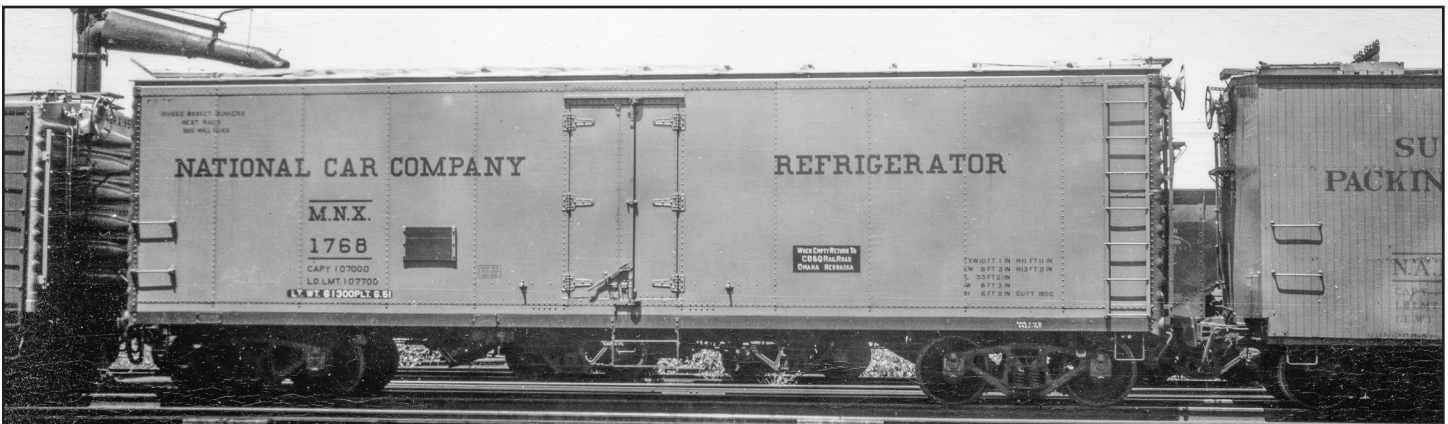




Like its siblings, Western Fruit Express added cars like those built for FGEX and BREX, but the WFE cars were built outside the "system", constructed by Pacific Car & Foundry in 1949, car nos. 68400-68649. The car's Equipco integral hatch covers are visible, as they are propped in the ventilator position. Interestingly, they used door hinges that were the same as those used by PFE and Northern Pacific, not entirely surprising given that PC&F built cars for both in 1949.



The Burlington Refrigerator Express shops built 100 cars for National Car Co. that were nearly identical to the BREX 74200-series cars (previous page) except they did not have fans and they were equipped with meat rails and divided basket bunkers. The black routing box painted on the car side noted, "WHEN EMPTY RETURN TO C.B.&Q RAILROAD OMAHA, NEBRASKA". The "M" in the reporting marks signified a group of cars with meat rails.

Opposite page, bottom - In 1949, Fruit Growers added 300 more 14-panel welded reefers from the Indiana Harbor shops, nos. 39200-39299 that had some similarities to the 38635-series, but key differences existed, including full-length channels to support the side sills, "Murphy" solid steel diagonal panel roofs, r+3/3 Improved Dreadnaught ends, and the unusual Scullin L-V trucks. Hamlet, North Carolina, April 5, 1959, Col. Chet McCoid photo Bob's Photo



VOLUME THREE: REFRIGERATOR CARS



Built in July, 1948 by the Indiana Harbor shops, FGEX 38759 was part of a group of 365 cars, nos. 38635-38999, that featured welded sides, with seven panels on each side of the doors, welded underframes, long side sill supports at the car ends and under the doors, 3/3 Improved Dreadnaught ends, "Murphy" solid steel panel roofs, air circulation fans, placard boards, and wide sill steps under the doors. Courtesy of Bill Welch



American Car & Foundry built 400 cars in 1948 that were nearly identical to the FGEX 38635-series. The cars were assigned to series WFEX 68000-68399. Notable differences from the FGEX cars included ASF A-3 Ride Control trucks and r+3/3 Improved Dreadnaught ends. The cars used Equipco integral ice hatches.



