

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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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*		
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
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
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
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
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
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
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
GM&O	52500-53099	5-45	0	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
GM&O	59000-59050	4-45	0	ACF/PS	10'-6"	15'-0"	30'-8 1/2"	50	3901	8'	PS-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	DT SP	CI	To GM&O 52000-52399 ca. 1947
7/7	DT SP	CI	To GM&O 52400-52499 ca. 1947
7/7	AAR SP	1WWSteel	To GM&O 52500-53099 ca. 1947
7/6	ASF SPL/NTB	CI	Bx-34; Duryea u/f; ASF SPL first 1,250, 141300/NTB last 550
7/6	NTB/ASF SPL/S2	1WWSteel	Bx-37; NTB first 1,000/ASF SPL next 610/S-2 last 400
7/6	NTB/ASF SPL	1WWSteel	Bx-37; NTB first 500/ASF SPL last 500
7/7	A3	CI	Bx-43
7/6	NTB/ASF SPL	Note 1	Bx-37; welded u/f, NTB first 1,000/ASF SPL last 1,000
8/7	AFC		XM-32; express, former 30000-30049, re# in 1944-1945, trucks replaced by mid-1950s
8/7	AFC		XM-32; express, former 31000-31099, re# in 1944-1945, trucks replaced by mid-1950s
8/8	A3	2WSteel	XM-32; express, re# 34900-34999 ca. 1948-1951
8/7	AFC		XM-32; express, re# 8000-8049 in 1944-1945
8/7	AFC		XM-32; trucks replaced by ca. mid-1950s
8/7	DT SPL	CI	XM-32
8/7	NTB	CI	XM-32
8/7	DT SPL	CI	XM-32
8/7	DT SPL	CI	XM-32
8/7	AFC	CI	XM-32; express, re# 8100-8199 in 1944-45, trucks replaced by ca. mid-1950s
8/7	DT SPL	CI	XM-32
8/7	DT SPL	CI	XM-32
8/7	DT SPL	CI	XM-32
8/7	DT SPL	CI	XM-32; built late 1941 to 1942
8/7	DT SPL	CI	XM-32
8/7	DT SPL	CI	XM-32
8/7	NTB	CI	XM-32
8/7	NTB	CI	XM-32
8/8	DT SPL	CI	XM-32
8/8	A3	CI	XM-32; former 8200-8299, re# ca. 1948-1951 and placed in freight service
8/7	AFC	1WWSteel	Even nos.; express, trucks later replaced BX type
8/7	DT SPL	CI	Even nos.
8/7	DT SPL	CI	Even nos.; Equipco first 250/Universal last 75
8/7	DT SPL	CI	
8/7	DT SPL	CI	Even nos.
8/7	DT SPL	CI	Even nos.
8/7	DT SPL	CI	Even nos.; unspecified r/b & b/s quantity (Apex 71028/71342/71428)
8/7	DT SPL	CI	Even nos.
8/7	DT SPL	CI	Even nos.
7/7	S2 SP	CI/1WWSteel	Even nos.; wheels: CI 150 cars/steel 450 cars
7/7	S2 SP	CI/1WWSteel	Even nos.; wheels: CI 150 cars/steel 450 cars
7/7	S2 SP	CI	Even nos.; Apex first 300/USG last 500
7/7	DT SPL	Steel	
7/7	S1L	1WWSteel	Straight side sill & under door reinforcement; welded u/f; Cor-Ten Steel
7/7	S1L	1WWSteel	Straight side sill & under door reinforcement; welded u/f; Cor-Ten Steel
7/7	NTB	2WSteel	
7/7	DT SPL	2WSteel	
7/7	DT SPL	2WSteel	
8/8	DT SPL/NTB	CI	XM-32; DT SPL first 200/NTB last 50
8/8	NTB	CI	XM-32
7/7	DT SP	CI	Former Alton 52000-52399, to GM&O ca. 1947
7/7	DT SP	CI	Former Alton 52400-52499, to GM&O ca. 1947
7/7	AAR SP	1WWSteel	Former Alton 52500-53099, to GM&O ca. 1947
7/7	AAR SP	1WWSteel	27 cars rebuilt by P-S in 1958-1959 with 8' Pullman doors, DF for appliances

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IC	17000-17999	1-39	1000	ACF 1843	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	U	W	T
IC	18000-18999	2-39	1000	ACF 1853	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	U/S	W	T
IC	19000-19499	1-40	500	ACF 1950	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	A	W	T
IC	19500-19999	7-40	500	MVC 9507	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Square	✓	MurP	A	W	T
IC	20000-20999	11-40	1000	PS 5636	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	A	W	T
IC	28000-28799	10-40	800	GATC 2836	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	T
IC	28800-28999	10-40	200	GATC 2836	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	7p Creco	10R	5-5 DN-L	Round	✓	MurP	U	W	T
I-GN	17751-17825	4-42	75	ACF 2420	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
I-GN	17850-17999	10-45	150	ACF 2761	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
I-GN	18800-18999	2-46	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
IHB	10600-10999	4-44	400	DSI 813	10'-6"	15'-0"	30'-9 1/2"	55	3898	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	Union	W	M
ITC	6300-6499	11-44	200	ACF 2713	10'-6"	15'-0"	30'-8 1/2"	50	3902	6'	YSD-1	10R	5-5 DN-S	Round	✓	MurP	A	A	A
KOG	30006-30008	4-43	3	MVC	10'-6"	N.S.		50	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP		M?	M?
