

ANN ARBOR RAILROAD TECHNICAL & HISTORICAL ASSOCIATION  
ANNUAL MEETING - Durand, Michigan  
October 2, 2021

# ANN ARBOR RAILROAD

## 40-foot STEEL BOXCAR FLEET



1947 to 1983



Craig Wilson  
Cadillac, Michigan

At the end of World War II the Ann Arbor Railroad's boxcar fleet consisted of 40-foot single-sheath cars that were well over twenty years old,



Photos from the presenter's collection except as noted.



From 1947 to 1960 the railroad would add 610 modern steel boxcars to its roster.

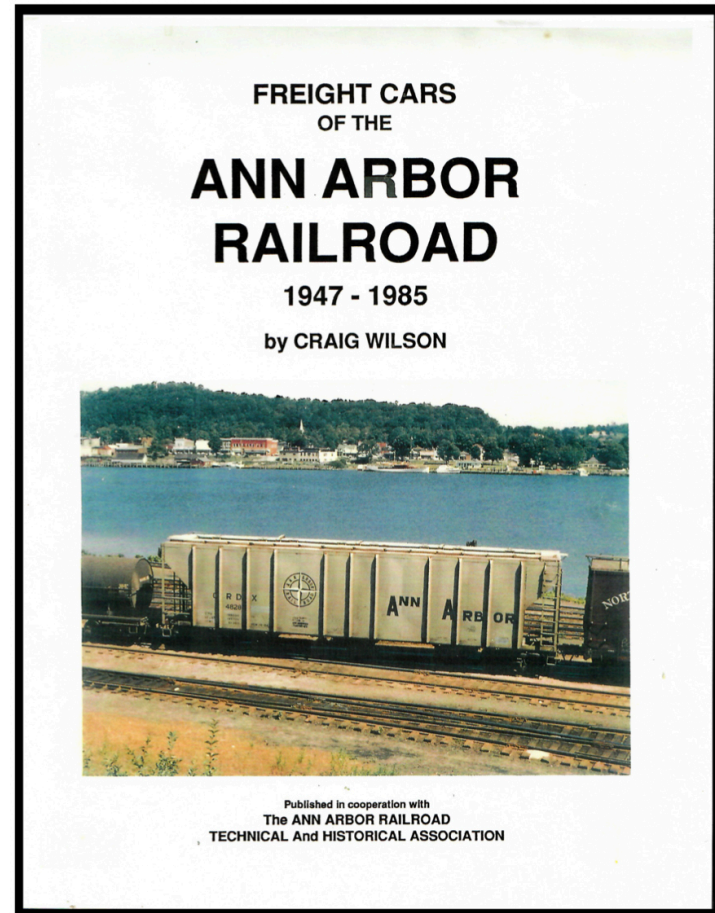


The Pullman-Standard PS-1 is the best known. Just about every manufacturer has produced a model PS-1, many of them decorated in (often incorrect) Ann Arbor paint schemes.



But the first steel cars were built by ACF and the Wabash Railroad's own shops adding variety to the fleet. Modeling these cars is possible with a little more effort.

In an effort to provide accurate modeling information,  
what started out as a simple newsletter article...



...ultimately grew into a 93 page book.



BOXCARS							
40-FOOT							
YEAR	68000-68049	250-299	300-399	400-499	1000-1099	1200-1399	1400-1409
1947	50						
1948	50						
1949	50						
1950	50						
1951	50				100		
1952	50				100		
1953	50				100		
1954	50				100		
1955	50				100		
1956	50	50			99		
1957	50	49	100		99		
1958	50	49	100	100	99	200	
1959	50	49	100	100	98	199	
1960	50	49	100	100	98	198	10
1961	50	49	100	99	97	198	10
1962	50	49	98	99	97	198	10
1963	50	49	98	99	97	197	10
1964	50	49	98	98	97	196	10
1965	48	48	19	98	96	80	10
1966	46	48		98	96	72	10
1967	45	48		97	94	72	10
1968	45	48		97	94	72	10
1969	11	48		97	94	72	10
1970		48		18	93	68	9
1971		48			93	68	9
1972		48			91	67	9
1973				1	90	66	9
1974				1	88	66	9
1975				1	88	66	9
1976				1	88	66	9
1977				1	88	66	9
1978				1		66	9
1979				1		65	9
1980				1		65	9
1981				1		65	9
1982				1		65	9
1983				1		64	9
1981				1		65	9
1982				1		65	9
1983				1		64	9

