

**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
A&WP	37600-37649	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M
AA	68000-68049	5-47	50	WAB-Decatur	10'-6"	15'	30'-10 1/8"	50	3892	6'	YSD-1	10R	1	-	MurP	M
ATSF	30000-31249	12-49	1250	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A
ATSF	34000-35049	5-51	1050	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A
ATSF	35250-35998	7-52	749	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A
ATSF	38000-38699	5-52	700	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	DP	A
ATSF	138700-139199	12-45	500	MVC	10'-6"	15'-1"	30'-10 1/8"	50	3972	6'	YSD-3	10R	1	-	MurP	A
ATSF	274000-274739	10-46	740	PS 5832	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A
ATSF	274740-274749	10-46	10	PS 5832	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12W	1	-	MurP	A
ATSF	274750-275499	3-48	750	GATC 2985	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A
ATSF	275500-276499	3-48	1000	ATSF-Topeka	10'-6"	15'-1"	31'-0"	50	3972	6'	YSD-2A	12R	1	-	MurP	A
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	
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*
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*
CIL	1-250	6-47	250	PS 5860	10'-6"	15'	30'-10"	50	3900	6'	7p Sup1	10W	1	-	MurP	A
CIL	251-500	6-47	250	PS 5860	10'-6"	15'	30'-10"	50	3900	6'	YSD-2A	10W	1	-	MurP	A
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
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
CMO	38300-39098	9-48	400	ACF 3256	10'-6"	15'	31'-0"	50	3902	6'	7p Sup1	10R	1	√	MurP	M/U
CN	522500-523999	1-48	1500	CCF 1759	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A
CN	524000-524499	2-48	500	NSC P-633	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	NSC-2	-	MurP	A
CN	524500-526199	10-47	1700	ECC 4715	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A
CN	526200-526499	6-48	300	ECC 4870	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A
CN	526500-527199	4-48	700	CCF 1759	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A/U
CN	527200-528199	8-48	1000	CCF 1822	10'-6"	15'	30'-10"	60	3900	6'	YSD-1	10R	2	-	MurP	A
CN	528200-530199	5-51	2000	CCF 1958	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A
CN	530200-531699	5-51	1500	NSC P-2000	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U
CN	531700-533199	5-51	1500	ECC 5600	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U
CN	533200-533449	7-52	250	CCF 2028	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A
CN	533450-534199	8-52	750	CCF 2028	10'-6"	15'-1"	30'-10"	60	3900	6'	5p Sup	10R	2	-	DP	A
CN	534200-534699	11-52	500	CCF 2033	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	A
CN	534700-534959	10-52	260	ECC 5900	10'-6"	15'-1"	30'-10"	60	3900	6'	YSD-2	10R	2	-	DP	U
CN	534960-536159	6-53	1200	CCF 2072	10'-6"	15'-1"	30'-10"	62.5	3900	6'	5p Sup	10R	2	-	DP	U
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
CN	537560-538759	5-54	1200	CCF 2081	10'-6"	15'-1"	30'-10"	60	3900	6'	5p Sup	10R	2	-	DP	U
