REFRIGERATOR CARS.

Item Numbers.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity of Ice Tanks. Capacity Measure. Cubic Feet.	Capacity. Capacity of Ice Tanks. Capacity Measure. Depth.	Capacity. Capacity of Car. Cubic Feet Level Full. Between Ice Bunkers—Bulkheads in Place.	Capacity. Capacity of Car. Pounds. Clear Capacity (Bulkheads Collapsed).	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.	ft. in.				
		PASSENGER.																						
1	BLF	N. X., Insulated Milk Tank (Note A)	1350 to 1359					53 2		10 2½													90000	10
2	BLF	" Note A	1361 to 1399					53 2		10 2½													90000	3
3	BLF	" Note A	1400 to 1429					53 5½		10 2½													90000	30
4	BLF	" Note A	1430 to 1449					53 2		10 2½													90000	17
5	BLF	" Note A	1450 to 1458					53 2		10 2½													90000	5
6	BLF	" Note A	1459 to 1469					53 2		10 2½													77000	5
7	BLF	" Notes A, B	" "					"		"													90000	6
11	BLF	" Note A	1470 to 1475					50		10 6													90000	6
12	BLF	" Note A	1476					42 1½		10 6													80000	1
13	BLF	" Note A	1477 to 1479					53 2		10 2½													90000	3
14	BLF	" Note A	1480 to 1483					42 1½		10 6													77000	4
15	BLF	" Note A	1487 to 1489					40 6½		10 2½													80000	3
16	BLF	" Note A	1490 to 1493					40 10		10 0½													80000	4
17	BLF	" Note A	1496 to 1499					41 8		10 2½													80000	4
		Total Passenger Cars																						101
		FREIGHT.																						
21	RS	N. X., Refrigerator	1500	33 2½		8 2⅛	6 11½	41 8	9 9½		12 2⅝	12 11⅛	14 1⅛	4 ...	6 4½		10600	10200	9600			1906	75000	1
22	RS	" " ▲	1598, 1599	32 7½		8 4½	6 10⅞	42 6	10 0½		12 1⅛	12 11½	14 2⅞	4 ...	6 6		11600	11000	10500			1885	90000	2
23	RSM	" "	1600 to 1614	33 2½		8 4	6 4⅝	41 8	9 10½		12 7⅞	13 5⅛	15 1⅜	4 ...	6 ..		10600	10200	9600			1741	75000	2
24	RSM	" "	1615 to 1696	33 2½		8 3	6 6⅝	41 8	9 11½		12 7½	13 5½	15 2	3 11	6 6		9200	8800	8400			1780	75000	77
25	RAM	" " (See Exceptions)	2001 to 2140	30 6	....	8 3½	6 3	38 6	9 11½		12 1	12 10½	14 0½	3 11	6 0½		6000					1579	75000	23
26	RSM	" Refrigerator (See Exceptions) ◆	2105, 2126	"		"	"	"	"		"	"	"	"	"		7000					"	"	2
27	RAM	" Refrigerator (See Exceptions)	2141 to 2150	30 6		8 3½	6 3	38 6	9 11½		12 1	12 10½	14 0½	3 11	6 2½		6000					1579	75000	3
81	RSM	" Refrigerator (See Exceptions)	2141, 2143	"		"	"	"	"		"	"	"	"	"		7000					"	"	2
32	RAM	" Refrigerator (See Exceptions)	2151 to 2184	30 6		8 3½	6 4¾	37 9½	9 8½		12 7¾	13 3⅛	14 7⅜	3 11	6 1½		6000					1605	50000	8
33	RAM	" Refrigerator (See Exceptions)	2160, 2169	"		"	6 0¾	"	"		"	"	"	"	6 6		"					1721	"	2
34	RAM	" Refrigerator (See Exceptions)	2191 to 2289	30 6		8 3½	6 3¾	37 9½	9 8½		12 7¾	13 3⅛	14 7⅜	3 11	6 1½		6000					1605	50000	37
35	RAM	" Refrigerator (See Exceptions)	2208	"		"	6 0¾	"	"		"	"	"	"	6 6		"					1721	"	1
36	RAM	" Refrigerator (See Exceptions)	2291 to 2338	30 6		8 3½	6 7	38 8½	9 11½		12 9⅝	13 7½	14 9⅝	4 ...	6 ..		6000					1663	75000	29
37	RAM	" Refrigerator (See Exceptions)	2313, 2329	"		"	6 5¼	"	"		"	"	"	"	"		"					1626	"	2
41	RSM	" Refrigerator (See Exceptions)	2336	"		"	6 7	"	"		"	"	"	"	"		7000					1663	"	1
42	RAM	" Refrigerator	2339, 2340	30 6		8 3½	6 10	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1½		6000					1726	50000	2
43	RAM	" "	2341	30 6		8 3½	6 7	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1½		6000					1663	50000	1
44	RAM	" "	2343 to 2349	30 6		8 3½	6 4¾	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1½		6000					1605	50000	7
45	RAM	" "	2350 to 2374	30 6		8 3½	6 3	38 6	9 11½		12 1	12 10½	14 0½	3 11	6 1½		6000					1579	75000	9
46	RAM	" " (See Exceptions)	2375 to 2394	31 ...		8 3½	6 3	37 9½	9 11½		12 1	12 10½	14 0½	3 11	5 10½		6700					1613	75000	7
47	RAM	" Refrigerator (See Exceptions)	2387	30 6		"	"	"	"		"	"	"	"	"		6000					1579	"	1
51	RAM	" Refrigerator, Exceptions	2375, 2376, 2380 2382, 2386, 2388 2390 to 2392	30 6		"	"	"	"		"	"	"	"	"		6700					1579	"	9
52	RAM	" Refrigerator	2396	30 6		8 3½	6 4¾	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1½		6700					1605	50000	1
53	RAM	" "	2397	30 6		8 3½	6 3	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1½		6700					1579	50000	1
54	RAM	" "	2400 to 2409	30 6		8 3½	6 0⅝	41 2	9 6		12 1¾	12 11	14 0¾	4 ...	6 8⅝		6000					1527	50000	3
55	RAM	" "	2410 to 2412	30 6		8 3½	6 3	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 1		6700					1579	50000	2
56	RAM	" "	2413	31 ..		8 3½	6 3	37 9½	9 8½		12 7¾	13 3½	14 7⅜	3 11	6 6		6700					1613	50000	1
		Forward																						236

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

NATIONAL CAR COMPANY.—CONTINUED.

REFRIGERATOR CARS—Continued.

