

Swift and Company Refrigerator Cars Significant Groups by Decade

Note regarding etched Defect Card Holders: These narrow baskets attached to the car side near the left hand grab iron were a creation of Swift and Company, but were retained, even through rebuilding, by GATC. However, new cars assigned to Swift service by GATC did not, in general, have them. Consult photos for proper use and location of the etched parts provided.						
Circa 1905 (August 1907 ORER)						
Number Series		Built	Outside Length (Nom)	Underframe		
1	5999	Pre - 1900	32'	Truss Rod		
7000	12999	1898 -1903	32' and 36'	Truss Rod		
20000	20199	1906?	40'	Steel		
Note: No Swift and Company dimensional data or quantities listed in the ORER until 1924						
Circa 1915 (February 1916 ORER)						
Number Series		Built	Outside Length (Nom)	Underframe		
1	1499	Pre - 1900	32'	Truss Rod		
1600	4999	Pre - 1900	32'	Truss Rod		
7000	16999	1901 - 1915	32' and 36'	Truss Rod		
20000	21299	1906 - 1915	40'	Steel		
Note: No Swift and Company dimensional data or quantities listed in the ORER until 1924						
Circa 1925 (October 1926 ORER)						
Number Series		Built	Outside Length (Nom)	Underframe	Number	
13000	13999	1912	36'	Truss Rod	718	
16000	16999	1916	36'	Truss Rod	964	
17000	17374	1917	36'	Truss Rod	363	
17400	17999	1919	36'	Steel	584	
18000	18999	1923	36'	Steel	994	
19000	19599	1923	36'	Steel	600	
**	22000	22699	1900-1915/1920's	?	373	
**	23000	23999	1900-1915/1920's	Truss Rod	634	
**	24000	24999	1900-1915/1920's	?	151	
*	40000 Series	1924	36'	Steel	798	
*	41000 Series	1925		Steel	410	
					Total	6589
					97% of	6735
* Cars from 12000 and 15000 series being rebuilt by Quaker City Tank Line, soon to be General American, and leased back to Swift. Car Numbers and dimensions match the corresponding ones in QREX page.						
** It seems likely that older, 32' and 36' cars were moved higher number blocks as they were refurbished to keep them together. Photo coverage is lacking.						

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Circa 1935 (July 1935 ORER) Part of Gen. American Fleet					
	Number Series	Built	Outside Length (Nom)	Underframe	Number
	500	699	ca. 1931		N
	2500	2599	1935	36'	o
	13000	13999	1912	36'	t
	16000	16999	1916	36'	
	17000	17374	1917	36'	R
	17400	17999	1919	36'	e
	18000	18999	1923	36'	p
	19000	19599	1923	36'	o
**	22000	22699	1900-1915/1920's	32'	r
**	23000	23999	1900-1915/1920's	32'	t
**	24000	24999	1900-1915/1920's	36'	e
*	40000 Series	1924	36'	Steel	d
* Cars remaining in this series from the Quaker City Leases					
** It seems likely that older, 32' and 36' cars were moved higher number blocks as they were refurbished to keep them together. Photo coverage is lacking.					
Circa 1945 (January 1945 ORER) Part of the Gen. American Fleet					
	Number Series	Built	Outside Length (Nom)	Underframe	Number
	500	689	ca. 1931	36'	Steel 139
	1300	1699	ca. 1930	36'	Steel 345
	2500	2999	1935	36'	Steel 370
	3100	3199	later 1930's	36'	Steel 90
	3300	5199	later 1930's	36'	Steel 1341
	5200	5799	ca. 1940	36'	Steel 203
	6100	6599	ca. 1942	36'	Steel 276
	6700	6999	1920's/1940's	36'	Steel 199
	7000	7099	1930's/1940's	40'	Steel 97
	9800	9999	1940's	36'	Steel 111
	10000	10299	ca. 1933	36'	Truss Rod 278
	10300	10999	ca. 1944	36'	Steel 170
	17400	19999	1920's	36'	Steel 412
					Total 4031
					77% of 5217
Circa 1955 (January 1956 ORER) Part of the Gen. American Fleet					
	Number Series	Built	Outside Length (Nom)	Underframe	Number
	2500	2875	1935	36'	Steel 334
	3500	5199	later 1930's	36'	Steel 783
	5200	5799	ca. 1940	36'	Steel 434
	5800	6099	1940	36'	Steel 224
	6100	6599	ca. 1942	36'	Steel 235
	8500	8699	1955	40'	Steel 200
	15000	15799	1954	36'	Steel 770
					Total 2980
					82% of 3632