

Reporting Marks	Series	Build Date	Qty. Built	Builder/Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
A&EC	900-999	10-38	0	MVC/PS	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M+	M	AWSD
A&EC	1000-1099	9-38	0	MVC/PS	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M+	M	AWSD
A&EC	1000-1099	2-41	0	PS 5648	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	M/U	M	M
A&WP	37300-37339	12-41	40	PS 5685	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M	A	A
A&WP	37500-37524	3-45	25	PS 5783A	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	M	A	A
ACL	20000-20799	12-41	800	ACF 2301	9'-10"	14'-6"	30'-8 1/2"	50	3676	6'	YSD/UD	10R	4-5 DN	Round	-	MurP	A	W	TZ
ACL	20800-21629	1-42	830	PS 5687	9'-10"	14'-6"	30'-8 1/2"	50	3676	6'	YSD/UD	10R	4-5 DN	Round	-	MurP	M/A	W	TZ
ATSF	32002 (40000)	4-42	0	ACF 2512	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	S	A	A
ATSF	32003-32004 (40001-40002)	11-42	0	GATC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 GATC	Round		DFPR	A	A	A
ATSF	136000-136499	5-36	500	PS 5522	9'-7"	14'-3"	30'-10 1/2"	50	3557	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	S
ATSF	136500-137999	5-37	1500	PS 5547	10'	14'-8"	30'-10 7/8"	50	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	S
ATSF	138000-138499	4-37	500	ACF 1607	10'	14'-8"	30'-10 7/8"	50	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	S
B&LE	81001-81500	3-40	0	GSC 291	9'-11"	14'-6"	30'-8 1/2"	50	3662	7'-3"	5p Sup	10R	4-5 DN	Round	√	MurP	A/S	B/A	B
B&LE	81501-81800	4-41	0	GSC 311	9'-11"	14'-6"	30'-8 1/2"	50	3662	7'-3"	5p Sup	10R	4-5 DN	Round	√	MurP	S	A	A
B&LE	91001-91500	3-40	500	GSC 291	9'-11"	14'-6"	30'-8 1/2"	50	3963	7'-3"	7p Creco	10R	4-5 DN	Round	√	MurP	A/S	B/A	B
B&LE	91501-91800	4-41	300	GSC 311	9'-11"	14'-6"	30'-8 1/2"	50	3693	7'-3"	7p Creco	10R	4-5 DN	Round	√	MurP	S	A	A
B&O	384000-384499	4-40	500	PSC	10'	14'-7"	30'-10 1/2"	50	3713	6'	YSD	10R	4-5 B&O	Round	√	DFPR	A	W	S
B&O	465000-465899	12-41	900	PS 5693	10'	14'-7"	30'-10 1/2"	50	3713	6'	YSD	10R	4-5 PC1	Round	√	DFPR	E	W	S
B&O	465900-465999	12-41	100	PS 5693	10'	14'-7"	30'-10 1/2"	50	3713	6'	YSD	10R	4-5 PC1	Round	√	DFPR	E	W	S
BM	73000-73199	3-42	200	MCC P9925	10'	14'-6"	30'-8 1/2"	40	3686	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	TZ
BS	300-399	3-37	100	PS 5541	10'	14'-7"	31'-2 3/4"	50	3713	6'	Pullman welded	10R	PF	Square	-	FPR	E	W	W
C&EI	1-5	9-45	5	PS 5808	10'	14'-6"	30'-10 1/2"	50	3713	6'	7p Sup	10R	4-5 PC2	Round	√	MurP	A	A	A
C&EI	64000-64399	1-37	400	GATC 2712	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	V	A/K	W	W
C&EI	64400-64499	1-37	100	GATC 2712	10'	14'-7"	30'-8 1/2"	50	3713	6'	3p Creco	10R	4-5 DN	Square	-	V	K	W	W
C&O	3000-3299	10-40	300	ACF 2091	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	3300-3499	10-40	200	GATC 2835	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	3500-3699	10-40	200	PS 5635	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	3700-3899	10-40	200	MVC 9584	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	C	A	A
C&O	4000-4499	10-36	500	GATC 2754	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	V	A	W	S
C&O	4500-4999	11-36	500	PS 5531	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	MurP	A	W	S
C&O	5000-5249	7-37	250	GATC 2777	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	V	A	W	S
C&O	5250-5399	7-37	150	GATC 2777	10'	14'-7"	30'-8 1/2"	50	3713	6'	3p Creco	10R	4-5 DN	Square	-	V	A	W	S
C&O	5400-5499	8-37	100	GATC 2777	10'	14'-7"	30'-8 1/2"	50	3713	6'	3p Creco	10R	Deco	Square	-	V	A	W	S
C&O	10000-10249	9-41	250	ACF 2222	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	10250-10499	5-41	250	GATC 2855	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	10500-10749	8-41	250	PS 5667	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	10750-10999	7-41	250	MVC 9695	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
C&O	11000-11999	2-42	1000	PS 5700	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
CG	4500-4749	3-45	250	PS 5777	10'	14'-6"	30'-8 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	MurP	U	B	B
CG	6000-6074	8-41	75	PS 5677	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	U	A	A
CG	6075-6099	8-41	25	PS 5677	10'	14'-6"	30'-8 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	MurP	U	A	A
CG	6100-6149	3-42	50	PS 5699	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M	A	A
CG	6300-6499	11-44	200	ACF 2700	10'	14'-6"	30'-8 1/2"	50	3713	10'	YSD	4/5R	4-5 DN	Round	√	MurP	M	A	A
CG	6500-6574	8-41	75	PS 5678	10'	14'-6"	30'-8 1/2"	50	3713	10'	YSD	4/5R	4-5 DN	Round	√	MurP	M	B	B
CG	6575-6599	8-41	25	PS 5678	10'	14'-6"	30'-8 1/2"	50	3713	10'	7p Sup	4/5R	4-5 DN	Round	√	MurP	M	B	B
CG	6600-6999	2-45	400	PS 5778	10'	14'-6"	30'-8 1/2"	50	3713	10'	YSD	4/5R	4-5 DN	Round	√	MurP	M	A	A
CGW	91000-91099	9-44	100	PS 5771	10'	14'-6"	30'-10 1/2"	50	3713	6'	7p Sup	10R	4-5 PC2	Round	√	MurP	E	W	S
CGW	92000-92149	9-45	150	PS 5805	10'	14'-6"	30'-10 1/2"	50	3713	6'	7p Sup	10R	4-5 PC2	Round	√	MurP	E	W	S
CIL	1201-1225	10-41	0	PS 5667B/5707	10'	14'-6"	30'-8 1/2"	50	3659	6'	7p Sup	10R	4-5 DN	Round	-	MurP	A	W	
