

Postwar A.A.R. 40'-6" Box Cars, 10'-4" to 10'-6" IH,  
R+3-4 IDN (Early Version), Built 1948-1954, Plus CP Cars Built 1957

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	Placards	Side Constr.	Push-Pole	Roof Type	Hand Brake	Running Boards/ Brake Step	Ladder Rungs	Trucks	Wheels (original)	Remarks/Notes
AA	250-299	1-50	0	Wabash-Decatur	10'-6"	15'-1"	30'-10 1/8"	50	3892	6'	YSD-2	H-C	10R	-	DP	M	A1	7/7	A3	1WSteel	Note 1; straight side sills bolster to bolster; roping staples
AA	1000-1099	2-51	100	ACF 3494	10'-6"	15'	30'-10"	50	3898	7'	YSD-2	H-C	12W	✓	DP	U	A1	7/7	A3	1WWSteel	Welded u/f
ACL	21630-23429	5-49	1800	ACF 3324	10'-6"	15'	30'-10"	50	3898	6'	YSD-2	H-C	12W	-	DP	M	A1	7/7	S2	1WWSteel	O-26, welded u/f
C&EI	3550-3555	2-51	0	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	8'	YSD-2	H-C	12W	-	DP	C	G1	8/8	A3	1WSteel	Former 65000-series, 6 cars re# in 1953; DF
C&EI	3556-3560	2-51	0	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	8'	Int'l	H-C	12W	-	DP	C	G1	8/8	A3	1WSteel	Former 65000-series, 5 cars re# in 1953; DF
C&EI	3572-3575	2-51	0	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	6'	YSD-2	H-C	12W	-	DP	C	G1	8/8	A3	1WSteel	Former 65000-series, 4 cars re# in 1959 for Chevy engines
C&EI	65000-65199	2-51	200	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	6'	YSD-2	H-C	12W	-	DP	C	G1	8/8	A3	1WSteel	Straight side sills
C&EI	65200-65299	2-51	100	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	6'	Utility	H-C	12W	-	DP	C	G1	8/8	A3	1WSteel	Straight side sills
C&EI	65300-65499	3-52	200	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	6'	YSD-2	H-C	12W	-	DP	C	G1	8/8	A3	Cl	Straight side sills
C&EI	66200-66299	5-52	100	C&EI-Danville (EIEC)	10'-6"	15'	30'-10"	50	3897	6'	YSD-2	H-C	12W	-	DP	C	G1	8/8	S2	Cl	Straight side sills; NSF last 25 cars
C&S	1000-1249	1-51	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	G1	8/8	A3		XM-32B
C&S	1250-1499	11-51	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	H-C	10R	-	DP	A*	M*	8/8	A3	AAR Cl	XM-32C
C&WC	8500-8599	6-49	100	ACF 3324	10'-6"	15'	30'-10"	50	3898	6'	YSD-2	H-C	12W	-	DP	M	A1	7/7	S2	1WWSteel	O-26, welded u/f
CB&Q	17000-17799	3-50	800	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	A3	1WSteel	XM-32B
CB&Q	17800-18399	-50	600	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	S2	1WSteel	XM-32B
CB&Q	18400-18699	-51	300	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	A3	1WSteel	XM-32C
CB&Q	18700-19399	9-51	700	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	S2	1WSteel	XM-32C
CB&Q	37000-37749	7-48	750	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	MurP	A	A1	8/8	S2	1WSteel	XM-32A