Series 68000-68049 [50 cars]  
 Built by Wabash 1947 / in service until 1969

Series 1000-1099 [100 cars]  
 Built by ACF 1951 / in service until 1977

Series 250-299 [50 cars]  
 Built by Wabash 1950 [series 89525-89599]  
 50 cars transferred to AA 1955  
 in service until 1972

Series 300-399 [100 cars]  
 Built by P-S 1956 / in service until 1964-65

Series 400-499 [100 cars]  
 Built by P-S 1957 / in service until 1970  
 1 car [AA 443] 1973-1983

Series 1200-1399 [200 cars]  
 Built by P-S 1958 / in service until 1983

Series 1400-1409 [10 cars]  
 Built by P-S 1959 / in service until 1983



The DT&I began to sell off a lot of boxcars when it assumed control of the AA in 1963.

They were sold to companies such as U. S. Railway Equipment [USRE] and Chicago Freight Car Co. [CFC] which refurbished cars and then sold or leased them to other railroads.

AA 290 has been white-lined and sold to Chicago Freight Car [CFC].



The 300-series PS-1 were first to go in 1964. Through USRE many ended up as B&O cars [Kadee made a model of this car]. More than half the 1200-series cars also went in 1964.

The 68000-series boxcars left in 1968 and the 400-series was next in 1970. The 250-series lasted until 1972.

# SERIES 68000-68049

10-panel riveted sides  
6-foot corrugated door  
4-4 ends  
Rectangular panel roof  
Branchline kit with solid sill replacing  
tabbed sill [Speedwitch conversion kit  
has sill / doors / ends]



Collection of Jay Williams

Paint scheme 1a [1947]



Collection of Jay Williams

Paint scheme 1b [early 1950's]



# SERIES 68000-68049

10-panel riveted sides  
6-foot corrugated door  
4-4 ends  
Rectangular panel roof



Collection of Jay Williams

Paint scheme 2a [mid-1950's]



Lake State Railway Historical Assn archive

Paint scheme 3a [late-1950's]



MODELING THE  
SERIES 68000-68049

**BRANCHLINE TRAINS #1400** 40-foot boxcar, 6-foot door

Undecorated kits have multiple ends and roofs included. Decorated kits have parts specific to the paint scheme. The AA cars need the ends marked 5E on the inner face and the rectangular-panel roof. The BL ends and doors are very close but not an exact match for the prototype.

**SPEEDWITCH MEDIA Parts Set P117** [currently out of production] provides resin cast parts for the correct doors and ends to exactly match the prototype cars. Also included is the solid sill piece needed along with etched brass ladder stiles. Decals for the original [1a] paint scheme are included.

Carve, file, sand off the sill tabs. If not using the Speedwitch parts, make a new solid sills out of Evergreen styrene. Use A-Line Style-B sill steps and a Kadee Miner brake wheel. Kadee or Plano running board/laterals can be used to replace the one in the BL kit.

**SMOKEBOX GRAPHICS Decal set DF0487** has the lettering to do all three paint schemes [1a, 1b and 2a] used on these cars.

# SERIES 1000-1099

12-panel welded sides  
7-foot corrugated door  
4-3-1 ends  
Diagonal panel roof

Branchline kit with sides sanded to remove rivets. New panel lines made using Archer Transfers.

Smokebox Graphics DF0487 decal set used for all the different paint schemes.



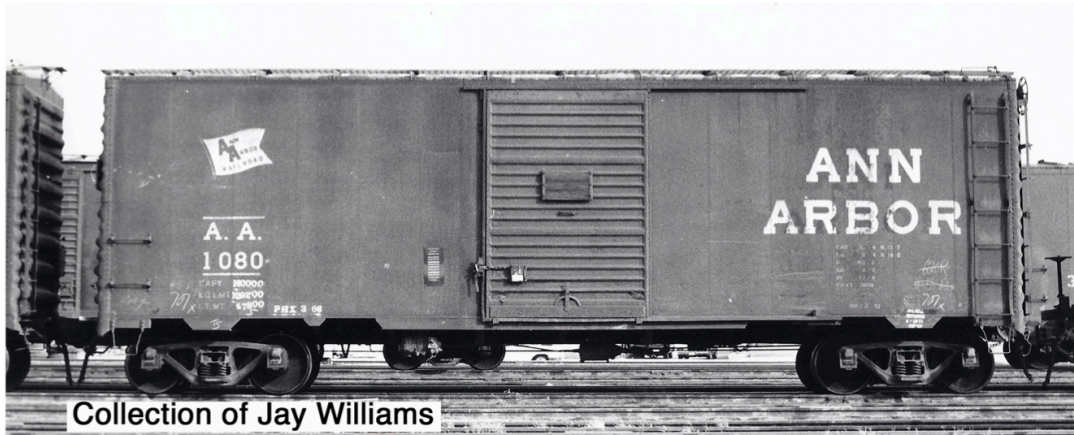
Paint scheme 1a [as built 1951]



Paint scheme 1b [early-1950's]



# SERIES 1000-1099



Collection of Jay Williams

Note that the solid pennant herald is slightly larger than the outline pennant. And on AA 1080 [above] the pennant herald has a more pronounced “tilt” to it than on AA 1021 [right].

