

New York Central's Pullman Standard 40-foot PS-1 Boxcars

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NYC 167299 Lot 765-B built 1948

Pullman Builder Photo NYCSHS PB048013

In 1947 Pullman Standard announced a new line of boxcars Dubbed PS-1. "To an unusual degree, the PS-1 boxcar design incorporates component parts, engineered and manufactured by the car builder with the objective of controlling production and assuring rapid delivery of cars at a reduced unit cost." "Among the major Pullman developed features and innovations in the PS-1 car are: The underframe with welded draft sill, built-up welded bolsters and continuous floor stringers; automatic arc-welded sides with sheets placed on the outside of Z-bar side posts, side plates and side sills are continuously welded in place" -Railway Age Nov 1, 1947

More than 77,000 40-foot PS-1 boxcars were built by Pullman Standard between 1947 and 1968. The majority being built between 1947 and 1957, when the demand for larger cars grew. Key spotting features of the 40-foot PS-1 include PS-1 ends and roof, 10 panel welded sides, however riveted sides and 12-panel sides are noted exceptions, a welded underframe and a 10-foot 5 or 10-foot 6-inch inside height, exceptions are noted. -Ed Hawkins Railmodel Journal March 1993

40-foot PS-1 Production Changes

As with many items that have been in production for years, changes occur. Some details that have changes over the course of 40-foot PS-1 production follow.

Corner Polling Pockets/Corner stirrup step: 1947-c.1949 Cars had a polling pocket corner casting with side mounted stepped offset stirrups. Post c.1949 cars had no corner tab/poling pocket with a straight bottom mount stirrup.

Left Side grab irons: 1947-c.1949 side grab irons line up with center of 2nd and 4th end corrugations. Post c.1949 side grab irons line up with the valley of the 1st/2nd and 3rd/4th end corrugation.

Bolster Tabs: Stepped: Stepped: 1947-c.1949, Narrow: c.1949-c.1954, Wide c.1954-c.1959. Many PS-1's built after 1959 have full length side sills.

Ends: End stampings 1947-c.1949 top of end had no small square stampings. Post c.1949 six small square stampings appeared on the top of the ends. 1947-c.1949 Grab Iron on right side T shaped, Post c.1949 grab iron is H shaped. 1947-c.1950 left side end ladder is straight, c.1950-c.1951 bottom rung of end ladder is wider, post c.1952 bottom two rungs of end ladder are wider.

Roof: 1947-c.1949 outer end roof panels have no stampings. Post c.1949 All roof panels have the elongated “bowtie” stampings.

Frame: 1947-c1949 2 stringers and AAR angled cross bearer, c1950-1968 3 stringers and flat cross bearers.

New York Central purchased 5000 general service 40-foot PS-1 boxcars with 6-foot door openings in five orders between 1948 and 1952.

Number Series	NYC Lot Number	Pullman Lot	Quan	Built
NYC 167000-167999	765-B	5904	1000	1948
NYC 169000-170499	798-B	5965	1500	1950
NYC 170500-171499	808-B	5993	1000	1951
NYC 171500-172499	817-B	5997	1000	1951
NYC 180000-180499	842-B	8036A	500	1952

NYC Specific Details:

All NYC 40-foot general service boxcars had roping tabs up to 1954 and polling pockets up to 1959. A variety of specialty equipment such as handbrakes, doors and trucks were used on different cars in the same lot.

Number Series	Lot	Pullman Lot	Quan	Built	Ends	End Lader	End Grab	Bolster Tab	End Roof Panel	Running Board	Trucks
NYC 167000-167249	765-B	5904	250	1948	No Squares	Straight	T	Two Step	Plan	Apex	S-2-A-O
NYC 167250-167499	765-B	5904	250	1948	No Squares	Straight	T	Two Step	Plan	Apex	S-2-A-O
NYC 167500-167749	765-B	5904	250	1948	No Squares	Straight	T	Two Step	Plan	Apex	S-2-A-O
NYC 167750-167999	765-B	5904	250	1948	No Squares	Straight	T	Two Step	Plan	Apex	S-2-A-O
NYC 169000-169749	798-B	5965	750	1950	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 169750-169999	798-B	5965	250	1950	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 170000-170499	798-B	5965	500	1950	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 170500-170849	808-B	5993	150	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 170850-170999	808-B	5993	350	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 171000-171499	808-B	5993	500	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 171500-171698	817-B	5997	199	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 171699	817-B	5997	1	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 171700-171999	817-B	5997	300	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 172000-172499	817-B	5997	500	1951	Squares	One wide bottom rung	H	Narrow	Stamped	Apex	A-3
NYC 180000-180499	842-B	8036A	500	1952	Squares	Wider bottom two rungs	H	Narrow	Stamped	Apex	A-3