CN	538760-539009	9-54	250	ECC 6459	10'-6"	15'-1"	30'-10"	3900	3900	6'	YSD-2	10R	NSC-3	-	DP	U
CN	539010-540009	11-55	1000	ECC 6874	10'-6"	15'-1"	30'-10"	3900	3900	6'	YSD-2	10R	NSC-3	-	DP	U
CN	540010-540259	1-56	250	CCF 2139	10'-6"	15'-1"	30'-10"	3900	3900	6'	5p Sup	10R	2	-	PS	A
CN	540260-540509	1-56	750	CCF 2139	10'-6"	15'-1"	30'-10"	3900	3900	6'	5p Sup	10R	2	-	DP	A
CN	540510-540759	1-56	250	NSC P-3620	10'-6"	15'-1"	30'-10"	3900	3900	6'	YSD-2	10R	NSC-3	-	PS	K
CN	540760-541659	6-56	900	CCF 2153	10'-6"	15'-1"	30'-10"	3900	3900	8'	5p Sup/R	10R	2	-	DP	U
CN	541660-542059	6-56	400	NSC P-3760	10'-6"	15'-1"	30'-10"	3900	3900	8'	YSD-2	10R	NSC-3	-	PS	U
CN	542060-542759	5-56	700	ECC 7067	10'-6"	15'-1"	30'-10"	3900	3900	8'	YSD-2	10R	NSC-3	-	PS	A
CN	542760-543759	1-57	1000	CCF 2165	10'-6"	15'-1"	30'-10"	60	3900	8'	5p Sup/R	10R	2	-	DP	U
CN	543760-544759	12-56	1000	NSC P-3910	10'-6"	15'-1"	30'-10"	3900	3900	8'	YSD-2	10R	NSC-3	-	PS	A
CN	544760-545659	12-56	1000	ECC 7157	10'-6"	15'-1"	30'-10"	3900	3900	8'	YSD-2	10R	NSC-3	-	PS	A

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

Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
A1	7/7	A3	CI	
A1?	7/7	A3	Steel	Straight side sills bolster to bolster
A1,K	7/7	A3	1WWSteel	Bx-53; delivered 12/49-1/51; welded u/f; some cars re# 37300 series in 1950
A1	7/7	A3	1WWSteel	Bx-60; welded u/f; built 3-5/51
A1/G1	7/7	A3	1WWSteel	Bx-63; welded u/f; Apex first 25/USG last 724; one car re# to 10000; note 1
A1	7/7	A3	1WWSteel	Bx-62; welded u/f
M/G1/A1	7/7	A3	1WWSteel	Bx-44; Morton first 125/USG next 125/Apex last 250
G1	7/7	A3	1WWSteel	Bx-48
G1	7/7	A3	1WWSteel	Bx-48
G1	7/7	A3	1WWSteel	Bx-51; welded u/f
G1*	7/7	A3	1WWSteel	Bx-50; welded u/f
	8/8	DT SPL	1WSteel	XM-32A
W	8/8	DT SPL	1WSteel	XM-32A
A1	8/8	DT SPL	1WSteel	XM-32A
G1	8/8	S2/A3	1WWSteel	S-2 (1-100/201-250)/A-3 (101-200)
A1	8/8	S2/A3	1WWSteel	S-2 first 50/A-3 last 200
A1/G1	7/7	A3	CI	Even nos.; Duryea u/f; Apex first 200/USG last 100
G1	7/7	A3	CI	Even nos.; Duryea u/f
A1	7/7	A3	CI	Even nos.; built 9-10/48; Miner first 200/Universal last 200; riveted bolsters, welded stringers
	8/8s	S2		Built 1-4/48
	8/8s			Built 2-3/48
	8/8s	S2	CI	Built 10/47-3/48
	8/8s			Built 6-7/48
	8/8s	S2		Built 4-5/48
	8/8s			Built 8-10/48
	8/8s			Built 5-9/51
A1	8/8s	S2	CI	Built 5-7/51; welded end sheets
	8/8s			Built 5-10/51
	8/8s			Built 7-8/52
	8/8s	S2		Built 8-9/52
	8/8s			Built 11-12/52
	8/8s			Built 10-11/52
A2	8/8s	S2		Built 6-9/53
	8/8s	S2		Built 3-4/54
A2	8/8s	S2		Built 5-7/54
	8/8s			Built 9-10/54
A2	8/8s	S2		Built 11/55-3/56
	8/8s			
A2	8/8s	S2		Built 1-2/56
	8/8s			Built 1-2/56
	8/8s	S2		Built 6-8/56
	8/8s			Built 6-7/56
	8/8s			Built 5-7/56
A2	8/8s	S2		Built 1-2/57
	8/8s			Built 12/56-4/57
	8/8s			Built 12/56-3/57

**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
CNW	84300-85698	8-48	700	ACF 3255	10'-6"	15'	31'-0"	50	3902	6'	YSD-2	10R	1	√	MurP	A
CNW	85700-86298	8-48	300	ACF 3255	10'-6"	15'	31'-0"	50	3902	6'	7p Sup1	10R	1	√	MurP	E
