

**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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
CP	55200-55524	11-57	325	CP	10'-6"	15'-1"	30'-10"	62	3900	8'	YSD	L-O	10R	-	DP			8/8s
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
NJI&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
NJI&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
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
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

**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**

Trucks	Wheels (original)	Remarks/Notes
A3	1WSteel	Note 1; straight side sills bolster to bolster; roping staples
A3	1WWSteel	Welded u/f
S2	1WWSteel	O-26, welded u/f
A3	1WSteel	Former 65000-series, 6 cars re# in 1953; DF
A3	1WSteel	Former 65000-series, 5 cars re# in 1953; DF
A3	1WSteel	Former 65000-series, 4 cars re# in 1959 for Chevy engines
A3	1WSteel	Straight side sills
A3	1WSteel	Straight side sills
A3	CI	Straight side sills
S2	CI	Straight side sills; NSF last 25 cars
A3		XM-32B
A3	AAR CI	XM-32C
S2	1WWSteel	O-26, welded u/f
A3	1WSteel	XM-32B
S2	1WSteel	XM-32B
A3	1WSteel	XM-32C
S2	1WSteel	XM-32C
S2	1WSteel	XM-32A
A3	1WSteel	XM-32D
S2	1WSteel	XM-32D
A3	1WWSteel	Welded u/f
A3	1WWSteel	Welded u/f
S2		Welded end panels
S2		Roping staples; door split unconfirmed
S2		Roping staples; door split unconfirmed
A3	1WWSteel	Straight side sills bolster to bolster; door gussets; roping staples; converted in 1959 as XI insulated cars and re# 19300-19449
A3	1WWSteel	Former 14300-14549, 150 cars converted and re# in 1959; insulated
A3	1WWSteel	Former 86000-87499, 11 cars re# in 12-56, DF Loaders
A3	1WWSteel	Built 8-11/52; door gussets; last 100 NSF; Ajax first 400/C-P last 100
S2	1WWSteel	USG first 400/Apex last 300
A3	1WSteel	XM-32B
A3	AAR CI	XM-32C
S2	1WSteel	XM-32D
A3	CI	Partial rivets on u/f
A3	AAR CI	Welded u/f; Ajax first 300/Miner last 400
A3	1WWSteel	Welded u/f
A3	1WWSteel	Straight side sills; stencils specify 10'-2" IH
A3RB	Steel	Straight side sills; Compartmentizers
S2	CI	Welded u/f
S2	AAR CI	Welded u/f
S2	AAR CI	Welded u/f
A3	1WWSteel	Apex first 250/Morton last 500
A3	1WWSteel	To MP in 1956
A3		To MP in 1956
A3	CI	Riveted bolsters, welded stringers
Dalman	CI	Riveted bolsters, welded stringers
A3	AAR CI	Roping staples (offset towards the ends)
S2/A3	1WWSteel/CI	S-2 first 250/A-3 last 250
A3	1WWSteel	
A3	1WSteel	Welded u/f
A3	1WSteel	Welded u/f; DF
A3	1WWSteel	Modified ca. late 1950s with straight side sills bolster to bolster
A3		Straight side sills; door gussets



**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**

Trucks	Wheels (original)	Remarks/Notes
A3		Straight side sills; door gussets
A3		Modified ca. late 1950s with straight side sills bolster to bolster
S2	CI	Lot 773-B; roping staples; Equipco first 250/Miner last 150
S2	CI	Lot 773-B; roping staples; Miner first 350/Ureco last 250
C1	AAR CI	Lot 818-B; roping staples; Miner first 300/Universal last 700
A3	AAR CI	Lot 832-B; roping staples; Miner first 500/Champion-Peacock last 500
A3	AAR CI	Lot 774-B; roping staples; Ureco first 250/Universal last 750
A3	AAR CI	Lot 800-B; roping staples; Champion-Peacock first 500/Miner last 500
A3	AAR CI	Lot 816-B; roping staples; Champion-Peacock first 400/Universal last 600
A3	AAR CI	Lot 819-B; roping staples
A3	AAR CI	Lot 819-B; roping staples
A3	1WWSteel	X43C; red roof; built 9-10/51; C-P 71064, 71100/Universal 71683/Ajax 71705; Blaw-Knox or Kerrigan 71064, 71100, 71683, 71705
A3	1WWSteel	X43B; red roof
A3	1WWSteel	X46; straight side sills; door gussets; offset alternating center rivets second side sheet from each end; welded end sheets; Klasing 87087
A3	1WWSteel	X43B; built 10/50-2/51; red roof (photo of 600012 Shadow Keystone repaint appears to have black roof); Universal 600112, 600301, 600856
C1	1WWSteel	X43A; welded u/f; black roof
A3	1WWSteel	X43; black roof
S2 SP	1WSteel	XMy; riveted bolsters; welded stringers
A3	Steel	Linde Tank Car; welded u/f; straight side sills bolster to bolster; small end doors; roof hatches
A3/S2	CI	Even nos. (black ends); built ca. 8-49 to 1-50; Miner/S-2 45098
A3/S2	CI	Even nos.; door gussets; C-P 45450; A-3 first 150/S-2 last 50
A3/S2	CI	Even nos.; door gussets
A3/S2	CI	Even nos.; door gussets; Equipco 45948/46056; A-3 45948/46030/46034/46056/46238
A3/S2	CI	Even nos.; W.C. (black ends); built ca. 8-10/1949; S-2 136400/A-3 136502
A3/S2	CI	Even nos.; W.C.; door gussets; C-P 137190; A-3 first 75/S-2 last 125
S2/A3	CI	Even nos.; W.C.; door gussets; Equipco/S-2 137272/137286/137296; S-2 also 137204
A3/S2	CI	Even nos.; W.C. door gussets
A3	CI	
A3	CI	Straight side sills; door gussets; Ajax first 250/Universal last 250
A3	1WWSteel	To MP in 1956
S2		To MP in 1956
A3	1WWSteel	BX express; former 41200-41499, 10 cars converted in 1958
A3	CI	
A3	1WWSteel	Straight side sills; see 1725-1734 (1958)
A3	CI	Former 41008, DF, re# in 10-52
A3/S2	1WWSteel	B-50-41; welded u/f; built 6-50 to 4-51; hand brake/running board/brake step specialties lack car number assignments, C-P/Apex 101600, 101607; A-3 101600/101607/101907/104436
S2/A3	1WWSteel	B-50-42; welded u/f; Champion-Peacock first 500/Ajax last 500; Apex first 500/Transco last 500; S-2 first 500/A-3 last 500
A3	1WWSteel	B-50-43; welded u/f
A3		Straight side sills bolster to bolster; door gussets; roping staples
A3		Straight side sills bolster to bolster; door gussets; roping staples; see below for build dates (4-12/52)
A3	1WSteel	Straight side sills bolster to bolster; roping staples; note 1
A3	1WWSteel	
S2	1WWSteel	Equipco first 100/Universal last 150