Number Series	Lot	Door	Hand Brake	Brake Step	Tack Boards
NYC 167000-167249	765-B	7 Panel Superior Early Drawing 16797-C	Ajax Drawing 14266-B	Apex	4 Boards
NYC 167250-167499	765-B	7 Panel Superior Early Drawing 16797-C	Miner Drawing 19684-C	Apex	4 Boards
NYC 167500-167749	765-B	7 Panel Superior Early Drawing 16797-C	Universal W-2000 Drawing 6185-A	Apex	4 Boards
NYC 167750-167999	765-B	7 Panel Superior Early Drawing 16797-C	Equipco 3450-A Drawing 3675-C	Apex	4 Boards
NYC 169000-169749	798-B	7 Panel Superior Late Drawing 16859-E	Universal 6326-B	Apex	6 Boards
NYC 169750-169999	798-B	Youngstown Camel Fixtures 5/6/6 Drawing 12237-E	Universal 6326-B	Apex	6 Boards
NYC 170000-170499	798-B	Youngstown Camel Fixtures 5/6/6 Drawing 12237-E	Miner 20545-C	Apex	6 Boards
NYC 170500-170849	808-B	Youngstown Camel Fixtures 5/6/6 Drawing 12237-F	Miner 20545-D	Apex	6 Boards
NYC 170850-170999	808-B	Youngstown Camel Fixtures 5/6/6 Drawing 12237-F	Universal 6326-D	Apex	6 Boards
NYC 171000-171499	808-B	7 Panel Superior Late Drawing 16881	Universal 6326-D	Apex	6 Boards
NYC 171500-171698	817-B	7 Panel Superior Late Drawing 17227-C	Miner 20660	Apex	6 Boards
NYC 171699	817-B	7 Panel Superior Late Drawing 17227-C	Universal 6326-D	Apex	6 Boards
NYC 171700-171999	817-B	7 Panel Superior Late Drawing 17227-C	Miner 20660	Apex	6 Boards
NYC 172000-172499	817-B	Youngstown Camel 5/6/6 Drawing 12237-H	Universal 6326-D	Apex	6 Boards
NYC 180000-180499	842-B	5 Panel Superior Door	Miner 20857	Apex	5 Boards

The last two cars in shown in service in the April 1978 ORER are 798-B PC 11218 and 817-B PC 113352.

Rebuilds:

400 Lot 842-B were “stretched” to 50-foot cars at NYC’s Beech Grove, Indiana shop in 1967. Assigned lot 136-B series NYC 215000-215399.

450 Lot 765-B were “stretched” to 50-foot cars at PC’s Beech Grove, Indiana shop in 1969. Assigned to lot 159-B series PC 165500-165499.

HO Scale models:

Kadee, Intermountain, Accurail, Scale Trains (former MTH) in various door widths. Can be backdated or post-dated by changing various details. The NYCSHS is in the process of offering 3D printed polling pocket castings, bolster tabs with roping staples and individual roping staples.

References:

NYC Drawings

Lot	General Arrangement	Brake Arrangement	List of Specialties	List of Castings
765-B	Z-55269	Q-54974	T-55069	T-55066
798-B	Z-56420	Z-57191	T-56626	T-56627
808-B	Z-57188	Z-57192	T-56717	T-56718
817-B	Z-57188	Z-57192	T-56768	T-56769
842-B	None	None	T-57117	T-57118

CanadaSouthern.com, NYC Freight Car Roster:

<https://www.canadasouthern.com/caso/NYC-MODELS-FREIGHT2.htm>

New York Central System Historical Society, Photo Archives

<https://nycshs.omeka.net/>

Pullman Standard Builders Photos

Pullman-Museum.org

Railway Age

Pullman-Standard Delivers First Boxcar to PS-1 Design; Railway Age Nov 1, 1947

Railmodel Journal

Ed Hawkins 40-foot PS-1 Boxcars 12-part series, Railmodel Journal Mar, May, Jun, Aug, Oct and Nov 1993, Jan, Jun and Nov 1994, Jun, Jul and Dec 1997 issues

Ed Hawkins Backdating an Intermountain PS-1 Railmodel Journal Dec 1994

Model Railroading

14-part series on Pullman Standard 40-foot Single Door Boxcars. Mar/Apr, May/June, Jul/Aug, Nov/Dec 1986, Feb, Mar, Apr, May, Jun, Jul 1987, Jan, Jul, Oct and Dec 1988 issues