Item Number.	A.A.R. Mech. Designation.	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS. Inside. Length. Between Ice Tanks—Bulkheads in Place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board.	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity Measure. Cubic Feet.	Capacity. Capacity Measure. Depth.	Capacity. Car. Cubic Feet—Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Car. Cubic Feet—Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity. Car. Pounds.	Number of Cars.
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.	lbs.		ft. in.				
		Brought Forward																							336
1	RAM	N. X., Refrigerator	2415 to 2419	30 6		8 3½	6 3	37 9½	9 8⅝		12 7¾	13 3⅛	14 7⅜		3 11	6 6	6700					1579		50000	5
2	RAM	" "	2420 to 2429	32 8		8 3½	6 0⅞	41 2	9 6		12 1¼	12 11	14 0⅝		4	5 9	6000					1638		50000	8
3	RAM	" "	2480 to 2499	30 6		8 3½	6 3	41 10	9 7½		12 4	13 2⅝	14 3½		4	5 11	6000					1586		75000	9
4	RAM	" " Note C①	" "	"		"	"	"	"		12 4½	13 3⅛	14 4		"	"	"					"		"	3
5	RAM	" Refrigerator	2550 to 2562	30 6		8 3½	6 3	38 6	9 11½		12 1	12 10½	14 0⅛		3 11	6 0¼	6000					1579		75000	10
6	RAM	" "	2800 to 2803	32 8		8 3½	6 3	41 2	9 6		12 1¼	12 11	14 0¾		4	6 1¼	6000					1690		50000	2
7	RAM	" "	2804 to 2819	32 8		8 3½	6 3	41 10	9 7½		12 4½	13 3⅛	14 4		4	6 1¼	6000					1638		75000	10
11	RAM	" "	2822, 2823	32 8		8 3½	6 6	41 2⅜	9 7½		11 10½	12 6½	13 10		4	6 1⅜	6000					1758		50000	2
12	RAM	" "	2824	32 8		8 3⅜	6 6	41 10	9 7½		12 4½	13 3⅛	14 4		4	6 1⅜	6000					1758		75000	1
13	RAM	" " (See Exception)①	2825 to 2845	31 0⅛		7 8½	5 11	37 10	9 5		11 0⅛	12 6½	13 10⅛		8 11	5 4⅛	5700					1419		75000	12
14	RSM	" Refrigerator, Exception	2838	"		"	"	"	"		"	"	"		"	"	7000					"		"	1
15	RAM	" Refrigerator	2846 to 2850	31		8 3½	6 2¼	36 11¾	9 11½		12 1	12 10⅛	14 0⅛		3 11	5 10⅛	6700					1593		75000	5
16	RAM	" "	2851 to 2898	32 6		8 3½	6 6	41 2	9 6		12 1¼	12 11	14 0¾		4	6 1¼	6000					1749		50000	8
17	RAM	" "	2899	32 8		8 3⅜	6 3½	41 2	9 6		12 1¼	12 11	14 0¾		4	6 1¼	6000					1701		50000	1
21	RSM	" " Note D◆	3100 to 3179	33 2½		8 3	6 8½	41 9½	9 2⅝		12 10½	13 8⅝	14 11½		6	7 1½	11000 Note D					1842		73000	43
22	RAM	" Refrigerator	3500 to 3511	30 6		8 3⅛	6 6	37 9½	9 11½		12 1	12 10½	14 0⅛		3 11	6 1½	6000					1641		75000	10
23	RAM	" "	3512 to 3599	30 6		8 3⅛	6 6	37 9½	9 11½		12 1	12 10½	14 0⅛		3 11	5 11½	6000					1641		75000	5
24	RS	" " (See Exceptions)	6600 to 6649	33 2½		8 2½	7 2¾	41 8	9 9½		12 1⅛	12 11⅜	14 1⅛		4	6 3½	10600	10200	9600			1974		75000	6
25	RS	" Refrigerator, Exceptions	6606 to 6609	"		"	7 0¼	"	"		"	"	"		"	6 4½	"	"	"			1920		"	4
26	RSM	" Refrigerator	6650 to 6689	32 8		8 3½	6 6⅜	41 2½	9 10½		12 7⅛	13 5⅛	15 1¾		4	6 2½	7000					1766		50000	11
27	RSM	" " (See Exception)①	6800 to 6894	33 2½		8 3	6 6⅝	41 8	9 11½		12 7⅛	13 5⅛	15 1⅝		4 2	6 4½	8000					1790		75000	7
31	RAM	" Refrigerator, Exception ◆◆	6826	30 6		8 3⅝	6 1¼	37 9⅜	9 11⅜		12 1	12 10½	14 0⅛		3 11	5 10½	6000					1542		"	1
32	RSM	" Refrigerator	6895 to 6899	33 2½		8 3	7 10½	41 8	9 10½		12 10⅛	13 8¾	14 11½		4	6 6	7300	7000	6600			1808		75000	5
33	RSM	" "	6900 to 6951	33 5½		8 3⅛	6 6¾	41 2	9 8½		12 3	12 10	14 2½		4	5 7¼	8300	8000	7500			1760		75000	3
34	RSM	" " Note E◆	6952 to 6974	33 2½		8 3	6 6	41 8	10 0¼		12 10⅛	13 8½	14 8⅝		4	6 6	11000 Note D	10600 Note D	10000 Note D			1782		90000	11
35	RSM	" Refrigerator	6975 to 6999	33 2½		8 3	7 10½	41 8	10 0¼		12 10⅛	13 8¾	14 11½		4	6 6	10600	10200	9600			1772		90000	10
36	RS	" (See Exceptions) Note E◆	7800 to 7974	33 2½		8 4	7 6¾	42 6	9 11½		12 7⅛	13 5⅝	15 1¼		4	6 3½	10600 Note D	10200 Note D	9600 Note D			2004		90000	6
37	RS	" Exception Note E◆	7934	"		"	"	41 8	9 10½		12 7⅛	13 5⅛	15 1⅝		"	6 3½	10600 Note D	10200 Note D	9600 Note D			"		"	1
41	RS	" Refrigerator, Exception	7945	"		"	"	41 8	9 10½		12 7⅛	13 5⅛	15 1⅜		"	6 3½	10600	10200	9600			"		"	1
42	RS	" Refrigerator, Exceptions	7950 to 7964	"		8 4½	7 2¾	41 10	9 7½		12 4½	13 3⅛	14 4		"	5 10	10600	10200	9600			2016		75000	1
43	RB	" Refrigerator, (See Exception)①	8144 to 8163	40 0⅜		8 5	7 1	42 6	9 11⅜		11 8⅛	12 5¼	13 10½		4 2	6 3½							2387	90000	14
44	RB	" Refrigerator, Exception	8145	"		8 4	7 2	"	"		"	"	"		"	"							2389	"	1
45	RB	" Refrigerator	8164 to 8168	39 8⅜		8 3	7 10½	41 8	10 0¼		12 10⅛	13 8½	14 11⅜		7	6							2579	75000	5
46	LRC	" "	8800 to 8824	37 6½		6 3½	5 11⅛	41 8	9 10½		12 7⅛	13 5⅛	15 1⅜		4	6							1403	90000	15
47	LRC	" "	8840 to 8854	37 7½		6 2	6	42 6	10 0½		11 10¼	12 9⅜	14 4⅜		4 2	6 8							1394	90000	15
51	RAM	C.P.D.X., Refrigerator (See Exceptions)①	5000 to 5099	30 6		8 3⅜	6 5½	37 9⅛	9 11⅜		12 1	12 10⅛	14 0⅛		3 11	6 3	6000					1631		75000	73
52	RSM	" Refrigerator, Exceptions◆	5041, 5073	"		"	"	"	"		"	"	"		"	"	7000					"		"	2
53	RP	C.S.S.X., Refrigerator	200	46 1⅛		8 6	8 8½	52 6	10 1⅛		13 5¼	14 3⅞	14 3⅞		5	6 3⅛							2630	100000	1
54	RP	" "	201 to 205	46 1⅛		8 6	6 10½	53 2	10 0⅛		13 6⅝	14 4⅛	14 4⅛		5	6 4⅛							2695	100000	2
55	RAM	E. L. S. X., (See Exception)①	1029 to 1080	31		8 3⅛	6 2¾	36 11⅛	9 11⅜		12 1	12 10½	14 0⅛		3 11	5 10⅛	6700					1589		75000	33
56	RAM	" " Exception	1079	"		"	6 10½	"	"		"	"	"		"	"	"					1743		"	1
57	RAM	" "	1081 to 1100	31		8 3⅛	6 3⅞	37 10⅛	9 8⅛		12 7¾	13 3⅛	14 7⅜		3 11	5 10⅛	6700					1726		50000	11
61	RAM	" "	1101 to 1125	31		8 3⅛	6 3⅞	37 10⅛	9 8⅛		12 7¾	13 3⅛	14 7⅜		3 11	6 3⅛	6700					1726		50000	13
62	RAM	" " (See Exceptions)①	1126 to 1150	32 8		8 3⅛	6 3	41 10	9 7½		12 4	13 2⅝	14 3½		4	6 1⅛	6000					1690		75000	7
63	RAM	" Refrigerator, Note C③	" "	"		"	"	"	"		12 4½	13 3⅛	14 4		"	"	"					"		"	6
64	RAM	" Refrigerator, Exceptions	1143 to 1148	"		"	6 3⅛	41 2	9 6		12 1¼	12 11	14 0¾		"	5 7	"					1694		50000	6
65	RAM	" Refrigerator	1151 to 1160	32 8		8 3⅛	6 6	41 2	9 6		12 4⅞	13 1⅛	14 3⅛		4	6 1⅛	6000					1760		50000	7
66	RAM	" "	1161 to 1175	32 8		8 3⅜	6 3⅛	41 2⅛	9 7⅛		11 10½	12 6⅝	13 10		4	6 3½	6000					1698		50000	15
67	RAM	" "	1176 to 1195	33 2½		8 3	6 6⅜	41 8	9 10⅛		12 6⅞	13 5⅞	15 1⅜		4	6 1⅛	6700					1790		75000	20
71	RAM	" "	1203 to 1227	33 2½		8 2⅛	6 6	41 8	9 9⅛		12 1⅛	12 11⅝	14 1⅛		4	6	6700					1775		75000	25
72	RAM	E. M. P. X., "	3815 to 3829	30 6		8 3⅜	6 0⅞	41 2	9 6		12 1¼	12 11	14 0¾		4	5 6⅛	6000					1531		50000	7
73	RAM	" "	3830 to 3833	30 6		8 3⅜	6 6	37 9⅛	9 11⅜		12 1	12 10⅛	14 0⅛		4	6 0⅛	6000					1646		75000	4
74	RAM	" "	3834 to 3849	30 6		8 3⅛	6 0⅛	37 9⅛	9 11⅜		12 1	12 10½	14 0⅛		4	6	6000					1741		75000	1
		Forward																							722