CB&Q	60000-61499	6-53	1500	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	A3	1WSteel	XM-32D
CB&Q	61500-62249	11-53	750	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	5p Sup	H-C	10R	-	DP	A	A2	8/8	S2	1WSteel	XM-32D
CNJ	20500-20799	4-53	300	ACF 3747	10'-6"	15'-1"	30'-10"	50	3898	7'	5p Sup	H-C	12W	-	DP	M	A2	7/7	A3	1WWSteel	Welded u/f
CNJ	20800-20999	4-53	200	ACF 3747	10'-6"	15'-1"	30'-10"	50	3898	7'	YSD-2	H-C	12W	-	DP	M	A2	7/7	A3	1WWSteel	Welded u/f
CP	55200-55524	11-57	325	CP	10'-6"	15'-1"	30'-10"	62	3900	8'	YSD	L-O	10R	-	DP			8/8s	S2		Welded end panels
CP	55525-56024	12-57	500	CCF	10'-6"	15'-1"	30'-10"	62	3900	8'	5p Sup(R)	L-O	10R	-	DP			8/8s			
D&H	18100-18249?	7-49	150	D&H-Oneonta	10'-6"	15'	30'-8 1/2"	50	3900	6'	YSD-2	H-C	10W	✓	DP	A	G1	8/8	S2		Roping staples; door split unconfirmed
D&H	18250?-18399	10-49	150	D&H-Oneonta	10'-6"	15'	30'-8 1/2"	50	3900	6'	7p Sup2	H-C	10W	✓	DP	A	G1	8/8	S2		Roping staples; door split unconfirmed
DT&I	14300-14549	10-50	250	GSC 544	10'-6"	15'-1"	30'-11"	50	3898	8'	YSD-2	H-C	10R	-	DP	A	K	7/7	A3	1WWSteel	Straight side sills bolster to bolster; door gussets; roping staples; converted in 1959 as XI insulated cars and re# 19300-19449
DT&I	19300-19449	10-50	0	GSC 544	9'-4"	15'-1"	30'-11"	50	3328	8'	Sup. Flush	H-C	10R	-	DP	A	K	7/7	A3	1WWSteel	Former 14300-14549, 150 cars converted and re# in 1959; insulated
ERIE	84501-84511	8-52	0	Erie-Dunmore	10'-4"	14'-10"	30'-8 1/2"	50	3830	7'	YSD-2	H-C	10R	✓	DP	A/C	G1	8/8	A3	1WWSteel	Former 86000-87499, 11 cars re# in 12-56, DF Loaders
ERIE	86000-86499	8-52	500	Erie-Dunmore	10'-4"	14'-10"	30'-8 1/2"	50	3830	7'	YSD-2	H-C	10R	✓	DP	A/C	G1	8/8	A3	1WWSteel	Built 8-11/52; door gussets; last 100 NSF; Ajax first 400/C-P last 100
ERIE	90500-91199	4-49	700	ACF 3321	10'-4"	14'-10"	30'-10"	50	3850	6'	YSD-2	H-C	12W	✓	DP	U	G1/A1	8/8	S2	1WWSteel	USG first 400/Apex last 300
FW&D	8501-8750	1-51	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	K	B2 or K	8/8	A3	1WSteel	XM-32B
FW&D	8751-9000	11-51	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	7p Sup1	H-C	10R	-	DP	K	B2 or K	8/8	A3	AAR Cl	XM-32C
FW&D	9001-9250	12-53	250	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	5p Sup	H-C	10R	-	DP	U	M	8/8	S2	1WSteel	XM-32D
GM&O	26000-26299	1-49	300	ACF 3296	10'-6"	14'-11"	30'-10"	50	3899	6'	YSD-2	H-C	12W	-	MurP	M	A1	7/7	A3	Cl	Partial rivets on u/f
GM&O	26300-26999	12-52	700	ACF 3663	10'-6"	14'-11"	30'-10"	50	3898	6'	YSD-2	H-C	10R	-	DP	A/M	K	7/7f	A3	AAR Cl	Welded u/f; Ajax first 300/Miner last 400
GN	20500-21449	8-52	950	GN-St. Cloud	10'-6"	14'-11"	30'-10"	50	3894	6'	5p Sup	H-C	12R	-	DP	U	A1*	7/7	A3	1WWSteel	Welded u/f
