

Postwar A.A.R. 40'-6" Box Cars, 10'-4"-10'-6" IH,
4-4 Improved Dreadnaught Ends and Canadian NSC Ends (1945-1950s)

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	Push Pole	Roof Type	Hand Brake	Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes	
A&WP	37600-37649	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M	A1	7/7	A3	CI		
AA	68000-68049	5-47	50	WAB-Decatur	10'-6"	15'	30'-10 1/8"	50	3892	6'	YSD-1	10R	1	-	MurP	M	A1?	7/7	A3	Steel	Straight side sills bolster to bolster	
ATSF	30000-31249	12-49	1250	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A	A1,K	7/7	A3	1WWSteel	Bx-53; delivered 12/49-1/51; welded u/f; some cars re# 37300 series in 1950	
ATSF	34000-35049	5-51	1050	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A	A1	7/7	A3	1WWSteel	Bx-60; welded u/f; built 3-5/51	
ATSF	35250-35998	7-52	749	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A	A1/G1	7/7	A3	1WWSteel	Bx-63; welded u/f; Apex first 25/USG last 724; one car re# to 10000; note 1	
ATSF	38000-38699	5-52	700	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A	A1	7/7	A3	1WWSteel	Bx-62; welded u/f	
ATSF	138700-139199	12-45	500	MVC	10'-6"	15'-1"	30'-10 1/8"	50	3972	6'	YSD-3	10R	1	-	MurP	A	M/G1/A1	7/7	A3	1WWSteel	Bx-44; Morton first 125/USG next 125/Apex last 250	
ATSF	274000-274739	10-46	740	PS 5832	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A	G1	7/7	A3	1WWSteel	Bx-48	
ATSF	274740-274749	10-46	10	PS 5832	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12W	1	-	MurP	A	G1	7/7	A3	1WWSteel	Bx-48	
ATSF	274750-275499	3-48	750	GATC 2985	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A	G1	7/7	A3	1WWSteel	Bx-51; welded u/f	
ATSF	275500-276499	3-48	1000	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A	G1*	7/7	A3	1WWSteel	Bx-50; welded u/f	
CB&Q	29000-29499	-46	500	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	2	-	MurP			8/8	DT SPL	1WSteel	XM-32A	
CB&Q	34600-34854	8-45	255	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-1	10R	2	-	MurP	U*	W	8/8	DT SPL	1WSteel	XM-32A	
CB&Q	35000-36999	5-47	2000	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	10R	2	-	MurP	M*	A1	8/8	DT SPL	1WSteel	XM-32A	
CIL	1-250	6-47	250	PS 5860	10'-6"	15'	30'-10"	50	3900	6'	7p Sup1	10W	1	-	MurP	A	G1	8/8	S2/A3	1WWSteel	S-2 (1-100/201-250)/A-3 (101-200)	
CIL	251-500	6-47	250	PS 5860	10'-6"	15'	30'-10"	50	3900	6'	YSD-2A	10W	1	-	MurP	A	A1	8/8	S2/A3	1WWSteel	S-2 first 50/A-3 last 200	
CMO	37500-38098	8-45	300	ACF 2770	10'-6"	15'-1"	30'-10 1/2"	50	3902	6'	YSD-1	10R	1	√	MurP	A	A1/G1	7/7	A3	CI	Even nos.; Duryea u/f; Apex first 200/USG last 100	
CMO	38100-38298	8-45	100	ACF 2770	10'-6"	15'-1"	30'-10 1/2"	50	3902	6'	7p Sup1	10R	1	√	MurP	U	G1	7/7	A3	CI	Even nos.; Duryea u/f	
CMO	38300-39098	9-48	400	ACF 3256	10'-6"	15'	31'-0"	50	3902	6'	7p Sup1	10R	1	√	MurP	M/U	A1	7/7	A3	CI	Even nos.; built 9-10/48; Miner first 200/Universal last 200; riveted bolsters, welded stringers	