▲ Denotes additions. ◆ Denotes increase. ⬇ Denotes reduction. (See Page xviii.)

NATIONAL CAR COMPANY.—CONTINUED.

REFRIGERATOR CARS—Continued.

Item Number.	A.A.R. Mech. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Racks—Bulkheads in place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width. Inside.	Inside. Height. Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity Measure. Cubic Feet.	Capacity. Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Capacity of Car. Cubic Feet Level Full. Car Capacity (Bulkheads Collapsed).	Capacity. Capacity of Car. Pounds.	Number of Cars.
		Brought Forward																						722
1	RAM	N. X. or F. P. C. X. Refrigerator	3250 to 3299	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6 6	6000				1775		75000	48
2	RAM	G. R. S. X. "	6025 to 6044	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6 6	6000				1775		75000	20
3	RSM	J. S. S. X. "	3890 to 3899	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6 6		7000			1775		75000	5
4	RAM	K. R. L. X. "	6700 to 6799	30 6		8 3½	6 9¼	37 9½	9 8½		12 7¾	13 3⅛	14 7⅝	3 11	6 6	6000				1731		50000	47
5	RAM	" "	6874	32 6		8 3	6 8	41 2	9 6		12 1¼	12 11	14 0¾	4	6 4	6000				1786		50000	1
6	RAM	" "	6875 to 6899	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6	6000				1775		75000	25
7	RAM	L. N. P. X. "	2950 to 2999	33 2½		8 3	6 6⅝	42 8½	9 11		12 2⅛	13 0¾	14 8⅛	4	6 6	6000				1788		75000	48
11	RAM	L. P. V. X., "	3875 to 3877	30 6		8 3½	6 3	37 9½	9 11½		12 1	12 10½	14 0½	3 11	6 0½	6000				1579		75000	3
12	RAM	" "	3878	30 6		8 3½	6 7	38 8½	9 11½		12 9⅝	13 7½	14 9¾	4	6	6000				1603		75000	1
13	RAM	" "	3879	31		8 3½	6 3⅞	37 9½	9 8½		12 7¾	13 3⅛	14 7⅜	3 11	6 1½	6700				1642		50000	1
14	RSM	M. N. X. "	1700 to 1799	33 2½		8 3	6 8½	41 10½	9 2⅜		12 11½	13 4⅛	15 0½	4	6 8½	11000	10600	10000		1845		100000	100
16	RAM	N. X. or L. P. X., "	3400 to 3408	32 8		8 3½	6 6	41 2	9 6		12 1¼	12 11	14 0¾	4	6 4	6000				1758		50000	8
16	RAM	" "	3409 to 3421	32 8		8 3½	6 3½	41 2	9 6		12 1¼	12 11	14 0¾	4	5 11½	6000				1692		50000	11
17	RAM	" "	3422, 3423	32 6		8 3½	6 6	41 2	9 6		12 1¼	12 11	14 0¾	4	6 1½	6000				1749		50000	2
21	RAM	" "	3424 to 3433	32 8		8 3½	6 3	41 10	9 7½		12 4	13 2⅝	14 3⅝	4	6 4	6000				1693		75000	9
22	RAM	" " (See Exceptions)	3434 to 3448	33 2½		8 3½	6 6⅝	42 8½	9 5½		12 6⅛	13 0¾	14 9¾	4	6 6	6000				1806		75000	13
23	RAM	" Refrigerator, Exceptions	3438, 3442	"		8 3	"	"	"		12 2½	12 11⅞	14 9¾	"	"	"				1788		"	2
24	RAM	" Refrigerator.	3449 to 3459	33 2½		8 3	6 6⅝	42 8½	9 11		12 2⅛	13 0¾	14 8⅛	4	6 6	6000				1796		75000	11
25	RAM	" "	3460 to 3463	33 2½		8 3	6 9	40 10	9 11		12 2⅛	13 0¾	14 8⅛	4	6 6	6000				1850		75000	4
26	RSM	N. P. C. X. "	3850 to 3862	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6		7000			1775		75000	13
27	RAM	" "	3863 to 3869	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6 6	6000				1775		75000	5
31	RAM	" "	3870	33 2½		8 4	6 4¾	41 8	9 11½		12 7⅞	13 5⅝	15 1⅝	4	6	9600				1757		75000	1
32	RAM	O. M. X. "	2601 to 2624	30 6		8 3½	6 4¾	37 9½	9 11½		12 9⅝	13 7½	14 9⅝	4	6	6000				1603		75000	8
33	RAM	" "	2625 to 2649	33 2½		8 3	6 6	41 8	9 9		12 7½	13 5⅞	15 1⅝	3 11	6 1½	6000				1650		75000	14
34	RAM	O. P. C. X. "	2650 to 2669	30 6		8 3½	6 5	37 9½	9 8½		12 7¾	13 3⅛	14 7⅜	3 11	6 6	6000				1621		50000	11
35	RAM	P. P. H. X. "	3091 to 3099	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	4	6 6	6000				1775		75000	9
36	RAM	P. P. I. X. "	2900 to 2902	30 6		8 3½	6 1¾	37 9½	9 11½		12 1	12 10½	14 10⅛	3 11	6 1½	6000				1519		75000	2
37	RAM	" " (See Exceptions)	2903 to 2915	32 8		8 3½	6 0⅛	41 2	9 6		2 1¼	12 11	14 0¾	4	5 8⅛	6000				1630		50000	5
41	RAM	" Refrigerator, Exceptions	2906, 2907	33 2½		8 2½	6 6	41 8	9 9½		12 1⅞	12 11⅝	14 1⅛	"	6 6	"				1775		75000	2
42	RB	N. X. or R.B.N.X. Refrigerator.	6500, 6501	39 7½		8 3	7 9	42 6	9 4½		12 7⅛	13 5¾	14 6½	6	6 6					2334		90000	2
43	RB	" "	6502 to 6511	39 7½		8 3	7 9	42 1¼	9 4½		12 7⅛	13 5¾	14 8⅛	6	6 6					2531		75000	9
44	RB	" "	6577 to 6591	40 0½		8 3	7 2¾	42 6	10 0½		11 10½	12 5¾	13 10½	7	6 8					2373		100000	10
45	RB	" "	6592 to 6599	40 0½		8 4½	7 3½	42 6	9 11½		11 8⅞	12 5¾	13 10½	7	6 8					2450		90000	8
46	RB	" " (See Exceptions)	8600 to 8674	39 10½		8 4½	7 1¼	42 6	9 11½		11 8⅞	12 5¾	13 10½	4 2	6 8					2396		90000	35
47	RB	" Refrigerator, Exceptions	8626 to 8645	39 8½		8 3	7 10½	41 8	10 0½		12 10½	13 8¾	14 11½	7	6					2579		75000	20
51	RB	" Refrigerator ▲	8673 to 8683	40 0½		8 4½	7 2⅞	42 6	9 11½		11 8⅞	12 5¾	13 10½	4 2	6 3½					2391		90000	3
52	RB	" "	8684 to 8699	40 0½		8 4½	7 2⅞	42 6	9 11½		11 8⅞	12 5¾	13 10½	4 2	6 3½					2379		90000	8
53	RSM	S. N. X. " (See Exception)	1600 to 1614	33 2½		8 4	6 4½	41 8	9 10½		12 7⅛	13 5⅞	15 1⅝	4	6	10600	10200	9600		1741		75000	10
54	RSM	" Refrigerator. Exceptions	1603	"		8 3	6 6	"	9 10½		12 10¾	13 11½	14 11½	"	6 6					1782		"	1
55	RSM	" Refrigerator	1693 to 1696	33 2½		8 3	6 6	41 8	10 0½		12 10½	13 8¾	14 11½	4	6 6	10600	10200	9600		1782		90000	4
		Total Freight Refrigerators																						1256