**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
<b>General and numbered notes:</b>																		
All cars came with Improved Dreadnaught Ends used 1948-1954 with top rectangular corrugation +3 corrugations upper section/4 corrugations lower section, i.e., r+3-4.																		
Build dates are earliest month-year documented by photo or other data. Production for some series spanned two or more months.																		
"0" in the "Qty. Built" column denotes 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.																		
Height to Run Bd.: The height measured from the rail to the top of the running board (data taken from ORER).																		
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively. End ladders denoted "f" are flared wider at the bottom (to the extent they can be confirmed).																		
Canadian cars with 8/8s ladders had an integral sill step below the end ladder.																		
1 - Wabash 89550-89599 transferred to AA 250-299 in 2-55.																		
** - IC 30500-31999 were 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 r+3-4 IDN ends.																		
<b>Legend:</b> * - For any appliance, means there could be other types (type listed is documented with photo).																		
<b>Door Type:</b>																		
YSD-1: Prewar version of Youngstown Steel Door with recessed partition between panels												<b>Trucks (spring plankless unless noted):</b>						
YSD-2: Improved Youngstown Steel Door with three sections (4/5/5 corrugation pattern, top to bottom)												A3 - A-3 Ride Control						
YSD-2A: Improved Youngstown Steel Door with three sections (5/5/4 corrugation pattern, top to bottom)												C1 - National C-1						
5p Sup: 5-Panel Superior door												S2 - Barber S-2						
5p Sup(R): 5-Panel Superior door with three rib stiffeners per panel												RB - Roller Bearings						
7p Sup1: 7-Panel Superior with evenly spaced panels and placard mounted to rib												SP - Spring Planks						
7p Sup2: 7-Panel Superior door with second panel from top wide to allow placard to be installed on the panel																		
7p Sup3: 7-Panel Superior door with third panel from top wide to allow placard to be installed on the panel												<b>Wheels:</b>						
												1WSteel - One-wear steel						
												1WWSteel - One-wear wrought steel						
<b>Side Construction:</b>												<b>Placards (ends and doors):</b>						
10ACR - 10-panel alternating center rivets												H-C - High position (centered on doors)						
10R - 10-panel riveted												L-O - Low position (offset to right on doors)						
10W - 12-panel riveted																		
12R - 12-panel riveted												<b>Hand Brake:</b>						
12W - 12-panel welded												A - Ajax						
												C - Champion-Peacock (National/Orme)						
<b>Roof:</b>												E - Equipco						
DP - Diagonal panel												K - Klasing						
MurP - Murphy Improved (raised panel)												M - Miner						
ZUDP - Z-U eaves diagonal panel												S - Superior						
												U - Universal						
												Ur - Ureco						
<b>WAB 7000-7299 Build Dates</b>												<b>Running Boards &amp; Brake Step:</b>						
7000 - 7013 4-52												A1 - Apex Tri-lok (3 1/2" centers)						
7014 - 7055 5-52												A2 - Apex Tri-lok (5 7/8" centers)						
7056 - 7097 6-52												B2 - Blaw-Knox (6" centers)						
7098 - 7121 7-52												G1 - U.S. Gypsum (expanded metal)						
7122 - 7163 8-52												G2 - U.S. Gypsum (open grid design, 6" centers)						
7164 - 7205 9-52												K - Kerrigan (opn grid design)						
7206 - 7251 10-52												M - Morton						
7252 - 7289 11-52												T - Transco						
7290 - 7299 12-52																		
<b>References:</b>												<b>Railroads with largest quantity of cars:</b>						
Railmodel Journal, August 1990												7,250 PRR						
Railway Prototype Cyclopedia Volume 31-32 (lightweight cars)												6,650 CB&Q (includes 1,250 for C&S/FW&D)						
												5,000 UP						
												4,000 P&LE						
												3,000 NYC						
												2,750 NP						
												2,000 MP (includes 1,250 for I-GN/StLB&M)						
												1,900 ACL (includes 100 for C&WC)						
												1,750 Soo Line (includes W.C.)						
												1,450 GN						
												1,200 Erie						
												1,100 GTW						
												1,000 GM&O/LV/SP&S/WAB (includes subsidiaries)						