

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	Side Constr.	End Type	Push-Pole	Roof Type	Ladder Rungs	Hand Brake	Run. Boards/ Brake Step
ACL	29000-29299	3-56	300	ACL-Waycross	10'-4"	14'-11"	30'-8 1/2"	50	3836	9'	YSD-2W	10R	IDN late	-	DP	7/7f	M	A2
BCK	2500-2999	6-56	500	ACF 4670	10'-5"	15'	30'-10"	50	3881	7'	YSD-2	10R	IDN late	-	DP	7/7f	A/C	A2
C&E	3300-3359	10-59	60	ACF 5381A	10'-6"	15'-1"	30'-10"	50	3972	8'	YSD-2	10W	IDN late	-	DP	7/7f	M	A2
C&O	19000-19499	4-57	500	ACF 4740A	10'-6"	15'-1"	30'-10"	50	3982	9'	YSD-2	10R	IDN late	-	DP	7/7	A	A2/G2
C&S	1500-1799	7-57	300	CB&Q-Havelock	10'-6"	15'	30'-8 1/2"	50	3898	6'	5p SUP	10R	IDN late	-	DP	8/8	U	B2, G2, or K
CB&Q	19500-19549	1-59	50	CB&Q-Havelock	10'-6"	15'-1"	30'-11 3/4"	50	3845	8'	6p Sup2	10R	IDN late	-	ZUDP	8/8	A	A2
CB&Q	19550-19579	-59	30	CB&Q-Havelock	10'-6"	15'-1"	30'-11 3/4"	50	3845	8'	6p Sup2	10R	IDN late	-	ZUDP	8/8	A?	A2?
CB&Q	19580-19599	-59	20	CB&Q-Havelock	10'-6"	15'-1"	30'-11 3/4"	50	3845	8'	6p Sup2	10R	IDN late	-	ZUDP	8/8	A?	A2?
CB&Q	19600-19699	10-60	100	CB&Q-Havelock	10'-6"	15'-1"	30'-11 3/4"	50	3845	8'	6p Sup2	10RY	IDN late	-	ZUDP	8/8	A	G2
CB&Q	19700-19749	9-61	50	CB&Q-Havelock	10'-6"	15'-1"	30'-11 3/4"	50	3845	8'	6p Sup2	10RY	IDN late	-	ZUDP	8/8	M	Remarks
CB&Q	62500-62999	1-58	500	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	5p SUP	10R	IDN late	-	DP	8/8	A	A2*
CB&Q	63000-63399	3-58	400	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	10R	IDN late	-	DP	8/8	A	B2, G2, or K
CB&Q	63400-63999	-58	600	CB&Q-Havelock	10'-6"	15'-1"	30'-8 1/2"	50	3898	6'	YSD-2	10R	IDN late	-	DP	8/8	A	B2, G2, or K
CIM	16501-16650	2-55	150	ACF 4363	10'-6"	15'	30'-10"	50	3898	6'	YSD-2	12W	IDN late	-	DP	7/7f	M	A2
D&M	3100-3174	3-57	75	GATC 8101	10'-6"	15'	30'-10"	50	3876	8'	YSD-2	10R	IDN late	-	DP	8/8	U	B2, G2, or K
DL&W	10040-10089	2-57	50	MCC W3644	10'-5"	15'	30'-10"	50	3891	8'	6p Sup2	12R	IDN late	-	DP	7/7	C	B2, G2, or K
DL&W	54000-54499	1-55	500	ACF 4386	10'-5"	15'	30'-10"	50	3891	8'	6p Sup1	12R	IDN late	-	DP	7/7	A	A2
DL&W	54500-54999	3-55	500	MCC W3315	10'-5"	15'	30'-10"	50	3891	8'	YSD-2	12R	IDN late	-	DP	7/7	M/C	G2/M
DL&W	55000-55449	2-57	450	MCC W3644	10'-5"	15'	30'-10"	50	3891	8'	6p Sup2	12R	IDN late	-	DP	7/7	U/C	B2, G2, or K
DL&W	55500-55899	6-56	400	ACF 4697	10'-5"	15'	30'-10"	50	3891	8'	YSD-2	12W	IDN late	-	DP	7/7f	A	A2
ERIE	84522-84571	2-57	50	GATC 8089	10'-5"	15'-1"	30'-10"	50	3879	8'	YSD-2	10R	IDN late	-	DP	8/8	U	A2
ERIE	87000-87449	2-57	450	GATC 8089	10'-5"	15'-1"	30'-10"	50	3879	8'	YSD-2	10R	IDN late	-	DP	8/8	C/U	A2/G2
GN	6000-6499	3-59	500	GN-St. Cloud	10'-6"	14'-11"	30'-11 3/8"	50	3972	6'	YSD-2	12R	IDN late	-	ZUDP	7/7	U/A/E	B2, G2, or K
IC	4000-4999	6-57	1000	IC-Centralia	10'-6"	15'-1"	30'-10"	50	3898	8'	YSD-2	10R	IDN late	-	DP	7/7f	A	M
