

Reporting Marks	Series	Build Date	Qty. Blt.	Builder/Lot No.	Inside Height	Height to R/B Note 1	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Door Fixtures	Side Constr.	Side Sills Note 2	End Type	End Corners
ARA 1	ARA 1	9-33	1	PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Camel50	10R	Short	4-4 DN	Square
ARA 2	ARA 2	9-33	1	PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Camel50	10R	Short	4-4 DN	Square
ARA 3	ARA 3	9-33	1	PSC	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Short	4-4 DN	Square
ARA 4	ARA 4	9-33	1	PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Creco	10R	Short	4-4 DN	Square
ARA 5	ARA 5	9-33	1	PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Creco	10R	Short	4-4 DN	Square
BAR	5000-5499	6-38	0	MCC P9150	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	4-5 DN	Square
BAR	5500-5549	2-45	0	MCC W710	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	4-5 DN	Round
BAR	5550-5649	12-45	0	MCC W895	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	3-4 IDN	Round
BAR	65000-65499	6-38	500	MCC P9150	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	4-5 DN	Square
BAR	65500-65549	2-45	50	MCC W710	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	4-5 DN	Round
BAR	65550-65649	12-45	100	MCC W895	9'-2"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	3-4 IDN	Round
C&O	1900-1902	9-33	0	PS/PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Various	10R	Short	4-4 DN	Square
C&O	7000-7649	6-34	650	PS 5499	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Short	4-4 DN	Square
CG	4000-4499	8-37	500	PS 5568	9'-3"	13'-11"	30'-8 1/2"	40	3311	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
CGW	89000-89998	9-34	500	PS 5500	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
CP	225000-225699	4-36	700	CCF 1024	9'-4"	13'-11"	30'-8 1/2"	45	3308	6'	YSD	Camel(lift)	10R	Long	4-5 DN	Square
CRR	5000-5249	8-37	250	GSC 250	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
D&H	17626-17635	5-37	10	D&H-Oneonta	9'-4"	13'-10"	30'-8 1/2"?	40	3318	6'	YSD	Camel(lift)	10W	Long	4-5 DN	Square
D&H	17636-17710	7-37	75	D&H-Green Island	9'-4"	13'-10"	30'-8 1/2"?	40	3318	6'	YSD	Camel(lift)	10W	Long	4-5 DN	Square
D&H	17711-17720	11-37	10	D&H-Green Island	9'-4"	13'-10"	30'-8 1/2"?	40	3318	6'	YSD	Camel(lift)	10W	Long	4-5 DN	Square
D&H	17721-17725	12-37	5	D&H-Green Island	9'-4"	13'-10"	30'-8 1/2"?	40	3318	6'	YSD	Camel(lift)	10W	Straight	4-5 DN	Square
ERIE	76500-76999	8-34	500	ACF 1329	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Creco	10R	Short	Buckeye	Square
I-GN	17001-17300	6-36	300	ACF 1493	9'-4"	13'-10"	30'-8 1/2"	40	3310	6'	YSD	Creco	10R	Long	4-4 DN	Square
L&A	15001-15150	5-37	150	PS 5551A	9'-4"	13'-11"	31'-2 3/4"	50	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
MEC	4248-4249	7-39	2	MCC P9349	9'-4"	13'-11"	30'-8 1/2"	40	3294	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
MEC	4250-4499	8-39	250	MCC P9300	9'-4"	13'-11"	30'-8 1/2"	40	3294	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
MEC	4500-4999	12-36	500	MCC P8750	9'-3"	13'-11"	30'-8 1/2"	40	3272	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
M-I	4000-4249	7-39	250	MVC 9462	9'-4"	13'-10"	30'-8 1/2"	50	3310	6'	YSD	Union Duplex	10R	Long	4-4 DN	Round
MP	30000-30749	8-36	750	MVC 9113	9'-1"	13'-10"	30'-8 1/2"	50	3233	6'	YSD	Union Duplex	10R	Long	4-4 DN	Square
MP	30750-31399	8-36	650	MVC 9113	9'-1"	13'-10"	30'-8 1/2"	50	3233	6'	YSD	Creco	10R	Long	4-4 DN	Square
MP	31400-31499	-36	100	MVC 9145	9'-1"	13'-11"	30'-8 1/2"	50	3233	6'	YSD	Creco	10R	Long	4-4 DN	Square
MP	31500-31999	5-37	500	MVC 9257	9'-1"	13'-10"	30'-8 1/2"	50	3233	6'	YSD	Creco	10R	Long	4-4 DN	Square
MP	32000-32399	5-37	400	MVC 9257	9'-1"	13'-10"	30'-8 1/2"	50	3233	6'	YSD	Union Duplex	10R	Long	4-4 DN	Square
MP	32400-32499	10-37	100	MVC 9271	9'-4"	13'-10"	30'-8 1/2"	50	3310	6'	YSD	Creco	10R	Long	4-4 DN	Square
MVCMCX	9000 only	5-35	1	MVC	9'-4"	13'-10"	30'-8 1/2"	50	3310	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
NC&StL	18000-18499	6-37	500	PS 5561	9'-4"	14'	31'-2 3/4"	40	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
NdeM	60000-60599	5-35	600	PS 5505	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
NdeM	60600-60799	-35	200	GATC	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