M-I	4250-4299	11-45	50	ACF 2837	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
MP	32500-33299	3-42	800	ACF 2341	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
MP	34113-34262	5-42	150	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
MP	34263-34287	4-42	25	ACF 2420	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
MP	34300-34599	9-45	300	ACF 2761	10'-6"	15'-0"	30'-8 1/2"	50	3898	6'	YSD-1	10R	5-5 DN-L	Round	-	MurP	A	A	A
NJI&I	4100-4149	2-44	50	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
NP	26000-27349	12-41	1350	ACF 2339	10'-6"	15'-0"	31'-1 7/8"	50	3924	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	TZ
NP	27350-27499	1-42	150	NP-Laurel	10'-6"	15'-0"	31'-1 7/8"	50	3924	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U	W	TZ
NP	27500-27999	4-42	500	PS 5698	10'-6"	15'-0"	31'-1 7/8"	50	3924	6'	7p Sup1	10R	5-5 DN-L	Round	✓	MurP	A	A	A
NYC	159000-159999	9-44	1000	DSI 819	10'-5"	15'-0"	30'-9 1/2"	55	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	U/E	W	M
NYC	161000-161999	6-44	1000	DSI 821	10'-5"	15'-0"	30'-9 1/2"	55	3898	6'	YSD-1	10R	5-5 DN-L	Round	✓	MurP	M/K	W	M
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
7/7	Remarks		Roping staples; AAR first 700/Barber next 100/NTB last 200
7/7	Remarks		Roping staples; Universal first 400/Superior last 600; trucks same as 17000-series
7/7	Remarks		Roping staples; AAR first 300/NTB last 200
7/7	Remarks		Roping staples; AAR first 300/Barber last 200
7/7	DT SPL	CI	Roping staples
7/7	AAR SPL		Built 10/40-1-41; roping staples; door split unconfirmed
7/7	AAR SPL		Built 10/40-1-41; roping staples; door split unconfirmed
8/8	DT SPL	CI	Straight side sills bolster to bolster
8/8	DT SPL	1WWSteel	
8/8	DT SPL	1WWSteel	
7/7	S2 SP	CI	Lot 730-B; roping staples
7/7	A3	CI	
7/7	AAR SPL		
8/8	DT SPL	1WWSteel	
8/8	DT SPL	CI	
8/8	DT SPL	CI	Straight side sills bolster to bolster
8/8	DT SPL	CI	Straight side sills bolster to bolster
8/8	DT SPL	1WWSteel	
7/6	DT SPL		Straight side sills bolster to bolster; roping staples
8/8	DT SPL	CI	Side sill reinforcement 1950s
8/8	NTB	CI	Underframe & sides from ACF Lot 2348; side sill reinforcement 1950s
8/8	NTB	CI	Side sill reinforcement 1950s
7/7	S2 SP/AAR SP	CI	Lot 734-B; roping staples; Universal first 500/Equipco last 500; S-2 first 900/AAR SP last 100; approx. 223 cars rebuilt 1956-1959 by DSI as dry-ice reefers or insulated box cars
7/7	S2 SP	CI	Lot 735-B; built 6/44-1/45; roping staples; Miner first 500/Klasing last 500
7/7	AFC	1WWSteel	BX express; cars later received Chrysler, Buckeye (20015), or BX trucks
7/7	AFC	1WWSteel	BX express; cars later received Barber Stab. S-1-L Lateral Motion trucks
7/7	Chrysler	1WWSteel	BX express; converted from 146786 early 1940s
7/7	Timken	1WWSteel	BX express; converted from 147627 circa 1943, re# back in 1945
7/7	S2 SPL	CI	
7/7	S2 SPL	CI	
7/7	S2 SPL	CI	
7/7	S2 SPL	CI	146786 converted as BX express, re# 20050 early 1940s
7/7	S2 SPL	CI	147627 converted as BX express, re# 20051 circa 1943
7/7	S2 SPL	CI	
7/7	S2 SPL	1WWSteel	Duryea u/f
7/7	S2 SPL	1WWSteel	Duryea u/f
7/7	DT SPL	Steel	Even nos.