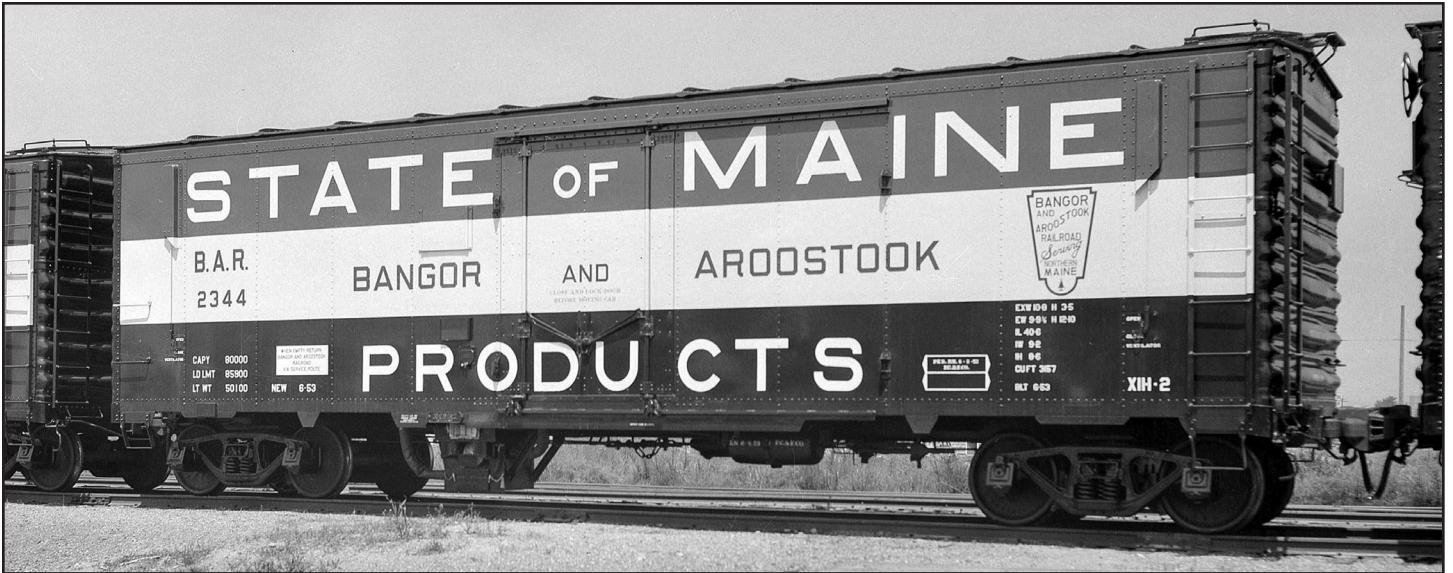




The ex-MDT cars were an expedient as BAR began to receive insulated box cars with charcoal heaters in late 1950. The cars became instantly famous for their red, white, and blue car sides emblazoned with "STATE OF MAINE" and black ends, roof, and underframe. The cars were built in two groups, the first by Magor Car Co. (car nos. 2000-2299) and used Improved Dreadnaught ends with a rectangular corrugation at top, "Murphy" solid steel diagonal panel roofs, Youngstown flush, sliding doors, and ASF A-3 Ride Control trucks. Above - Bob's Photo, below - Providence, Rhode Island, November, 11, 1957, Col. Chet McCoid photo, Bob's Photo







The second group of insulated box cars was built by Pacific Car & Foundry (car nos. 2300-2499) and differed slightly from the first. The stenciling of the road name, reporting marks, and capacity and dimensional data used a new sans serif type that was adopted by the BAR between the delivery of the two groups. The roof style also changed from one where the roof eaves "curled over" and overlapped the side plate, as on the cars shown on the opposite page, to an overhanging style, where the top of the side plate employed an additional flange with a surface parallel to the bottom of the roof edge. Finally, these cars employed welding to assemble the underframe, while the earlier cars (opposite page) were riveted, as evidenced by the rivets where the underframe crossmembers and bolsters met the side sill tab sections. The New Haven also received 100 identical cars as part of this order (car nos. 45000-45099) and the only difference was the stenciling, employing New Haven-style type for the reporting marks and capacity and dimensional data and a script New Haven emblem at right, in the white band. Vancouver, BC, June 10, 1953, Walter E. Frost, Vancouver Public Library



Continuing to augment its fleet, BAR had Pacific Car & Foundry construct clones of the PFE R-40-26. These cars were assigned to the 7000-series and unlike many other deliveries and repaints of BAR equipment of the time, these were rather "simply" painted with yellow-orange sides, freight car red ends and roof, and black underframes. For more information about the prototypes, see the Pacific Fruit Express section and the Fruit Growers Express section for similar cars constructed in the early 1950s. Cedar Hill Yards, New Haven, Connecticut, February 23, 1954, Col. Chet McCoid photo, Bob's Photo