NdeM	60800-60949	9-37	150	PS 5572	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
NdeM	60950-61124	11-37	175	ACF 1717	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
NdeM	61125-61299	11-37	175	GATC	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	Pullman	Pullman	10R	Long	7-8 Murphy	Square
NKP	13000-13499	7-34	500	PS 5499	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Short	4-4 DN	Square
NOT&M	17301-17400	11-36	100	MVC 9163	9'-4"	13'-10"	30'-8 1/2"	40	3310	6'	YSD	Creco	10R	Long	4-4 DN	Square
NOT&M	17401-17500	11-36	100	MVC 9163	9'-4"	13'-10"	30'-8 1/2"	40	3310	6'	YSD	Union Duplex	10R	Long	4-4 DN	Square
NS	25000-25499	11-35	500	PS 5513	9'-3"	13'-11"	30'-8 1/2"	40	3396	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
NYC	100000 only	9-33	0	PSC	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Camel50	10R	Short	4-4 DN	Square

Push Pole	Roof Type	Hand Brake	Running Boards	Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Placed in service 4/10/34; sold to NYC 100000 in 11/35
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Sold to C&O 1900 ca. 1952
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Placed in service 11/24/33; sold to PRR 36986 after 7/35 & prior to 7/36
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Sold to C&O 1901 ca. 1952
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Placed in service 1/5/34; sold to C&O 1902 ca. 1952
√	Murphy Panel	U	Wood	Morton	7/7	AAR CE	CI	Former 65000-65499, re# ca. 1951
√	Murphy Panel	U	Wood	Morton	7/7	AAR CE	CI	Former 65500-65549, re# ca. 1951
√	Murphy Panel	U	Apex	Apex?	7/7	AAR CE	CI	Former 65550-65649, re# ca. 1951
√	Murphy Panel	U	Wood	Morton	7/7	AAR CE	CI	Re# 5000-5499 ca. 1951
√	Murphy Panel	U	Wood	Morton	7/7	AAR CE	CI	Re# 5500-5549 ca. 1951
√	Murphy Panel	U	Apex	Apex?	7/7	AAR CE	CI	Re# 5550-5649 ca. 1951
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Former ARA 2/4/5; re# 2800-2802 ca. 1952
-	Hutchins Radial	VS	Wood	Wood	7/7	ARA CE/DT SPL	CI	B5-3; CI wheels replaced with steel (repair programs)
-	Murphy Panel	M	Wood	Steel	7/7	DT SP	CI	
√	Pullman Flat	A/E	Wood	Wood	7/7	DT CE SP	CI	Even nos.; 3-panel Pullman doors; Ajax first 250/Equipco last 250
-	Murphy Radial	Note 3	Wood	Wood	7/7s	Note 4	Steel	
√	Murphy Panel	K	Wood		7/7	AAR SPL	CI	FB5
√	Murphy Panel	A	Wood	Steel	6/5	AAR SP	Steel	Ladder grabs at left; welded u/f and construction
√	Murphy Panel	A	Wood	Steel	6/5	AAR SP	Steel	Ladder grabs at left; welded end sheets
√	Murphy Panel	A	Wood	Steel	6/5	AAR SP	Steel	Ladder grabs at left; welded end sheets
√	Murphy Panel	A	Wood	Steel	6/5	AAR SP	Steel	Ladder grabs at left; welded end sheets
√	Viking	VS	Wood	Wood	7/7	DT SP/NTB	CI	Double truss first 450/Nat. Type B last 50
-	Murphy Panel	U	Wood	Morton	7/7	AAR SP	CI/RS	CI wheels first 200/rolled steel last 100
-	Pullman Flat	A	Wood	Wood	7/7	AAR SP	CI	
√	Murphy Panel	A	Wood	Steel	7/7	AAR SP	Steel	Re# 14248-14449 ca. 1/58
√	Murphy Panel	A	Wood	Steel	7/7	AAR SP	Steel	Re# 14250-14499 ca. 1/58
√	Murphy Panel	A	Wood	Steel	7/7	AAR SP	Steel	Re# 14500-14999 ca. 1/58
-	Murphy Panel	A	Apex	Apex	7/7	AAR SPL	RS	
-	Murphy Panel	A/U	Wood	Steel?	7/7	AAR SP	RS	Interior roof lining; Ajax first 650/Universal last 100
-	Murphy Panel	A/U	Wood	Steel?	7/7	AAR SP	RS/CI	Interior roof lining; Ajax first 250/Universal last 400; steel wheels first 250/CI wheels last 400
-	Murphy Panel	A	Wood	Steel?	7/7	AAR SP	CI	Interior roof lining; Duryea u/f
-	Murphy Panel	A	Wood	Steel?	7/7	DT SPL	RS	Interior roof lining
-	Murphy Panel	A	Wood	Steel?	7/7	DT SPL	RS	Interior roof lining
-	Murphy Panel	A	Wood	Steel?	7/7	DT SPL	RS	Interior roof lining
-	Murphy Panel	A	Wood		7/7	SPL	CI	Cor-Ten Steel lightweight car
-	Pullman Flat	M	Wood	Morton	7/7	DT SPL	CI	XM30; 6 cars converted for express service ca. 1942
√	Flat Riveted	E	Wood	Steel	7/6	Andrews	Steel	3-panel Pullman doors
√	Flat Riveted		Wood	Steel	7/6	Andrews	Steel	3-panel Pullman doors
√	Pullman Flat	M	Wood	Steel	7/6	Andrews	Steel	3-panel Pullman doors
√	Flat Riveted	M	Wood	Steel	7/6	Andrews	Steel	3-panel Pullman doors
√	Flat Riveted		Wood	Steel	7/6	Andrews	Steel	3-panel Pullman doors
-	Hutchins Radial	VS	Wood	Wood	7/7	ARA SP/CE	CI	Trucks: ARA 13000-13399/Coil Elliptic 13400-13499. Cars rebuilt 1950s w/diagonal panel roofs, extended side sill to left of door. Ajax hand brakes.
