

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	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
ALTON	52000-52399	4-45	400	PS 5793	10'-6"	15'-0"	30'-8 1/2"	50	3901	6'	7p Sup1	10R	5-5 DN-S	Round	✓	MurP	U	M	A	7/7	DT SP	CI	To GM&O 52000-52399 ca. 1947
ALTON	52400-52499	4-45	100	PS 5793	10'-6"	15'-0"	30'-8 1/2"	50	3901	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	U	M	A	7/7	DT SP	CI	To GM&O 52400-52499 ca. 1947
ALTON	52500-53099	5-45	600	ACF 2751	10'-6"	15'-0"	30'-8 1/2"	50	3901	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A	7/7	AAR SP	1WWSteel	To GM&O 52500-53099 ca. 1947
ATSF	139500-141300	3-40	1801	PS 5611	10'-4"	15'-0"	30'-10 7/8"	50	3837	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	W	S	7/6	ASF SPL/NTB	CI	Bx-34; Duryea u/f; ASF SPL first 1,250, 141300/NTB last 550
ATSF	141301-143310	5-41	2010	PS 5652	10'-4"	14'-11"	30'-10 1/8"	50	3837	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	W	S	7/6	NTB/ASF SPL/S2	1WWSteel	Bx-37; NTB first 1,000/ASF SPL next 610/S-2 last 400
ATSF	143311-144310	6-41	1000	PS 5675	10'-4"	14'-11"	30'-10 1/8"	50	3837	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	W	S	7/6	NTB/ASF SPL	1WWSteel	Bx-37; NTB first 500/ASF SPL last 500
ATSF	144400-144699	9-44	300	GATC 2931A	10'-6"	15'-0"	30'-8 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	W	S	7/7	A3	CI	Bx-43
ATSF	145500-147499	12-41	2000	PS 5696	10'-4"	14'-11"	30'-10 1/8"	50	3837	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	W	S	7/6	NTB/ASF SPL	Note 1	Bx-37; welded u/f, NTB first 1,000/ASF SPL last 1,000
CB&Q	8000-8049	12-40	0	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	AFC		XM-32; express, former 30000-30049, re# in 1944-1945, trucks replaced by mid-1950s
CB&Q	8100-8199	10-41	0	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	U*	W	S	8/7	AFC		XM-32; express, former 31000-31099, re# in 1944-1945, trucks replaced by mid-1950s
CB&Q	8200-8299	8-44	100	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	W	S	8/8	A3	2WSteel	XM-32; express, re# 34900-34999 ca. 1948-1951
CB&Q	30000-30049	12-40	50	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	AFC		XM-32; express, re# 8000-8049 in 1944-1945
CB&Q	30050-30099	11-40	50	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	AFC		XM-32; trucks replaced by ca. mid-1950s
CB&Q	30100-30199	-40	100	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	DT SPL	CI	XM-32
CB&Q	30200-30499	1-41	300	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M?	W	S	8/7	NTB	CI	XM-32
CB&Q	30500-30749	-41	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	DT SPL	CI	XM-32
CB&Q	30750-30999	-41	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	DT SPL	CI	XM-32
CB&Q	31000-31099	10-41	100	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	U*	W	S	8/7	AFC	CI	XM-32; express, re# 8100-8199 in 1944-45, trucks replaced by ca. mid-1950s
CB&Q	31100-31199	10-41	100	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	U*	W	S	8/7	DT SPL	CI	XM-32
CB&Q	31200-31749	10-41	550	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	U*	W	S	8/7	DT SPL	CI	XM-32
CB&Q	31750-31999	11-41	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP	A*	W	S	8/7	DT SPL	CI	XM-32
CB&Q	32000-32999	12-41	1000	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M*	W	S	8/7	DT SPL	CI	XM-32; built late 1941 to 1942
CB&Q	33000-33499	3-42	500	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	A*	W	S	8/7	DT SPL	CI	XM-32
CB&Q	33500-33749	-42	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP	A*	W	S	8/7	DT SPL	CI	XM-32
CB&Q	33750-33827	-42	78	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	NTB	CI	XM-32
CB&Q	34000-34171	11-42	172	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP		W	S	8/7	NTB	CI	XM-32
CB&Q	34200-34599	8-44	400	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	W	S	8/8	DT SPL	CI	XM-32
CB&Q	34900-34999	8-44	0	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	W	S	8/8	A3	CI	XM-32; former 8200-8299, re# ca. 1948-1951 and placed in freight service
CMO	20000-20048	10-41	25	ACF 2255	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	7p Sup1	10R	5-5 DN-L	Round	✓	V	Ureco	G	G	8/7	AFC	1WWSteel	Even nos.; express, trucks later replaced BX type
CMO	20050-20398	10-41	175	ACF 2255	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	Ureco	G	G	8/7	DT SPL	CI	Even nos.
