

50' PS-1 Box Cars (1949-1960)

Compiled by Ed Hawkins

Road	Series	Qty	Build Date	Lot No.	Openin g	Type Door	Side Const.	Side Panels	H/B	R/B	Truck s	e Sills	Remarks
A&WP	39000-39032	33	3-56	8283A	9'	YSDW	Welded	7/7	M		S2A	NF	
A&WP	39050-39069	20	-60	8591	9'	PS	Welded	7/7	M			F	
A&WP	50000-50009	10	11-60	8591A	9'	PS	Welded	7/7	M		A3	F	Sparton Easy Loaders
ACY	3501-3700	200	6-55	8245	8'	6P Sup1	Welded	7/7	C*		A3*	T	
ATSF	11400-11499	100	2-55	8218	8'	6P Sup1	Riveted	8/8	A		A3	D	Bx-67, Youngstown sides, DF
ATSF	12500-12699	200	7-57	8382	8'	PS	Welded	7/7	U	A	A3RB	D	Bx-74, DF
ATSF	12700-12899	200	1-58	8396	8'	PS	Welded	7/7	U	A	A3RB	D	Bx-75, DF
ATSF	42000-42749	750	6-57	8381	8'	PS	Welded	7/7	U	G	A3*	D	Bx-72
BM	77000-77999	###	5-56	8288	9'	YSDW	Welded	7/7	A	A*	A3RB	F	
C&EI	3725-3731	7	-54	8192	8'	YSD	Riveted	?	E	A	A3	?	Note 1
C&EI	3732-3734	3	4-54	8192	15'	YSD(7+8)	Riveted	5/8	E	A	A3	F	Note 1
C&EI	5307-5329	23	4-59	8482	15'	PS(7+8)	Welded	5/7	U	A	A3	F	
C&EI	5430-5465	36	9-60	8574	15'	YSD(7+8)	Welded	5/7	U	A	C1	F	DF
C&EI	5466-5499	34	-60	8585	15'	YSD(7+8)	Welded	5/7	U	A	C1	F	DF
C&EI	5600-5661	62	11-60	8585	15'	YSD(7+8)	Welded	5/7	U	A	C1	F	DF
C&EI	5662-5665	4	11-60	8585	15'	YSD(7+8)	Welded	5/7	U	A	C1	F	Equipped with Rac-Loc fixtures for Chrysler engines
C&O	7700-7749	50	-58	8445F	9'	PS	Welded	7/7				F	Black paint
C&O	21000-21499	500	4-56	8289	9'	YSDW	Welded	7/7	A	A	A3RB	F	DF-9
C&O	22000-22249	250	-59	8502	15'	PS(7+8)	Welded	5/7				F	
C&O	28000-28249	250	9-55	8247	15'	YSD(7+8)	Riveted	5/8	A		A3	F	DF-19, uncommon Ajax wheel
CG	1500-1999	500	2-56	8283	9'	YSDW	Welded	7/7	K/A/U	G	S2A	NF	Klasing first 200, Ajax next 100, Universal last 200
CG	4999 only	1	-58	8380B	9'	YSDW	Welded	7/7	U	A	A3	F	
CG	5500-5999	500	9-54	8198	9'	YSDW	Welded	8/8	U/M	G	S2A	NF	Universal first 250, Miner last 250
CG	6217 only	1	-58	8380B	9'	YSDW	Welded	7/7	U	A	A3	F	
CIL	1481 only	1	5-53	8129	15'	YSD(7+8)	Riveted	5/8	A	A	A3	F	
CIL	1701-1750	50	4-57	8343	8'	PS	Welded	7/7	A	A	A3	T	
CNW	3011-3136	126	5-55	8228	8'	YSD	Welded	7/7?	M*		A3*	D	