Also note the Wabash practice of a space between the “1” and “0” in the car number.

Both photos:  
Paint scheme 2a  
[mid-1950’s]



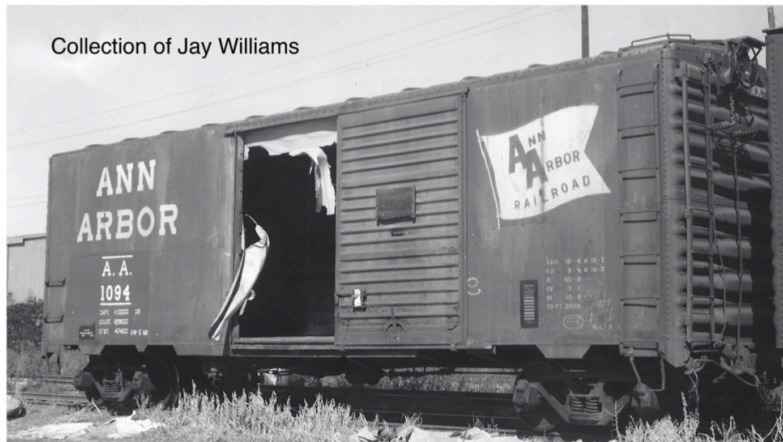
Photo courtesy of Richard Kirchner



# SERIES 1000-1099

Both photos: Paint scheme 3a.  
Late 1950's.

This large-pennant scheme was very  
common on 1000-series boxcars.



AA 1094 has had the reporting marks,  
number and capacity data restencilled  
on a repainted panel. And there is no  
gap between the "1" and the "0".

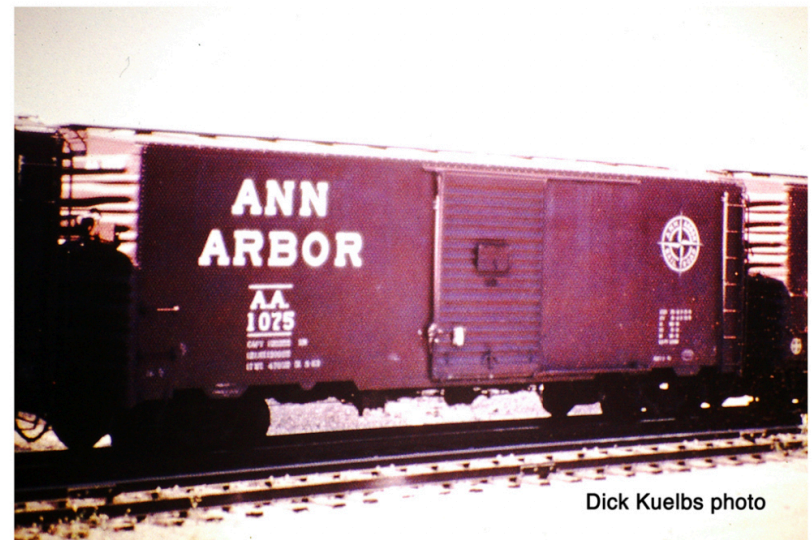
# SERIES 1000-1099



Under DT&I control some 1000-series boxcars received the AA version of the compass herald in place of the pennant. Neither car follows the Wabash practice of a gap between the “1” and “0” in the number. Very few cars got this scheme.

[Left] AA1086 has the 2a scheme where a small pennant was on the left side of the car.

[Below] AA1075 has the 3a scheme with a compass in place of the the large pennant on the right side of the car.