CIL	9000-9149	10-41	150	PS 5667B	10'	14'-6"	30'-8 1/2"	50	3710	6'	7p Sup	10R	4-5 DN	Round	-	MurP	A	W	
CIL	9150-9449	4-42	300	PS 5707	10'	14'-6"	30'-8 1/2"	50	3710	6'	7p Sup	10R	4-5 DN	Round	-	MurP	A	W	

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	AAR SP	CI	Ex-Southern; 100 cars to A&EC 4-6/57; note 4
7/7	AAR SP	CI	Ex-Southern; part of 100 cars to A&EC 2-3/54; note 4
7/7	AAR SP	CI	Ex-Southern; part of 100 cars to A&EC 2-3/54; note 4
7/7	AAR SP	CI	Originally painted aluminum/black
7/7	AAR SP	CI	Barber stabilizers
7/7	DT SPL	Steel	O-25; replaced w/1WSteel wheels
7/7	DT SPL	CI	O-25; Miner first 400/Ajax last 430; replaced with 1WSteel wheels
7/7	DT SP	CI	Bx-55; former USNX X100; 9; purchased 2nd hand in 1949; re# in 1950 to 40000
7/?	AAR SP		Bx-55; former USN 18-19; purchased 2nd hand ca. 1949; re# in 1950 to 40001-40002
7/6	Note 1	CI	Bx-26; Duryea u/f
7/6	DT SPL	CI	Bx-27; Duryea u/f
7/6	DT SPL	CI	Bx-27; Duryea u/f
7/7	S1L SP	1WWSteel	XM5; former 91001-91500; Cor-Ten Steel; upgraded, side sill reinforcement 1960
7/7	S1L SP	1WWSteel	XM5; former 91501-91800; Cor-Ten Steel; upgraded, side sill reinforcement 1960-1961
7/7	S1L SP	1WWSteel	XM1; Cor-Ten Steel; Superior/Apex 91500; refurbished in 1960 & re# 81000-81500
7/7	S1L SP	1WWSteel	XM4; Cor-Ten Steel; refurbished in 1960-1961 & re# 81501-81800
7/6	AAR LM	1WWSteel	M-55; Duryea u/f; note 3; numerous cars re# & reclassified M-55D/E/J/K/L/M/N
7/6	AAR LM	1WWSteel	M-55A; Duryea u/f; note 3
7/6	AAR LM	1WWSteel	M-55B; Duryea u/f; AAR center sills; note 3
7/7	AAR SP	CI	Latitudinal running boards metal, unknown type
7/6	AAR SP	1WWSteel	P-S flat riveted roof and flat plate ends; single rivet located at middle of each side sheet; YSD/7p Superior door replacements
7/7	AFC	1WWSteel	BX express, cars rotated in and out of express & freight service
8/8	DT SP	CI	Note 2; Ajax first 250/Klasing last 150
8/8	DT SP	CI	Note 2
7/7	DT SP	CI	Built 10-11/40
7/7	DT SP	1WWSteel	Built 10-11/40
7/7	DT SP	CI	Built 10-11/40
7/7	DT SP	1WWSteel	Built 10-11/40
8/8	DT SP	CI	Built 10-11/36; black doors
8/8	DT SP	CI	Built 11/36-1/37; black doors
8/8	DT SP	CI	Built 7-8/37; black doors
8/8	DT SP	CI	Built 7-8/37; black doors
8/8	DT SP	CI	Black doors
7/7	DT SP	CI	Built 9-10/41
7/7	DT SP	1WWSteel	Built 5-6/41
7/7	DT SP	CI	Built 8-9/41
7/7	DT SP	1WWSteel	Built 7-8/41
7/7	DT SP	CI/1WSteel	CI wheels first 500/steel wheels last 500
7/7	S2 SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	AAR SP	CI	Barber stabilizers
7/7	DT SPL CE	1WWSteel	
7/7	DT SPL CE	1WWSteel	
7/7	AAR SPL	CI	Former 9000-9449, 25 cars re# in 6/48; Evans DF Loaders; gray paint
7/7	AAR SPL/NTB	CI	MON reporting marks after 1955; some cars re# 1201-1225 in 6/48
7/7	NTB	CI	MON reporting marks after 1955; some cars re# 1201-1225 in 6/48

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
CIL	9500-9999	10-41	0	PS 5667B/5707	10'	14'-6"	30'-8 1/2"	50	3710	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	
CN	11050-11099	6-39	50	CCF 1309	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	MurF	A	W	
CN	11100-11149	5-43	50	CCF 1498	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	U	W	
CN	11150-11199	5-37	0	ECC 2008/ CCF 1124	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	H	A/U	W	
CN	471000-471999	9-37	1000	ECC 2008	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	H	U	W	
CN	472000-472999	10-37	1000	NSC P-7635	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	NSC-1	Square	-	H	A	W	TZ
CN	473000-473999	5-37	1000	CCF 1124	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	H	A/U	W	S
CN	474000-474599	4-38	600	CCF 1222	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	MurF	A	W	A
CN	474600-475299	5-38	700	ECC 2271	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	MurF	U	A	A
CN	475300-475999	6-38	700	NSC P-7881	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	NSC-1	Square	-	MurF	A	W	
CN	476000-476624	7-39	625	ECC 2489	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	MurF	U	W	
CN	476625-477349	5-39	725	NSC P-8100	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	NSC-2	Square	-	MurF	A	W	
CN	477350-477949	5-39	600	CCF 1309	10'	14'-9"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Square	-	MurF	A	A	A
CN	477950-479049	3-40	1100	CCF 1347	10'	14'-9"	30'-8 1/2"	45	3770	6'	YSD	10R	4-5 DN	Square	-	MurF	U	W	A
CN	479050-480124	1-40	1075	ECC 2666	10'	14'-9"	30'-8 1/2"	45	3770	6'	YSD	10R	4-5 DN	Square	-	MurF	A	W	A
CN	480125-480714	12-39	590	NSC P-8255	10'	14'-9"	30'-8 1/2"	45	3770	6'	YSD	10R	NSC-2	Square	-	MurF	A	W	
CN	480715-481764	2-43	1050	CCF 1498	10'	14'-9"	30'-8 1/2"	45	3770	6'	YSD	10R	4-5 DN	Round	-	MurP	A/U	W	
CN	481815-482714	2-43	900	NSC P-8880	10'	14'-9"	30'-8 1/2"	45	3770	6'	YSD	10R	4-5 DN	Round	-	MurP	A/U	W	
CN	482715-484164	12-43	1450	CCF 1564	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	U	W	A
CN	484165-485514	2-44	1350	NSC P-9130	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	NSC-2	Square	-	MurP	A	W	A?