CNW	3137-3236	100	-55	8228	8'	6P Sup1	Welded	7/7?				D	
CNW	4142-4391	250	-55	8262	8'	6P Sup1	Welded	7/7			A3*	T	DF
CNW	4392-4891	500	10-55	8262	8'	YSD	Welded	7/7	M/E*	A*	A3/S2A	T	
CRR	5650-5659	10	8-56	8295A	8'	YSD	Welded	7/7	U		A3RB	T	FB8 (FB6 stencils on P-S builder's photo)
CRR	5660-5684	25	5-60	8570	9'	PS	Welded	7/7	U		A3RB	F	FB9, DF
D&H	22000-22249	250	7-56	8295	8'	YSD	Welded	7/7	U*	A*	A3*	T	
D&RGW	60500-60509	10	10-54	8214	9'	YSDW	Welded	8/8	U		A3	NF	DF
D&RGW	63500-63699	200	5-57	8326	15'	YSD(7+8)	Welded	5/7	M*	A*	A3*	F	
DSS&A	15500-15599	100	5-57	8350	15'	YSD(7+8)	Welded	5/7	K		A3	F	To Soo Line in 1960s
DT&I	15000-15299	300	6-53	8112	15'	YSD(Equal)	Riveted	5/8	A/M	A	A3	F	
DT&I	15300-15349	50	8-57	8334	15'	YSD(Equal)	Welded	5/7	M	A	A3	F	
DT&I	15400-15499	100	11-60	8596	14'-10"	YSD(7+8)	Welded	5/7	M	A	S2A	F	
ERIE	67554-67653	100	5-59	8486	15'	YSD(7+8)	Welded	5/7			A3	F	
ERIE	67900-67999	100	5-59	8486	15'	YSD(7+8)	Welded	5/7			A3	F	
G&F	400-499	100	9-59	8512	9'	PS	Welded	7/7	M	A	A3	F	
G&F	445 only	1	-60	8572	9'	PS	Welded	7/7				F	Replacement car
GM&O	9600-9849	250	12-57	8380	9'	PS	Welded	7/7		A	A3*	F	
GTW	595500-595699	200	12-48	5931	8'	7P Sup2	Riveted	8/8	U*		S2A*	T	
KCS	1500-1599	100	1-57	8336	9'	YSDW	Welded	7/7			A3*	F	DF
KCS	1600-1699	100	4-59	8483	9'	PS	Welded	7/7			A3RB	F	DF
KCS	25300-25499	200	1-57	8336	9'	6P Sup2	Welded	7/7				F	
KCS	25500-25799	300	2-57	8336	9'	PS	Welded	7/7	A*	B*	A3*	F	
L&N	97100-97199	100	8-57	8395	9'	YSD	Welded	7/7	M		A3RB	F	DF, The Old Reliable
L&N	97200-97309	110	10-59	8518	9'	YSD	Welded	7/7	U	A*	A3RB	F	DF, Dixie Line
L&N	97310-97349	40	9-59	8519	15'	PS(7+8)	Welded	5/7	U		A3RB	F	DF, Dixie Line
L&N	98100-98349	250	3-58	8404A	15'	YSD(7+8)	Welded	5/7	U/N	M	A3	F	Dixie Line
L&N	98350-98599	250	1-57	8311	15'	YSD(7+8)	Welded	5/7	M		A3	F	The Old Reliable, 52 cars built late 1956
M&STL	2500/2502	2	-57	8380A	9'	PS	Welded	7/7				F	DF
M&STL	2504-2520	9	8-59	8516	9'	PS	Welded	7/7			A3	F	Even nos. (2 cars re# 2900/2902 ca. 1960), DF

