

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot Number	Inside Height	Height to R/B	Truck Centers	Tons	Cu.Ft. Capy.	Door Opening	Door Type	Door Placard	Side Constr.	End Type	End Corners	Push-Pole	Roof Type	Hand Brake	Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
B&O	285000-285999	5-52	1000	B&O-DuBois	10'	14'-7"	30'-10 1/2"	50	3715	8'	YSD-2	High	10R	3-4 IDN-2	Round	✓	DP	C/M*	G1*	7/7	A3/S2	1WWSteel	M-56; Duryea u/f (built from P-S kits); Champion-Peacock 285000/Miner 285478
B&O	466000-466499	8-45	500	GATC	10'	14'-7"	30'-10 1/2"	50	3715	7'	YSD-1	High	10R	4-5 B&O	Round	✓	MurP	A*	W/A1/G1*	7/7	S2 SP	1WWSteel	M-55C; Duryea u/f; note 1; wood 466032/Apex 466055, 466091, 466117/USG 466292, 466426 (all with Apex latitudinals)
B&O	467000-467599	5-47	600	PSC	10'	14'-7"	30'-10 1/2"	50	3715	7'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	A/E*	M	7/7	S2 SP	1WWSteel	M-55H; Duryea u/f; Ajax 467000, 467109/Equipco 467439, 7 cars from 467000-467999 painted blue & orange Time-Saver Service scheme
B&O	467600-467999	5-47	400	PSC	10'	14'-7"	30'-10 1/2"	50	3715	7'	7p Sup1	High	10R	3-4 IDN-1	Round	✓	MurP	E	M	7/7	S2 SP	1WWSteel	M-55H; Duryea u/f; 7 cars from 467000-467999 painted blue & orange Time-Saver Service scheme
B&O	468000-468599	4-56	600	ACF 4661	10'	14'-6"	30'-10"	50	3715	8'	YSD-2	Low	10R	3-4 IDN-3	Round	-	DP	A/C	M	7/7f	A3	1WWSteel	M-62; welded u/f, 6 stringers, crosstie at C/L; Champion-Peacock 468399
B&O	470000-470599	1-58	600	B&O-DuBois	10'	14'-7"	30'-10"	50	3719	8'	YSD-2	Low	10W	3-4 IDN-3	Round	-	ZUDP	E/C*	A2/M	7/7f	S2*	1WWSteel	M-66; welded underframe; cars built from ACF kits, Lot 5114; Equipco 470194, 470289/Champion-Peacock 470426; Apex running boards/Morton brake steps
C&O	2900-2909	12-47	10	C&O	10'	14'-6"	30'-10"	50	3715	6'	YSD-1	High	14R	3-4 IDN-1	Round	-	MurP	A	A1	8/8	A3	1WWSteel	Aluminum; roping staples
C&O	14000-14989	6-45	990	PS 5801	10'	14'-6"	30'-8 1/2"	50	3713	6'	YSD-1	High	10R	3-4 IDN-1	Round	-	MurP	A	A1	8/8	DT SP/A3	1WWSteel	Roping staples; 500 cars built in 1945, 490 built in 1946; DT SP 14000-14889/A-3 14890-14989
CN	521500-521999	-45	500	ECC 4262	10'	14'-7"	30'-10"?	60	3712	6'	YSD	High	10R	3-4 IDN-1?	Round	-	MurP	A		7/7s			
CN	522000-522499	-46	500	ECC 4343	10'	14'-7"	30'-10"?	60	3712	6'	YSD	High	10R	3-4 IDN-1?	Round	-	MurP	A		7/7s			
CP	252200-252249	11-46	50	ECC 4396	10'	14'-7"	30'-10"	60	3715	6'	YSD	High	10R	3-4 IDN-1?	Round	-	MurP	A	Grid	7/7s		CI	
CRP	22001-22480	10-47	480	ACF 3178	10'	14'-6"	30'-10 1/2"	50	3713	7'	YSD-2A	High	10R	3-4 IDN-1	Round	✓	MurP	M	A1	7/7	A3	MW/1WWSteel	XM3; Duryea u/f; roping staples; to CNJ early 1950s
CRP	22481-22500	10-47	20	ACF 3178	10'	14'-6"	30'-10 1/2"	50	3713	7'	YSD-2A	High	10R	3-4 IDN-1	Round	✓	MurP	M	A1	7/7	A3	MWWSteel	BX1; BX express; Duryea u/f; roping staples; to CNJ early 1950s
CRP	22501-23000	10-47	500	ACF 3196	10'	14'-6"	30'-10"	50	3713	7'	YSD-2A	High	10R	3-4 IDN-1	Round	✓	MurP	M	A1	7/7	A3	MWWSteel	XM4; roping staples; to CNJ early 1950s
CRP	23001-23250	1-48	250	ACF 3196	10'	14'-6"	30'-10"	50	3713	7'	7p Sup1	High	10R	3-4 IDN-1	Round	✓	MurP	M	A1	7/7	A3	MWWSteel	XM; roping staples; to CNJ early 1950s