CNW	142100-143698	10-46	800	GATC 2969	10'-6"	15'	31'-0"	50	3902	6'	YSD-1	10R	1	√	MurP	A/M
CP	50000-50999	8-56	1000	CCF	10'-6"	15'-1"	30'-10"		3900	8'	5p Sup/R	10R	2	-	DP	A
CP	51000-51999	5-56	1000	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	NSC-3	-	PS	U
CP	52000-52499	7-56	500	ECC 7068	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	2	-	DP	A
CP	52500-52899	12-56	400	CCF	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	2	-	DP	A
CP	52900-53199	12-56	300	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD	10R	NSC-3	-	PS	U
CP	53200-54199	4-57	1000	CCF	10'-6"	15'-1"	30'-10"	62	3900	8'	5p Sup/R	10W	2	-	DP	A
CP	54200-55199	1-57	1000	NSC	10'-6"	15'-1"	30'-10"		3900	8'	YSD		NSC-3	-	PS	CC
CP	140200-140949	3-54	750	CCF	10'-6"	15'-1"	30'-10"		3900	6'	YSD	10R	2	-	DP	A
CP	140950-141699	1-54	750	NSC	10'-6"	15'-1"	30'-10"		3900	6'	YSD	10R	NSC-3	-	DP	A
CP	141700-142199	8-55	500	CCF	10'-6"	15'-1"	30'-10"	63	3900	6'	5p Sup	10R	2	-	DP	U
CP	142200-142699	10-55	500	NSC	10'-6"	15'-1"	30'-10"		3900	6'	YSD	10R	NSC-3	-	PS	A
CP	252250-253999	9-47	1750	CCF	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	MurP	A
CP	254000-254749	10-47	750	NSC P-730	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	MurP	A
CP	254750-255499	3-48	750	NSC P-790	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	MurP	A
CP	255500-256499	12-48	1000	NSC P-921	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A
CP	256500-256999	2-49	500	NSC P-995	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	MurP	A
CP	257000-257199	9-50	200	ECC 5457	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A
CP	257200-257499	9-50	300	CCF	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U
CP	257500-258199	12-50	700	NSC P-1950	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	DP	A
CP	258200-258499	1-51	300	ECC 5570	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U
CP	258500-258999	3-51	500	ECC 5570	10'-6"	15'-1"	30'-10"	61.5	3900	6'	YSD-1	10R	2	-	DP	U
CP	259000-259499	3-51	500	NSC P-1990	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U
CP	259500-260499	3-51	1000	CCF 1957	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A
CP	260500-261399	7-51	900	CCF	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A
CP	261400-261699	7-51	300	NSC P-2051	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	DP	U
CP	261700-262699	7-51	1000	NSC P-2100	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U/A
CP	262700-263899	2-52	1200	CP	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	A/U
CP	263900-264899	6-52	1000	CCF 2028	10'-6"	15'-1"	30'-10"	62.5	3900	6'	YSD-1	10R	2	-	DP	A
CP	264900-265249	4-53	350	NSC	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U
CP	265250-266049	8-52	800	CP	10'-6"	15'-1"	30'-10"		3900	6'	YSD-1	10R	2	-	DP	U/A
CP	266050-267210	3-53	1161	CP	10'-6"	15'-1"	30'-10"	62.5	3900	6'	YSD-1	10R	2	-	DP	U/A
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
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