GN	21450-21939	10-53	490	GN-St. Cloud	10'-6"	14'-11"	30'-10"	50	3894	6'	YSD-2	H-C	12R	-	DP	U	A2	7/7	A3	1WWSteel	Straight side sills; stencils specify 10'-2" IH
GN	21940-21949	-53	10	GN-St. Cloud	10'-6"	14'-11"	30'-10"	50	3885	8'	YSD-2	H-C	12R	-	DP	U	A2	7/7	A3RB	Steel	Straight side sills; Compartmentizers
GTW	515500-515999	9-49	500	ACF 3394	10'-6"	15'	30'-10"	60	3898	7'	7p Sup2	H-C	12W	-	DP	A	A1	7/7	S2	Cl	Welded u/f
GTW	516000-516249	1-53	250	ACF 3755	10'-6"	15'	30'-10"	60	3900	7'	YSD-2	H-C	10R	-	DP	U	Grid	8/8f	S2	AAR Cl	Welded u/f
GTW	516250-516599	2-53	350	ACF 3876	10'-6"	15'	30'-10"	60	3900	7'	YSD-2	H-C	10R	-	DP	U	Grid	8/8f	S2	AAR Cl	Welded u/f
IC	31250-31999**	7-48	750	IC-Centralia	10'-4"	14'-11"	30'-10"	50	3863	6'	7p Sup1	H-C	10R	-	DP	U	A1/M	7/7	A3	1WWSteel	Apex first 250/Morton last 500
I-GN	17601-17715	5-54	115	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3898	6'	YSD-2	L-O	10R	-	DP	A	G1	8/8	A3	1WWSteel	To MP in 1956
I-GN	19000-19499	2-53	500	MP-DeSoto	10'-6"	15'	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	A3		To MP in 1956
ITC	5850-5999	12-48	150	ACF 3354	10'-6"	15'	30'-8 1/2"	50	3902	6'	YSD-2A	H-C	10R	-	MurP	A	G1	7/7	A3	Cl	Riveted bolsters, welded stringers
ITC	6850-6999	11-48	150	ACF 3311	10'-6"	15'	30'-8 1/2"	50	3902	6'	YSD-2A	H-C	10R	-	MurP	A	G1	7/7	Dalman	Cl	Riveted bolsters, welded stringers
LV	63000-63999	8-50	1000	BSC 147	10'-6"	15'	30'-10"	55	3898	7'	YSD-2	H-C	10R	-	DP	A	A1	7/7	A3	AAR Cl	Roping staples (offset towards the ends)
MP	34600-35099	11-50	500	MP-DeSoto	10'-6"	15'	30'-8 1/2"	50	3898	6'	YSD-2	H-C	10R	-	DP	A	A1	8/8	S2/A3	1WWSteel/Cl	S-2 first 250/A-3 last 250
MP	35100-35349	2-54	250	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3898	6'	YSD-2	L-O	10R	-	DP	A	A2	8/8	A3	1WWSteel	
NJ&I	100-149	1-50	50	ACF 3432	10'-6"	15'	30'-10"	50	3945	8'	YSD-2	H-C	12W	-	DP	M	G1	7/7	A3	1WSteel	Welded u/f
NJ&I	150-199	1-50	50	ACF 3432A	10'-6"	15'	30'-10"	50	3945	8'	YSD-2	H-C	12W	-	DP	M	G1	7/7	A3	1WSteel	Welded u/f; DF
NP	18000-18749	12-49	750	NP-Brainerd	10'-5"	15'-1"	30'-11"	50	3915	6'	YSD-2	H-C	10R	-	DP		A1*	8/7	A3	1WWSteel	Modified ca. late 1950s with straight side sills bolster to bolster
NP	19000-19999	5-53	1000	NP-Brainerd	10'-6"	15'-1"	30'-11"	50	3915	6'	YSD-2	H-C	10R	-	DP	S*		8/8f	A3		Straight side sills; door gussets
NP	24000-24499	11-51	500	NP-Brainerd	10'-6"	15'-1"	30'-11"	50	3915	6'	YSD-2	H-C	10R	-	DP	A*	G1?	8/7	A3		Straight side sills; door gussets
NP	24500-24999	8-48	500	NP-Brainerd	10'-5"	15'-1"	30'-11"	50	3897	6'	YSD-2	H-C	10R	-	MurP	S**	A1*	8/7	A3		Modified ca. late 1950s with straight side sills bolster to bolster
NYC	168000-168399	3-49	400	DSI 852	10'-5"																