CRR	5250-5549	1-47	300	MVC	10'	14'-6"	30'-8 1/2"	50	3715	6'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	U	B1?	8/8	S2	1WWSteel	FB6; some cars upgraded with roller bearings
D&H	17800-17899	2-48	100	D&H-Oneonta	10'	14'-6"	30'-8 3/8"	40	3715	6'	YSD-2A	High	14W	3-4 IDN-1	Round	✓	MurP	A	G1*	8/8	S2	1WWSteel	Mayari R Steel; built late 1947 to early 1948; 17881, 17878 built 2-48
D&H	17900-18049	-48	150	D&H-Oneonta	10'	14'-6"	30'-8 3/8"	40	3715	6'	YSD-2A	High	14W	3-4 IDN-1	Round	✓	MurP	A	G1*	8/8	S2	1WWSteel	Mayari R Steel; built late 1948 to early 1949
D&M	3000-3099	3-52	100	GATC 8029	10'	14'-6"	30'-10"	50	3713	6'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	S*	G1	7/7	S2	AAR CI	Roping staples; Superior 3003/3047
DL&W	10000-10039	3-50	40	MCC W1790	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD-2A	High	10R	3-4 IDN-2	Round	-	DP	E	G1	8/8	Chrysler	MWWSteel	BX express; roping staples
DL&W	52000-52249	9-47	250	MCC W1336	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD-2A	High	10R	3-4 IDN-1	Round	-	MurP	E	G1	8/8	AAR SPL	1WWSteel	Built 8-12/47; roping staples
DL&W	52250-52499	8-47	250	MCC W1336	10'	14'-7"	30'-8 1/2"	50	3712	6'	7p Sup1	High	10R	3-4 IDN-1	Round	-	MurP	E	G1	8/8	AAR	1WWSteel	Built 8-12/47; roping staples
DL&W	52500-52749	11-48	250	ACF 3314	10'	14'-7"	30'-8 1/2"	50	3712	6'	7p Sup1	High	10R	3-4 IDN-2	Round	-	DP	E/U	G1	8/8	AAR	1WWSteel	Roping staples; Equipco first 200/Universal last 50
DL&W	52750-52999	12-48	250	ACF 3314	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD-2A	High	10R	3-4 IDN-2	Round	-	DP	U	G1	8/8	NTB/AAR SPL	1WWSteel	Roping staples; National Type B first 100/AAR last 150
DL&W	53000-53259	1-50	260	MCC W1790	10'	14'-7"	30'-8 1/2"	50	3712	6'	YSD-2A	High	10R	3-4 IDN-2	Round	-	DP	E	G1	8/8	AAR/Chrysler	1WWSteel	Built 1-2/50; roping staples; 5 cars Chrysler trucks 53004/53090/53100/53126/53194
EJ&E	60900-61399	6-48	500	MCC W1570	10'	14'-6"		50	3715	8'	7p Sup1	High	12R	3-4 IDN-2	Round	✓	MurP	A	G1/A1	8/8	A3		Built 6-8/48; side sill reinforcement under door; bolster tabs modified by 1957; USG 60932 .60934. 61085/Apex 61205. 61226
GN	2525-2549	3-48	25	GN-St. Cloud	10'	14'-6"	30'-8 1/2"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	-	DP	U	A1	8/8	A3RB	1WWSteel	BX express; welded u/f
GN	10900-11199	2-48	300	GN-St. Cloud	10'	14'-6"	30'-8 1/2"	50	3715	6'	YSD-2	High	12R	3-4 IDN-1	Round	-	DP	A/U	M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Ajax 10922/USG 11022
GN	11200-11374	3-48	175	GN-St. Cloud	10'	14'-6"	30'-8 1/2"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	-	DP	A/U	M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Universal 11300-11374
GN	11375-11624	6-48	250	GN-St. Cloud	10'	14'-8"	30'-10"	50	3715	6'	YSD-2	High	12R	3-4 IDN-2	Round	-	DP	U	M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Ajax hand wheel/Apex 11565
GN	11625-11874	6-48	250	GN-St. Cloud	10'	14'-8"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-2	Round	-	DP	U	M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f