CMO	20400-21048	10-41	325	ACF 2255	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	E/U	A	A	8/7	DT SPL	CI	Even nos.; Equipco first 250/Universal last 75
CMO	21050-21398	10-41	175	ACF 2255	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	7p Sup1	10R	5-5 DN-L	Round	✓	V	U	A	A	8/7	DT SPL	CI	
CMO	21400-22414	4-42	508	GATC 2885	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	A	A	A	8/7	DT SPL	CI	Even nos.
CNW	71000-71998	11-41	500	PS 5691	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	U	A/G	A/G	8/7	DT SPL	CI	Even nos.; unspecified r/b & b/s quantity (Apex 71028/71342/71428)
CNW	72000-72998	1-42	500	ACF 2315	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	E	A	A	8/7	DT SPL	CI	Even nos.
CNW	73000-74398	5-42	700	ACF 2391	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	E	G	G	8/7	DT SPL	CI	Even nos.
CNW	76900-77414	5-42	258	PS 5704	10'-5"	14'-11"	30'-8 5/8"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	V	U	A	A	8/7	DT SPL	CI	Even nos.
CNW	80252-81450	2-45	600	PS 5785	10'-6"	15'-0"	30'-8 1/2"	50	3902	6'	7p Sup1	10R	5-5 DN-S	Round	✓	MurP	M	A	A	7/7	S2 SP	CI/1WWSteel	Even nos.; wheels: CI 150 cars/steel 450 cars
CNW	81452-82650	4-45	600	GATC 2946	10'-6"	15'-0"	30'-8 1/2"	50	3902	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	U	A	A	7/7	S2 SP	CI/1WWSteel	Even nos.; wheels: CI 150 cars/steel 450 cars
CNW	82652-84250	12-44	800	ACF 2719	10'-6"	15'-0"	30'-8 1/2"	50	3902	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A/G	A/G	7/7	S2 SP	CI	Even nos.; Apex first 300/USG last 500
DSS&A	17000-17099	11-40	100	PS 5645	10'-5"	15'-0"	30'-8 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	K	W	TZ	7/7	DT SPL	Steel	
EJ&E	60400-60699	6-41	300	ACF 2198	10'-6"	15'-0"	30'-8 1/2"	50	3898	8'	7p Sup1	10R	5-5 DN-S	Round	✓	MurP	U	A	A	7/7	S1L	1WWSteel	Straight side sill & under door reinforcement; welded u/f; Cor-Ten Steel
EJ&E	60700-60899	7-41	200	MVC	10'-6"	15'-0"	30'-8 1/2"	50	3898	8'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A*			7/7	S1L	1WWSteel	Straight side sill & under door reinforcement; welded u/f; Cor-Ten Steel
ERIE	80000-80199	3-41	200	ACF 2152	10'-4"	14'-10"	30'-8 1/2"	50	3851	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A	7/7	NTB	2WSteel	
ERIE	80200-80299	6-41	100	MCC P9760	10'-4"	14'-10"	30'-8 1/2"	50	3836	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A	7/7	DT SPL	2WSteel	
ERIE	81000-81799	11-41	800	PS 5683	10'-4"	14'-10"	30'-8 1/2"	50	3836	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A	7/7	DT SPL	2WSteel	
FW&D	8001-8250	10-44	250	CB&Q	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP	A	W	S	8/8	DT SPL/NTB	CI	XM-32; DT SPL first 200/NTB last 50
