

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
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*
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*
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*
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
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
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*
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
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
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
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
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
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
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
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
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
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
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
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
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*
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
NdeM	66001-67510	3-55	1510	CNCF	10'			50	3778	6'	YSD-1	High	10R	3-4 IDN-1	Round	-	MurP	A
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
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
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
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

Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
G1*	7/7	A3/S2	1WWSteel	M-56; Duryea u/f (built from P-S kits); Champion-Peacock 285000/Miner 285478
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)
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
M	7/7	S2 SP	1WWSteel	M-55H; Duryea u/f; 7 cars from 467000-467999 painted blue & orange Time-Saver Service scheme
M	7/7f	A3	1WWSteel	M-62; welded u/f, 6 stringers, crosstie at C/L; Champion-Peacock 468399
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
A1	8/8	A3	1WWSteel	Aluminum; roping staples
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
	7/7s			
	7/7s			
Grid	7/7s		CI	
A1	7/7	A3	MW/1WWSteel	XM3; Duryea u/f; roping staples; to CNJ early 1950s
A1	7/7	A3	MWWSteel	BX1; BX express; Duryea u/f; roping staples; to CNJ early 1950s
A1	7/7	A3	MWWSteel	XM4; roping staples; to CNJ early 1950s
A1	7/7	A3	MWWSteel	XM; roping staples; to CNJ early 1950s
B1?	8/8	S2	1WWSteel	FB6; some cars upgraded with roller bearings
G1*	8/8	S2	1WWSteel	Mayari R Steel; built late 1947 to early 1948; 17881, 17878 built 2-48
G1*	8/8	S2	1WWSteel	Mayari R Steel; built late 1948 to early 1949
G1	7/7	S2	AAR CI	Roping staples; Superior 3003/3047
G1	8/8	Chrysler	MWWSteel	BX express; roping staples
G1	8/8	AAR SPL	1WWSteel	Built 8-12/47; roping staples
G1	8/8	AAR	1WWSteel	Built 8-12/47; roping staples
G1	8/8	AAR	1WWSteel	Roping staples; Equipco first 200/Universal last 50
G1	8/8	NTB/AAR SPL	1WWSteel	Roping staples; National Type B first 100/AAR last 150
G1	8/8	AAR/Chrysler	1WWSteel	Built 1-2/50; roping staples; 5 cars Chrysler trucks 53004/53090/53100/53126/53194
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
A1	8/8	A3RB	1WWSteel	BX express; welded u/f
M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Ajax 10922/USG 11022
M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Universal 11300-11374
M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Ajax hand wheel/Apex 11565
M/A1/G1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f
M/A1	8/8	A3	1WWSteel	Single-bracket (left) side hand holds; welded u/f; Morton 11184/Apex 18368
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
A1/K	8/7	C1/A3	1WWSteel	Double-bracket side hand holds; welded u/f; Apex and A-3 Ride Control 19666, 19819
A1	7/7	A3	CI	
A1	7/7	A3	CI	
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
A1	8/8	S2	CI	Straight side sills
A1	8/8	A3		Built in Mexico; metric dimensional stencils, ORER dimensional data specifies 10'-6" IH
A1	7/7	DT SPL/A3	1WWSteel	Black doors; DT SPL first 400/A-3 last 100
A1	8/8	A3RB	1WWSteel	Aluminum; BX express
G1	7/7	A3	AAR CI	National Malleable Steel; welded u/f
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

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
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
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