CN	485515-485764	5-44	250	ECC 3810	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	U	W	AWSD
CN	485765-486564	5-44	800	CCF 1635	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	A
CN	486565-487264	5-44	700	NSC P-9654	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	NSC-2	Square	-	MurP	U	W	
CN	487265-487714	7-44	450	ECC 3810	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	
CN	487715-487764	7-44	50	CCF 1635	10'	14'-7"	30'-8 1/2"	45	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	
CN	520000-521499	7-45	1500	NSC P-9904	10'	14'-7"	30'-8 1/2"	60	3712	6'	YSD	10R	NSC-2	Square	-	MurP	A	W	
CP	29019-29115	6-37	0	Various	10'	14'-6"	30'-8 1/2"	45	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	221000-221999	6-38	1000	CCF 1229	10'	14'-7"	30'-8 1/2"	45.5	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	W
CP	222000-222949	7-38	950	NSC P-7892	10'	14'-7"	30'-8 1/2"	45.5	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	222950-223449	2-39	500	NSC P-8299	10'	14'-7"	30'-8 1/2"	45.5	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	223450-223949	2-40	500	CCF 1348	10'	14'-7"	30'-8 1/2"	45.5	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	223950-224449	6-43	500	CCF 1560	10'	14'-7"	30'-8 1/2"	45	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	226000-227699	6-37	1700	CCF 1123	10'	14'-6"	30'-8 1/2"	45	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	227700-228199	8-37	500	NSC P-7xxx	10'	14'-6"	30'-8 1/2"	45	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	228200-228799	11-37	600	CCF	10'	14'-6"	30'-8 1/2"	45	3715	6'	YSD	10R	5-5 DN	Square	-	MurF	A	W	
CP	248350-248999	10-43	500	CCF 1560	10'	14'-7"	30'-8 1/2"	61.5	3715	6'	YSD	10R	5-5 DN	Round	-	MurP	A	W	
CP	249000-249499	10-41	500	CCF 1482	10'	14'-7"	30'-8 1/2"	61.5	3715	6'	YSD	10R	5-5 DN	Round	-	MurP	A	W	A
CP	249500-250499	8-44	1000	CCF 1641	10'	14'-7"	30'-8 1/2"	61.5	3715	6'	YSD	10R	5-5 DN	Round	-	MurP	A	W	
CP	250500-251249	3-45	750	CCF 1674	10'	14'-7"	30'-8 1/2"	61.5	3715	6'	YSD	10R	5-5 DN	Round	-	MurP	A	W	
CP	251250-252199	11-46	950	CCF 1718	10'	14'-7"	30'-10"	61.5	3715	6'	YSD	10R	5-5 DN	Round	-	MurP	A	Grid	
CR/COPR	4000-4009	6-41	10	PS 5662A	10'	14'-6"	31'-1 7/8"	50	3738	6'	7p Creco	10R	4-5 DN	Round	√	MurP	A	W	S
D&M	2700-2704	5-40	5	PS 5621A	10'	14'-6"	31'-1 7/8"	50	3738	6'	7p Creco	10R	4-5 DN	Round	√	MurP	A	W	S
D&M	2800-2999	1-47	200	GATC	10'	14'-6"	30'-8 1/2"	50	3712	6'	YSD	10R	4-5 DN*	Round	-	MurP	U	G	G
DL&W	49000-49499	2-40	500	MCC P9450	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	W
DL&W	49500-49502	7-41	3	MCC P9677	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	W
DL&W	51000-51399	4-42	400	MCC P9975	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	A	W	TZ
DL&W	51400-51749	11-44	350	ACF 2714	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	E	W	TZ
DL&W	51750-51999	12-44	250	MCC W708	10'	14'-7"	30'-8 1/2"	50	3712	6'	7p Sup	10R	4-5 DN	Round	-	MurP	A	W	TZ
ERIE	78000-78499	6-36	500	ACF 1505	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	Buckeye	Square	√	V	A	W	GM
ERIE	78500-78999	1-40	500	ACF 1948	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	V	A	A	A
ERIE	79000-79199	2-40	200	PS 5605	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	V	A	A	A
FEC	21001-21050	3-45	50	MCC W743	9'-11"	14'-6"	30'-8 1/2"	50	3698	6'	YSD	10R	4-5 DN	Round	-	MurP	A	B	B

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	AAR SPL/NTB	CI	MON reporting marks; former 9000-9449 re# after 1960
8/8s	AAR SP		BX express
8/8s	AAR SP		BX express; built 5-6/43
8/8s		Steel	BX express; former 471000/473000 series, 50 cars re# in 1951; build dates could span from 5-12/37; rebuilt w/Murphy raised-panel roofs
8/8s			Built 9-12/37; some re# to 11150-11199 in 1951
8/8s	AAR CE SPL	Steel	Built 10/37-2/38
8/8s	AAR SP	Steel	Built 5-6/37; some re# to 11150-11199 in 1951; Ajax 473099
8/8s	NTB	Steel	Built 4-5/38
8/8s	AAR SPL	Steel	Built 5-7/38
8/8s	AAR SPL	Steel	Built 6-7/38
8/8s			Built 6-8/39
8/8s	AAR SPL	Steel	Built 5-7/39
8/8s	AAR SPL	Steel	Built 5-6/39
8/8s	AAR SPL		Built 3-5/40
8/8s	AAR SPL	Steel	Built 1-4/40
8/8s	AAR SPL	CI	Built 12/39-2/40
8/8s	AAR SPL	CI	Built 2-5/43
8/8s	AAR SPL	CI	Built 2-4/43
8/8s	AAR SP		Built 12/43-5/44
8/8s	AAR SPL	1WWSteel	Built 2-5/44
8/8s	NTB	CI	Built 5-7/44
8/8s	AAR SPL		Built 5-7/44
8/8s			Built 5-6/44
8/8s			Built 7-10/44
8/8s			
8/8s	AAR SP		Built 7/45-1/46; CN 521497-521499 aluminum construction
7/7s	S1L SP	Steel	BX express, former 226000-228799, 96 cars converted and re# starting 7-43
7/7s	AAR SPL	Steel	Built 6-9/38
7/7s		CI	Built 7-9/38
7/7s	AAR SP	CI	Built 2-3/39
7/7s	AAR SPL	CI	Built 2-3/40
7/7s	S1L SP	CI	Built 6-7/43; plywood sides
7/7s	AAR SP	Steel	Built 6-10/37; some re# to 29019-29115
7/7s		CI	Built 8-10/37; some re# to 29019-29115
7/7s		CI/1WSteel	Built 11-12/37; some re# to 29019-29115
7/7s		CI	Built 10-11/43
7/7s		CI	Built 10-11/41; car no. 249171 plywood sides (trial)
7/7s	S1L SP	CI	Built 8-9/44
7/7s	S1L SP	CI	Built 3-5/45; car nos. 251248-251249 aluminum r/b
7/7s	S1L		Built 11-12/46
8/8	DT SPL	CI	
8/8	DT SPL	Steel	
7/7	S2		*4-5 DN ends with uncommon variant with continuous intermediate corrugations
7/7	DT SPL	CI	Car 49498 ribs on sides
7/7	DT SPL	CI	
7/7	DT SPL	CI	Built 4-5/42
7/7	DT SPL	CI	Built 12/44-2/45
7/7	DT SPL	CI	Built 12/44-2/45
8/8	NTB/S2/DT	1WWSteel	DT(150)/S-2(100)/NTB(250)
8/8	NTB	2WSteel/CI	Steel wheels first 200/CI last 300
8/8	DT SP	2WSteel	Built 2-3/40
7/7	AAR SP	CI	

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
FEC	601-650	4-45	50	MCC W744	9'-11"	14'-6"	30'-8 1/2"	50	3698	6'	YSD	10R	4-5 DN	Round	-	MurP	U	B	B
GA	19900-19974	3-45	75	PS 5783	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	M	A	A
GM&O	5000-5683	5-42	684	ACF 2344	10'	14'-6"	30'-8 1/2"	40	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
GM&O	8000-8999	9-40	1000	ACF 2078	10'	14'-6"	30'-8 1/2"	40	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
IHB	10000-10599	3-44	600	DSI 812	10'	14'-6"	30'-9 1/2"	55	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	U/E	W	M
ITC	6000-6099	5-37	100	ACF 1647	10'	14'-7"	30'-8 1/2"	50	3710	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	W