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
D&TS	3000-3049	2-48	50	PS 5891A	10'-6"	15'		50	3900	7'	YSD-1	10R	1	-	MurP	A
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
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
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
Georgia	29000-29049	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M
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
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
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
GOC	222-251	9-47	30	PS 5876	10'-6"	15'		50	3899	6'	YSD-2A	10R	1	√	MurP	M
GTW	515000-515499	1-48	500	PS 5891	10'-6"	15'		60	3900	7'	YSD-1	10R	1	-	MurP	A

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

Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
A1	7/7	A3	CI	Even nos.; riveted bolsters, welded stringers
A1	7/7	A3	CI	Even nos.; riveted bolsters, welded stringers
A1/G1	7/7	S2	CI	Even nos.; Ajax first 200/Miner last 600; Apex first 400/USG last 400
	8/8s			Built 8-10/56
	8/8s			Built 5-6/56
	8/8s			Built 7-9/56
	8/8s			
	8/8s	S2	CS	Built 4-8/57
	8/8s			Built 1-3/57; Canadian Cardwell hand brakes
	8/8s			Built 3-5/54
	8/8s			Built 1-2/54
	8/8s			
	8/8s			Built 10-11/55
A1*	8/8s	S1L	CI	Built 10/47-3/48; last car welded side panels
	8/8s		CI	Built 10-12/47
A1*	8/8s	S1L	CI	Built 3-4/58
	8/8s		CI	Built 12/48-1/49
	8/8s	S1L	CI	Built 2-3/49
	8/8s		CI	Built 9-11/50
	8/8s		CI	Built 9-11/50
	8/8s	S2	CI	Built 12/50-1/51
A1*	8/8s	S2	CI	Built 12/50-1/51
A1*	8/8s	S2		Built 3-5/51
A1*	8/8s	S2		Built 3-5/51
	8/8s			Built 3-5/51
	8/8s			Built 7/51-1/52
	8/8s	S2		Built 7/51-1/52
	8/8s			Built 7/51-1/52; Universal first 500/Ajax last 500
	8/8s			Built 2-8/52; Ajax first 500/Universal last 500
	8/8s		AAR CI	Built 6-7/52, 12/52-1/53
	8/8s			Built 4-5/53
	8/8s			Built 8-11/52; Universal first 400/Ajax last 400
	8/8s			Built 3-8/53; Universal first 586/Ajax last 575 (need to confirm)
G1	8/8	A3		
A1	8/8	A3	1WWSteel	Duryea u/f; straight side sills
G1	8/8	A3	1WWSteel	Duryea u/f; straight side sills
A1	8/8	S2		
A1/G1	8/8	Note 2	1WWSteel	Ajax first 100/Universal next 200/Equipco last 200; Apex first 250/USG last 250
A1/G1	8/8	Note 3	1WWSteel	Ajax/Apex first 400, Universal/USG last 300
A1/G1	8/8	Note 4	1WWSteel	Apex first 300/USG last 200
A1	7/7	A3	CI	
G1/A1	7/7	A3	CI	Ajax/USG first 500, Miner/Apex last 250; riveted bolsters, welded stringers
A1	7/7	A3	CI	Riveted bolsters, welded stringers
G1	7/7	A3	CI	Riveted bolsters, welded stringers
A1	7/7	A3	CI	Gulf Oil Corp.; lacks AB brakes
A1	8/8	S2	CI	

**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
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
IC	29500-30499	4-47	1000	IC-Centralia	10'-4"	14'-11"	30'-10"	50	3963	6'	7p Sup1	10R	2	-	MurP	U/A
IC	30500-31249**	4-48	750	IC-Centralia	10'-4"	14'-11"	30'-10"	50	3863	6'	YSD-2	10R	2**	-	DP	A
ITC	6500-6849	7-47	350	ACF 3063	10'-6"	15'	30'-8 1/2"	50	3902	6'	YSD-2A	10R	1	-	MurP	A
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