Note A—Cars numbered 1350, 1351, 1358, 1400 to 1429, 1433 to 1445, 1447 to 1451, 1456 to 1469, 1477 to 1479, 1481, 1482, 1483 are each equipped to carry one or two insulated tanks of 3,000 or 4,000 gallons capacity; 1332 to 1357, 1359, 1397 to 1399, 1446 and 1480 are each equipped to carry one or two insulated tanks of 3,000 or 4,000 gallons, or one, two or three of 2,500 gallons capacity; 1470 to 1475 are each equipped to carry one insulated tank of 3,000 or 4,000 gallons or two of 3,000 gallons capacity; 1476, 1487 to 1493, 1496 to 1499 are each equipped to carry one insulated tank of 3,000 or 4,000 gallons capacity.

Note B—Individual numbers of cars in series 1460 to 1469 differing in pounds capacity from other cars in same series; capacity 90,000 pounds:
1460 to 1464 1468

Note C—Individual numbers of cars in N. X. series 2480 to 2499 and R. K. S. X. series 1126 to 1150 differing in dimensions from other cars in same series: outside height from rail to eaves 12 ft. 4⅛ in., to top of running board 13 ft. 3⅛ in., to extreme height 14 ft. 4 in.:

C①	2486	C②	1129 1140
N. X.		R.K.S.X.	1133 1142
2481	2497	1128	1139

Note D—Cars in N. X. series 3100 to 3179 are equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is 11,000 pounds crushed ice full capacity, 8,000 pounds crushed ice in first position and 6,000 pounds crushed ice in second position.

Note E—Cars in series 6562 to 6674 and 7800 to 7974 (except cars numbered 7945 and 7950 to 7964 are equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice as shown in table under heading "Capacity of Ice Tanks."

For cars in series N. X. 1350 to 1499 inclusive, report the mileage by individual car numbers, and send such mileage reports with reports of movements, junction cards and bills for repairs to cars, and make remittances to the National Car Company, owner (non-shipper), 1101 Vermont Ave., N. W., Washington 5, D. C.

For cars in series M. N. X. 1700 to 1799 inclusive, make separate mileage reports, junction reports and bills for repairs to cars and make remittances to the National Car Company, owner (non-shipper), 1101 Vermont Avenue, N. W., Washington 5, D. C.

For cars in all other series the repairs should be included in the same bill with the Fruit Growers Express Company cars and rendered to that company; report mileage separately according to initials on such cars and send such mileage reports with reports of movements and junction cards, and make remittances to Fruit Growers Express Company, owner (non-shipper), 1101 Vermont Ave., N. W., Washington 5, D. C.

July, 1950.

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

WESTERN FRUIT EXPRESS COMPANY.

GENERAL OFFICERS.

John C. Rill, President.....Washington 5, D. C.
D. R. MacLeod, Vice-President and Secretary.....Washington 5, D. C.
R. G. Shorter, Comptroller.....
L. D. Gross, General Superintendent.....Washington 5, D. C.
G. E. Davis, Auditor.....
R. E. Beck, Freight Claim Agent.....
D. R. Elmore, Manager Purchases and Stores.....
C. G. Romer, Treasurer.....Washington 5, D. C.
W. G. Brantley, General Counsel.....
E. A. Sweeley, General Mechanical Superintendent.....Alexandria, Va.
H. M. Nelson, Asst. General Mechanical Superintendent....
H. L. Roth, Purchasing Agent.....Washington 5, D. C.
W. H. Atkinson, Superintendent Car Service.....
E. C. Grayson, General Agent.....St. Paul 1, Minn.

GENERAL OFFICES, 1101 VERMONT AVE., N. W., WASHINGTON 5, D. C.

REFRIGERATOR EQUIPMENT — Reporting Marks—"W. F. E. X.", "W. H. I. X." and "W. O. B. X."