CN	522500-523999	1-48	1500	CCF 1759	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A		8/8s	S2		Built 1-4/48	
CN	524000-524499	2-48	500	NSC P-633	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	NSC-2	-	MurP	A		8/8s				Built 2-3/48
CN	524500-526199	10-47	1700	ECC 4715	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A		8/8s	S2	CI		Built 10/47-3/48
CN	526200-526499	6-48	300	ECC 4870	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A		8/8s				Built 6-7/48
CN	526500-527199	4-48	700	CCF 1759	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A/U		8/8s	S2			Built 4-5/48
CN	527200-528199	8-48	1000	CCF 1822	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A		8/8s				Built 8-10/48
CN	528200-530199	5-51	2000	CCF 1958	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A		8/8s				Built 5-9/51
CN	530200-531699	5-51	1500	NSC P-2000	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U	A1	8/8s	S2	CI		Built 5-7/51; welded end sheets
CN	531700-533199	5-51	1500	ECC 5600	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U		8/8s				Built 5-10/51
CN	533200-533449	7-52	250	CCF 2028	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A		8/8s				Built 7-8/52
CN	533450-534199	8-52	750	CCF 2028	10'-6"	15'-1"	30'-10"	60	3900	6'	5p Sup	10R	2	-	DP	A		8/8s	S2			Built 8-9/52
CN	534200-534699	11-52	500	CCF 2033	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A		8/8s				Built 11-12/52
CN	534700-534959	10-52	260	ECC 5900	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U		8/8s				Built 10-11/52
CN	534960-536159	6-53	1200	CCF 2072	10'-6"	15'-1"	30'-10"	62.5	3900	6'	5p Sup	10R	2	-	DP	U	A2	8/8s	S2			Built 6-9/53
CN	536160-537559	3-54	1400	NSC P-3090	10'-6"	15'-1"	30'-10"	62.5	3900	6'	YSD-2	10R	NSC-3	-	DP	U		8/8s	S2			Built 3-4/54
CN	537560-538759	5-54	1200	CCF 2081	10'-6"	15'-1"	30'-10"	60	3900	6'	5p Sup	10R	2	-	DP	U	A2	8/8s	S2			Built 5-7/54
CN	538760-539009	9-54	250	ECC 6459	10'-6"	15'-1"	30'-10"		3900	6'	YSD-2	10R	NSC-3	-	DP	U		8/8s				Built 9-10/54
CN	539010-540009	11-55	1000	ECC 6874	10'-6"	15'-1"	30'-10"		3900	6'	YSD-2	10R	NSC-3	-	DP	U	A2	8/8s	S2			Built 11/55-3/56
CN	540010-540259	1-56	250	CCF 2139	10'-6"	15'-1"	30'-10"		3900	6'	5p Sup	10R	2	-	PS	A		8/8s				
CN	540260-540509	1-56	750	CCF 2139	10'-6"	15'-1"	30'-10"		3900	6'	5p Sup	10R	2	-	DP	A	A2	8/8s	S2			Built 1-2/56
CN	540510-540759	1-56	250	NSC P-3620	10'-6"	15'-1"	30'-10"		3900	6'	YSD-2	10R	NSC-3	-	PS	K		8/8s				Built 1-2/56
CN	540760-541659	6-56	900	CCF 2153	10'-6"	15'-1"	30'-10"		3900	8'	5p Sup/R	10R	2	-	DP	U		8/8s	S2			Built 6-8/56
CN	541660-542059	6-56	400	NSC P-3760	10'-6"	15'-1"	30'-10"		3900	8'	YSD-2	10R	NSC-3	-	PS	U		8/8s				Built 6-7/56
CN	542060-542759	5-56	700	ECC 7067	10'-6"	15'-1"	30'-10"		3900	8'	YSD-2	10R	NSC-3	-	PS	A		8/8s				Built 5-7/56