-	Murphy Panel	U	Wood	Steel?	7/7	AAR SPL	RS	
-	Murphy Panel	U	Wood	Steel?	7/7	AAR SPL	CI	
√	Viking	A	Wood	Wood	7/6	DT SP	CI	Built 11-35 to 1-36
√	Murphy Panel	VS	Wood	Wood	7/7	DT SP	Steel	Former ARA 1, purchased 11-35

Reporting Marks	Series	Build Date	Qty. Blt.	Builder/Lot No.	Inside Height	Height to R/B Note 1	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Door Fixtures	Side Constr.	Side Sills Note 2	End Type	End Corners
PRR	36986 only	9-33	0	PSC	9'-4"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Short	4-4 DN	Square
SAL	700-754	4-37	0	PS 5551	9'-4"	13'-11"	31'-2 3/4"	50	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
SAL	17000-17999	5-34	1000	PS 5502	9'-4"	13'-11"	31'-2 3/4"	50	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
SAL	18000-18999	4-37	1000	PS 5551	9'-4"	13'-11"	31'-2 3/4"	50	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
Soo Line	41800-42798	10-36	500	PS 5534	9'-4"	14'	30'-8 1/2"	50	3465	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
Soo Line	135800-135998	10-36	100	PS 5534	9'-4"	14'	30'-8 1/2"	50	3465	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
UP	182500 only	5-36	1	UP	9'-4"	13'-11"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
WM	27001-27500	4-37	500	BSC 8740	9'-3"	13'-10"	30'-8 1/2"	50	3311	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Square
WM	27501-28000	11-39	500	PSC 95	9'-3"	13'-11"	30'-8 1/2"	50	3293	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Round
WM	28001-28200	3-42	200	PSC 171	9'-3"	13'-11"	30'-8 1/2"	50	3293	6'	YSD	Camel(lift)	10R	Long	4-4 DN	Round
WRT	900-919	1-38	20	PS 5577	9'-4"	13'-11"	31'-2 3/4"	50	3311	6'	YSD	Camel(lift)	10R	Long	PF	Square
Quantity built: 14,629												Legend:				
General and numbered notes:											Door Type:					
Build dates are earliest month-year documented by photo or other data.											YSD - Youngstown Steel Door					
"0" in the "Qty. Built" column means the cars were renumbered or second hand. See remarks for more information.																
Capacity specified for cars as built and stencils on new cars; some cars may have changed during service.											Side Construction:					
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.											10R - 10-panel riveted					
"s" added to the end ladder means they had integral end ladder steps (used on cars of Canadian roads).											10W - 10-panel welded					
Height to R/B is the height measured from the rail to the top of the running board (data taken from ORER).																
Inside width 8'-9 1/8" except Soo Line, which were 9'-2" IW.																
1 - Height measured from rail to top of running boards (note: cars with vertical staff hand brakes had an extreme height ranging between 14'-4" and 14'-8").																
2 - Side sills under door, either long or short. Short has two side sill tabs between left bolster and door; long has one side sill tab between bolster and door.																
3 - Hand brakes: Miner first 100, Equipco next 200/Ajax next 50/Universal next 250/Peacock last 100.																
4 - Trucks: Dalman/AAR Coil Elliptic/National Type B (car assignments unknown).																
5 - Some MP/I-GN/NOT&M cars received Apex or Morton running boards/brake steps by early to mid-1950s.																
											Car Builders:					
References:											ACF - American Car & Foundry Co.					
<i>The ARA Standard Box Car of 1932</i> by Ted Culotta											BSC - Bethlehem Steel Co.					
<i>Mainline Modeler</i> December 1993											CCF - Canadian Car & Foundry Co.					
<i>Railway Prototype Cyclopedia</i> Volume 31-32 (lightweight box cars)											GATC - General American Transportation Corp.					
											GSC - Greenville Steel Car Co.					
											MCC - Magor Car Corp.					
											MVC - Mount Vernon Car Manufacturing Co.					
											PS - Pullman-Standard Car Manufacturing Co.					
											PSC - Pressed Steel Car Co.					