IC	15500-15509	3-60	10	IC-Centralia	10'-7"	15'-1"	30'-10"	50	3898	8'	6p Sup2	10R	IDN late	-	DP	7/7f	U	M
IC	15510-15759	3-60	250	IC-Centralia	10'-7"	15'-1"	30'-10"	50	3898	8'	YSD-2	10R	IDN late	-	DP	7/7f	U	M
IC	15760-15999	3-60	240	IC-Centralia	10'-7"	15'-1"	30'-10"	50	3898	8'	6p Sup2	10R	IDN late	-	DP	7/7f	U	M
KCS	21001-21300	4-56	300	ACF 4596	10'-6"	15'	30'-10"	50	3879	8'	YSD-2	10R	IDN late	-	DP	7/7f	A	G2
L&N	46000-46099	11-60	100	ACF 5552	10'-5"	15'-1"	30'-10"	50	3933	8'	YSD-2	10W	IDN late	-	DP	7/7f	M	A2
L&N	46800-46899	6-60	100	ACF 5470A	10'-5"	15'-1"	29'-7"	50	3948	8'	YSD-2	10W	IDN late	-	DP	7/7f	C	A2
MEC	8400-8599	9-57	200	ACF 5032	10'-5"	15'	30'-10"	50	3952	8'	YSD-2	10W	IDN late	-	DP	7/7f	A	M
M-I	4300-4499	11-57	200	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	YSD-2	10R	IDN late	-	DP	7/7f	C	G2
MILW	8425-8429	5-59	5	GATC 8151	10'-6"	15'-1"	30'-10"	50	3968	9'	6p Sup2	10W	IDN late	-	DP	7/7f	U*	A2*
MILW	17700-17994	5-59	295	GATC 8151	10'-6"	15'-1"	30'-10"	50	3968	9'	6p Sup2	10W	IDN late	-	DP	7/7f	U*	A2*
M-K-T	92301-92650	11-56	350	ACF 4726	10'-6"	15'	30'-10"	50	3895	6'	YSD-2	10W	IDN late	-	DP	7/7f	E/C/U/K	A2
MP	35350-35824	7-55	475	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	YSD-2	10R	IDN late	-	DP	7/7f	U	A2
MP	35825-36174	1-56	350	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	YSD-2	10R	IDN late	-	DP	7/7f	U	A2
MP	36175-37174	7-56	1000	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	YSD-2	10R	IDN late	-	DP	7/7f	A/U	G2/A2
MP	37175-37774	7-57	600	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	YSD-2	10R	IDN late	-	DP	7/7f	A	A2/G2
MP	37775-37974	9-57	200	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	6p Sup2	10R	IDN late	-	DP	7/7f	A	A2
MP	37975-38524	11-58	550	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	6p Sup2	10R	IDN late	-	DP	7/7f	A/U	A2/G2
MP	38525-38574	11-58	50	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	3917	8'	6p Sup2	10R	IDN late	-	DP	7/7f	U	A2

Trucks	Wheels (original)	Remarks/Notes
A3RB	MWWSteel	O-29; straight side sills; door gussets
A3	1WWSteel	Door gussets; welded u/f, 6 stringers, crosstie at C/L; Ajax first 250/Champion-Peacock last 250
C1	1WWSteel	Welded u/f; Nailable Steel Floor
Note 1	1WWSteel	Fish-belly side sills; door gussets; roping staples; welded u/f, 6 stringers (I-beams), crosstie at C/L; Apex first 250/USG last 250; painted black, yellow stencils
A3	1WSteel	XM-32E; door gussets
S2RB	CS	XML-2; DF; straight side sills; rectangular door gussets; Waugh u/f; Chinese Red
S2RB	CS	XML-2A; DF; straight side sills; rectangular door gussets; Waugh u/f; Chinese Red
S2RB	CS	XML-2B; DF2; straight side sills; rectangular door gussets; Waugh u/f; Chinese Red
A3RB	CS	XML-2C; DF; straight side sills; rectangular door gussets; Waugh u/f; Chinese Red
C1RB?	1WWSteel	XML-3; DF; fish-belly side sills; rectangular door gussets; Waugh u/f; Apex r/b; Morton b/s; Chinese Red