CN	542760-543759	1-57	1000	CCF 2165	10'-6"	15'-1"	30'-10"	60	3900	8'	5p Sup/R	10R	2	-	DP	U	A2	8/8s	S2			Built 1-2/57
CN	543760-544759	12-56	1000	NSC P-3910	10'-6"	15'-1"	30'-10"		3900	8'	YSD-2	10R	NSC-3	-	PS	A		8/8s				Built 12/56-4/57
CN	544760-545659	12-56	1000	ECC 7157	10'-6"	15'-1"	30'-10"		3900	8'	YSD-2	10R	NSC-3	-	PS	A		8/8s				Built 12/56-3/57
CNW	84300-85698	8-48	700	ACF 3255	10'-6"	15'	31'-0"	50	3902	6'	YSD-2	10R	1	√	MurP	A	A1	7/7	A3	CI		Even nos.; riveted bolsters, welded stringers
CNW	85700-86298	8-48	300	ACF 3255	10'-6"	15'	31'-0"	50	3902	6'	7p Sup1	10R	1	√	MurP	E	A1	7/7	A3	CI		Even nos.; riveted bolsters, welded stringers
CNW	142100-143698	10-46	800	GATC 2969	10'-6"	15'	31'-0"	50	3902	6'	YSD-1	10R	1	√	MurP	A/M	A1/G1	7/7	S2	CI		Even nos.; Ajax first 200/Miner last 600; Apex first 400/USG last 400
CP	50000-50999	8-56	1000	CCF	10'-6"	15'-1"	30'-10"		3900	8'	5p Sup/R	10R	2	-	DP	A		8/8s				Built 8-10/56
CP	51000-51999	5-56	1000	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	NSC-3	-	PS	U		8/8s				Built 5-6/56
CP	52000-52499	7-56	500	ECC 7068	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	2	-	DP	A		8/8s				Built 7-9/56
CP	52500-52899	12-56	400	CCF	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	2	-	DP	A		8/8s				
CP	52900-53199	12-56	300	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	NSC-3	-	PS	U		8/8s				
CP	53200-54199	4-57	1000	CCF	10'-6"	15'-1"	30'-10"	62	3900	8'	5p Sup/R	10W	2	-	DP	A		8/8s	S2	CS		Built 4-8/57
CP	54200-55199	1-57	1000	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD		NSC-3	-	PS	CC		8/8s				Built 1-3/57; Canadian

**Postwar A.A.R. 40'-6" Box Cars, 10'-4"-10'-6" IH,
4-4 Improved Dreadnaught Ends and Canadian NSC Ends (1945-1950s)**

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	Push Pole	Roof Type	Hand Brake	Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
CP	259000-259499	3-51	500	NSC P-1990	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U	A1*	8/8s	S2		Built 3-5/51
CP	259500-260499	3-51	1000	CCF 1957	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A		8/8s			Built 3-5/51
CP	260500-261399	7-51	900	CCF	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A		8/8s			Built 7/51-1/52
CP	261400-261699	7-51	300	NSC P-2051	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	DP	U		8/8s	S2		Built 7/51-1/52
CP	261700-262699	7-51	1000	NSC P-2100	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U/A		8/8s			Built 7/51-1/52; Universal first 500/Ajax last 500
CP	262700-263899	2-52	1200	CP	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A/U		8/8s			Built 2-8/52; Ajax first 500/Universal last 500
CP	263900-264899	6-52	1000	CCF 2028	10'-6"	15'-1"	30'-10"	62.5	3900	6'	YSD-1	10R	2	-	DP	A		8/8s		AAR CI	Built 6-7/52, 12/52-1/53
CP	264900-265249	4-53	350	NSC	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U		8/8s			Built 4-5/53