The cars of this Company are marked "Western Fruit Express." and "W. F. E. X.", "W. H. I. X." or "W.O.B.X." and are numbered and classified as follows:

Item Number.	A.A.R. Mech. Designation.	Marking and Kind of Cars.	Numbers	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in Place	Inside. Length. Between Linings Clear (Bulkheads Collapsed)	Inside. Width, Inside	Inside. Height, Inside	Outside. Length	Outside. Width. Width at Eaves	Outside. Width. Extreme Width	Outside. Height from Rail. To Extreme Width	To Eaves	To Top of Running Board	To Extreme Height	Doors. Side Doors. Width	Doors. Side Doors. Height	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice	Total Capacity for Coarse Ice	Total Capacity for Dry Salt	Capacity. Capacity of Ice Tanks. Capacity Measure. Cubic Feet	Capacity. Capacity of Ice Tanks. Capacity Measure. Depth	Capacity of Car. Cubic Feet Level Full. Between Ice Racks—Bulkheads in Place	Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed)	Capacity of Car. Pounds	Number of Cars
		PASSENGER. W. F. E. X. or W. H. I. X.		ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	ft. in	lbs.	lbs.	lbs.		ft. in.				
1	BR	Passenger Express Note D	400	42 6	.....	8 8	7 4½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2704	....	119000	1
2	BR	" Note D	401	42 6	.....	8 6	7 0½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2547	....	119000	1
3	BR	" Note D	402	42 6	.....	8 8	7 4½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2704	....	119000	1
4	BR	Pass. Express, (See Except'ns) Note D	403 to 422	42 6	.....	8 6	7 4½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2652	....	118000	9
5	BR	Passenger Express, Exceptions... Note D	404, 405 / 407 to 414	"	.....	8 8	"	"	"	.....	"	"	"	"	"	"	"	"	.....	.....	2704	....	119000	10
6	BR	Passenger Express Note D	423 to 497	42 6	.....	8 6	7 4½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2652	....	116000	75
7	BR	" Note D	500	42 6	.....	8 6	7 4½	51 11	10 8½	.....	12 8⅝	13 6⅛	14 10⅛	5 ...	6 6½	11200	10800	10200	.....	.....	2652	....	116000	1
		Total Passenger Refrigerator Cars																							98
		FREIGHT. W. F. E. X. or W. H. I. X.																							
11	RS	Refrigerator.... Steel Underframe	498, 499	42 6	.....	8 6	7 4½	50 8	10 8½	.....	12 7¼	13 5¼	14 9	5 ...	6 6	11200	10800	10200	.....	.....	2653	....	92000	2
		W. O. B. X.																							
12	RA	Refrigerator. Steel Underframe	501 to 550	50 ...	.....	8 5	7 6	52 5½	9 11	.....	1311/32	14 0½	1410½	6 ...	7 2½	12100	.....	.....	.....	.....	3056	....	120000	....
		W. F. E. X.																							
13	RS	Refrig- erator Steel Underframe Note C	49000 to 49999	33 2½	.....	8 10½	6 11½	40 10	10 1¼	.....	12 10½	13 5¼	14 9⅞	4 ...	6 ...	10600	10200	9600	.....	.....	2060	....	75000	633
14	RS	" Steel Underframe, Notes C, F①	" "	"	.....	"	"	"	"	.....	"	"	"	"	"	10600 Note F	10200 Note F	9600 Note F	.....	.....	"	....	"	164
15	RS	" Stl. Underfr. (See Except'on. Note B)	60001 to 63910	32 8	.....	8 2⅛	6 11½	40 10	9 7	.....	12 0⅝	12 11⅜	14 0⅛	4 ...	6 ...	10600	10200	9600	.....	.....	1869	....	50000	557
16	RS	" Steel Underframe, Notes B, F②	" "	"	.....	"	"	"	"	.....	"	"	"	"	"	10600 Note F	10200 Note F	9600 Note F	.....	.....	"	....	"	432
17	RS	" Steel Underframe, Notes C, H	" "	33 2½	.....	8 4	7 3½	41 8	9 8½	.....	12 8	13 3⅝	14 7⅛	"	"	10600	10200	9600	.....	.....	2013	....	75000	12
21	RS	" Steel Underframe Notes B, E	" "	32 6	.....	8 4	7 3½	40 10	9 8½	.....	12 0⅝	13 2⅝	14 5⅞	"	"	10600	10200	9600	.....	.....	1969	....	50000	1
22	RS	" Steel Underframe, Exception, Notes C, A	60927 / 62489, 62812 / 63905, 63908	33 2½	.....	8 4	7 3½	41 8	9 8½	.....	12 8	13 3⅝	14 7⅛	"	"	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2013	....	75000	5
23	RS	" Stl. Underfr.s (See Except'ns. Note C)	65000 to 66349	33 2½	.....	8 2⅛	6 10½	41 8	9 9½	.....	12 1⅞	12 11⅜	14 1⅛	4 ...	6 ...	10600	10200	9600	.....	.....	1872	....	75000	256
24	RS	" Steel Underframe, Notes C, F③	" "	"	.....	"	"	"	"	.....	"	"	"	"	"	10600 Note F	10200 Note F	9600 Note F	.....	.....	"	....	"	376
25	RS	" Steel Underframe, Notes C, G	" "	"	.....	8 3	7 5½	"	9 10½	.....	12 10⅝	13 8¼	14 11⅛	"	6 1½	10600 NoteG	10200 NoteG	9600 NoteG	.....	.....	2050	....	"	17
26	RS	" Steel Underframe, Notes C, K	" "	"	.....	8 3	7 5½	"	9 10½	.....	12 10⅝	13 8¼	14 11⅛	"	6 1½	10600	10200	9600	.....	.....	2050	....	"	36
27	RS	" Steel Underframe, Exception, Note C	65854	"	.....	8 4	7 3½	"	9 8½	.....	12 8	13 3⅝	14 7⅛	"	6 ...	10600	10200	9600	.....	.....	2013	....	"	1
31	RS	" Steel Underframe Except'n. Note A	65296	"	.....	8 4	7 3½	"	9 8½	.....	12 8	13 3⅝	15 1⅝	"	6 ...	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2013	....	"	1
32	RS	" Steel Underframe, Exception, Notes A, C	65378	"	.....	8 2½	6 10½	"	9 7	.....	12 2⅜	12 10⅝	14 1⅞	"	6 ...	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	1872	....	"	1
33	RS	" Steel Underframe, Except'n. Note A	65390	"	.....	8 4	7 3½	"	9 8½	.....	12 8	13 3⅝	14 7⅛	"	6 ...	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2013	....	"	1
34	RS	" Steel Underframe, Notes A, J	66400 to 66499	33 2½	37 4	8 3	7 6½	41 8	9 3½	.....	12 11⅝	13 9⅞	15 0½	4 ...	6 6	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2067	2822	75000	97
35	RS	" Steel Underframe, Notes A, J	66500 to 66624	33 2½	37 4	8 3	7 6½	41 8	9 3½	.....	12 11⅝	13 9⅞	15 0½	4 ...	6 6	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2067	2822	75000	124
36	RS	" Steel Underframe, Notes A, J	66625 to 66999	33 2½	37 4	8 3	7 6½	41 8	9 2½	.....	12 11⅝	13 9⅞	15 0½	4 ...	6 6	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2067	2822	75000	175
37	RS	" Steel Underfr'me (See Exceptions)	67000 to 67846	33 2½	.....	8 4	7 3½	41 8	9 8½	.....	12 8	13 3⅝	15 1⅝	4 ...	6 ...	10600	10200	9600	.....	.....	2013	....	75000	186
41	RS	" Steel Underframe, Note F③	" "	"	.....	"	"	"	"	.....	"	"	"	"	"	10600 Note F	10200 Note F	9600 Note F	.....	.....	"	....	"	336
42	RS	" Steel Underframe, Note L	" "	"	.....	8 3	7 5½	"	9 10½	.....	12 10⅝	13 8¼	14 11⅛	"	6 1½	10600 Note L	10200 Note L	9600 Note L	.....	.....	2050	....	"	20
43	RS	" Steel Underframe, Note M	" "	"	.....	8 3	7 5½	"	9 10½	.....	12 10⅝	13 8¼	14 11⅛	"	6 1½	10600	10200	9600	.....	.....	2050	....	"	12
44	RS	" Steel Underframe, Except'n. Note A	67083	"	.....	8 4	7 2	"	9 8½	.....	12 8	13 3⅝	15 1⅝	"	5 10½	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	1985	....	"	1
45	RS	" Steel Underframe, Except'n. Note A	67290	"	.....	8 4	7 3½	"	9 11½	.....	12 7⅞	13 5⅛	15 1⅝	"	6 ...	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2013	....	"	1
46	RS	" Steel Underframe, (See Exceptions)	67847 to 67894	33 2½	.....	8 4	7 3½	41 8	9 11½	.....	12 7⅞	13 5⅛	15 1⅝	4 ...	6 ...	10600	10200	9600	.....	.....	2013	....	75000	14
47	RS	" Steel Underframe, Note F③	" "	"	.....	"	"	"	"	.....	"	"	"	"	"	10600 Note F	10200 Note F	9600 Note F	.....	.....	"	....	"	17
51	RS	" Steel Underframe, Except'n. Note A	67876	"	.....	8 3	7 5½	"	9 10½	.....	12 10⅝	13 8¼	14 11⅛	"	6 1½	10600 NoteA	10200 NoteA	9600 NoteA	.....	.....	2050	....	"	1
52	RS	" Steel Underframe, Exception	67890	"	.....	8 4	7 2	"	9 11½	.....	12 7⅞	13 5⅛	15 1⅝	"	5 10½	10600	10200	9600	.....	.....	1985	....	"	1
		Forward.....																							3480

