

Reporting Marks	Series	Build Date	Qty. Built	ACF 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
C&E	64500-64599	2-49	100	3309	10'-4"	14'-10"	30'-10"	50	3828	6'	YSD-2	12W	r+3-4 AC	-	ACF	A	A1	7/7	S2
C&E	64600-64699	1-49	100	3309	10'-4"	14'-10"	30'-10"	50	3828	6'	7p Sup1	12W	r+3-4 AC	-	ACF	A	A1	7/7	S2
DT&I	14000-14099	7-48	100	3224	10'-6"	15'	30'-10"	50	3899	7'	YSD-2	12W	4-4 AC	-	MurP	U	A1	7/7	DTCE
DT&I	14100-14199	7-48	100	3224	10'-6"	15'	30'-10"	50	3899	7'	7p Sup1	12W	4-4 AC	-	MurP	U	A1	7/7	DTCE
DT&I	14200-14299	8-49	100	3338	10'-6"	15'	30'-10"	50	3899	7'	7p Sup1	12W	4-4 AC	-	DP	U	A1	7/7	DTCE
M-K-T	91001-91500	6-50	500	3459	10'-6"	15'	30'-10"	50	3898	6'	YSD-2	10R	4-4 AC	-	DP	U/S	A1	7/7	S2/A3
M-K-T	97001-97050	12-48	50	3281	10'-6"	15'	30'-10"	50	3899	6'	7P Sup1	12W	4-4 AC	-	ACF	U	A1	7/7	S2
M-K-T	97051-97300	12-48	250	3281	10'-6"	15'	30'-10"	50	3899	6'	YSD-2	12W	4-4 AC	-	ACF	U	A1	7/7	S2/A3
RDG	107500-107999	8-48	500	3306	10'-6"	15'	30'-10"	50	3898	8'	7p Sup1	12W	4-4 AC	✓	ACF	A	A1	7/7	S2 SP
RDG	108000-108499	9-50	500	3469	10'-6"	15'	30'-10"	50	3898	8'	7p Sup3	12W	4-4 AC	✓	ACF	U	A1	7/7	S2 SP
WLE	23500-23749	3-48	250	3227	10'	14'-7"	30'-10"	50	3713	7'	YSD-1	10R	3-4 AC	✓	DFPR	A	A1	7/7	A3
Quantity Built: 2,550																			
General and numbered notes:															Railroads with largest quantity:				
Build dates are earliest month-year documented by photo or other data. Production for some series spanned two or more months.															1,000	RI			
All cars built by American Car & Foundry Co. and equipped with ACF Corrugated Steel Ends.															800	M-K-T			
Capacity specified for cars as built and stencils on new cars; some cars may have changed during service.															300	DT&I			
Ladder rungs (x/x) denote the number of rungs on the sides and ends, respectively.															250	WLE			
Height to Running Board is measured from the rail to the top of the running board (data taken from ORER).															200	C&EK			
1 - In 1959, DT&I rebuilt 100 cars from combined 14000-14299 as insulated box cars with sliding flush doors, re# 19550-19649.																			
Legend:																			
Door Type:															Hand Brakes:				
YSD-1 - Youngstown Steel Door with three panels (prewar version with continuous corrugations)															A - Ajax				
YSD-2 - Improved Youngstown Steel Door with three panels (4/5/5 corrugation pattern, top to bottom)															S - Superior				
7p Sup1 - 7-panel Superior with panels of equal width and placard mounted to horizontal stiffener															U - Universal				
7p Sup3 - 7-panel Superior with wide panel third from top for flush mounting the placard.																			
End Type:															Running Boards & Brake Step:				
3-4 AC - ACF Corrugated Riveted End, three corrugations upper sheet/four corrugations lower section															A1 - Apex Tri-lok (3 1/2" centers)				
r+3-4 AC - ACF Corrugated Steel End with top rectangular corrugation + 3 corrugations upper section/4 corrugations lower sheet															Trucks:				
4-4 AC - ACF Corrugated Riveted End, four corrugations on both upper and lower end sheets															A3 - A-3 Ride Control				
Side Construction:															DTCE - Double Truss Coil-Elliptic				
Roof Type:															S2 - Barber S-2				
10R - 10-panel riveted															SP - Spring planks				
12W - 12-panel welded															Wheels:				
DFPR - Depressed flat panel riveted															1WWSteel - One-Wear Wrought Steel				
DP - Diagonal panel															CI - Cast iron (chilled)				
MurP - Murphy panel																			
* Also called ACF Depressed Panel Roof, Economy Carbuilders Roof, Carbuilders Straight Paneled Roof																			
Reference:																			
Railway Prototype Cyclopedia Volume 26																			