CP	265250-266049	8-52	800	CP	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U/A		8/8s			Built 8-11/52; Universal first 400/Ajax last 400
CP	266050-267210	3-53	1161	CP	10'-6"	15'-1"	30'-10"	62.5	3900	6'	YSD-1	10R	2	-	DP	U/A		8/8s			Built 3-8/53; Universal first 586/Ajax last 575 (need to confirm)
D&H	17775-17799	9-46	25	ACF 2962	10'-4"	14'-10"	30'-8 1/2"	50	3836	6'	YSD-1	10R	2	√	MurP	A	G1	8/8	A3		
D&RGW	67500-67749	3-46	250	PSC	10'-4"	14'-11"	30'-10 1/2"	50	3850	6'	YSD-1	12R	2	√	MurP	A	A1	8/8	A3	1WWSteel	Duryea u/f; straight side sills
D&RGW	67750-67999	3-46	250	PSC	10'-4"	14'-11"	30'-10 1/2"	50	3850	6'	7p Sup1	12R	2	√	MurP	U	G1	8/8	A3	1WWSteel	Duryea u/f; straight side sills
D&TS	3000-3049	2-48	50	PS 5891A	10'-6"	15'	30'-10"	50	3900	7'	YSD-1	10R	1	-	MurP	A	A1	8/8	S2		
ERIE	82000-82499	10-45	500	ACF 2779	10'-4"	14'-10"	30'-8 1/2"	50	3836	6'	YSD-1	10R	2	√	MurP	A/U/E	A1/G1	8/8	Note 2	1WWSteel	Ajax first 100/Universal next 200/Equipco last 200; Apex first 250/USG last 250
ERIE	82500-83199	7-46	700	ACF 2862	10'-4"	14'-10"	30'-8 1/2"	50	3836	6'	YSD-1	10R	2	√	MurP	A/U	A1/G1	8/8	Note 3	1WWSteel	Ajax/Apex first 400, Universal/USG last 300
ERIE	90000-90499	8-47	500	ACF 3116	10'-4"	14'-10"	30'-8 1/2"	50	3850	6'	YSD-1	12W	2	√	MurP	A	A1/G1	8/8	Note 4	1WWSteel	Apex first 300/USG last 200
Georgia	29000-29049	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M	A1	7/7	A3	CI	
GM&O	21000-21749	5-47	750	ACF 3057	10'-6"	14'-11"	30'-8 1/2"	50	3899	6'	YSD-2A	10R	1	√	MurP	A/M	G1/A1	7/7	A3	CI	Ajax/USG first 500, Miner/Apex last 250; riveted bolsters, welded stringers
GM&O	21750-21999	5-47	250	ACF 3057	10'-6"	14'-11"	30'-8 1/2"	50	3899	6'	7p Sup1	10R	1	√	MurP	M	A1	7/7	A3	CI	Riveted bolsters, welded stringers
GM&O	22000-22419	12-47	420	ACF 3141	10'-6"	14'-11"	30'-8 1/2"	50	3899	6'	YSD-2A	10R	1	√	MurP	A	G1	7/7	A3	CI	Riveted bolsters, welded stringers
GOC	222-251	9-47	30	PS 5876	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M	A1	7/7	A3	CI	Gulf Oil Corp.; lacks AB brakes
GTW	515000-515499	1-48	500	PS 5891	10'-6"	15'	30'-10"	60	3900	7'	YSD-1	10R	1	-	MurP	A	A1	8/8	S2	CI	
IC	29000-29499	4-46	500	IC-Centralia	10'-4"	14'-11"	30'-8 1/2"	50	3863	6'	7p Sup1	10R	2	-	MurP	M	G1/M	7/7	A3	Steel	USG (400 cars)/Morton (100 cars)
IC	29500-30499	4-47	1000	IC-Centralia	10'-4"	14'-11"	30'-10"	50	3963	6'	7p Sup1	10R	2	-	MurP	U/A	G1	7/7	Note 5		Universal (500 cars)/Ajax (500 cars)
IC	30500-31249**	4-48	750	IC-Centralia	10'-4"	14'-11"	30'-10"	50	3863	6'	YSD-2	10R	2**	-	DP	A	A1/M	7/7	A3		Ends mixed in series 30500-31999 with some cars receiving r+3-4 IDN ends
ITC	6500-6849	7-47	350	ACF 3063	10'-6"	15'	30'-8 1/2"	50	3902	6'	YSD-2A	10R	1	-	MurP	A	G1	7/7	A3/Dal2L	CI	A-3 first 300/Dalman last 50; riveted bolsters, welded stringers