GN	18000-18499	6-49	500	GN-St. Cloud	10'	14'-8"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-2	Round	-	DP	U	M/A1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Morton 11184/Apex 18368
GN	18500-19499	9-49	1000	GN-St. Cloud	10'-2"	14'-8"	30'-10"	50	3715	6'	YSD-2	High	12R	3-4 IDN-2	Round	-	DP	S/A/U	M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Universal 19038, 19225, 19403/USG 18588, 18748/Apex 18918/Morton 19403
GN	19500-20499	11-51	1000	GN-St. Cloud	10'-2"	14'-7"	30'-10"	50	3715	6'	YSD-2	High	12R	3-4 IDN-2	Round	-	DP	M/U	A1/K	8/7	C1/A3	1WWSteel	Double-bracket side hand holds; welded u/f; Apex and A-3 Ride Control 19666, 19819
KCS	17750-18049	11-47	300	PS 5884	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A	High	10R	3-4 IDN-1	Round	✓	MurP	A	A1	7/7	A3	CI	
KCS	18050-18149	12-47	100	PS 5884	10'	14'-6"	30'-10"	50	3715	9'	YSD-2A	High	10R	3-4 IDN-1	Round	✓	MurP	A	A1	7/7	A3	CI	
M&StL	4000-5398	3-52	700	GATC 8026	10'	14'-6"	30'-10"	50	3713	6'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	S	G1/A1	7/7	S2	AAR CI	Even nos.; roping staples; USG first 350/Apex last 350; green sides with yellow stencils/black roof. ends. u/f. trucks/white stencils on black
NdeM	62910-64409	1-46	1500	ACF 2824	10'	14'-5"	30'-8 1/2"	50	3713	6'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	A	A1	8/8	S2	CI	Straight side sills
NdeM	66001-67510	3-55	1510	CNCF	10'			50	3778	6'	YSD-1	High	10R	3-4 IDN-1	Round	-	MurP	A	A1	8/8	A3		Built in Mexico; metric dimensional stencils, ORER dimensional data specifies 10'-6" IH
NH	33000-33499	11-45	500	PS 5809	10'	14'-6"	30'-9 1/2"	60	3715	6'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	U	A1	7/7	DT SPL/A3	1WWSteel	Black doors; DT SPL first 400/A-3 last 100
NKP	8500-8509	11-47	10	NKP	10'	14'-6"	30'-10"	50	3715	6'	YSD-1	High	14R	3-4 IDN-1	Round	-	MurP	A	A1	8/8	A3RB	1WWSteel	Aluminum; BX express
NMSX	5200-5201	12-52	2	PS 8115	10'	14'-7"	30'-10"	50	3782	7'	5p Sup	High	10R	3-4 IDN-2	Round	-	DP	U	G1	7/7	A3	AAR CI	National Malleable Steel; welded u/f
NYC	174000-174249	2-45	0	DSI 823	10'	14'-6"	30'-9 1/2"	55	3712	6'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	U	A1	7/7	Chrysler/Gould/BS1	1WWSteel	Lot 737-B; note 2; 250 cars converted for Pacemaker Freight Service with various high-speed trucks; Apex 174163
NYC	174250-174999	2-45	0	DSI 823	10'	14'-6"	30'-9 1/2"	55	3712	6'	7p Sup1	High	10R	3-4 IDN-1	Round	✓	MurP	U/E	G1/M/B1*	7/7	Chrysler/Gould/BS1	1WWSteel	Lot 737-B; note 2; 750 cars converted for Pacemaker Freight Service with various high-speed trucks; Universal first 250/Equipco last 500; USG 174479/Morton 174584, 175710. 174942/Blaw-Knox(?) 174979
NYC	175000-175249	2-45	250	DSI 823	10'	14'-6"	30'-9 1/2"	55	3712	6'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	U	A1	7/7	S1L	1WWSteel	Lot 737-B; note 2; Apex 175072
NYC	175250-175999	3-45	750	DSI 823	10'	14'-6"	30'-9 1/2"	55	3712	6'	7p Sup1	High	10R	3-4 IDN-1	Round	✓	MurP	U/E	G1/M/B1*	7/7	S1L	1WWSteel	Lot 737-B; note 2; Universal first 250/Equipco last 500; USG 175258/Morton 175518