FW&D	8251-8500	10-44	250	CB&Q	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	A	W	S	8/8	NTB	CI	XM-32
GM&O	52000-52399	4-45	0	PS 5793	10'-6"	15'-0"	30'-8 1/2"	50	3901	6'	7p Sup1	10R	5-5 DN-S	Round	✓	MurP	U	M	A	7/7	DT SP	CI	Former Alton 52000-52399, to GM&O ca. 1947
GM&O	52400-52499	4-45	0	PS 5793	10'-6"	15'-0"	30'-8 1/2"	50	3901	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	U	M	A	7/7	DT SP	CI	Former Alton 52400-52499, to GM&O ca. 1947
GM&O																							

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	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes	
RI	20000-20039	12-41	40	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	AFC	1WWSteel	BX express; cars later received Chrysler, Buckeye (20015), or BX trucks	
RI	20040-20049	12-41	10	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	AFC	1WWSteel	BX express; cars later received Barber Stab. S-1-L Lateral Motion trucks	
RI	20050 only	12-41	0	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	Chrysler	1WWSteel	BX express; converted from 146786 early 1940s	
RI	20051 only	12-41	0	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	Timken	1WWSteel	BX express; converted from 147627 circa 1943, re# back in 1945	
RI	145000-145799	2-40	800	PSC 106	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI		
RI	145800-145999	2-40	200	PSC 106	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI		
RI	146000-146749	11-40	750	PSC 164	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI		
RI	146750-147549	11-41	800	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI	146786 converted as BX express, re# 20050 early 1940s	
RI	147550-147749	11-41	200	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI	147627 converted as BX express, re# 20051 circa 1943	
RI	147750-148549	4-42	800	PSC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	V	7/7	S2 SPL	CI		
RI	148550-148799	12-44	250	PSC	10'-6"	15'-0"	30'-10 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	A	A	7/7	S2 SPL	1WWSteel	Duryea u/f	
RI	148800-149049	2-45	250	PSC	10'-6"	15'-0"	30'-10 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-L	Round	✓	MurP	U	G	G	7/7	S2 SPL	1WWSteel	Duryea u/f	
Soo Line	42800-43598	7-40	400	PS 5631	10'-5"	15'-0"	30'-10 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	K	W	TZ	7/7	DT SPL	Steel	Even nos.	
Soo Line	43600-44098	12-40	250	PS 5645	10'-5"	15'-0"	30'-10 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	K	W	TZ	7/7	DT SPL	Steel	Even nos.	
Soo Line	44100-44498	10-41	200	PS 5688	10'-5"	15'-0"	30'-10 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	E	W	TZ	7/7	DT SPL	Steel	Even nos.	