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M&STL	2800 only	1	-59	8516	9'	PS	Welded	7/7				F	
MILW	2500-2599	100	3-59	8477	8'-2"	YSF	Welded	7/7	M*		S2RB	F	70-ton, DF, O/H roof
MILW	39075 only	1	10-56	8295B	8'	PS	Welded	7/7			A3	T	Compartmentizer
MKT	90101-90150	50	11-55	8275	8'	6P Sup1	Welded	7/7	A*		A3*	T	DF
MKT	99201-99500	300	12-54	8215	15'	YSD(Equal)	Welded	4/7	U/E	A*	A3/C1	F	
MKT	99501-99650	150	10-55	8273	15'	YSD(7+8)	Welded	5/7	A*		S2A*	F	
MODX	2300-2399	100	-60	8552	9'	YSF	Welded	7/7			A3RB	F	70-ton, ART, DF
MP	81800-82014	215	-59	8535	8'	PS	Welded	7/7	K	A	S2B	T	
MP	82015-82339	325	-59	8534	9'	PS	Welded	7/7	N	A	A3	F	
N&W	52700-52749	50	8-55	8260	15'	YSD(7+8)	Welded	5/7	C	A?	A3	F	B-9
N&W	52750-52799	50	11-56	8305	15'	YSD(7+8)	Welded	5/7	C*		A3	F	B-9
N&W	54800-54824	25	1-57	8371	9'	YSDW	Welded	7/7	C*		A3	F	B-9a
N&W	54825-54849	25	5-58	8445A	9'	YSD	Welded	7/7			A3	F	B-9a, QL (Quick Loader)
N&W	55800-55824	25	-58	8445D	9'	PS	Welded	7/7				F	B-9a
N&W	55825-55859	35	7-59	8507	9'	PS	Welded	7/7			A3?	F	B-9a, DF
N&W	55860-55909	50	9-60	8575	9'	6P Sup2	Welded	7/7	U?		S2A	F	B-10, 55860-55884 DF, 55885-55909 Transco
N&W	57000-57439	440	9-60	8576	15'	YSD(7+8)	Welded	5/7	C*		S2A*	F	B-11
N&W	57440-57449	10	12-60	8577	9'	Aluminum	Welded	7/7				F	B-12, Hydroframe-60
NH	40500-40514	15	10-56	8340	15'	YSD(7+8)	Welded	5/7	E		A3	F	
NRBX	6000-6012	13	8-60	8550	8'	YSF	Welded	7/7	M		S2A	S	70-ton, MDT, O/H roof
NRBX	6100-6111	12	8-60	8550	8'	YSF	Welded	7/7	M		S2A	S	70-ton, MDT, O/H roof
RF&P	2901-2925	25	10-60	8580	9'	YSD	Welded	7/7	N		S2RB	F	DF
RI	5085-5184	100	12-54	8210	9'	YSDW	Welded	8/8	U	A	A3	NF	
RI	6900-6999	100	-60	8541	15'	PS(7+8)	Welded	5/7	K	A	A3	F	DF (yellow)
RI	30350-30449	100	4-54	8183A	8'	YSD	Riveted	8/8	A	G	S2A	T	
RI	30700-30799	100	-58	8445E	9'	PS	Welded	7/7	U	A	A3	F	
RI	30800-30899	100	-60	8540	9'	PS	Welded	7/7	U	A	S2A	F	30824 QL (Quick Loader)
RI	64350-64449	100	2-58	8385	15'	PS(7+8)	Welded	5/7	U	G	A3	F	
RI	64450-64499	50	2-58	8385A	12'	YSD Comb.(6-	Welded	6/7	M	A	A3	F	
RI	64500-64599	100	-60	8541	15'	YSD(7+8)	Welded	5/7	U	A	C1	F	
SAL	21000-21699	700	7-59	8478	10'	YSDW	Riveted	7/7	M/E*	A*	A3RB	F	Some cars QL or STB
SAL	26000-26999	###	3-56	8276	10'	7P Sup1	Riveted	7/7	C/U*		A3	F	
SFRB	6000-6299	300	3-55	8219	7'-7"	YSF	Riveted	8/8	A		A3*	D	Rr-57, O/H roof, Youngstown sides, DF
SFRB	6400-6549	150	12-57	8386	7'-7"	YSF	Welded	7/7?	U		A3RB	D	Rr-59, O/H roof, DF
SL-SF	7000-7099	100	-54	8182	15'	YSD(Equal)	Riveted	5/8?	A	A	A3?	F	DF, first 50 cars auxiliary doors welded in closed position
SL-SF	7100-7799	700	12-55	8269	9'	YSDW	Welded	7/7	A	A	A3	F	
SL-SF	7800-7839	40	6-57	8382A	8'	PS	Welded	?	A	G	A3	D	DF
SL-SF	40000-40399	400	5-60	8545	15'	YSD Comb.(7-	Welded	5/7	E/N/U/A	A	A3	F	
SL-SF	154300-154439	140	-57	8363	15'	YSD(Equal)	Welded	5/7	A	A	A3	F	
SN(WP)	2401-2500	100	12-55	8268	15'	6P Sup1(Eque	Welded	5/7	E		S2C	F	Re# to WP 35801-35900 after 7/62
Southern	9000-9199	200	10-60	8573	10'	YSDW	Welded	OP	M*	M*	S2RB	F	70-ton, outside post, flat ends, aluminum doors
Southern	34800-34902	103	-57	8312A	15'	YSD(7+8)	Welded	?				F	
Southern	34903-34917	15	-60	8586	15'	YSD(7+8)	Welded	5/7				F	Aluminum doors
Southern	35000-35199	200	7-55	8229B	9'	6P Sup1	Welded	8/8	C*		S2RB	F	Cushioned U/F
Southern	35200-36874	675	4-55	8229A	9'	YSDW	Welded	8/8	M*		S2A*	F	
Southern	35875-36199	325	6-55	8229A	9'	6P Sup1	Welded	8/8				F	
Southern	36200-37249	###	4-57	8312	9'	6P Sup2	Welded	8/8	M*		S2A*	F	
Southern	37250-37369	120	1-58	8411	9'	YSD	Welded	8/8?				F	CR&N, Cushioned U/F
Southern	262865-262899	35	11-60	8586	15'	YSD(7+8)	Welded	5/7		B?	S2RB	F	CNO&TP, aluminum doors
Southern	262900-262999	100	-57	8312A	15'	YSD(7+8)	Welded	?				F	CNO&TP
Southern	263000-263649	650	-57	8312	9'	6P Sup2	Welded	8/8	M*		S2A*	F	CNO&TP
Southern	263650-263709	60	1-58	8411	9'	YSD	Welded	8/8?				F	CNO&TP, Cushioned U/F
Southern	308000-308021	22	-57	8312A	15'	YSD(7+8)	Welded	?				F	AGS
Southern	308022-308321	300	7-57	8312	9'	6P Sup2	Welded	8/8	M*		S2A*	F	AGS, DF
Southern	308322-308341	20	1-58	8411	9'	YSD	Welded	8/8?				F	AGS, Cushioned U/F
SP	650000-650199	200	7-55	8251	15'	YSD(7+8)	Riveted	5/8	A*		A3*	F	B-50-37