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
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
L&N	15800-16799	5-47	1000	MVC	10'-6"	15'	30'-8 1/2"	50	3899	6'	YSD-2A	10R	1	-	MurP	M
MKT	90080 only	11-49	1	PS 5891	10'-6"	15'	30'-10"	50	3903	7'	YSD-1	10R	1	-	MurP	A
NC&StL	19000-19499	9-47	500	PS 5866	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M
NKP	5000-5249	8-46	250	PS 5840	10'-6"	15'	30'-8 1/2"	50	3900	7'	7p Sup1	10R	1	-	MurP	A
NKP	5250-5499	9-46	250	PS 5840	10'-6"	15'	30'-8 1/2"	50	3900	7'	YSD-1	10R	1	-	MurP	A
NKP	7000-7299	9-45	300	RSC 2559	10'-6"	15'	30'-8 1/2"	50	3908	6'	YSD-1	10R	1	-	MurP	A
NKP	7300-7499	10-45	200	RSC 2559	10'-6"	15'	30'-8 1/2"	50	3908	6'	7p Sup1	10R	1	-	MurP	A
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
NP	25000-25999	10-47	1000	NP-Brainerd	10'-6"	15'-1"	30'-11"	50	3915	6'	7p Sup1	10R	1	√	MurP	A*
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
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
NS	27000-27249	8-47	250	PS 5871	10'-6"	15'	30'-10 7/8"	50	3899	6'	YSD-2A	10R	1	√	MurP	A
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
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
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
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
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
NYC	166600-166999	5-48	400	ACF 3284	10'-6"	15'	30'-9 1/2"	55	3899	6'	7p Sup1	10R	1	√	MurP	U
P&WV	1200-1299	12-46	100	ACF 2961	10'-4"		30'-8 1/2"	50	3836	8'	YSD-1	10R	2	√	MurP	E
PGE	4001-4075	12-47	75	CCF	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	MurP	A
RDG	104000-104699	7-46	700	Reading	10'-6"	15'-1"	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	A
RDG	106000-106799	9-47	800	Reading	10'-6"	15'	30'-10"	50	3898	8'	7p Sup1	10R	1	√	MurP	A
RI	25000-25249	4-46	250	PS 5817	10'-6"	15'	30'-10"	50	3898	6'	7p Sup1	12R	1	√	MurP	E
RI	25250-25499	4-46	250	PS 5817	10'-6"	15'	30'-10"	50	3898	6'	YSD-3	12R	1	√	MurP	E
SERX	800-805	11-47	6	ACF 3229	10'-6"	15'	30'-10"	70	3712	6'	YSD-2	12W	1	-	MurP	E
SERX	930-993	11-47	64	ACF 3229	10'-6"	15'	30'-10"	70	3712	6'	YSD-2	12W	1	-	MurP	E
Southern	23000-23241	7-47	242	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U
Southern	23242-23268	7-47	27	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	U
Southern	23269-23299	7-47	31	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U
Southern	23300-23472	8-47	173	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	7p Sup1	10R	1	√	MurP	U
Southern	23473-23486	8-47	14	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U
Southern	262040-262049	8-47	10	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U
Southern	307025-307027	8-47	3	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	U
Southern	330000-330499	10-46	500	PS 5855	10'-6"	15'	30'-10 1/2"	50	3898	8'	YSD-2A	10R	1	√	MurP	M
SP&S	11000-11249	5-46	250	PS 5826	10'-6"	15'-1"	30'-10 7/8"	50	3915	6'	7p Sup1	10R	1	√	MurP	A