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

WESTERN FRUIT EXPRESS COMPANY—CONTINUED.

REFRIGERATOR EQUIPMENT—Continued.

Item Number.	A.A.R. Mech. Designation.	Marks and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Racks—Bulkheads in Place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width.	Inside. Height.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board.	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Coarse Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Capacity of Car. Capacity Measure. Cubic Feet.	Capacity. Capacity of Car. Capacity Measure. Depth.	Capacity. Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity. Capacity of Car. Pounds.	Number of Cars.
		Brought forward.....																							3480
1	RS	Refrigerator (All Steel (See Exceptions). Note A)	67895 to 67999	33 2½	8 3 7 3½	41 8½	9 4½	12 6	13 4⅛	14 7¼	4	6 6	10600 Note A	10200 Note A	9600 Note A	1996	75000	43
2	RS	" All Steel, Exceptions. Note A	67945. 67946	"	" 7 5½	41 8	9 10½	12 10⅝	13 8¼	14 11⅛	"	6 11½	10600 Note A	10200 Note A	9600 Note A	2050	"	2
3	RS	" All Steel, (See Except'n) Notes A, J	68000 to 68399	33 2½	8 3 7 3	41 10½	9 1½	12 11⅛	13 9⅛	15 0⅛	4	6 6	10600 Note A	10200 Note A	9600 Note A	1987	75000	398
4	RS	Refrig., All Steel, Except'n Notes A, J	◆ 68296	"	" "	"	"	"	"	"	6	7 1	10600 Note A	10200 Note A	9600 Note A	"	"	1
5	RS	" All Steel, Notes A, J	68400 to 68649	33 2½	8 3 7 3	42 2½	9 5½	12 9½	13 7¼	15	4	7 6½	11000 Note A	10600 Note A	10000 Note A	1987	100000	249
6	RS	" All Steel, Notes A, J	◆68650 to 70999	33 2½	8 3 7 3	41 10½	9 1½	12 11½	13 9⅜	15 0⅜	6	7 1	11000 Note A	10600 Note A	10000 Note A	1987	75000	157
7	RS	" Steel Underframe, Notes A, J	71000 to 71034	33 2½	8 3 7 3	41 8	10 0½	12 10⅝	13 8¼	14 11⅛	4	6 11½	10600 Note A	10200 Note A	9600 Note A	1987	75000	35
11	RS	" All Steel, Notes A, J	71035 to 71184	33 2½	8 3 7 3	41 9½	9 2½	12 10⅛	13 8⅞	14 11⅝	4	6 6	11000 Note A	10600 Note A	10000 Note A	1987	75000	150
12	RS	" All Steel, Notes A, J	71185 to 71234	33 2½	8 3 7 3	41	9 2½	12 10½	13 8⅞	14 11⅝	4	6 6	11000 Note A	10600 Note A	10000 Note A	1987	75000	50
13	RS	" Steel Underframe, Note A	71235 to 71999	33 2½	8 3 7 5½	41 8	9 10⅜	12 10⅝	13 8¼	14 11⅛	4	6 11½	11000 Note A	10600 Note A	10000 Note A	2050	75000	....
14	RS	" Steel Underframe, Note A	72000 to 72054	33 2½	8 3 7 5½	41 8	10 0½	12 10⅝	13 8¼	14 11⅛	4	6 11½	10600 Note A	10200 Note A	9600 Note A	2050	75000	54
15	RS	" Steel Underframe, Notes A, J	72055 to 72179	33 2½	8 3 7 3	41 8	10 0½	12 10⅝	13 8¼	14 11⅛	4	6 11½	10600 Note A	10200 Note A	9600 Note A	1987	75000	125
16	RS	" All Steel, Notes A, J	72180 to 72404	33 2½	8 3 7 3	41 9½	9 5½	12 10⅜	13 8⅞	14 10⅜	4	6 6	11000 Note A	10600 Note A	10000 Note A	1987	75000	225
17	RS	" Steel Underframe, Note A	72405 to 72999	33 2½	8 3 7 5½	41 8	9 10⅜	12 10⅝	13 8¼	14 11⅛	4	6 11½	11000 Note A	10600 Note A	10000 Note A	2050	75000	....
21	RS	" Steel Underframe, Note A	73000 to 73044	33 2½	8 3 7 5½	41 8	10 0½	12 10⅝	13 8¼	14 11⅛	4	6 11½	10600 Note A	10200 Note A	9600 Note A	2050	75000	44
22	RS	" Steel Underframe, Notes A, J	73045 to 73084	33 2½	8 3 7 3	41 8	10 0½	12 10⅝	13 8¼	14 11⅛	4	6 11½	11000 Note A	10600 Note A	10000 Note A	1987	75000	40
23	RS	" All Steel, Notes A, J	73085 to 73209	33 2½	8 3 7 3	41 9½	9 5½	12 10⅜	13 8⅞	14 10⅜	4	6 6	11000 Note A	10600 Note A	10000 Note A	1987	75000	125
24	RS	" Steel Underframe, Note A	73210 to 73999	33 2½	8 3 7 5½	41 8	9 10⅜	12 10⅝	13 8¼	14 11⅛	4	6 11½	11000 Note A	10600 Note A	10000 Note A	2050	75000	100
		Total Freight Refrigerator Cars																							3978

Note A—Cars in this series are equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice shown in table under heading "Capacity of Ice Tanks".

Note B—Equipped with 60,000 pounds capacity journals, but loading limited by A. A. R. Rules *(see Rule 86)*.

Note C—Equipped with 80,000 pounds capacity journals, but loading limited by A. A. R. Rules *(see Rule 86)*.