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
ONT	90000-90569	5-47	570	NSC	10'	14'-8"	30'-10"?	46	3712	6'	YSD-1	High	10R	NSC	Square	-	MurP	A/U?*
ONT	90570-90999	11-48	430	NSC	10'	14'-8"	30'-10"?	46	3712	6'	YSD-1	High	10R	NSC	Square	-	MurP	U*
SP	5700-5749	10-46	50	MVC	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	10ACR	3-4 IDN-1	Round	√	MurP	M
SP	20500-21499	7-46	1000	PSC	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	12R	3-4 IDN-1	Round	√	MurP	M/E
SP	21500-21749	7-46	250	PS 5838	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	12R	3-4 IDN-1	Round	√	MurP	U
SP	21750-22249	11-47	500	PS 5872	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A	High	12R	3-4 IDN-1	Round	√	MurP	A
SP	58920-59169	-48	250	PS 5892	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A?	High	12R	3-4 IDN-1	Round	-	MurP	M
SP	59170-59479	3-48	310	PS 5892	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	-	MurP	A/E
SP	60250-60439	3-48	190	PS 5892	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	12R	3-4 IDN-1	Round	-	MurP	E
SP	60440-61189	5-48	750	ACF 3228	10'	14'-6"	30'-10"	50	3715	6'	YSD-2A	High	12R	3-4 IDN-1	Round	-	MurP	M/A/E
SP	97620-98069	7-46	450	MVC	10'	14'-6"	30'-10"	50	3715	6'	YSD-3	High	10ACR	3-4 IDN-1	Round	√	MurP	M
SP	100000-101249	10-48	1250	PS 5924	10'	14'-6"	30'-10"	50	3715	6'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	A
SP	101250-102099	1-49	850	PS 5924	10'	14'-6"	30'-10"	50	3715	6'	7p Sup1	High	10R	3-4 IDN-2	Round	-	DP	A/M
SP	102100 only	-50	1	PS 5967	10'	14'-7"	30'-10"	50	3715	7'	7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	M
SP	102101-103599	9-50	1499	PS 5967	10'	14'-7"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	M/O/E
SP	103600-104099	10-51	500	SPE	10'	14'-7"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	A
SP	104100-104849	5-51	750	PS 5982	10'	14'-7"	30'-10"	50	3715	7'	YSD-2	High	10R	3-4 IDN-2	Round	-	DP	M/O
SP	104850-105099	5-51	250	PS 5982	10'	14'-7"	30'-10"	50	3715	7'	7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	E
SP	105100-105599	5-51	500	PS 8001	10'	14'-7"	30'-10"	50	3715	7'	7p Sup2	High	10R	3-4 IDN-2	Round	-	DP	M/O/U
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
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
A1	7/7	S1L	1WWSteel	Lot 737-B; note 2; Apex 175072
G1/M/B1*	7/7	S1L	1WWSteel	Lot 737-B; note 2; Universal first 250/Equipco last 500; USG 175258/Morton 175518
A1	8/8s	S2	CI	Ajax 90126, 90238/Universal(?) 90341
A1	8/8s	S2	CI	Built 11-12/48; Universal 90809, Universal on 90906 but with Ajax hand wheel in 1958
M	8/8	A3/BX	1WWSteel	B-50-24; BX express, Commonwealth BX trucks added 12/53
M	8/8	A3	1WWSteel	B-50-25; re# 122312-124040 in 1956/later
M	8/8	A3	CI	B-50-25; re# 122312-124040 in 1956/later
A1	8/8	A3	1WWSteel	B-50-25; re# 122312-124040 in 1956/later
A1	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 124041-125533 in 1956/later
G1/M	8/8	A3	1WWSteel	B-50-26; welded u/f; re# 124041-125533 in 1956/later
M	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 124041-125533 in 1956/later
M/G1	8/8	A3	1WWSteel	B-50-26; welded u/f; re# 124041-125533 in 1956/later
M	8/8	A3	1WWSteel	B-50-24; note 3; re# 121834-122311 in 1956/later
A1/G1	8/8	A3	AAR CI	B-50-27; welded u/f
G1/M	8/8	A3	AAR CI	B-50-27; welded u/f
A1	8/8	A3	AAR CI	B-50-28; welded u/f
A1/M	8/8	A3	AAR CI	B-50-28; welded u/f; some reassigned T&NO 62250-64249 ca. 1956-57
A1	8/8	A3	AAR CI?	B-50-29; welded u/f
G1/A1	8/8	A3	AAR CI	B-50-28; welded u/f; some reassigned T&NO 62250-64249 ca. 1956-57
A1	8/8	A3	AAR CI	B-50-28; welded u/f; some reassigned T&NO 62250-64249 ca. 1956-57
M	8/8	A3	AAR CI	B-50-28; welded u/f; some reassigned T&NO 62250-64249 ca. 1956-57
A1	8/8	A3/S2	AAR CI	B-50-31; welded u/f; A-3 first 400/S-2 last 100
K/T	7/7	A3	AAR CI	B-50-32; welded u/f
M/K/T/A	7/7	A3	AAR CI	B-50-33; welded u/f
M	8/8	A3	1WWSteel	B-50-24; formerly 97620-98069; re# in 1956/later
M/A1	8/8	A3	1WWSteel	B-50-25; formerly 20500-22249; re# in 1956/later
A1/G1/M	8/8	A3	1WWSteel	B-50-26; formerly 58920-61189; re# in 1956/later
M	8/8	A3	1WWSteel	B-50-24; note 3; formerly 97620-98069; re# in 1956/later
G1	8/8	A3	CI	Single-bracket (left) side hand holds; welded u/f; Ajax first 250/Superior last 250
M	8/8	A3	AAR CI/Steel	Riveted & welded u/f
M	8/8	A3	CI	B-50-25; re# 126420-127239 in 1961/later