# MODELING THE SERIES 1000-1099

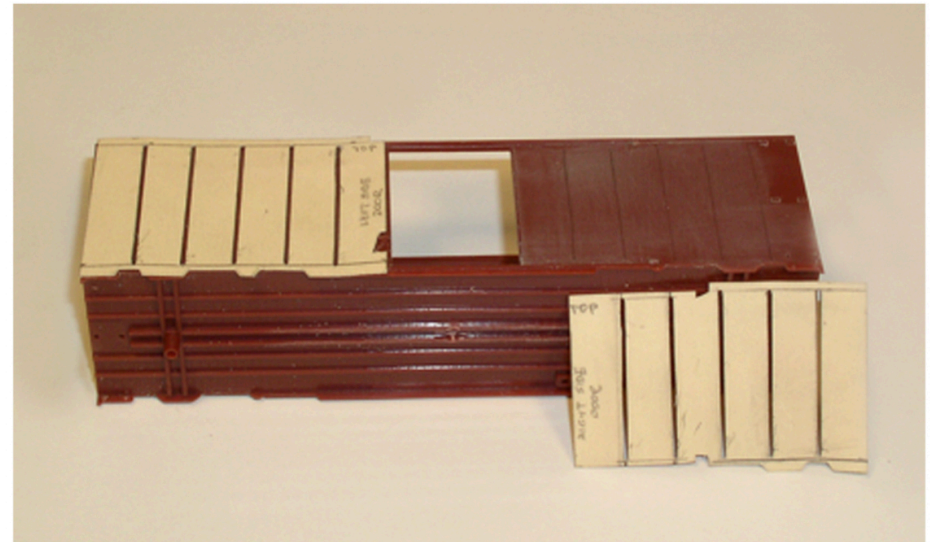
Modeling the 12-panel welded sides was a significant challenge until the introduction of the Archer Transfers line of resin details on decal stock. The 1000-series cars are a more involved project than the others but not difficult to do.

## **BRANCHLINE TRAINS #1600** 40-foot boxcar, 7-foot door

Undecorated kits have multiple ends and roofs included. Decorated kits have parts specific to the paint scheme. These AA cars need the ends marked 2E on the inner face and the diagonal-panel roof.

Using 400- and 600-grit sandpaper remove all rivet seams from the sides of the car. If using decorated cars, there is no need to strip them first. Sanding will remove all the lettering.

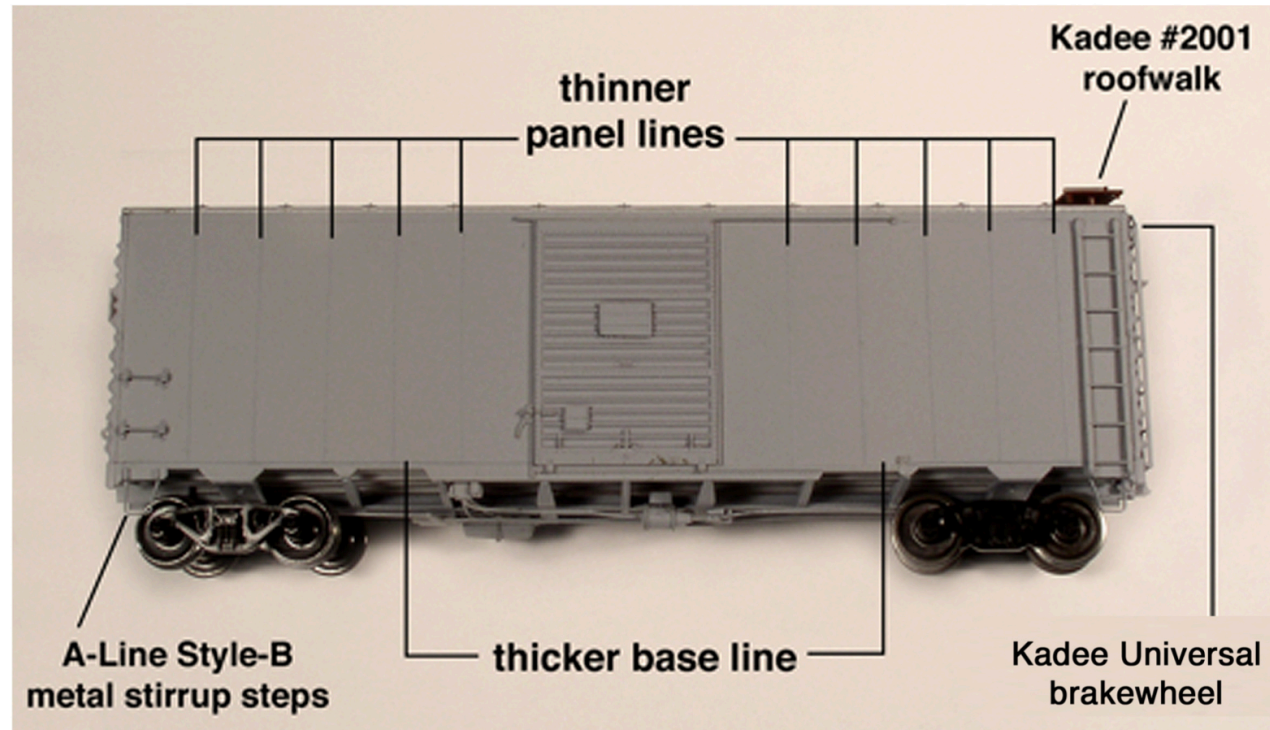
The location of the weld lines is marked with light pencil lines. Templates were made to ensure uniformity when doing multiple models.