ONT	90000-90569	5-47	570	NSC	10'	14'-8"	30'-10"?	46	3712	6'	YSD-1	High	10R	NSC	Square	-	MurP	A/U?*	A1	8/8s	S2	CI	Ajax 90126, 90238/Universal(?) 90341
ONT	90570-90999	11-48	430	NSC	10'	14'-8"	30'-10"?	46	3712	6'	YSD-1	High	10R	NSC	Square	-	MurP	U*	A1	8/8s	S2	CI	Built 11-12/48; Universal 90809, Universal on

Reporting Marks	Series	Build Date	Qty. Built	Builder/ Lot Number	Inside Height	Height to R/B	Truck Centers	Tons	Cu.Ft. Capy.	Door Opening	Door Type	Door Placard	Side Constr.	End Type	End Corners	Push-Pole	Roof Type	Hand Brake	Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes					
SP	105600-107099	3-52	1500	SPE	10'	14'-6"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	M/A	A1	8/8	A3/S2	AAR CI	B-50-31; welded u/f; A-3 first 400/S-2 last 100					
SP	107100-107699	3-53	600	PS 8043	10'	14'-7"	30'-10"	50	3715	7'	5p Sup	High	10R	3-4 IDN-2	Round	-	DP	E/S	K/T	7/7	A3	AAR CI	B-50-32; welded u/f					
SP	107700-109099	8-53	1400	SPE	10'	14'-6"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	U/S	M/K/T/A	7/7	A3	AAR CI	B-50-33; welded u/f					
SP	121834-122311	7-46	0	MVC	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	10ACR	3-4 IDN-1	Round	✓	MurP	M	M	8/8	A3	1WWSteel	B-50-24; formerly 97620-98069; re# in 1956/later					
SP	122312-124040	-46/-47	0	PSC/PS	10'	14'-6"	30'-10"	50	3715	6'	Various	Low	12R	3-4 IDN-1	Round	✓	MurP	Various	M/A1	8/8	A3	1WWSteel	B-50-25; formerly 20500-22249; re# in 1956/later					
SP	124041-125533	-47/-48	0	PS/ACF	10'	14'-6"	30'-10"	50	3715	6'	Various	Low	12R	3-4 IDN-1	Round	-	MurP	Various	A1/G1/M	8/8	A3	1WWSteel	B-50-26; formerly 58920-61189; re# in 1956/later					
SP	163049-163350	7-46	0	MVC	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	10ACR	3-4 IDN-1	Round	✓	MurP	M	M	8/8	A3	1WWSteel	B-50-24; note 3; formerly 97620-98069; re# in 1956/later					
SP&S	13000-13499	7-49	500	GN-St. Cloud	10'	14'-8"	30'-10"	50	3712	6'	YSD-2	High	12R	3-4 IDN-2	Round	-	DP	A/S	G1	8/8	A3	CI	Single-bracket (left) side hand holds; welded u/f; Ajax first 250/Superior last 250					
SSW	33850-33949	10-51	100	PS 8001A	10'	14'-7"	30'-10"	50	3782	7'	7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	U	M	8/8	A3	AAR CI/Steel	Riveted & welded u/f					
T&NO	54850-55199	8-46	350	PS 5838	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	12R	3-4 IDN-1	Round	✓	MurP	U	M	8/8	A3	CI	B-50-25; re# 126420-127239 in 1961/later					
T&NO	55200-55449	11-47	250	PS 5872	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A	High	12R	3-4 IDN-1	Round	✓	MurP	E	G1	8/8	A3	1WWSteel	B-50-25; re# 126420-127239 in 1961/later					
T&NO	55450-55699	12-47	250	PS 5872	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	✓	MurP	E	G1	8/8	A3	1WWSteel?	B-50-25; re# 126420-127239 in 1961/later					
T&NO	55700-55949	12-47	250	PS 5892	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A	High	12R	3-4 IDN-1	Round	-	MurP	M	A1	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 127245-128696 in 1961/later					
T&NO	55950-56449	-48	500	PS 5892	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	-	MurP	A/E	G1/M	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 127245-128696 in 1961/later					
