Postwar A.A.R. 40'-6" Box Cars, ACF Proprietary Corrugated Ends, Built 1948-1950

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	Wheels (original)	Remarks/Notes	Plant Built
C&EI	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	CI	Welded u/f	Madison
C&EI	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	CI	Welded u/f	Madison
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	1WWSteel	Welded u/f, Symington-Gould coil-elliptical springs, note 1	Chicago
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	1WWSteel	Welded u/f, Symington-Gould coil-elliptical springs, note 1	Chicago
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	1WWSteel	Welded u/f, Symington-Gould coil-elliptical springs, note 1	Chicago
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	1WWSteel	Welded u/f; Universal first 300/Superior last 200; S-2 first 250/A-3 last 250	St. Louis
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	1WWSteel	Welded u/f	Madison
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	1WWSteel	Welded u/f; S-2 first 100/A-3 last 150	Madison
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	1WWSteel	XMA, 107500 lacked push pole pockets	Berwick
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	1WWSteel	XMB, welded u/f	Berwick
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	CI	Riveted u/f	St. Louis

Quantity Built: 2,550

General and numbered notes:

Build dates are earliest month-year documented by photo or other data. Production for some series spanned two or more months.
All cars built by American Car & Foundry Co. and equipped with ACF Corrugated Steel Ends.
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.
Height to Running Board is measured from the rail to the top of the running board (data taken from ORER).
1 - In 1959, DT&I rebuilt 100 cars from combined 14000-14299 as insulated box cars with sliding flush doors, re# 19550-19649.

Railroads with largest quantity:

1,000	RI
800	M-K-T
300	DT&I
250	WLE
200	C&EK

Legend:

Door Type:

YSD-1 - Youngstown Steel Door with three panels (prewar version with continuous corrugations)
YSD-2 - Improved Youngstown Steel Door with three panels (4/5/5 corrugation pattern, top to bottom)
7p Sup1 - 7-panel Superior with panels of equal width and placard mounted to horizontal stiffener
7p Sup3 - 7-panel Superior with wide panel third from top for flush mounting the placard.

End Type:

3-4 AC - ACF Corrugated Riveted End, three corrugations upper sheet/four corrugations lower section
r+3-4 AC - ACF Corrugated Steel End with top rectangular corrugation + 3 corrugations upper section/4 corrugations lower sheet
4-4 AC - ACF Corrugated Riveted End, four corrugations on both upper and lower end sheets

Side Construction:

10R - 10-panel riveted
12W - 12-panel welded

Roof Type:

ACF - ACF Riveted Roof *
DFPR - Depressed flat panel riveted
DP - Diagonal panel
MurP - Murphy panel
* Also called ACF Depressed Panel Roof, Economy Carbuilders Roof, Carbuilders Straight Paneled Roof

Hand Brakes:

A - Ajax
S - Superior
U - Universal

Running Boards & Brake Step:

A1 - Apex Tri-lok (3 1/2" centers)

Trucks:

A3 - A-3 Ride Control
DTCE - Double Truss Coil-Elliptic
S2 - Barber S-2
SP - Spring planks

Wheels:

1WWSteel - One-Wear Wrought Steel
CI - Cast iron (chilled)

Reference:

Railway Prototype Cyclopedia Volume 26