L&N	15000-15399	9-46	400	ACF 2950	10'-6"	15'	30'-8 1/2"	50	3899	6'	YSD-1	10R	1	-	MurP	M	G1	7/7	S2 SP	CI	Riveted bolsters, welded stringers
L&N	15400-15599	5-46	200	ACF 2888	10'-6"	15'	30'-8 1/2"	50	3899	6'	YSD-1	10R	1	-	MurP	M	A1	7/7	A3	CI	Riveted bolsters, welded stringers
L&N	15600-15799	5-46	200	ACF 2888	10'-6"	15'	30'-8 1/2"	50	3899	6'	7p Sup1	10R	1	-	MurP	M	A1	7/7	Note 6	CI	Riveted bolsters, welded stringers
L&N	15800-16799	5-47	1000	MVC	10'-6"	15'	30'-8 1/2"	50	3899	6'	YSD-2A	10R	1	-	MurP	M	A1/G1	7/7	A3	CI	Apex 15800-16298/16799/USG 16299-16798
MKT	90080 only	11-49	1	PS 5891	10'-6"	15'	30'-10"	50	3903	7'	YSD-1	10R	1	-	MurP	A	A1	8/8	A3	Steel	R&D test car
NC&StL	19000-19499	9-47	500	PS 5866	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M	G1	7/7	A3	CI	XM35
NKP	5000-5249	8-46	250	PS 5840	10'-6"	15'	30'-8 1/2"	50	3900	7'	7p Sup1	10R	1	-	MurP	A	A1	8/8	A3/S2	1WWSteel	Built 8-9/46; A-3 first 200/S-2 last 50
NKP	5250-5499	9-46	250	PS 5840	10'-6"	15'	30'-8 1/2"	50	3900	7'	YSD-1	10R	1	-	MurP	A	A1	8/8	S2/A3	1WWSteel	Built 8-9/46; S-2 first 50/A-3 last 200
NKP	7000-7299	9-45	300	RSC 2559	10'-6"	15'	30'-8 1/2"	50	3908	6'	YSD-1	10R	1	-	MurP	A	A1	8/8	Note 7	CI	Built 8-12/45
NKP	7300-7499	10-45	200	RSC 2559	10'-6"	15'	30'-8 1/2"	50	3908	6'	7p Sup1	10R	1	-	MurP	A	A1	8/8	A3	CI	Built 8-12/45
NP	1000-1009	8-45	0	PS 5807	10'-6"	15'-1"	30'-10 7/8"	50	3897	6'	7p Sup1	10R	1	√	MurP	A	A1	8/8	A3	CI	10 cars re# 1954 from 29000-29499; painted green
NP	25000-25999	10-47	1000	NP-Brainerd	10'-6"	15'-1"	30'-11"	50	3915	6'	7p Sup1	10R	1	√	MurP	A*	A1/G1	8/8	A3	CI	Cars modified with straight side sills late 1950s
NP	29000-29499	8-45	500	PS 5807	10'-6"	15'-1"	30'-10 7/8"	50	3915	6'	7p Sup1	10R	1	√	MurP	A	A1	8/8	A3	CI	
NP	29500-29999	2-46	500	ACF 2786	10'-6"	15'-1"	30'-10 7/8"	50	3915	6'	YSD-1	10R	1	√	MurP	U	M/G1	8/8	S2*	1WWSteel	Morton first 250/USG last 250
NS	27000-27249	8-47	250	PS 5871	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	A	A1	7/7	A3	AAR CI	XM5
NYC	162000-163999	9-45	2000	DSI 826	10'-6"	15'	30'-9 1/2"	55	3898	6'	YSD-1	10R	1	√	MurP	Note 8	A1/G1	7/7	S2 SP/A3	CI	Lot 743-B; roping staples; Apex first 1,000/USG last 1,000; S-2 SP first 1,700/A-3 next 200/S-2 SP last 100
NYC	164000-164499	10-47	500	DSI 839	10'-6"	15'	30'-9 1/2"	55	3898	6'	YSD-2	10R	1	√	MurP	A/E	A1	7/7	S2	CI	Lot 759-B; roping staples; Apex first 300/Equipco last 200
NYC	164500-164499	10-47	500	DSI 839	10'-6"	15'	30'-9 1/2"	55	3898	6'	7p Sup1	10R	1	√	MurP	Ur/K	A1	7/7	S2	CI	Lot 759-B; roping staples; Ureco first 250/Klasing last 250
NYC	165000-165999	4-48	1000	GSC 495	10'-6"	15'	30'-9 1/2"	55	3898	6'	YSD-2	10R	1	√	MurP	M/A/E/K	A1	7/7	S2	CI	Lot 763-B; roping staples; Miner first 400/Ajax next 150/ Equipco next 200/Klasing last 250
NYC	166000-166599	5-48	600	ACF 3284	10'-6"	15'	30'-9 1/2"	55	3899	6'	YSD-2	10R	1	√	MurP	E/A	G1	7/7	S2	CI	Lot 764-B; roping staples; Equipco first 200/Ajax last 400