ITC	6100-6299	4-41	200	ACF 2185	10'	14'-7"	30'-10"	50	3710	6'	YSD	10R	4-4 ACF	Round	-	MurP	E	W	S
KCS	14000-14199	1-37	0	PS 5543/GATC	9'-8"	14'-3"	30'-8 1/2"	50	3590	6'	YSD	10R	4-5 DN	Square	-	MurP	A*	W	S
KCS	17000-17449	1-37	450	PS 5543	9'-8"	14'-3"		50	3590	6'	YSD	10R	4-5 DN	Square	-	MurP	A*	W	S
KCS	17450-17749	1-37	300	GATC	9'-8"	14'-3"	30'-8 1/2"	50	3590	6'	YSD	10R	4-5 DN	Square	-	MurP	A*	W	S
L&C	900-929	11-38	0	MVC/PS	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	Var.	M	AWSD
L&N	90000-90499	12-41	500	PS 5685	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M/U	A	A
L&N	90500-90749	9-41	250	ACF 2300	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	U	A	A
L&N	90750-90999	9-41	250	ACF 2300	10'	14'-7"	30'-8 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	-	MurP	U/M	G	G
L&N	91000-91343	5-42	344	PS 5717	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M	A	A
LS&I	2201-2225	7-40	25	PS 5625A	10'	14'-7"	30'-8 1/2"	55	3645	6'	YSD	10R	4-5 DN	Round	√	MurP*	A	W	M
LV	61000-61299	3-41	300	PSC	10'	14'-6"	30'-10 1/2"	55	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	A	A	A
LV	61300-61499	4-41	200	PSC	10'	14'-6"	30'-8 1/2"	55	3712	6'	7p Creco	10R	4-5 DN	Round	√	MurP	A	A	A
LV	61500-61899	3-42	400	PSC	10'	14'-6"	30'-8 1/2"	55	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	A	A	A
M&StL	50400-50498	10-41	50	PS 5667C	10'	14'-6"	30'-8 1/2"	50	3698	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
M&StL	53000-53998	10-44	500	GATC 2944	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	S	A/G	A/G
M&StL	54000-54998	7-45	500	GATC 2952	10'	14'-6"	30'-8 1/2"	50	3715	6'	7p Sup	10R	4-5 DN	Round	-	MurP	S	A/G	A/TZ
M&StL	56000-57198	12-47	600	GATC 2986	10'	14'-6"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN*	Round	-	MurP	S	A/G	A/G
MEC	6100-6499	2-42	400	MCC P9925	10'	14'-6"	30'-8 1/2"	40	3686	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	TZ
NC&StL	18500-18999	3-42	500	PS 5694	10'	14'-6"	30'-8 1/2"	40	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M	A	A
NH	20000-22823	41/44	0	PSC/PS	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	Var.	A	A
NH	30000-30999	6-41	1000	PSC 158	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/U	W	S
NH	31000-31349	10-44	350	PS 5780	10'	14'-6"	30'-9 1/2"	60	3715	6'	7p Sup	10R	4-5 DN	Round	√	MurP	M	A	A
NH	31350-31499	10-44	150	PS 5780	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/K	A	A
NH	31500-31649	10-44	150	PS 5780	10'	14'-5"	30'-9 1/2"	60	3715	6'	7p Sup	10R	4-5 DN	Round	√	MurP	M	A	A
NH	31650-32499	10-44	850	PS 5780	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	K/A	A	A
NH	32500-32999	-44	500	PS 5780A	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/A	A	A
NH	36000-36999	6-41	0	PSC 158	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/U	M	S
NH	37000-37999	10-44	0	PS 5780/A	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/K/A	A	A
NH	38000-38999	9-44	0	PS 5780/A	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	M/K/A	A	A
NKP	15000-15499	8-36	500	GATC 2752	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	V	A	W	S
NKP	15500-15999	9-37	500	GATC 2779	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	-	V	A/E/C	W	S
NKP	16000-16499	8-41	500	ACF 2272	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
NKP	16500-17399	1-42	900	GATC 2880	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
NKP	17400-17699	6-44	300	GATC 2938	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
NNY	623-630	5-40	8	ACF 1977	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	V	S	W	W
NNY	no number	5-40	1	ACF 2040	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	V	S	W	W
NP	15000-15499	3-40	500	PS 5621	10'	14'-6"	31'-1 7/8"	50	3738	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
NP	15500-15999	3-40	500	ACF 1993	10'	14'-6"	31'-1 7/8"	50	3738	6'	YSD	10R	4-5 DN	Round	√	MurP	U	W	TZ
NP	16000-16999	5-41	1000	ACF 2194	10'	14'-6"	31'-1 7/8"	50	3738	6'	YSD	10R	4-5 DN	Round	√	MurP	U	W	TZ
NP	17000-17499	5-41	500	PS 5662	10'	14'-6"	31'-1 7/8"	50	3738	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
NP	17500-17899	5-41	400	PS 5662	10'	14'-6"	31'-1 7/8"	50	3738	6'	7p Creco	10R	4-5 DN	Round	√	MurP	A	W	S
NP	17900-17999	1-42	100	NP (Laurel)	10'	14'-6"	31'-1 7/8"	50	3738	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
NPF	57 only	6-38	1	ACF 1817	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	Buckeye	Square	√	V	A	W	W

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	BX	1WWSteel	BX express, ventilated
7/7	AAR SP	CI	Barber stabilizers, 10 cars re# 19980-19989 starting ca. 1-52
9/9	AAR SPL		#5683 Creco doors
9/9	DT SP		
7/7	AAR SP	CI	Lot 729-B; note 3; roping staples; Universal first 452/Equipco last 148
7/7	DT SPL		Note 3
7/7	DT SPL	CI	Side sill reinforcement ca. 1955
7/6	AAR SPL		Former 17000-17749, 200 cars re# in 1955
7/6	AAR SPL		Single rivet located at middle of each side sheet; 200 cars re# 14000-14199 from combined series 17000-17749 circa 1955
7/6	AAR SPL		Single rivet located at middle of each side sheet; 200 cars re# 14000-14199 from combined series 17000-17749 circa 1955
7/7	AAR SP	CI	Ex-Southern, 30 cars to L&C ca. 7-9/54 to 1955; note 4
7/7	AAR SP	1WWSteel	Miner first 300/Universal last 200
7/7	AAR SP	1WWSteel	
7/7	AAR SP	1WWSteel	Universal first 50/Miner last 200
7/7	AAR SP	CI	
7/6	AAR SP	CI	Note 3; roof panels nearest the ends raised (half of the panels opposite latitudinal r/b)
7/7	DT SP	CI	Duryea u/f; roping staples
7/7	DT SP	CI	Roping staples
7/7	DT SP	CI	Roping staples
7/7	AAR SP	CI	Even nos. only
7/7	S2	CI	Even nos. only; built 10-11/44; Apex first 300/USG last 200
7/7	S2	CI	Even nos. only; Apex r/b & b/s 100 cars/USG r/b & T-Z b/s 400 cars
7/7	S2	CI	Even nos. only; built 12/47-1/48; Apex first 300/USG last 300; *4-5 DN ends with uncommon variant with continuous intermediate corrugations
7/7	AAR SP	CI	
7/7	AAR SPL	CI	XM34
7/7	DT SP	1WWSteel	Note 3; approx. 824 cars re# starting ca. 1960
7/7	DT SP	1WWSteel	Note 3; black doors; Universal first 500/Miner last 500
7/7	DT SP	1WWSteel	Note 3; black doors
7/7	DT SP	1WWSteel	Note 3; black doors; Miner first 100/Klasing last 50