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SSW	20225-20274	50	10-54	8206	8'	6P Sup1	Welded	8/8	U	G	A3	T	
SSW	20275-20299	25	10-54	8209	8'	6P Sup1	Welded	8/8	U	G	A3	T	DF (equipped 11/54)
SSW	47250-47274	25	8-55	8251A	15'	YSD(7+8)	Riveted	5/8	A	A	A3	F	DF (equipped 9/55)
SSW	47275-47374	100	8-55	8252	15'	6P Sup1(7+8)	Welded	5/7	E	A/G	A3	F	
SSW	47375-47474	100	8-55	8252	15'	YSD(7+8)	Welded	5/7	E	A/G	A3	F	
SSW	47475-47624	150	10-55	8265	15'	YSD(7+8)	Welded	5/7	E	A/G	A3	F	Descrrepancy on door assignments vs. diagram
SSW	47625-47974	350	10-56	8298	15'	YSD(7+8)	Welded	5/7	E	G	A3	F	DF (equipped 11/56-1/57)
SSW	47975-48124	150	-60	8538A	16'	YSD Comb.(8-	Welded	?/7	U	A	A3RB	F	
SSW	48125-48274	150	8-60	8538B	16'	YSD Comb.(8-	Welded	?/7	E	A	A3RB	F	
TS	501-525	25	7-55	8240	8'	6P Sup1	Welded	7/7	A	A	A3	T	Re# to WP 36026-36050 after 7/62
UP	162300-162599	300	12-54	8204	15'	YSD(7+8)	Riveted	4/7	M		A3	F	A-50-22
UP	163600-163799	200	4-58	8438	15'	YSD Comb.(7-	Welded	5/7	A/M	A	A3	F	BC-50-4, YSD sliding door
UP	500500-500699	200	1-55	8205	8'	YSD	Riveted	7/7	A		A3	T	B-50-44, alternating center rivets, Cushioned U/F
USN	1-04221-61-042	40	-54	8203	15'	YSD	Welded	?				F	
USNX	8000-8879	880	4-52	8054	9'	5P Sup(3+6)	Welded	7/7	U		Chrysler	S	Door and a half, centered (for ammunition)
WM	34051-34075	25	6-59	8501	8'	PS	Welded	7/7	M	A	A3RB	T	DF
WofA	5000-5009	10	11-60	8592A	9'	PS	Welded	7/7				F	Sparton Easy Loaders
WofA	17250-17266	17	4-56	8283B	9'	YSDW	Welded	7/7	M		S2A	NF	
WofA	17275-17284	10	11-60	8592	9'	PS	Welded	7/7				F	
WP	3011-3050	40	2-55	8211	8'	YSD	Riveted	7/7	A		A3	T	DF+CU, alternating center rivets
WP	3801-3818	18	12-54	8213	15'	YSD(Equal)	Welded	4/7			A3	F	DF
WP	3838-3862	25	9-55	8267A	15'	YSD(Equal)	Welded	5/7	A	A	A3	F	DF
WP	3965-3989	25	10-60	8581	15'	PS(7+8)	Welded	5/7	E	A	A3RB	F	DF
WP	19301-19400	100	6-55	8238	15'	YSD(Equal)	Welded	5/7	C*		A3	F	
WP	19401-19450	50	9-55	8267B	15'	YSD(Equal)	Welded	5/7	A	A	A3	F	
WP	19601-19700	100	1-57	8301	15'	6P Sup1(Equa	Welded	5/7			A3	F	25 cars re# to 19701-19725 by 1/59
WP	35001-35100	100	4-54	8183B	15'	YSD(Equal)	Riveted	5/8	A	A	A3	F	
WP	35101-35182	82	11-54	8213	15'	YSD(Equal)	Welded	4/7	A*		A3	F	
WP	35201-35300	100	6-55	8239	15'	YSD(Equal)	Welded	5/7	A*	A*	A3	F	
WP	35301-35325	25	9-55	8267	15'	YSD(Equal)	Welded	5/7	A	A	A3	F	
WP	35326-35425	100	12-55	8268	15'	YSD(Equal)	Welded	5/7	A		S2C	F	
WP	35501-35625	125	1-57	8301	15'	YSD(Equal)	Welded	5/7			S2C	F	
WP	36001-36025	25	6-55	8240	8'	6P Sup1	Welded	7/7		A	A3	T	
WP	55901-55920	20	8-55	8241	7'-7"	YSF	Welded	7/7	A		A3	T	Compartmentizer
WP	55926-55950	25	6-59	8487	8'-7"	YSF	Welded	7/7			A3RB	F	Compartmentizer
WP	56101-56175	75	6-59	8487	8'-7"	YSF	Welded	7/7			A3RB	F	DF
WP	59001-59025	25	10-59	8525	8'-7"	YSF	Welded	7/7			A3RB?	F	70-ton, Car-Pac loaders
WP	59101-59125	25	10-59	8525	8'-7"	YSF	Welded	7/7			A3RB?	F	70-ton, Car-Pac loaders