NYC	166600-166999	5-48	400	ACF 3284	10'-6"	15'	30'-9 1/2"	55	3899	6'	7p Sup1	10R	1	√	MurP	U	G1	7/7	S2	CI	Lot 764-B; roping staples
P&WV	1200-1299	12-46	100	ACF 2961	10'-4"	14'-11"	30'-8 1/2"	50	3836	8'	YSD-1	10R	2	√	MurP	E	G1	8/8	A3	CI	
PGE	4001-4075	12-47	75	CCF	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	MurP	A	A1	8/8s	S1L		
RDG	104000-104699	7-46	700	Reading	10'-6"	15'-1"	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	A	A1	7/7	S2 SP		XMw; Duryea u/f; note 9
RDG	106000-106799	9-47	800	Reading	10'-6"	15'	30'-10"	50	3898	8'	7p Sup1	10R	1	√	MurP	A	A1	7/7	S2 SP	1WWSteel	XMv; 300 cars to C&O 29000-29299 ca. 8-62
RI	25000-25249	4-46	250	PS 5817	10'-6"	15'	30'-10"	50	3898	6'	7p Sup1	12R	1	√	MurP	E	G1	7/7	S2	1WWSteel	
RI	25250-25499	4-46	250	PS 5817	10'-6"	15'	30'-10"	50	3898	6'	YSD-3	12R	1	√	MurP	E	G1	7/7	S2	1WWSteel	
SERX	800-805	11-47	6	ACF 3229	10'-6"	15'	30'-10"	70	3712	6'	YSD-2	12W	1	-	MurP	E	A1	7/7	DT SP	CI	Linde Tank Car; end doors; 4 roof hatches; straight side sills bolster to bolster; welded u/f
SERX	930-993	11-47	64	ACF 3229	10'-6"	15'	30'-10"	70	3712	6'	YSD-2	12W	1	-	MurP	E	A1	7/7	DT SP	CI	Linde Tank Car; end doors; 4 roof hatches; straight side sills bolster to bolster; welded u/f
Southern	23000-23241	7-47	242	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U	M	7/7	S2	CI	
Southern	23242-23268	7-47	27	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	U	M	7/7	S2	CI	
Southern	23269-23299	7-47	31	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U	M	7/7	S2	CI	
Southern	23300-23472	8-47	173	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	U	M	7/7	S2	CI	Note 10
Southern	23473-23486	8-47	14	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U	M	7/7	S2	CI	Note 10
Southern	262040-262049	8-47	10	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U	M	7/7	S2	CI	Note 10; CNO&TP
Southern	307025-307027	8-47	3	PS 58																	

**Postwar A.A.R. 40'-6" Box Cars, 10'-4"-10'-6" IH,
4-4 Improved Dreadnaught Ends and Canadian NSC Ends (1945-1950s)**

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	Push Pole	Roof Type	Hand Brake	Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
TH&B	3300-3599	5-53	300	NSC	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD	10R	2	-	DP	A	A2	8/8s	S2		Originally yellow/black
UP	196000-196999	7-46	1000	MVC	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-1	10ACR	1	√	MurP	Note 11	Note 12	7/7	S2 SP	1WWSteel	B-50-38; welded u/f
UP	197000-198499	4-47	1500	PS 5861	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-2A	10ACR	1	√	MurP	Note 13	Note 12	7/7	DT SP	1WWSteel	B-50-39; welded u/f
UP	198500-198999	11-47	500	GATC	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-2A	10ACR	1	√	MurP	Note 13	Note 12	7/7	S2/A3	1WWSteel	B-50-39; welded u/f; first 250 S-2/last 250 A-3