S2	1WSteel	XM-32F; door gussets; Chinese Red
S2	1WSteel	XM-32F; door gussets; Chinese Red
A3	1WSteel	XM-32F; door gussets; Chinese Red
A3	1WWSteel	Welded u/f; roping staples; green sides, red stripe/black ends & roof
S2	CS	Door gussets; gray paint
	1WWSteel	BX express
A3	1WWSteel	Welded u/f; roping staples right of door
A3	1WWSteel	Miner first 300/Champion-Peacock last 200
C1/A3	1WWSteel	Universal/National C-1 first 50; Champion-Peacock/A-3 Ride Control last 400
A3	1WWSteel	Welded u/f; 6 stringers, crosstie at C/L; roping staples right of door
S2	1WWSteel	Door gussets; DF
A3/C1	1WWSteel	Door gussets; Champion-Peacock first 300/Universal last 250; USG 87231/Apex 87316; A-3 Ride Control first 200/National C-1 next 200/S-2 last 50
A3	1WWSteel	Straight side sills; welded u/f; Universal 6181
A3	1WSteel	Straight sill sills bolster to bolster; door gussets; last 100 cars DF Loaders
S2	1WSteel	Fish-belly side sills; various loaders
S2	1WSteel	Fish-belly side sills; various loaders
S2	1WSteel	Fish-belly side sills; various loaders
A3	CS	Welded u/f, 6 stringers, crosstie at C/L
A3RB	Steel	Shallow fish-belly side sills bolster to bolster; door gussets, welded u/f; painted blue, yellow stencils, DF2
A3RB	Steel	Shallow fish-belly side sills bolster to bolster; door gussets, welded u/f; painted blue, yellow stencils, DF2
A3	CS	Welded u/f; green paint, yellow stencils
A3	1WWSteel	DeSoto side sills
S2	CS	Straight side sills; roping staples; welded end connection; Nailable Steel Floor; orange stripe; DF
S2	CS	Straight side sills; roping staples; welded end connection; Nailable Steel Floor
S2	1WWSteel	Welded u/f, 6 stringers, crosstie at C/L; Nailable Steel Floor; Equipco (100)/Champion-Peacock(National) (100) including 92507, 92548/Universal (50)/Klasing (100)
A3	1WWSteel	
A3	1WWSteel	Built 1-3/56
S2/A3	1WWSteel	Ajax first 200/Universal next 50/Ajax last 750; USG first 350/Apex last 650; S-2 first 750/A-3 last 250
A3/S2	1WWSteel	DeSoto side sills; welded u/f; built 7-10/57; USG first 400/Apex last 200; A-3 first 250/S-2 last 350
S2	1WWSteel	DeSoto side sills; welded u/f
S2	1WWSteel	DeSoto side sills; welded u/f; Ajax first 300/Universal last 250; Apex 50/USG 500 cars
S2	1WWSteel	DeSoto side sills; welded u/f; DF2

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MP	38575-38624	10-59	50	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	4000	8'	YSD-2	10R	IDN late	-	DP	7/7f	C	A2
MP	38625-38874	9-59	250	MP-DeSoto	10'-6"	15'-1"	30'-10"	50	4000	8'	YSD-2	10R	IDN late	-	DP	7/7f	A/C	A2
MP	38875-39014	11-59	140	ACF 5381B	10'-6"	15'-1"	30'-10"	50	3952	8'	6p Sup2	10W	IDN late	-	DP	7/7f	E	A2
NJI&I	200-299	3-57	100	ACF 4745A	10'-5"	15'	30'-10"	50	3885	8'	YSD-2	10R	IDN late	-	DP	7/7	U	A2