SP&S	11250-11499	5-46	250	PS 5826	10'-6"	15'-1"	30'-10 7/8"	50	3815	6'	YSD-1	10R	1	√	MurP	A

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

Run. Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
G1/M	7/7	A3	Steel	USG (400 cars)/Morton (100 cars)
G1	7/7	Note 5		Universal (500 cars)/Ajax (500 cars)
A1/M	7/7	A3		Ends mixed in series 30500-31999 with some cars receiving r+3-4 IDN ends
G1	7/7	A3/Dal2L	CI	A-3 first 300/Dalman last 50; riveted bolsters, welded stringers
G1	7/7	S2 SP	CI	Riveted bolsters, welded stringers
A1	7/7	A3	CI	Riveted bolsters, welded stringers
A1	7/7	Note 6	CI	Riveted bolsters, welded stringers
A1/G1	7/7	A3		Apex 15800-16298/16799/USG 16299-16798
A1	8/8	A3	Steel	R&D test car
G1	7/7	A3	CI	XM35
A1	8/8	A3/S2	1WWSteel	Built 8-9/46; A-3 first 200/S-2 last 50
A1	8/8	S2/A3	1WWSteel	Built 8-9/46; S-2 first 50/A-3 last 200
A1	8/8	Note 7	CI	Built 8-12/45
A1	8/8	A3	CI	Built 8-12/45
A1	8/8	A3	CI	10 cars re# 1954 from 29000-29499; painted green
A1/G1	8/8	A3		Cars modified with straight side sills late 1950s
A1	8/8	A3	CI	
M/G1	8/8	S2*	1WWSteel	Morton first 250/USG last 250
A1	7/7	A3	AAR CI	XM5
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
A1	7/7	S2	CI	Lot 759-B; roping staples; Apex first 300/Equipco last 200
A1	7/7	S2	CI	Lot 759-B; roping staples; Ureco first 250/Klasing last 250
A1	7/7	S2	CI	Lot 763-B; roping staples; Miner first 400/Ajax next 150/ Equipco next 200/ Klasing last 250
G1	7/7	S2	CI	Lot 764-B; roping staples; Equipco first 200/Ajax last 400
G1	7/7	S2	CI	Lot 764-B; roping staples
G1	8/8	A3	CI	
A1	8/8s	S1L		
A1	7/7	S2 SP		XMw; Duryea u/f; note 9
A1	7/7	S2 SP	1WWSteel	XMv; 300 cars to C&O 29000-29299 ca. 8-62
G1	7/7	S2	1WWSteel	
G1	7/7	S2	1WWSteel	
A1	7/7	DT SP	CI	Linde Tank Car; end doors; 4 roof hatches; straight side sills bolster to bolster; welded u/f
A1	7/7	DT SP	CI	Linde Tank Car; end doors; 4 roof hatches; straight side sills bolster to bolster; welded u/f
M	7/7	S2	CI	
M	7/7	S2	CI	
M	7/7	S2	CI	
M	7/7	S2	CI	Note 10
M	7/7	S2	CI	Note 10
M	7/7	S2	CI	Note 10; CNO&TP
M	7/7	S2	CI	Note 10; AGS
M	7/7	S2	CI	Note 10; NO&NE
A1/B1	8/8	A3	1WSteel	Apex first 125/Blaw-Knox last 125
M/G1	8/8	A3	1WSteel	Morton first 125/USG last 125

**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
TH&B	3000-3299	7-49	300	NSC	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD-1	10R	2	-	DP	A
TH&B	3300-3599	5-53	300	NSC	10'-6"	15'-1"	30'-10"	62	3900	6'	YSD	10R	2	-	DP	A
UP	196000-196999	7-46	1000	MVC	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-1	10ACR	1	√	MurP	Note 11
UP	197000-198499	4-47	1500	PS 5861	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-2A	10ACR	1	√	MurP	Note 13
UP	198500-198999	11-47	500	GATC	10'-6"	15'-1"	30'-11"	50	3920	6'	YSD-2A	10ACR	1	√	MurP	Note 13
WAB	9200-9299	Var.	0	ACF/WAB	10'-6"	15'-1"	30'-10 1/8"	50	3847	6'	Various	10R/12W	1	-	MurP	M
WAB	9363-9436	Var.	0	WAB-Decatur	10'-6"	15'-1"	30'-10 1/8"	50	3847	6'	7p Sup1	10R	1	-	MurP	M
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?