Note D—W. F. E. X. or W. H. I. X. express refrigerators numbered 400 to 497 and 500 are home on Great Northern Railway, and when empty should be returned to that line on record rights.

Note E—Individual number of car in series 60001 to 63910 differing in inside dimensions and cubical capacity from other numbers in same series; Inside dimensions: length 32 ft. 6 in., width 8 ft. 4 in., height 7 ft. 3¼ in., capacity 1,969 cu. ft.: 63054

Note F—Individual numbers of cars in series 49000 to 49999, 60001 to 63910, 65000 to 66849, 67000 to 67846 and 67847 to 67894 that are equipped with ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity shown for the several sizes of ice shown in table under heading "Capacity of Ice Tanks":

F①	49204	49389	49584	49816	49976	60332	60568	60912	61274	61494
49000	49209	49402	49589	49818	49981	60336	60569	60924	61288	61500
49005	49215	49403	49590	49826	49987	60342	60577	60926	61302	61502
49009	49218	49404	49596	49844	49990	60346	60582	60933	61306	61525
49010	49227	49424	49602	49850	49996	60353		60937	61317	61526
49015		49435		49858	49999	60378	60580	60950		
49023	49229	49442	49611	49865			60591		61329	61528
49049	49234		49616	49874	F②	60399	60622	60958	61332	61572
49055	49241	49447	49618	49875		60413	60645	60966	61333	61573
49060	49248	49451	49622	49876	60020	60414		60981	61337	
49069	49251	49454	49628	49884	60037	60420	60658	60982	61354	61574
49072	49255	49457	49637	49894	60042	60432	60659	60994	61355	61578
49080	49258		49661		60051		60660	61008		61579
49082	49262	49464	49668	49900	60066	60436	60701	61011	61358	61598
49084	49264	49468	49669	49901	60067	60443		61364		61616
49085	49278	49474	49681	49908	60070	60444	60723	61016	61371	61621
49087	49281	49477	49685	49909	60098	60460	60737	61020	61373	61622
49092	49286	49484	49703	49921	60101	60462	60740	61033	61376	61630
49098	49291	49488	49711	49926	60118	60467	60744	61053	61394	61634
49107	49293			49930	60125	60478	60745	61066	61404	
49110	49299	49496	49723	49932	60129		60774	61076	61414	61635
49119	49311	49497	49733	49934	60157	60487	60778	61077	61416	61638
49120	49317	49506	49734	49936	60159	60489	60798	61092	61419	61650
49131	49328	49518	49738	49938	60179	60490	60807	61103	61420	61665
49140		49522	49740	49947	60183	60491	60808	61104	61442	61670
49142	49340		49752							
49148	49341	49523	49754	49955	60226	60508	60815	61109	61445	61682
49152	49344	49546	49755	49960	60227	60521	60831	61118	61449	61688
49170	49355	49550	49762	49969	60254	60530	60844	61128		61693
	49362	49557						61139	61456	61697
49188	49363	49563	49778	49966	60320	60532	60866	61170	61462	
49190	49371	49569	49796	49967		60542	60870	61414	61470	61703
49191	49377	49570	49797	49968	60325	60544	60888	61180	61472	61704
49199	49386	49572	49804	49971	60326	60558	60907	61216	61473	61724
49200	49392	49576	49812	49973	60328	60567	60908	61220	61477	61729

Note F②—*Continued.*

61756	62197	62508	63010	63305	63791	65133	65277	65442	65682	65869
61769	62205	62610	63011	63375	63819	65137	65279	65443	65684	65874
61782	62212	62613	63014	63385	63854	65145	65287	65450	65687	65877
61793	62215	62638	63015	63387	63859	65147	65289	65458	65688	65879
61794	62235	62649	63017	63396	63863	65153	65290	65459	65692	65880
61799	62246	62655	63025	63406	63877	65155	65293	65460	to	65883
61800	62251	62656	63031	63407	63884	65157	65295	65461	65695	65884
61831	62266	62680	63035	63426	63895	65158	65297	65470	65697	65888
61845	62269	62682	63036	63429	63897	65168	65303	65473	65708	65898
61851	62284	62684	63043	63435	63900	65170	65305	65480	65711	65899
61853	62287	62695	63045	63446	63902	65172	65311	65483	65718	65903
61871	62293	62698	63054	63449	63904	65175	65314	65490	65719	65905
61874	62294	62700	63062	63479	63909	65182	65316	65493	65720	65907
61875	62304	62702	63067	63505	F③	65188	65317	65505	65724	
61877	62315	62704	63073	63518	65007	65184	65323	65506	65730	65909
61888	62332	62707	63079	63522	65008	65186	65328	65510	65731	65910
61899	62327	62714	63086	63526	65011	65200	65329	65514	65748	65911
61913	62328	62730	63090	63529	65012	65201	65332	65518	65749	65923
61927	62348	62731	63095	63542	65015	65203	65335	65522	65752	65924
61943	62365	62746	63104	63554	65019	65205	65339	65525	65758	65926
61952	62383	62751	63105	63561	65020	to	65342	65550	65754	65927
61963	62405	62753	63110	63569	65038	65208	65348	65552	65759	65930
61967	62422	62702	63121	63570	65047	65210	65352	65558	65763	65935
61959	62429	62774	63122	63584	65051	65211	65355	65570	65764	65941
61964	62433	62778	63141	63620	65052	65216	65359	65577	65782	65944
61965	62435	62782	63146	63624	65053	65217	65363	65581	65783	65946
61976	62449	62787	63150	63625	65057	65224	65364	65582	65784	65956
62011	62451	62795	63154	63628	65059	65226	65372	65598	65786	65961
62034	62469	62799	63161	63633	65060	65229	65377	65594	65787	65962
62036	62473	62800	63170	63643	65061	65230	65384	65599	65789	65963
62045	62490	62803	63175	63652	65070	65231	65389	65601	65791	65975
62050	62499	62814	63195	63655	65076	65233	65393	65603	65811	65978
62057	62502	62824	63204	63656	65079	65236	65396	65608	65812	65982
62066	62514	62825	63221	63660	65080	65240	65400	65616	65820	65984
62073	62525	62827	63234	63683	65082	65245	65404	65620	65824	65985
62088	62526	62846	63240	63686	65085	65249	65406	65621	65825	65986
62103	62530	62867	63244	63690	65089	65251	65413	65623	65827	66007
62116	62543	62876	63245	63702	to	65253	65415	65627	65829	66010
62119	62545	62881	63262	63708	65093	65254	65417	65631	65831	66011
62120	62547	62889	63268	63714	65096	65257	65419	65638	65836	66016
62122	62567	62901	63275	63715	65100	65260	65420	65646	65842	66021
62135	62550	62906	63280	63725	65103	65261	65421	65660	65843	66023
62137	62570	62908	63292	63736	65106	65264	65432	65662	65844	66024
62140	62572	62913	63297	63742	65113	65265	65434	65664	65852	66032
62144	62582	62906	63328	63760	65116	65267	65435	65665	65853	66034
62164	62584	62908	63332	63767	65126	65268	65436	65674	65861	66038
62165	62585	62913	63337	63775	65127	65274	65437	65677	65863	66043
62173	62588	62906	63358	63780	65129	65275	65440	65679	65868	66047
62186	62593	62908	63360	63781						
62195	62603	62913	63363							
62196	62603	62940								

▲ Denotes additions. ◆ Denotes increase. ↓ Denotes reduction. (See Page xviii.)