NYC	42000-43499	6-56	1500	DSI 910	10'-5"	15'-1"	30'-9 1/2"	50	3956	8'	6p/YSD-2	10R	DS	-	ZUDS	7/7	A/M*	A2*
PRR	87651-88250	4-55	600	PRR-Altoona	10'-6"	15'	30'-11 3/8"	50	3898	8'	6p Sup1	10R	IDN late	-	ZUDP	8/8		B2, G2, or K
RDG	109000-109399	11-56	400	ACF 4741	10'-5"	15'	30'-10"	50	3891	8'	6p Sup2	12W	IDN late	-	DP	7/7f	A	A2
RI	5900-5999	4-59	100	ACF 5314	10'-5"	15'	30'-10"	50	3940	8'	6p Sup2	10W	IDN late	-	DP	7/7f	U	G2
RI	26500-26649	3-59	150	ACF 5313	10'-5"	15'	30'-10"	50	3940	6'	5p Sup	10W	IDN late	-	DP	7/7f	C	A2
RI	26650-26899	4-59	250	ACF 5313	10'-5"	15'	30'-10"	50	3940	6'	YSD-2	10W	IDN late	-	DP	7/7f	Note 2	A2/G2
RI	27200-27349	10-60	150	ACF 5566	10'-5"	15'	30'-10"	50	3940	9'	YSD-2	10W	IDN late	-	DP	7/7f	C	M
SAL	21700-21999	10-59	300	MCC W4700	10'-6"	15'	30'-10"	50	3960	9'	YSD-2	10R	IDN late	-	DP	7/7f	E/C	G2
Soo Line	46700-47698	11-56	500	Soo Line-Fond du Lac	10'-6"	15'-1"	30'-10"	50	3898	6'	YSD-2	10R	IDN late	-	DP	8/8	Various	A2?
Soo Line	47700-48298	11-57	300	Soo Line-Fond du Lac	10'-6"	15'-1"	30'-10"	50	3898	6'	YSD-2	10R	IDN late	-	DP	8/8	Various	A2?
T&P	41450-41599	1-55	150	T&P-Marshall	10'-6"	15'	30'-10"	50	3900	6'	YSD-2	10R	IDN late	-	DP	7/7	U	G2/A2
T&P	64009-64014	1-55	0	T&P-Marshall	10'-6"	15'	30'-10"	50	3900	8'	YSD-2	10R	IDN late	-	DP	7/7	U	G2/M
T&P	64015-64020	1-55	0	T&P-Marshall	10'-6"	15'	30'-10"	50	3900	8'	YSD-2	10R	IDN late	-	DP	7/7	U	G2/M
T&P	64021-64022	1-55	0	T&P-Marshall	10'-6"	15'	30'-10"	50	3900	8'	YSD-2	10R	IDN late	-	DP	7/7	U	G2
T&P	64023-64030	1-55	0	T&P-Marshall	10'-6"	15'	30'-10"	50	3900	9'	YSD-2	10R	IDN late	-	DP	7/7	U	G2/M
UP	106600-106874	4-57	275	UP-Omaha	10'-6"	15'-1"	30'-11 3/4"	50	3927	6'	YSD-2	10R	IDN late	-	ZUDP	7/7	Note 4	A2/G2
UP	125000-125199	-57	200	UP-Omaha	10'-6"	15'-1"	30'-11 3/4"	50	3927	8'	YSD-2	10RY	IDN late	-	ZUDP	7/7	C	G2/M
UP	125200-125999	7-57	800	UP-Omaha	10'-6"	15'-1"	30'-11 3/4"	50	3927	8'	YSD-2	10RY	IDN late	-	ZUDP	7/7	E/C	G2
WAB	6300-6599	5-56	300	ACF 4650	10'-5"	15'-1"	30'-10"	50	3885	8'	YSD-2	10R	IDN late	-	DP	7/7	C/A	G2
WAB	6600-6999	1-58	400	WAB-Decatur	10'-6"	15'-1"	30'-10"	50	3885	8'	YSD-2	10R	IDN late	-	DP	7/7	A*	A2*
WAB	7700-7999	3-57	300	ACF 4745	10'-5"	15'-1"	30'-10"	50	3885	8'	YSD-2	10R	IDN late	-	DP	7/7	U	A2
WAB	90000-90349	6-60	350	ACF 5470B	10'-5"	15'-1"	30'-10"	50	3956	8'	YSD-2	10W	IDN late	-	DP	7/7	C	A2*
WAB	90350-90549	7-60	200	ACF 5470C	10'-5"	15'-1"	30'-10"	50	3956	8'	6p Sup2	10W	IDN late	-	DP	7/7f	M	A2*
WAB	91000-91514	10-61	515	ACF 5802	10'-5"	15'-1"	30'-10"	50	3956	9'	YSD-2	10W	IDN late	-	DP	7/7	M	A2
WP	3421-3422	11-60	2	ACF 5593	10'-5"	15'	30'-10"	50	3933	8'	YSD-2	10W	IDN late	-	DP	7/7f	C	M
Quantity built: 21,092																		
<b>General and numbered notes:</b>																		
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. End ladders denoted "f" are flared wider at the bottom.																		