Soo Line	136300-136398	12-40	50	PS 5645	10'-5"	15'-0"	30'-10 1/2"	50	3883	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	K	W	TZ	7/7	DT SPL	Steel	Even nos.; Wisconsin Central	
Southern	10183-14140	4-42	11	PS 5692	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	M	M	M	7/7	AAR SP	CI	11 random numbers (replacement cars)	
Southern	20000-20949	5-42	950	MVC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	A/M	M	M	7/7	AAR SP	CI	Ajax or Miner (various 20000-20549)/Miner 20550-20949; note 2	
Southern	20950-21499	9-44	550	MVC	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	M	M	7/7	AAR SP	CI	Construction deferred until 1944; note 2	
Southern	21500-22799	4-42	1300	PS 5692	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U/M	M	M	7/7	AAR SP	CI	Universal first 1,250/Miner last 50 cars; note 2	
Southern	22800-22999	4-42	200	PS 5692	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	7p Sup1	10R	5-5 DN-L	Round	✓	MurP	M	M	M	7/7	AAR SP	CI	Note 2	
SSW	33500-33649	3-41	150	SSW-P.B.	10'-6"	15'-0"	30'-10"	50	3929	6'	YSD-1	10ACR	5-5 DN-L	Round	✓	MurP	M	A	A	7/6	AAR SPL	1WWSteel	Built 3-6/41; welded u/f	
SSW	33650-33699	3-41	50	SSW-P.B.	10'-6"	15'-0"	30'-10"	50	3929	6'	7p Sup1	10ACR	5-5 DN-L	Round	✓	MurP	M	G	G	7/6	AAR SPL	1WWSteel	Built 3-6/41; welded u/f	
SSW	33700-33849	12-43	150	SSW-P.B.	10'-6"	15'-0"	30'-10"	50	3929	6'	YSD-1	10ACR	5-5 DN-L	Round	✓	MurP	U/K	A	A	7/6	AAR SPL	Steel/CI	Built 12/43-2/44; welded u/f; Universal first 100/Klasing last 50	
StLB&M	17501-17600	5-42	100	ACF 2419	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A	8/8	DT SPL	CI	Straight side sills bolster to bolster	
StLB&M	18000-18249	10-45	250	ACF 2761	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	G	G	8/8	DT SPL	1WWSteel		
StLB&M	18250-18449	3-46	200	PS 5823	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A	8/8	DT SPL	1WWSteel		
UP	191000-192999	4-41	2000	UP-Omaha	10'-6"	15'-1"	30'-10"	50	3921	6'	YSD-1	10ACR	5-5 DN-L?	Round	✓	MurP		W	S	7/6	S2 SP	1WWSteel	B-50-32; welded u/f	
UP	193000-193748	6-42	749	UP-Omaha	10'-6"	15'-1"	30'-10"	50	3921	6'	YSD-1	10ACR	5-5 DN-L	Round	✓	MurP	A/U	W	S	7/6	S2 SP	1WWSteel	B-50-33; welded u/f	
Wabash	9000-9199	-42/-44	0	WAB-Decatur	10'-4"	14'-11"	30'-8 5/8"	50	3801	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	A	A	7/6	DT SPL		Former 86000-86874, re# in 9-11/50; DF Loaders	
Wabash	9300-9362	-42/-44	0	WAB-Decatur	10'-4"	14'-11"	30'-8 5/8"	50	3801	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	A	A	7/6	DT SPL		Former 86000-86874, re# in 9-11/50; DF Loaders	
Wabash	86000-86519	8-42	520	WAB-Decatur	10'-4"	14'-11"	30'-8 5/8"	50	3835	6'	YSD-1	10R	5-5 DN-S	Round	-	MurP	M	A	A	7/6	DT SPL		Straight side sills bolster to bolster; roping staples; re# 9000-9199 and 9300-9362 ca. 9-12/50	
Wabash	86520-86874	8-44	355	WAB-Decatur	10'-4"	14'-11"	30'-8 5/8"	50	3835	6'	7p Sup1	10R	5-5 DN-S	Round	-	MurP	M	A	A	7/6	DT SPL		Straight side sills bolster to bolster; roping staples; re# 9000-9199 and 9300-9362 ca. 9-12/50	
WP	20201-20550	1-45	350	MVC 9722	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	A	A	A	7/7	S2/A3	CI	S-2 first 150/A-3 last 200	
Quantity built: 44,365 including EJ&E variants																								
<b>General and numbered notes:</b>												<b>Car Builders:</b>						<b>Railroads with largest quantity:</b>						
All cars in the roster came with 5-5 Dreadnaught Steel Ends (square-corner or round corner as designated).												ACF - American Car & Foundry Co.						7,111					ATSF	
Build dates are earliest month-year documented by photo or other data. Production for some series spanned several months.												DSI - Despatch Shops, Inc.						5,166					CNW (includes 1,208 for CMO)	