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
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
WofA	17600-17649	9-47	50	PS 5869	10'-6"	15'	30'-10"	50	3899	6'	YSD-2A	10R	1	√	MurP	M
WP	20551-20800	7-47	250	MVC 10559	10'-6"	15'	30'-8 1/2"	50	3898	7'	YSD-2A	10R	1	√	MurP	A
Quantity built: 85,496 (estimated)																
General Notes:																
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.																
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).																
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.																
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.																
Canadian cars with 8/8s ladders had an integral sill step below the end ladder.																
Cars were built during the transition of riveted to welded underframes.																
Height to Run. Bd.: The height measured from the rail to the top of the running board (data taken from ORER).																
Numbered Notes:																
1 - 20 cars modified for salt service (Youngstown flush doors) in 1957 and re# 40100-40129.																
2 - Snub-up first 100/National B-1 next 150/A-3 Ride Control next 150/Barber S-2 last 100.																
3 - National B-1 first 300/A-3 Ride Control next 100/Barber S-2 next 200/Snub-up last 200.																
4 - Snub-up first 400/Barber S-2 last 100.																
5 - Barber S-2 (900 cars)/Snub-up (100 cars).																
6 - A-3 Ride Control first 100/Barber S-2 SP last 100.																
7 - Double-Truss Spring-Plankless first 250/A-3 Ride Control last 50.																
8 - Ajax first 162000-162499/Miner 162500-162981/Ureco 162982-162999/Miner 163000-163017/Ureco 163018-163348/																
8 - (continued) Superior 163349/Ureco 163350-163500/Superior 163501-163699/Klasing 163700-163949/Superior 163950-163999.																
9 - Some cars re# ca. 1955 to 18000-18109 with DF Loaders and redesignated Class XMWA.																
10 - Original order included series 405000-405199 that was replaced by 23300-23486, 262040-262049, and 307025-307027.																
11 - Ajax/Universal/Equipco/and Miner (unknown quantities/car number assignments).																
12 - Apex/USG (unknown quantities, car number assignments).																
13 - Ajax/Universal/Equipco/Miner/Superior/Ureco (unknown quantities/car number assignments for entire B-50-39 series).																
14 - 149 cars from 88000-89299 randomly re# 9200-9299/9363-9436 in 10-12/50 when cars received DF Loaders.																
** - 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.																

**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
Legend: * - For any appliance, means there could be other types (type listed is documented with photo).																
Door Type:																
5p Sup - 5-panel Superior									Hand Brake:							
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							
Side Construction:																
10ACR - 10-panel alternating center rivets									Running Boards & Brake Step:							
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							
End Type:																
1 - 4-4 Improved Dreadnaught (all major corrugations full width)									M - Morton							
2 - 4-4 Improved Dreadnaught (top corrugation shorter than others)									W - Wood							
NSC-2 - National Steel Co. end style 2 (see RMC articles)									Trucks:							
NSC-3 - National Steel Co. end style 3 (see RMC articles)									A3 - A-3 Ride Control							
									Dal2L - Dalman Two-Level							
Roof Type:																
DP - Diagonal panel									DT - Double truss							
MurP - Murphy raised panel									S1L - Barber S-1 with Lateral Motion Device							
PS - Pullman-Standard PS-1									S2 - Barber Stabilized S-2							
									SP - Spring planks							
									SPL - Spring plankless							
References:																
Railmodel Journal, September 1989, October 1989, November 1989									Wheels:							
Railmodel Journal, October 1999, November 1999, January 2000									1WWSteel - One-wear wrought (wrot) steel							
Railroad Model Craftsman Aug. 1993, Feb. 1994, and Oct. 1994, articles on Canadian cars									MWWSteel - Multiple-wear wrought (wrot) steel							
Burlington Bulletin #7									CI - Cast iron							
Santa Fe Historical and Modeling Society Volume 4 - Box Cars 1869-1953									CS - Cast steel							
Southern Railway Equipment Drawings & Photographs, SRHA																
Union Pacific Freight Cars by Terry Metcalfe																
Western Pacific Historical Society Headlight - Spring 1990																