WAB	9200-9299	Var.	0	ACF/WAB	10'-6"	15'-1"	30'-10 1/8"	50	3847	6'	Various	10R/12W	1	-	MurP	M	A1	7/7	A3/S2 SP		Up to 100 cars equipped with DF Loaders, re# in 10-12/50; note 14
WAB	9363-9436	Var.	0	WAB-Decatur	10'-6"	15'-1"	30'-10 1/8"	50	3847	6'	7p Sup1	10R	1	-	MurP	M	A1	7/7	A3/S2 SP		Up to 74 cars equipped with DF Loaders, re# in 10-12/50; note 14
WAB	88000-88199	3-47	200	WAB-Decatur	10'-6"	15'-1"	30'-10 1/8"	50	3892	6'	7p Sup1	10R	1	-	MurP	M?	A1?	7/7	S2 SP		Straight side sills bolster to bolster; 26 cars equipped with DF Loaders and re# 9200-9436; note 14
WAB	88200-88699	12-48	500	ACF 3226	10'-6"	15'-1"	30'-10 1/8"	50	3892	6'	YSD-2	12W	1	-	MurP	M	A1	7/7	A3	1WSteel	55 cars equipped with DF loaders and re# 9200-9299 in 10-12/50
WAB	88700-89299	3-48	600	WAB-Decatur	10'-6"	15'-1"	30'-10 1/8"	50	3892	6'	7p Sup1	10R	1	-	MurP	M	A1	7/7	A3		Straight side sills bolster to bolster; built 3/48-1/49; 68 cars equipped with DF Loaders and re# 9200-9436; note 14
WofA	17600-17649	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M	A1	7/7	A3	CI	
WP	20551-20800	7-47	250	MVC 10559	10'-6"	15'	30'-8 1/2"	50	3898	7'	YSD-2A	10R	1	√	MurP	A	M	7/7	A3		Built 7-8/47
Quantity built: 85,496 (estimated)																					
General Notes:											Car Builders:										
Sometimes referred to as the 1944 A.A.R. Box Car, cars included in this roster follow the dimensions of the 10'-4" to 10'-6" IH A.A.R. box car design built starting in 1945.											ACF - American Car & Foundry Co.										
All cars in the list came with Improved Dreadnaught Ends (4 top - 4 bottom corrugations, i.e., 4-4) or equivalent ends from National Steel Co. (NSC).											CCF - Canadian Car & Foundry Co.										
Build dates are earliest month-year documented by photo or other data. Production for some series spanned several months.											DSI - Despatch Shops, Inc.										
"0" in the "Qty. Built" column means the cars were renumbered or second hand. See remarks for more information.											ECC - Eastern Car Co. (Canada)										
Capacity specified for cars as built and stencils on new cars; some cars may have changed during service.											GATC - General American Transportation Corp.										
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.											GSC - Greenville Steel Car Co.										
Canadian cars with 8/8s ladders had an integral sill step below the end ladder.											MVC*** - Mount Vernon Car Manufacturing Co.										
Cars were built during the transition of riveted to welded underframes.											NSC - National Steel Car Co. (Canada)										
Height to Run. Bd.: The height measured from the rail to the top of the running board (data taken from ORER).											PS - Pullman-Standard Car Manufacturing Co.										
											PSC - Pressed Steel Car Co.										
											RSC - Ralston Steel Car Co.										