"0" in the "Qty. Built" column means the cars were renumbered or second hand. See remarks for more information.												GATC - General American Transportation Corp.						5,000					IC	
Capacity specified for cars as built and stencils on new cars; some cars may have changed during service.												MCC - Magor Car Corp.						4,900					CB&Q (includes 500 for FW&D)	
Ladders (x/y) denote the number of rungs on the sides and ends, respectively.												MVC** - Mount Vernon Car Manufacturing Co.						4,100					RI	
All cars had riveted underframes except as noted (ATSF, SSW and UP). The underframes of some cars could not be determined (i.e., UP B-50-37).												PS - Pullman-Standard Car Manufacturing Co.						3,011					Southern Railway	
Height to Running Board is measured from the rail to the top of the running board (data taken from ORER).												PSC - Pressed Steel Car Co.						2,749					UP	
1 - Cast Iron wheels 145500-146080/146500-147168, 1WWSteel (146081-146499).												** Division of H.K. Porter Co. 3/44, Division of PSC 3/46						2,300					MP (includes 1,025 for subsidiaries)	
2 - Photos indicate that some cars received roping staples by late 1950s.																		2,000					NP	
																		2,000					NYC	
																		1,100					Alton/GM&O	
																		1,100					Erie	
<b>Legend: Asterisk (*) signifies that specialties confirmed by photograph, but other types may have been used</b>																								
<b>Door Type:</b>					<b>Roof Type:</b>					<b>Running Boards:</b>					<b>Trucks:</b>									
7p Creco - 7-panel Creco (predecessor to Superior)					MurP - Murphy raised panel					A - Apex Tri-Lok					A3 - A-3 Ride Control									
7p Sup - 7-panel Superior					V - Viking					G - U.S. Gypsum (USG)					AAR SP - AAR with spring planks					<b>References:</b>				
YSD-1 - Youngstown Steel Door with small spaces where the panels join.										M - Morton					AAR SPL - AAR spring plankless					<i>Santa Fe Box Cars 1869-1953</i> , SFMO Vol. 4				
										W - Wood					AFC - Allied Full Cushion (express truck)					<i>Burlington Bulletin #7</i> (BB#7)				
<b>Side Construction:</b>					<b>Hand Brake:</b>					<b>Brake Step:</b>														
10R - 10-panel riveted					A - Ajax					A - Apex Tri-lok					ASF SPL ASF spring plankless					Illinois Central HS <i>Green Diamond</i> , Issue #30				
10ACR - 10-panel alternating center rivets					E - Equipco					G - U.S. Gypsum					DT SP - Double Truss with spring planks					MP 40' Steel Box Cars, <i>The Eagle</i> , Summer 1995, MPHS				
					K - Klasing					M - Morton					DT SPL - Double Truss spring plankless					<i>Union Pacific Freight Cars</i> by Terry Metcalfe				
					M - Miner					S - Superior					NTB - National Type B					<i>Railmodel Journal</i> : Aug/Oct/Dec96 and Mar97				
<b>End Type:</b>					U - Universal					M - Morton					S1L - Barber S-1-L Lateral Motion					<i>Railway Prototype Cyclopedia</i> Vol. 25 (ATSF)				
DN-L - Dreadnaught, long "darts" between top two corrugations										S - Steel plate or safety tread equivalent					S2 SP - Barber S-2 with spring planks					<i>Southern Railway Equipment Drawings &amp; Photographs</i> , SRHS				
DN-S - Dreadnaught, short "darts" between top two corrugations										T - Transco					S2 SPL - Barber S-2 spring plankless									
										TZ - T-Z safety tread														
										W - Wood														
<b>End Corners:</b>															<b>Wheels:</b>									
R - Round															1WWStl - One-Wear Wrought Steel									
S - Square															2WStl - Two-Wear Steel									
															CI - Cast Iron (chilled)									