T&NO	56450-57199	8-48	750	ACF 3228	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A/ YSD-2	High	12R	3-4 IDN-1	Round	-	MurP	M/A/E	M/G1	8/8	A3	1WWSteel	B-50-26; note 4; welded u/f; re# 127245-128696 in 1961/later					
T&NO	58500-59249	11-48	750	PS 5924	10'	14'-6"	30'-10"	50	3715	6'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	A	A1/G1	8/8	A3	AAR CI	B-50-27; welded u/f; re# 128700-129914 in 1961/later					
T&NO	59250-59749	1-49	500	PS 5924	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	10R	3-4 IDN-2	Round	-	DP	A/M	G1/M	8/8	A3	AAR CI	B-50-27; welded u/f; re# 128700-129914 in 1961/later					
T&NO	59750 only	-50	1	PS 5967	10'	14'-7"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	M	M	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later					
T&NO	59751-60249	9-50	499	PS 5967	10'	14'-7"	30'-10"	50	3715	7'	7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	M	M	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later					
T&NO	60250-61249	6-51	1000	PS 8001	10'	14'-7"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	U/E/M/S	M/G1/K	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later					
T&NO	61250-62249	1-53	1000	PS 8043	10'	14'-7"	30'-10"	50	3715	7'	5p Sup	High	10R	3-4 IDN-2	Round	-	DP	C/U/E	M/G1	7/7	A3	AAR CI	B-50-32; welded u/f; re# 131370-132338 in 1961/later					
T&NO	62250-62999	-50/-51	0	PS various	10'	14'-7"	30'-10"	50	3715	7'	YSD-2/ 7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	E/M/O/U	A1/G1/M	8/8	A3	AAR CI	B-50-28; formerly SP 102101-105599, re# ca. 1956-57					
T&NO	63500-64249	-50/-51	0	PS various	10'	14'-7"	30'-10"	50	3715	7'	YSD-2/ 7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	E/M/O/U	A1/G1/M	8/8	A3	AAR CI	B-50-28; formerly SP 102101-105599, re# ca. 1956-57					
WLE	23500-23749	3-48	250	ACF 3227	10'	14'-7"	30'-10"	50	3713	7'	YSD-1	High	10R	3-4 ACF	Round	✓	DF	A	A1	7/7	A3	CI	Depressed roof at latitudinal r/b for clearance; listed in this roster for reference as it's an AAR-design box car with roof and end variants (see separate roster of cars with proprietary ACF Corrugated Steel Ends).					
WM	28501-28800	7-46	300	BSC 88	9'-11"	14'-7"	30'-10 1/2"	50	3695	7'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	A	A1	7/7	Andrews		Duryea u/f; last 50 cars built 4-47					
WM	28801-29000	3-47	200	BSC 104	9'-11"	14'-7"	30'-10 1/2"	50	3695	7'	YSD-1	High	10R	3-4 IDN-1	Round	✓	MurP	A	A1	7/7	DT SP	1WWSteel	Duryea u/f					
WM	29001-29200	1-49	200	PSC 357	9'-11"	14'-7"	30'-10 1/2"	50	3695	7'	YSD-2	High	10R	3-4 IDN-2	Round	✓	DP	A	G1	7/7	A3	1WWSteel	Duryea u/f; built 1-2/49					
WM	29201-29300	6-51	100	GSC 559	9'-11"	14'-7"	30'-10 1/2"	50	3695	7'	YSD-2	High	10R	3-4 IDN-2	Round	✓	DP	M	A1	7/7	A3	1WWSteel	Duryea u/f; built 6-7/51					
Quantity Built: 40,172																												
General and numbered notes:																	Car Builders:						Railroads with Largest Quantity:					
Build dates are earliest month-year documented by photo or other data.																												