G1	8/8	A3	1WWSteel	B-50-25; re# 126420-127239 in 1961/later
G1	8/8	A3	1WWSteel?	B-50-25; re# 126420-127239 in 1961/later
A1	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 127245-128696 in 1961/later
G1/M	8/8	A3	1WWSteel?	B-50-26; welded u/f; re# 127245-128696 in 1961/later
M/G1	8/8	A3	1WWSteel	B-50-26; note 4; welded u/f; re# 127245-128696 in 1961/later
A1/G1	8/8	A3	AAR CI	B-50-27; welded u/f; re# 128700-129914 in 1961/later
G1/M	8/8	A3	AAR CI	B-50-27; welded u/f; re# 128700-129914 in 1961/later
M	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later
M	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later
M/G1/K	8/8	A3	AAR CI	B-50-28; welded u/f; re# 129920-131364 in 1961/later
M/G1	7/7	A3	AAR CI	B-50-32; welded u/f; re# 131370-132338 in 1961/later
A1/G1/M	8/8	A3	AAR CI	B-50-28; formerly SP 102101-105599, re# ca. 1956-57
A1/G1/M	8/8	A3	AAR CI	B-50-28; formerly SP 102101-105599, re# ca. 1956-57
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.

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						
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						
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						
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						
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						
Quantity Built: 40,172																								
<b>General and numbered notes:</b>																								
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).																								
<b>Door Type:</b>																								
YSD-1 - Youngstown Steel Door with straight corrugations													<b>Side Construction:</b>											
YSD-2 - Improved Youngstown Steel Door with three sections and 3/5/5 corrugation pattern (counting corrugations top to bottom)													10ACR - 10-panel alternating center rivets											
YSD-2A - Improved Youngstown Steel Door with three sections and 4/5/4 corrugation pattern (counting corrugations top to bottom)													10R - 10-panel riveted											
YSD-3 - Interim Youngstown Steel Door with three sections and wide partitions.													10W - 10-panel welded											
5p Sup - 5-panel Superior													12R - 12-panel riveted											
7p Sup1 - 7-panel Superior (all panels of equal spacing except top panel, placard board mounted to stiffener)													12W - 12-panel welded											
7p Sup2 - 7-panel Superior (wide third panel from top for flush mounting of placard board)													14W - 14-panel welded											
<b>End Type:</b>																								
3-4 IDN-1 - 3-4 Improved Dreadnaught End with "rolling pin" main corrugations and lacking top narrow stiffener (1945-1948)																								
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)																								
3-4 IDN-3 - 3-4 Improved Dreadnaught End with "banana taper" main corrugations except top main corrugation with truncated bottom (post-1955)																								
3-4 ACF - ACF Corrugated (3-4 corrugated)																								
4-5 B&O - 4-5 straight corrugated																								
<b>Roof Type:</b>													<b>Car Builders:</b>						<b>Railroads with Largest Quantity</b>					
DF - Flat riveted roof with depressed areas at latitudinal running boards													ACF - American Car & Foundry Co.						12,850 SP (18,950 incl. T&NO)					
DP - Diagonal panel													BSC - Bethlehem Steel Co.						6,100 T&NO					
MurP - Murphy Improved (raised panel)													ECC - Eastern Car Company						3,700 B&O					
ZUDP - Z-U eaves diagonal panel													GATC - General American Transportation Corp.						3,500 GN					
Note: DF type roof for clearance.													GSC - Greenville Steel Car Co.						1,300 DL&W					
													MCC - Maqor Car Corp.						1,250 CRP					
													MVC - Mount Vernon Car Mfg. Co. (Div. of PSC)						1,000 C&O					
<b>References:</b>													NSC - National Steel Car Corporation						1,000 CN					
<i>Railway Prototype Cyclopedia</i> Volume 8, cars with Improved Dreadnaught Ends built 1945-1953													PS - Pullman-Standard Car Mfg. Co.						1,000 NYC					
<i>Railway Prototype Cyclopedia</i> Volume 26, aluminum cars													PSC - Pressed Steel Car Co.						1,000 ONT					
<i>SP Freight Cars</i> Volume 4 Box Cars													SPE - Southern Pacific Equipment Co.											