											*** Division of H.K. Porter Co. 3/44, Division of PSC 3/46										
Numbered Notes:											Railroads with largest quantity of cars:										
1 - 20 cars modified for salt service (Youngstown flush doors) in 1957 and re# 40100-40129.											23,760 CN										
2 - Snub-up first 100/National B-1 next 150/A-3 Ride Control next 150/Barber S-2 last 100.											22,661 CP										
3 - National B-1 first 300/A-3 Ride Control next 100/Barber S-2 next 200/Snub-up last 200.											6,749 ATSF										
4 - Snub-up first 400/Barber S-2 last 100.											5,000 NYC										
5 - Barber S-2 (900 cars)/Snub-up (100 cars).											3,000 UP										
6 - A-3 Ride Control first 100/Barber S-2 SP last 100.											2,750 CB&Q										
7 - Double-Truss Spring-Plankless first 250/A-3 Ride Control last 50.											2,600 CNW (includes for 800 CMO)										
8 - Ajax first 162000-162499/Miner 162500-162981/Ureco 162982-162999/Miner 163000-163017/Ureco 163018-163348/											2,250 IC (estimated **)										
8 - (continued) Superior 163349/Ureco 163350-163500/Superior 163501-163699/Klasing 163700-163949/Superior 163950-163999.											1,800 L&N										
9 - Some cars re# ca. 1955 to 18000-18109 with DF Loaders and redesignated Class XMwa.											1,700 Erie										
10 - Original order included series 405000-405199 that was replaced by 23300-23486, 262040-262049, and 307025-307027.											1,500 Reading										
11 - Ajax/Universal/Equipco/and Miner (unknown quantities/car number assignments).											1,420 GM&O										
12 - Apex/USG (unknown quantities, car number assignments).											1,300 WAB										
13 - Ajax/Universal/Equipco/Miner/Superior/Ureco (unknown quantities/car number assignments for entire B-50-39 series).											1,000 NKP										
14 - 149 cars from 88000-89299 randomly re# 9200-9299/9363-9436 in 10-12/50 when cars received DF Loaders.											1,000 Southern										
** - IC 30500-31999 was built in 1948 during a transition when IDN ends were being phased from 4-4 to r+3-4 with top rectangular corrugation.																					
An undetermined number of cars came with 4-4 IDN ends and r+3-4 IDN ends, respectively. Photos confirm 30740 with 4-4 IDN ends and 31312/31448 with r+3-4 IDN ends. For this roster, 750 cars have been attributed as having 4-4 IDN ends.																					
											References:										
											<i>Railmodel Journal</i> , September 1989, October 1989, November 1989										
											<i>Railmodel Journal</i> , October 1999, November 1999, January 2000										
											<i>Railroad Model Craftsman</i> Aug. 1993, Feb. 1994, and Oct. 1994, articles on Canadian cars										
											<i>Burlington Bulletin</i> #7										
											<i>Santa Fe Historical and Modeling Society</i> Volume 4 - Box Cars 1869-1953										
											<i>Southern Railway Equipment Drawings & Photographs</i> , SRHA										
											<i>Union Pacific Freight Cars</i> by Terry Metcalfe										
											<i>Western Pacific Historical Society Headlight</i> - Spring 1990										
Door Type:											Roof Type:										
5p Sup - 5-panel Superior											DP - Diagonal panel										
5p Sup/R - Canadian version of 5-panel Superior door											A - Ajax										
7P Sup1 - 7-panel Superior with panels of equal width and placard mounted to horizontal stiffener											CC - Canadian Cardwell										
YSD - Youngstown Steel Door (type not confirmed)											E - Equipco										
YSD-1 - Youngstown Steel Door (prewar version, 3 sections, flat joints)											K - Klasing										
YSD-2 - Improved Youngstown Steel Door with 4/5/5 corrugations (counting top to bottom)											M - Miner										
YSD-2A - Improved Youngstown Steel Door with 5/5/4 corrugations (counting top to bottom)											U - Universal										
YSD-3 - Youngstown Steel Door, interim design with wide raised panel joints											Ur - Ureco										
											Trucks:										
											A3 - A-3 Ride Control										
											Dal2L - Dalman Two-Level										
											DT - Double truss										
											S1L - Barber S-1 with Lateral Motion Device										
											S2 - Barber Stabilized S-2										
											SP - Spring planks										
											SPL - Spring plankless										
Side Construction:											Running Boards & Brake Step:										
10ACR - 10-panel alternating center rivets											1 - 4-4 Improved Dreadnaught (all major corrugations full width)										
10R - 10-panel riveted											A1 - Apex Tri-lok (3 1/2" centers)										
12R - 12-panel riveted											A2 - Apex Tri-lok (5 7/8" centers)										
12W - 12-panel welded											B1 - Blaw-Knox (4" centers)										
											G - U.S. Gypsum (USG) (expanded metal)										
											K - Kerrigan										
											M - Morton										
											W - Wood										
											Wheels:										
											1WWSteel - One-wear wrought (wrot) steel										
											MWWSteel - Multiple-wear wrought (wrot) steel										
											CI - Cast iron										
											CS - Cast steel										