WESTERN FRUIT EXPRESS COMPANY—CONTINUED.

Note Fⓔ—*Continued.*

66051	66159	66295	67051	67170	67275	67385	67487	67587	67680	67791
66055	66162	to	67054	67173	67277	67387	67490	to	67688	67795
66057	66166	66298	67061	67175	67278	67388	67492	67590	67685	67802
66060	66170	66304	to	67177	67280	67389	67495	67593	67686	67804
66061	66176	66305	67064	67178	67282	67392	67499	67596	67688	67809
66065	66177	66309	67066	67181	67283	67394	67500	67597	67690	67811
66067	66181	66315	67069	67182	67284	67396	67501	67599	67691	67812
66072	66182	66316	67070	67188	67286	67397	67503	67601	67694	67818
66073	66185	66323	67076	67190	67287	67399	67504	67603	67695	67817
66074	66197	66326	67077	67192	67291	67400	67507	67606	67698	67818
66078	66199	66327	67089	67194	67293	67403	67512	67607	67699	67819
66079	66201	66332	67091	67200	67297	67405	67513	67609	67700	67822
66084	66203	66333	67092	67201	67303	67406	67514	67612	67703	67828
66085	66210	66336	67093	67203	to	67409	67516	67613	67706	67831
66092	66214	66338	67099	67204	67306	67411	to	67614	67715	67833
66095	66220	66342	67103	67212	67310	67418	67519	67619	67716	67836
66099	66226	66348	67105	67213	67313	to	67522	67623	67717	67841
66102	66229	F④	67111	67214	67317	67418	67524	67624	67720	67845
66103	66232	67001	67118	67216	67318	67422	67526	67625	67722	F⑧
66107	to	to	67115	67217	67319	67424	67530	67627	67723	67847
66112	66235	67004	67117	67219	67321	67425	67533	to	67724	67848
66115	66242	67009	to	67220	67329	67428	67587	67631	67726	67849
66119	to	67010	67120	67226	67330	67430	67541	67634	to	67851
66123	66244	67012	67125	67228	67338	67437	to	to	67730	67855
66124	66245	67013	67126	67229	67340	67438	67544	67637	67739	67857	67860
66129	66246	67014	67128	67232	67342	67447	67546	67640	67741	67870
66130	66250	67016	67130	67237	67346	67448	to	67646	67748	67872
66134	66251	67020	to	67239	67348	67449	67555	to	67749	67873
66137	66254	67024	67132	67243	67353	67454	67558	67651	67750	67875
66142	66258	67025	67134	67245	67357	67455	67559	67653	67752	67879
66143	66261	67026	67138	67248	67359	67456	67561	67655	67755	67881
66144	66266	67032	67141	67249	67361	67459	67565	67656	67756	67882
66147	66268	to	67147	67252	67363	67460	67566	67659	67758	67884
66148	66276	67039	67150	67253	67369	67470	67570	67661	67759	67887
66157	66279	66281	67151	67260	67371	67471	67572	67667	67765	67893
	66284	66287	67156	67265	67373	67473	67575	67670	67768	
	66289	67044	67158	67266	67374	67474	67577	67671	67779	
		67049	67160	67271	67379	67476	67582	67674	67784	
					67380	67478	67584	67676	67782	
					67383	67484	67585	67679	67785	

Note G—Individual numbers of cars in series 66000 to 66349 differing in dimensions and cubical capacity from other cars in same series: inside width 8 ft. 3 in., height 7 ft. 5¾ in., outside width at eaves 9 ft. 10¾ in , height from rail to eaves 12 ft. 10⅝ in., to top of running board 13 ft. 8¾ in., to extreme height 14 ft. 11½ in., height of side door opening 6 ft. 1¼ in., capacity 2,050 cu ft. These cars have ice grates adjustable for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice shown in table under heading "Capacity of Ice Tanks.":

65054 65144 65502 65822 65504 65559 65716 65735 65773 65887 65918 65939 66062 66127 66153 66161 66308

Note H—Individual numbers of cars in series 66001 to 66910 differing in dimensions, cubical and pounds capacity from other numbers in same series; inside length 33 ft. 2¾ in., width 8 ft. 4 in., height 7 ft. 3¼ in.; capacity 2,013 cu. ft., 75,000 pounds:

66897 66903 66972 66984 66986 66992 66993 66994 66997 66999 66910

Note J—Refrigerator cars in series 66400 to 66799, 68000 to 71234, 72055 to 72404 and 73045 to 73399 are equipped with Preco Fans.

Note K—Individual numbers of cars in series 65000 to 66349 differing in dimensions and cubical capacity from other cars in same series: inside width 8 ft. 3 in., height 7 ft. 5¾ in., outside width at eaves 9 ft. 10¾ in., height from rail to eaves 12 ft. 10⅝ in., to top of running board 13 ft. 8¾ in., to extreme height 14 ft. 11½ in., height of side door opening 6 ft. 1¼ in., capacity 2,050 cu. ft.:

65025 65035 65065 65124 65239 65344 65366 65390 65391 65394 65398 65418 65511 65520 65526 65630 65553 65585 65756 65649 65689 65858 65774 65795 66036 65929 65976 66009 66046 66068 66108 66116 66184 66249 66168 66329

Note L—Individual numbers of cars in series 67000 to 67846 differing in dimensions and cubical capacity from other cars in same series; inside width 8 ft. 3 in., height 7 ft. 5¾ in., outside width at eaves 9 ft. 10⅝ in., height from rail to eaves 12 ft. 10⅝ in., to top of running board 13 ft. 8¾ in., to extreme height 14 ft. 11½ in., height of side door opening 6 ft. 1¼ in., capacity 2,050 cu. ft. These cars have ice grates adjustible for stage icing. When in position capacity of ice bunkers is one-half full capacity for the several sizes of ice shown in table under heading "Capacity of Ice Tanks":

67042 67215 67223 67269 67312 67325 67343 67344 67351 67362 67412 67441 67481 67483 67509 67550 67581 67673 67689 67719

Note M—Individual numbers of cars in series 67000 to 67846 differing in dimensions and cubical capacity from other cars in same series; inside width 8 ft. 3 in., height 7 ft. 5¾ in., outside width at eaves 9 ft. 10⅝ in., height from rail to eaves 12 ft. 10⅝ in., to top of running board 13 ft. 8½ in., to extreme height 14 ft. 11½ in., width of side door opening 6 ft. 1¼ in., capacity 2,050 cu. ft.:

67018 67048 67101 67131 67207 67326 67393 67421 67578 67645 67697 67761

Send junction cards, reports of movements and tracers for cars to W. H. Atkinson, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington 5, D. C.

Report mileage to W. H. Atkinson, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington 5, D. C. Report mileage made by refrigerator express cars, series 100 to 199 and 400 to 497, in separate item.

Balances for mileage due should be remitted to Western Fruit Express Company, owner (non-shipper), C. G. Romer, Treasurer, 1101 Vermont Ave., N. W., Washington 5, D. C., or authority to make draft forwarded to R. G. Shorter, Comptroller, 1101 Vermont Ave., N. W., Washington 5, D. C.

Send bills for repairs to cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington 5, D. C.

Reports of light weights and destruction of cars should be forwarded to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington 5, D. C.

Requisitions for materials for repairing cars should be made on E. A. Sweeley, General Mechanical Superintendent, Alexandria, Va. *July, 1950.*

WFEX 63884, model built from Sunshine Models kit #34.10.