Height to Running Board is measured from the rail to the top of the running board (data taken from ORER).																		
Cars with welded underframes denoted in the remarks column to the extent they can be determined.																		
* - Asterisk means the specified appliance has been verified on photo of car but there may be additional varieties used.																		
1 - Trucks: Buckeye Cushion Ride (19000-19149), A-3 Ride Control (19150-19399), Barber S-2 (19400-19499).																		
2 - Hand brakes: National (26650-26699), Ajax (26700-26799), Miner (26650-26899).																		
3 -10 cars rebuilt at Fond du Lac, Wisconsin in 1960 with 8' door openings and equipped with Evans DF Loaders.																		
4 - Hand brakes: Universal (100), Champion-Peacock (National)(100), Klasing (75).																		



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<b>Legend:</b> * - For any appliance, means there could be other types (type listed is documented with photo).																		
<b>Doors:</b>														<b>Trucks:</b>				
YSD-2 - Improved Youngstown Steel Door with three sections (4/5/5 corrugation pattern, top to bottom)														A3 - A-3 Ride Control				
YSD-2W - Improved Youngstown Steel Door with three sections and wide frame (4/5/5 corrugation pattern, top to bottom)														C1 - National C-1				
5p Sup - 5-panel Superior														S2 - Barber Stabilized S-2				
6p Sup1 - Six-panel Superior: Early version (ca. 1953 to 1957) with five equally spaced panels and top panel narrower than the rest														RB - Roller Bearings				
6p Sup2 - Six-panel Superior: Late version (ca. 12-56 to 1960s) with wide panel second from bottom and top panel more narrow than 6P Sup1																		
<b>Side Construction:</b>														<b>Wheels:</b>				
					<b>Running Boards &amp; Brake Step:</b>									1WSteel - One-Wear Steel				
10R - 10-panel riveted sides					A2 - Apex Tri-lok (5 7/8" centers)									1WWSteel - One Wear Wrought Steel				
10RY - 10-panel riveted/Youngstown sides					B2 - Blaw-Knox (6" centers)									MWWSteel - Multiple Wear Wrought Steel				
10W - 10-panel welded sides					G2 - U.S. Gypsum (open grid, 6" centers)									CI - Cast Iron				
12R - 12-panel riveted sides					K - Kerrigan (open grid design similar to Blaw-Knox)									CS - Cast steel				
12W - 12-panel welded sides					M - Morton													
<b>Ends:</b>														<b>Car Builders:</b>				
DS - Despatch Shops					A - Ajax									ACF - American Car & Foundry Co.				
IDN late - Improved Dreadnaught (broad taper)					C - Champion-Peacock									DSI - Despatch Shops, Inc.				
					E - Equipco									GATC - General American Transportation Corp.				
					K - Klasing									MCC - Magor Car Corp.				
<b>Roof:</b>														<b>Railroads with Largest Quantity:</b>				
DP - Diagonal panel					M - Miner													
ZUDP - ZU eaves diagonal panel					N - National (Champion-Peacock)									3,865 MP (includes 200 for M-I)				
ZUDS - ZU eaves Despatch Shops					U - Universal									2,165 WAB - 2,165 (includes 100 for NJI&I)				
					Note: Some hand brakes came with standardized hand wheels									2,050 CB&Q - 2,050 (includes 300 for C&S)				
<b>References:</b>														1,900 DL&W - 1,900				
Railmodel Journal, ACF riveted cars, April 1994														1,500 IC - 1,500				
Railmodel Journal, ACF welded cars, August 1992														1,500 NYC - 1,500				
Railmodel Journal, Non-ACF cars, July 1999														1,275 UP - 1,225				