"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.																												
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.																												
"s" added to the end ladder means they had integral end ladder steps (used on cars of Canadian roads).																												
Height to R/B is the height measured from the rail to the top of the running board (data taken from ORER).																												
After November 1953 some cars had side and end placards lowered.																												
1 - First 100 cars modified in 1947 with lower latitudinal running boards for tunnel clearance and painted blue/aluminum for Sentinel Fast Freight Service.																												
Latitudinals lowered randomly on other cars until program stopped in 1955.																												
2 - Original Lot 737-B series 175000-175999, 425 cars modified and re# in 1946 to 174000-174999 for Pacemaker Service. All but 15 cars converted by April 1951.																												
3 - Original SP B-50-24 series 97620-98069 in the black Overnight scheme had up to 172 cars re# to 163049-163350 and painted in aluminum Overnight scheme circa 1956.																												
4 - Door types changed during production run - T&NO car numbers 56513, 56691, 56882, and 56921 YSD-2A door. Car number 57028 YSD-2 door.																												
See separate file for list of SP/T&NO hand brake, running board, and brake step car number assignments.																												
Legend: * - Type of appliance documented by photographs (additional types may be applicable).																												
Door Type:																	Hand Brake:			Trucks:								
YSD-1 - Youngstown Steel Door with straight corrugations																	A - Ajax			AAR - AAR type (nondescript)								
YSD-2 - Improved Youngstown Steel Door with three sections and 3/5/5 corrugation pattern (counting corrugations top to bottom)																	C - Champion-Peacock			BS1 - Barber Stabilized								
YSD-2A - Improved Youngstown Steel Door with three sections and 4/5/4 corrugation pattern (counting corrugations top to bottom)																	E - Equipco			BX - Commonwealth BX								
YSD-3 - Interim Youngstown Steel Door with three sections and wide partitions.																	M - Miner			DT - Double truss								
5p Sup - 5-panel Superior																	O - Orme (same as Champion-Peacock)			NTB - National Type B								
7p Sup1 - 7-panel Superior (all panels of equal spacing except top panel, placard board mounted to stiffener)																	S - Superior			S1L - Barber S-1 Lateral Motion								
7p Sup2 - 7-panel Superior (wide third panel from top for flush mounting of placard board)																	U - Universal			S2 - Barber S-2								
End Type:																	Running Boards & Brake Step:											
3-4 IDN-1 - 3-4 Improved Dreadnaught End with "rolling pin" main corrugations and lacking top narrow stiffener (1945-1948)																	A1 - Apex Tri-lok (3 1/2" centers)						Wheels:					
3-4 IDN-2 - 3-4 Improved Dreadnaught End with "rolling pin" main corrugations except top main corrugation with truncated bottom (mid-1948 to 1953)																	A2 - Apex Tri-lok (5 7/8" centers)						1WWSteel - One-wear wrought steel					
3-4 IDN-3 - 3-4 Improved Dreadnaught End with "banana taper" main corrugations except top main corrugation with truncated bottom (post-1955)																	B1 - Blaw-Knox (4" centers)						AAR CI - AAR Cast Iron (chilled)					
3-4 ACF - ACF Corrugated (3-4 corrugated)																	G1 - Gypsum (expanded metal)						CI - Cast iron (chilled)					
4-5 B&O - 4-5 straight corrugated																	K - Kerrigan (open grid design)						MWWSteel - Multiple-wear wrought steel					
Roof Type:																	Side Construction:											
DF - Flat riveted roof with depressed areas at latitudinal running boards																	10ACR - 10-panel alternating center rivets						References:					
DP - Diagonal panel																	10R - 10-panel riveted						Railway Prototype Encyclopedia Volume 8, cars with Improved Dreadnaught Ends built 1945-1953					
MurP - Murphy Improved (raised panel)																	10W - 10-panel welded						Railway Prototype Encyclopedia Volume 26, aluminum cars					
ZUDP - Z-U eaves diagonal panel																	12R - 12-panel riveted						SP Freight Cars Volume 4 Box Cars					
Note: DF type roof for clearance.																	12W - 12-panel welded											
																	14W - 14-panel welded											