7/7	DT SP	1WWSteel	Note 3; black doors
7/7	DT SP	1WWSteel	Note 3; black doors; Klasing first 50/Ajax last 800
7/7	DT SP	1WWSteel	Note 3; black doors; Miner first 400/Ajax last 100
7/7	DT SP	1WWSteel	Note 3; former 30000-30999, approx. 977 cars reconditioned and re# in 1955-56, McGinnis repaint
7/7	AAR SPL	1WWSteel	Note 3; approx. 101 cars reconditioned, re# in 1956, McGinnis repaint
7/7	AAR SPL	1WWSteel	Note 3; approx. 109 cars reconditioned, re# in 1956, McGinnis repaint
8/8	DT SP	CI	Built 8-10/36
8/8	DT SP	CI	Ajax first 200/Equipco next 200/Champion last 100
7/7	DT SP	CI	Built 8-9/41
7/7	DT SP	CI	Built 1-4/42
7/7	DT SP	1WWSteel	Built 6-8/44
7/7	AAR SP	Steel	Norfolk Navy Yard, cars lack AB brakes
7/7	AAR SP	Steel	Norfolk Navy Yard, car lacks AB brakes
8/8	DT SPL	Steel	
8/8	DT SPL	CI	
8/8	DT SPL	CI	
8/8	DT SPL	CI	
8/8	DT SPL	CI	
8/8			Underframe & sides from ACF (lot 2208)
7/7	AAR SP	Steel	Naval Powder Factory

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
NPF	58-59	1-40	2	ACF 1994	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	V	A	W	W
NS	25500-25752	12-41	253	MCC P9790	10'	14'-7"	30'-8 1/2"	40	3713	6'	YSD	10R	4-5 DN	Round	-	V	A	M	M
NS	28000-28236	12-41	0	MCC P9790	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	V	A	M	M
NYC	157000-157299	8-42	300	DSI 779	10'	14'-6"	30'-9 1/2"	55	3712	6'	7p Sup	10R	4-5 DN	Round	√	MurP	A	W	M
NYC	157300-158072	8-42	773	DSI 779	10'	14'-6"	30'-9 1/2"	55	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	A/E	W	M
OSL	189400-189899	9-40	500	UP-Albina	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10ACR	4-5 DN	Round	√	MurP	Ur/A/U/E	W	S
OWR&N	188300-188999	6-39	700	UP-Albina	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10ACR	4-5 DN	Round	√	MurP	Note 6	W	S
OWR&N	189000-189299	4-40	300	UP-Albina	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10ACR	4-5 DN	Round	√	MurP	Ur/A/U/E	W	S
P&LE	30000-30499	7-40	500	PSC 119	10'	14'-5"	30'-8 1/2"	55	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	Ur/C	W	M
P&LE	30500-30999	6-40	500	PS 5625	10'	14'-5"	30'-8 1/2"	55	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	S/E	W	M
P&LE	35000-35899	6-41	900	PSC	10'	14'-5"	30'-9 1/2"	55	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	U/E	W	M
PM	83500-83649	2-41	150	GATC 2841	10'	14'-7"	30'-8 1/2"	50	3722	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
PM	83650-83799	1-41	150	PS 5647	10'	14'-7"	30'-8 1/2"	50	3722	6'	7p Creco	10R	4-5 DN	Round	-	MurP	A	A	A
PM	83800-83999	1-41	200	ACF 2128	10'	14'-7"	30'-8 1/2"	50	3722	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
PM	84100-84199	7-41	100	ACF 2238	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
PM	84200-84299	6-41	100	GATC 2859	10'	14'-7"	30'-8 1/2"	50	3722	6'	YSD	10R	4-5 DN	Round	-	MurP	A	G	G
PM	84300-84399	9-41	100	PS 5667A	10'	14'-7"	30'-8 1/2"	50	3722	6'	YSD	10R	4-5 DN	Round	-	MurP	A	A	A
RDG	103000-103299	11-37	300	RDG	10'	14'-5"	30'-8 1/2"	50	3712	6'	3p Creco	10R	4-5 DN	Square	√	FPR	A	AWSD	S
RSCX	D5090-D5097	7-42	8	ACF 2515	10'			50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
SAL	19500-19699	9-44	200	PS 5768	10'	14'-6"	30'-10 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	A	A	A
SAL	19700-19799	9-45	100	PS 5804	10'	14'-6"	30'-10 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	MurP	A	A/G	A/G
SAL	19800-19949	9-45	150	PS 5804	10'	14'-6"	30'-10 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	A	G/B	G/B
SAL	19950-19999	10-45	50	PS 5806	10'	14'-6"	30'-10 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	MurP	A	G	G
SAL	22200-22449	8-45	250	PS 5803	10'	14'-6"	30'-10 1/2"	50	3713	12'-6"	YSD	3/5R	4-5 DN	Round	√	MurP	A	A	A
SERX	500-509	4-45	10	ACF 2789	10'	14'-6"	30'-8 1/2"	70	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
SERX	900-914	4-45	15	ACF 2789	10'	14'-6"	30'-8 1/2"	70	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
SERX	915-929	1-46	15	ACF 2851	10'	14'-6"	30'-8 1/2"	70	3712	6'	YSD	10R	4-5 DN	Round	-	MurP	E	A	A
SL-SF	465-469	7-42	0	SL-SF	10'	14'-7"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
SL-SF	127061-163484	38-40	39	SL-SF	10'	14'-7"	30'-8 1/2"	50	3711	6'	YSD	10R	4-5 DN	Square	√	MurP	A	A	A
SL-SF	127478-163731	42-43	35	SL-SF	10'	14'-7"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
SL-SF	127478-163731	7-42	10	SL-SF	10'	14'-7"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	A	W	S
SL-SF	140000-140038	38-40	0	SL-SF	10'	14'-7"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN	Square	√	MurP	A	A	A
Soo Line	136000-136198	11-36	100	PS 5535	10'	14'-8"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	FPR	U (early)	W	S
Southern	10000-12022	9-38	2023	PS 5590	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M/U/A	W	AWSD
Southern	12023-13042	10-38	1020	MVC	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M/C	W	AWSD
Southern	13043-13063	9-38	21	PS 5590	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	AWSD
Southern	13064-14395	1-39	1333	PS 5592	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M	W	AWSD
Southern	14396-15895	1-41	1500	PS 5648	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	M/U	M	M
Southern	260500-260999	12-37	500	MVC	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M	W	AWSD
Southern	261000-262036	10-37	1037	PS 5575	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M	W	AWSD
Southern	306000-307021	10-37	1022	PS 5575	10'	14'-6"	30'-8 1/2"	40	3712	6'	YSD	10R	4-5 DN	Square	√	MurP	M/A	W	AWSD
SP	32770-33269	11-36	500	PS 5537	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	U/Ur/K	W	W
SP	33270-33519	10-36	250	ACF 1535	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	A	W	W
SP	33520-34019	11-36	500	PSC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	A/Ur	W	W
SP	34020-34519	12-36	500	BSC 8484	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	E	W	W
SP	37840-38089	2-37	250	PS 5549	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	Ur	W	W
SP	38090-38339	4-37	250	PSC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	Ur/U	W	W

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	AAR SP	Steel	Naval Powder Factory, Indian Head, Md.