7/7	DT SPL	Steel	Even nos.
7/7	DT SPL	Steel	Even nos.
7/7	DT SPL	Steel	Even nos.; Wisconsin Central
7/7	AAR SP	CI	11 random numbers (replacement cars)
7/7	AAR SP	CI	Ajax or Miner (various 20000-20549)/Miner 20550-20949; note 2
7/7	AAR SP	CI	Construction deferred until 1944; note 2
7/7	AAR SP	CI	Universal first 1,250/Miner last 50 cars; note 2
7/7	AAR SP	CI	Note 2
7/6	AAR SPL	1WWSteel	Built 3-6/41; welded u/f
7/6	AAR SPL	1WWSteel	Built 3-6/41; welded u/f
7/6	AAR SPL	Steel/CI	Built 12/43-2/44; welded u/f; Universal first 100/Klasing last 50
8/8	DT SPL	CI	Straight side sills bolster to bolster
8/8	DT SPL	1WWSteel	
8/8	DT SPL	1WWSteel	

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
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
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
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
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
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
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
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
Quantity built: 44,365 including EJ&E variants																			
<b>General and numbered notes:</b>																			
All cars in the roster came with 5-5 Dreadnaught Steel Ends (square-corner or round corner as designated).																			
Build dates are earliest month-year documented by photo or other data. Production for some series spanned several months.																			
"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.																			
Ladders (x/y) denote the number of rungs on the sides and ends, respectively.																			
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).																			
Height to Running Board is measured from the rail to the top of the running board (data taken from ORER).																			
1 - Cast Iron wheels 145500-146080/146500-147168, 1WWSteel (146081-146499).																			
2 - Photos indicate that some cars received roping staples by late 1950s.																			
<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>Trucks:</b>									
7p Creco - 7-panel Creco (predecessor to Superior)					MurP - Murphy raised panel					A3 - A-3 Ride Control									
7p Sup - 7-panel Superior					V - Viking					AAR SP - AAR with spring planks									
YSD-1 - Youngstown Steel Door with small spaces where the panels join.										AAR SPL - AAR spring plankless									
<b>Side Construction:</b>					<b>Hand Brake:</b>					AFC - Allied Full Cushion (express truck)									
10R - 10-panel riveted					A- Ajax					ASF SPL ASF spring plankless									
10ACR - 10-panel alternating center rivets					E - Equipco					DT SP - Double Truss with spring planks									
					K - Klasing					DT SPL - Double Truss spring plankless									
					M - Miner					NTB - National Type B									
<b>End Type:</b>					S - Superior					S1L - Barber S-1-L Lateral Motion									
DN-L - Dreadnaught, long "darts" between top two corrugations					U - Universal					S2 SP - Barber S-2 with spring planks									
DN-S - Dreadnaught, short "darts" between top two corrugations										S2 SPL - Barber S-2 spring plankless									
<b>End Corners:</b>					<b>Running Boards:</b>					<b>Wheels:</b>									
R - Round					A - Apex Tri-lok					1WWStl - One-Wear Wrought Steel									
S - Square					G - U.S. Gypsum (USG)					2WStl - Two-Wear Steel									
					M - Morton					CI - Cast Iron (chilled)									
					W - Wood														
<b>References:</b>					<b>Brake Step:</b>														
Santa Fe Box Cars 1869-1953, SFMO Vol. 4					A - Apex Tri-lok														
Burlington Bulletin #7 (BB#7)					G - U.S. Gypsum (USG)														
Illinois Central HS Green Diamond, Issue #30					M - Morton														
MP 40' Steel Box Cars, The Eagle, Summer 1995, MPHS					S - Steel plate or safety tread equivalent														
Union Pacific Freight Cars by Terry Metcalfe					T - Transco														
Railmodel Journal: Aug/Oct/Dec96 and Mar97					TZ - T-Z safety tread														
Railway Prototype Cyclopedia Vol. 25 (ATSF)					W - Wood														
Southern Railway Equipment Drawings & Photographs, SRHS																			