Build dates are for first month documented by photograph or freight car diagram. Build dates may have spanned two or more months for larger orders.

Note 1 - C&EI 3727-3731 and 3733-3734 re# to 5300-5306, Jan. 1958. All cars in 5300-5306 series designated with 15' door opening per equipment diagrams (3725-3731 shown with 3726 cannot be accounted for and may have been wrecked between 4/55 and 4/57.

3727 became 5306

3728 became 5304

3729 became 5303

3730 became 5302

3731 became 5305

3733 became 5300

3733 became 5301

Legend:

Doors (nominal sizes of auxiliary and main double door sizes given in parenthesis, as applicable):

PS - Pullman-Standard design

YSD - Youngstown Steel Doors with 4/5/5 corrugation pattern

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	YSDW - Youngstown Steel Doors with 4/5/5 corrugation pattern and wide frame (used only on selected series of cars with 9' or 10' wide door openings)											
	YSD Comb. - Youngstown Steel Doors with auxiliary sliding flush door											
	YSF - Youngstown Sliding Flush Doors											
	5P Sup - Five-panel Superior											
	6P Sup1 - Six-panel Superior: Early version (ca. 1954 to 1957) with five equally spaced panels and top panel narrower than the rest											
	6P Sup2 - Six-panel Superior: Late version (ca. 1957 to 1960s) with wide panel second from bottom and top panel more narrow than 6P Sup1											
	7P Sup1 - Seven-panel Superior: Panel spacing essentially equal											
	7P Sup2 - Seven-panel Superior: Second panel from top wider than rest (to allow placard to mount on second panel)											

H/B (Hand Brakes):

A - Ajax
 C - Champion-Peacock
 E - Equipco
 K - Klasing
 M - Miner
 N - National (previously Champion)
 U - Universal

R/B (Running Boards):

A - Apex Tri-Lok
 B - Blaw-Knox
 G - U.S. Gypsum
 K - Kerrigan
 M - Morton

Trucks ("RB" means roller bearing Side Sills):

A3 - A-3 Ride Control
 C1 - National C1
 S2 -Barber S-2 (model specified if kn otherwise "A" is used)
 D - Drop
 F - Fish-belly (differences in contour exist; refer to Kadee web site)
 NF - Notched fish-belly
 S - Straight
 T - Tabbed

* - Asterisk in appliances section means that the type of appliance listed has been verified by photo but may not be limited to the type(s) listed.

By the mid-1950s, Apex Tri-Lok, Blaw-Knox, U.S. Gypsum, and Kerrigan running boards were all very similar in appearance. The vast majority of 50' PS-1s had running boards with r

Data Sources:

Selected freight car diagrams, photographs, Pullman-Standard documentation specifying door assignments by lot number, ORER.