7/7	DT SPL	CI	XM3; re# 28000-28236 (1958)
7/7	A3	Steel	XM6; former 25500-25752, 237 cars re# in 1958; A-3 replacement trucks 1958-1959
7/7	AAR SP	CI	Lot 703-B; note 3; roping staples; some re# 84000-87999 (auto parts service)
7/7	AAR SP	CI	Lot 703-B; note 3; roping staples; Ajax first 700/Equipco last 73; some re# 84000-87999 (auto parts service)
7/6	DT SP	1WWSteel	B-50-27; welded u/f (MVC); Ajax 189615, 189777
7/6	DT SPL	1WWSteel	B-50-24; welded u/f (MVC); Ajax 188582, 188584, 188728
7/6	DT SP	1WWSteel	B-50-27; welded u/f (MVC); Universal 189168, 189206
7/7	AAR SP/AAR CE SP/S2	CI	Lot 682-B; note 3; roping staples; Ureco first 250/Champion last 250; AAR SP first 300/AAR CE SP next 100/S-2 last 100
7/7	AAR SP	CI	Lot 683-B; note 3; roping staples; Superior first 250/Equipco last 250; roof panels nearest the ends raised (half of the panels opposite latitudinal r/b)
7/7	AAR SP/S2 SP	CI	Lot 697-B; note 3; roping staples; Universal first 500/Equipco last 400; S-2 35600-35699/rest AAR SP
7/7	DT SP	1WWSteel	
7/7	DT SP	CI	
7/7	DT SP	CI	
7/7	DT SP	CI	
7/7	DT SP	1WWSteel	
7/7	DT SP	CI	
7/6	AAR SP	CI	XMv; straight side sills; Duryea u/f; note 3
9/9	DT SPL		Republic Steel; cars lacked AB brakes when built
7/7	DT SP	1WWSteel	B8; Victory Box Car
7/7	AAR SP	CI	B9; Apex first 50/USG last 50
7/7	AAR SP	CI	B9; USG first 50/Blaw-Knox last 100
7/7	AAR SP	1WWSteel	B9
7/7	AAR SP	CI	AF3
7/7	DT SPL	CI	Linde Tank Car; four roof hatches; end doors; straight side sills bolster to bolster
7/7	DT SPL	CI	Linde Tank Car; four roof hatches; end doors; straight side sills bolster to bolster
7/7	DT SPL	CI	Linde Tank Car; four roof hatches; end doors; straight side sills bolster to bolster
7/7	A3	1WWSteel	BX express, former 127542-171702, re# in late 1949, A-3 replacement trucks
7/7	DT SPL	1WWSteel	Replacement cars; note 3; Duryea u/f, build dates span pre-7/38 to 10/40
7/7	DT SPL	1WWSteel	Replacement cars; note 3; AAR conventional u/f; build dates span 1942-1943
7/7	AFC	1WWSteel	BX express, in late 1949 five cars re# 465-469, other 5 to XM freight service
7/7	DT SPL	1WWSteel	Former 127961-163484; Duryea u/f; 39 cars re# in 1955-57; side sill modification
7/?	DT SP	Steel	Even nos.; Wisconsin Central
7/7	AAR SP	CI	Note 4; Miner first 500/Universal next 350/Ajax last 1,173
7/7	AAR SP	CI	Note 4; Miner first 520/Champion last 500
7/7	AAR SP	CI	Note 4; SRR diagram specifies Universal h/b (different from bill of materials)
7/7	AAR SP	CI	Note 4; plus #10922 replacement car
7/7	AAR SP	CI	Note 4; Miner first 1,330/Universal last 170
7/7	AAR SP	CI	Note 4; CNO&TP
7/7	AAR SP	CI	Note 4; CNO&TP
7/7	AAR SP	CI	Note 4; AGS; Miner first 872/Ajax last 250
7/7	DT SPL	CI	B-50-18; note 3; Universal first 150/Ureco next 200/Klasing last 150; re# 114753-116447 in 1956/later
7/7	DT SPL	CI	B-50-18; note 3; re# 114753-116447 in 1956/later
7/7	DT SPL	CI	B-50-18; note 3; Ajax first 50/Ureco last 450; re# 114753-116447 in 1956/later
7/7	DT SPL	CI	B-50-18; note 3; re# 114753-116447 in 1956/later
7/7	DT SPL	CI	B-50-19; note 3; re# 116448-117411 in 1956/later
7/7	DT SPL	CI	B-50-19; note 3; Ureco first 100; Univ. last 150; re#116448-117411 in 1956/later



Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
SP	38340-38589	3-37	250	ACF 1608	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	A/U/E	W	W
SP	38590-38839	2-37	250	BSC 8745	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	E	W	W
SP	81990-82489	10-41	500	PSC	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	K	A	A
SP	82490-82989	1-42	500	BSC 26	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	G	G
SP	82990-83239	7-41	250	PS 5672	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	A	A
SP	83240-83739	11-40	500	GATC	10'	14'-6"	30'-8 1/2"	50	3713	6'	7p Creco	10R	4-5 DN	Round	√	MurP	E	A	A
SP	83740-84239	11-40	500	PSC 135	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	A	A
SP	84240-84739	1-41	500	BSC 11	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	A	A
SP	95520-95863	4-42	344	PS 5701	10'	14'-6"	30'-8 1/2"	50	3715	6'	YSD	10R	4-5 DN	Round	√	MurP	K	A	A
SP	96220-96819	1-42	600	ACF 2379	10'	14'-6"	30'-8 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	MurP	E	G/A	G/A
SP	96820-96919	3-42	100	ACF 2379	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	A	A
SP	96920-97619	6-42	700	PSC	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	Ur	A	A
SP	114753-116447	10-36	0	Various	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	Var.	W	?
SP	116448-117411	2-37	0	Various	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Square	√	MurP	Var.	W	?
SP	117412-118880	11-40	0	Various	10'	14'-6"	30'-8 1/2"	50	3713	6'	Various	10R	4-5 DN	Round	√	MurP	Var.	Var.	Var.
SP	118881-120115	7-41	0	Various	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	Var.	Var.	Var.
SP	120116-120451	4-42	0	PS 5701	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	K	A	A
SP	120452-121833	3-42	0	ACF/PSC	10'	14'-6"	30'-8 1/2"	50	3713	6'	Various	10R	4-5 DN	Round	√	MurP	Var.	A	A
T&NO	54100-54599	7-41	500	GATC	10'	14'-6"	30'-8 1/2"	50	3715	6'	7p Sup	10R	4-5 DN	Round	√	MurP	E	A	A
T&NO	54600-54849	10-41	250	PS 5672	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	MurP	E	A	A
T&P	1700-1724	11-37	0	PS 5581	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD/ 5p Sup	10R	4-5 DN	Square	√	MurP	A	A	A
T&P	40000-40499	12-37	500	PS 5581	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD/UD	10R	4-5 DN	Square	√	MurP	A	W	TZ
T&P	40500-40999	6-40	500	MVC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD/UD	10R	4-5 DN	Square	√	MurP	U	W	V
T&P	66506 only	7-40	0	MVC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD/UD	10R	4-5 DN	Square	√	MurP	U	W	V
TC	500-564	4-41	0	PS 5655	10'	14'-6"	30'-10"	40	3713	6'	7p Creco	10R	4-5 PC1	Round	√	MurP	M	A?	?
TC	7900-7999	4-41	100	PS 5655	10'	14'-6"	30'-10"	40	3713	6'	7p Creco	10R	4-5 PC1	Round	√	FPR	M	W	S
TRBX	300 only	7-43	1	ACF 2638	10'			50	3805	6'	YSD	10R	4-5 DN	Round	-	MurP	S	A	A
UP	182812-183999	8-36	1188	UP-Omaha/G.I.	10'	14'-8"	30'-8 1/2"	50	3727	6'	YSD	10R	4-5 DN	Square	√	MurP	U/M/A	W	S
UP	184000-185899	12-37	1900	UP-Omaha/Albina	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10R	4-5 DN	Square	√	MurP	Note 5	W	S
UP	185900-185949	5-38	50	BSC 9286	10'	14'-8"	30'-8 1/2"	50	3735	6'	YSD	10ACR	4-5 DN	Square	√	MurP	A	W	S
UP	185950-185999	8-38	50	UP-Omaha	10'	14'-8"	30'-8 1/2"	50	3735	6'	YSD	10ACR	4-5 DN	Square	√	MurP	A	W	S
UP	187000-188199	7-39	1200	UP-Omaha/G.I.	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10ACR	4-5 DN	Round	√	MurP	Note 6	A/W	S
UP	190000-190699	-40	700	UP-G.I./Omaha	10'	14'-8"	30'-8 1/2"	50	3730	6'	YSD	10ACR	4-5 DN	Round	√	MurP	Ur/A/U/E	W	S
USN	1-100	-42	100	PS 5726	10'					6'	YSD	10R	4-5 DN	Round		MurP			
USN	X100 only	4-42	1	ACF 2512	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	S	A	A
USNAD	12-13	1-40	2	ACF 1940	9'-11"	14'-6"?	30'-8 1/2"	50	3695	6'	YSD	10R	4-5 DN	Square		V	S	W	W?
VGN	63000-63099	7-41	100	PSC 155	10'	14'-6"	30'-9 1/2"	55	3712	6'	YSD	10R	4-5 DN	Round	√	MurP	U	M	M
WLE	23000-23249	9-44	250	RSC	10'	14'-7"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	√	FPR	A	W	TZ
WLE	23250-23499	1-45	250	RSC	10'	14'-7"	30'-8 1/2"	50	3713	6'	7p Sup	10R	4-5 DN	Round	√	FPR	A	W	TZ
WLE	24000-24199	1-41	200	ACF 2137	10'	14'-7"	30'-10"	50	3722	6'	YSD	10R	4-4 ACF	Round	-	FPR	E	W	W?
WLE	24200-24501	1-41	302	PS 5649	10'	14'-7"	30'-10"	50	3722	6'	YSD	10R	4-5 PC1	Round	-	FPR	E	W	A
WM	28201-28300	6-45	100	GATC 2954	9'-11"	14'-7"	30'-10 1/2"	50	3695	7'	YSD	10R	4-5 DN	Round		MurP	A		
WofA	17300-17359	12-41	60	PS 5685	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD	10R	4-5 DN	Round	-	MurP	M	A	A
WP	20001-20200	3-37	200	MVC 9193	9'-6"	14'-1"	30'-8 1/2"	50	3526	6'	YSD	10R	4-5 DN	Square	√	MurP	E	W	S
WP	220071-220194	3-37	0	MVC 9193	9'-6"	14'-1"	30'-8 1/2"	50	3526	6'	YSD	10R	4-5 DN	Square	√	MurP	E	W	S
Quantity built: 92,735																			

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	DT SPL	CI	B-50-19; note 3; Universal first 100/Ajax (next 100)/Equipco (last 50); re# 116448-117411 in 1956/later
7/7	DT SPL	CI	B-50-19; note 3; re# 116448-117411 in 1956/later
7/7	DT SP	CI	B-50-21; re# 118881-120115 in 1956/later
7/7	DT SP	CI	B-50-21; re# 118881-120115 in 1956/later
7/7	DT SP	CI	B-50-21; re# 118881-120115 in 1956/later
7/7	DT SP	CI	B-50-20; built 11/40-3/41; note 3; re# 117412-118880 in 1956/later
7/7	DT SP	CI	B-50-20; note 3; re# 117412-118880 in 1956/later
7/7	DT SP	CI	B-50-20; note 3; re# 117412-118880 in 1956/later
7/7	DT SPL	CI	B-50-23; re# 120116-120451 in 1956/later
7/7	S2 SP	CI	B-50-23; USG first 500/Apex last 100; re# 120452-121833 in 1956/later
7/7	S2 SP	CI	B-50-23; re# 120452-121833 in 1956/later
7/7	DT SP	CI	B-50-23; re# 120452-121833 in 1956/later
7/7	DT SP		B-50-18; former 32770-34519, re# in 1956/later
7/7	DT SP		B-50-19; former 37840-38839, re# in 1956/later
7/7	DT SP		B-50-20; former 83240-84739, re# in 1956/later
7/7	DT SP		B-50-21; former 81990-83239, re# in 1956/later
7/7	DT SPL		B-50-23; former 95520-95863, re# in 1956/later
7/7	DT SP		B-50-23; former 96220-97619, re# in 1956/later
7/7	S2 SP	CI	B-50-21; re# SP 125700-126418 in 1961/later
7/7	DT SP	CI	B-50-21; re# SP 125700-126418 in 1961/later
7/7	AB	Steel	BX express; former 40000-40499, converted in 1946 for express/mail storage; in early 1950s some doors converted to 5-panel Superior, steel wheels
7/7	NTB	CI	25 cars converted as BX express, re# 1700-1724 in 1946; early 1950s doors of numerous cars converted to 5-panel Superior, Apex r/b applied; 11 cars received roof hatches, re# 3900-3919 in 1958
7/7	ASFB	CI	Early 1950s doors of numerous cars converted to 5-panel Superior, Apex r/b applied; 9 cars received roof hatches, re# 3900-3919 in 1958
7/7	ASFB	CI	Former 40596, converted in 12-55 for Chevrolet transmissions
7/7	AAR SP	CI	Former 7900-7999, 65 cars modified in 1958 and re#, Murphy roofs, steel-grid r/b, extended side sills to right of door
7/7	AAR SP	CI	Note 4; 65 cars modified in 1958, re# 500-564
7/7	DT SPL?		Timken Roller Bearing Co. (sold to ACY)
7/7	DT SPL	1WWSteel	B-50-19; note 4; riveted u/f (Ryan Car Co.); Ajax 183518, 183586, 183632, 183661
7/6	DT SPL	1WWSteel	B-50-21; note 4; welded u/f (Ryan Car Co.); welded ends last 100 cars
7/6	DT SPL	1WWSteel	B-50-22; welded u/f; welded ends
7/6	DT SPL	1WWSteel	B-50-23; welded u/f (P-S); BSC superstructure; welded ends
7/6	DT SPL	1WWSteel	B-50-24; welded u/f (MVC); note 7; Superior 187055/Miner 187307/Universal197911
7/6	DT SP	1WWSteel	B-50-27; welded u/f (MVC); Ajax 190576
7/7			
7/7	DT SP	CI	N.S.D. San Diego, re# USN 9, sold to ATSF 32002 in 1949 (Bx-55)
7/7	AAR SPL		Ft. Mifflin, "A" end small sliding door, end placards for reporting marks/car nos.
7/7	AAR SP	1WWSteel	BX-12; note 3; roping staples
7/7	AB	CI	Built 9/44-1/45
7/7	AB	CI	Built 9/44-1/45
7/7	NTB	1WWSteel	P-S flat riveted roof
7/7	Note 8	1WWSteel	
7/7	DT SP	1WWSteel	Duryea u/f
7/7	AAR SP	CI	Originally painted aluminum/black
7/7	AAR SPL		Note 3; see 220071-220194; re# in 1941 for merchandise express
7/7	AAR SPL		BX express, former 20001-20200, 15 cars re# in 1941 for merchandise express

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot No.	Inside Height	Height to Run. Bd.	Truck Centers	Tons	Cu. Ft. Capy.	Door Opening	Door Type	Side Constr.	End Type	End Corners	Push Pole	Roof Type	Hand Brake	Run. Boards	Brake Step
<b>General notes::</b>														<b>Railroads with largest quantity:</b>					
Cars included in this 1937 A.A.R. Box Car roster generally follow the dimensions of the 1937 A.A.R. Standard Box Car design.														18,315	CN				
Some added cars had double doors or deviated in their height or construction methods.														9,850	CP				
Build dates are earliest month-year documented by photo or other data.														9,456	Southern				
"O" in the Qty. Built column means the cars were renumbered or obtained second hand. See remarks for more information.														7,994	SP/T&NO				
Capacity specified for cars as built and stencils on new cars; some cars may have changed during service.														6,588	UP/OSL/OWR&N				
Riveted underframes unless otherwise noted.														4,400	C&O				
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.														3,000	NH				
"s" added to the end ladder means they had integral end ladder steps (used on cars of Canadian roads).														3,000	NP				
Height to Run Bd.: The height measured from the rail to the top of the running board (data taken from ORER).														2,700	NKP				
<b>Numbered notes:</b>														2,500	ATSF				
1 - Trucks: DT 136000-136299, Barber Stabilized S-1 136300-136399, National Type B 136400-136499.														1,684	GM&O				
2 - Black doors as built. Some cars equipped with Evans DF Loaders and re# to 3500-3532 in 1949/1950, 3450-3499 in 1958, 3610-3614 in 1954 (equipped with 12' doors), 3620-3622 in 1954.														1,630	ACL				
3 - Side sheets had 3 alternating rivets per side sheet for mounting interior vertical members to facilitate side lining.														1,500	DL&W				
4 - Side sheets had 4 alternating rivets per side sheet for mounting interior vertical members to facilitate side lining.															B&O				
5 - B-50-21 Universal (184000-184199/184300-184399), Klasing (184200-184299), Equipco (184400-184899), Ajax (184900-185899). Cast iron (chilled) lacked swirls on back of wheels.																			
6 - B-50-24 Miner, Superior, Universal, Equipco, Klasing, URECO, or Ajax. 187911 Universal.																			
7 - 100 cars equipped with Apex Tri-lok running boards (photo of cars 187026 & 187085 so equipped). Remaining 1,100 cars wood r/b.																			
8 - Double truss spring plankless 24200-24299, National Type B 24300-24501. Ten cars received A-3 Ride Control trucks in Feb. 1944.																			
<b>Legend: Asterisk (*) signifies that safety appliance confirmed by photograph, but other types may also have been used.</b>																			
<b>Roof Type:</b>				<b>Hand Brake:</b>				<b>Running Boards &amp; Brake Step:</b>				<b>Trucks:</b>							
DFPR - Depressed flat panel riveted				A - Ajax				A - Apex Tri-lok				AB - ASF Basic Truck							
FPR - Flat-panel riveted (no seam caps)				C - Champion				AWSD - Alan Wood Super Diamond Plate				AAR - AAR type (nondescript)							
H - Hutchins				E - Equipco				B - Blaw-Knox				AFC - Allied Full Cushion							
MurF - Murphy flat panel				K - Klasing				G - U.S. Gypsum				<b>End Corners:</b>							
MurP - Murphy raised panel				M - Miner				GM - Geometric				Round corner ends - "W-Section" interior corner posts							
V - Viking				S - Superior				M - Morton				Square corner ends - Z interior corner posts							
				U - Universal				S - Steel plate (brake steps)				ASFB - A.S.F. Basic							
				Ur - Ureco				TZ - T-Z (brake steps)				(appears much like A-3 Ride Control)							
<b>Door Type:</b>												BX - Commonwealth BX							
3p Creco - 3-panel Creco								V - Viloco (brake steps)				DT - Double truss							
5p Sup - 5-panel Superior								W - Wood				LM - Lateral Motion Devices							
7p Creco - 7-panel Creco								Note: Some steel plate brake steps had pressed safety tread.				NTB - National Type B							
7p Sup - 7-panel Superior												S2 - Barber S-2							
Pull. Welded - Pullman Welded (7 panels)												SP - Spring planks							
YSD - Youngstown Steel Doors (Camel fixtures)												SPL - Spring plankless							
YSD/UD - Youngstown Steel Doors (Union Duplex fixtures)								<b>Car Builders:</b>				<b>Wheels:</b>							
								ACF - American Car & Foundry Co.				1WWSteel - One-wear wrought steel							
								BSC - Bethlehem Steel Co.				2WWSteel - Two-wear wrought steel							
								CCF - Canadian Car & Foundry Co.				CI - Cast iron (chilled)							
<b>End Type:</b>																			
4-4 ACF - 4-4 ACF Corrugated								ECC - Eastern Car Company				<b>References:</b>							
4-5 DN - 4-5 Dreadnaught								GATC - General American Transportation Corp.				<i>Pere Marquette Freight Cars</i> by Million/Paton							
4-5 B&O - 4-5 Straight Corrugations								GSC - Greenville Steel Car Co.				<i>Santa Fe Box Cars 1869-1953</i> , SFMO Vol. 4							
4-5 PC1 - 4-5 Pullman Corrugated (points wrap)								MCC - Magor Car Corp.				<i>Southern Pacific Freight Cars</i> Vol. 4 by Anthony Thompson							
4-5 PC2 - 4-5 Pullman Corrugated (points don't wrap)								MVC - Mount Vernon Car Mfg. Co. **				<i>Southern Railway Equipment Drawings &amp; Photographs</i> , SRHA							
5-5 DN - 5-5 Dreadnaught (CP only)								NSC - National Steel Car Corporation				<i>T&amp;P 40' All-Steel Box Cars</i> , <i>The Eagle</i> Spring 2000, MPHS							
Buckeye - 3/4 wide corrugations								PS - Pullman-Standard Car Mfg. Co.				<i>Union Pacific Freight Cars</i> by Terry Metcalfe							
Deco - Deco ends (C&O only)								PSC - Pressed Steel Car Co.				Article about ACF-built cars in <i>Railmodel Journal</i> July 1991							
NSC1 - National Steel Corp. (Canadian only)								SPE - Southern Pacific Equipment Co.				CN box cars in <i>Railroad Model Craftsman</i> Feb. 1994							
NSC2 - National Steel Corp. (Canadian only)								** Division of H.K. Porter Co. 3/44, Division of PSC 3/46.				CP box cars in <i>Railroad Model Craftsman</i> Oct. 1994							
PF - Pullman Flat Riveted																			