# MODELING THE SERIES 1000-1099

The Archer Transfers instructions say their decals can be applied directly on the cars with a coat of glosscoat. I got better results by giving the bodies a coat of glossy primer first.



Archer Transfers #AR88013 has different widths of panel lines/weld beads. Thicker lines were used for the horizontal base line at the bottom of the sides and thinner ones for vertical panel lines as shown.

# SERIES 250-299

10-panel riveted sides  
6-foot corrugated door  
4-3-1 ends  
Diagonal panel roof

Branchline kit with solid sill replacing  
tabbed sill.



Paint scheme 2b [1955]



Paint scheme 2a [mid-1950's]



Paint scheme 3a [late-1950's]



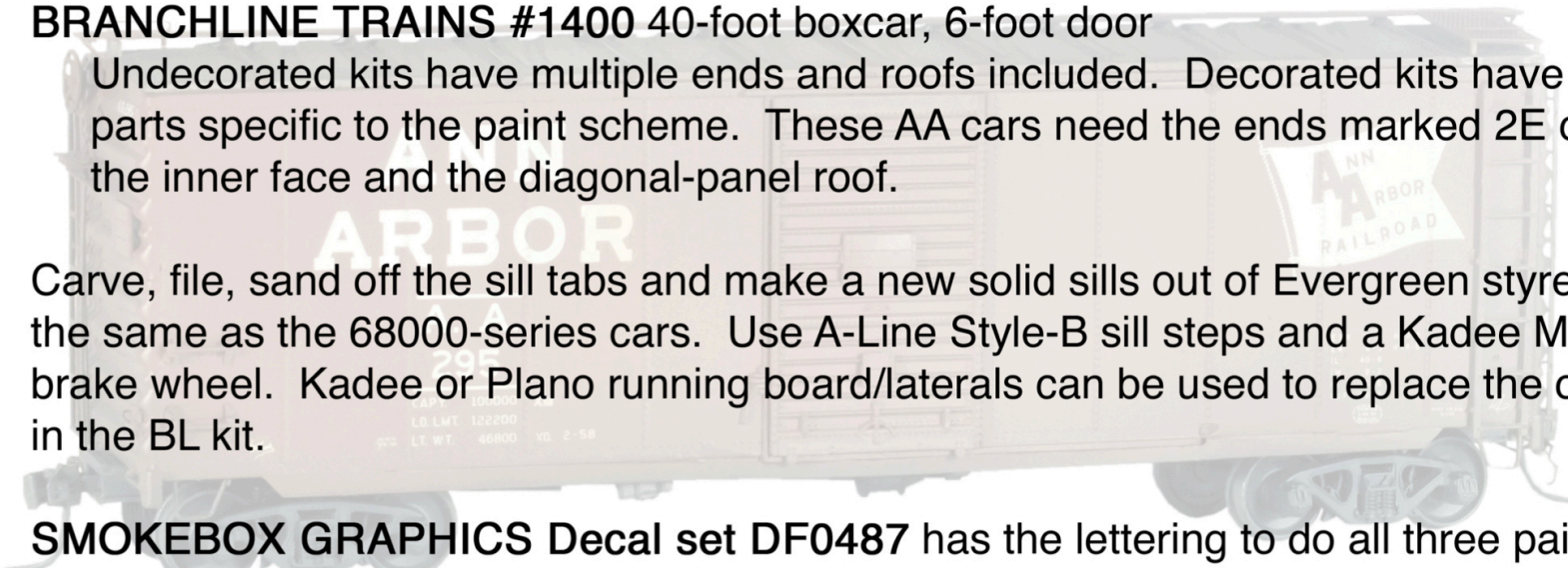
# MODELING THE SERIES 250-299

## **BRANCHLINE TRAINS #1400** 40-foot boxcar, 6-foot door

Undecorated kits have multiple ends and roofs included. Decorated kits have parts specific to the paint scheme. These AA cars need the ends marked 2E on the inner face and the diagonal-panel roof.

Carve, file, sand off the sill tabs and make a new solid sills out of Evergreen styrene the same as the 68000-series cars. Use A-Line Style-B sill steps and a Kadee Miner brake wheel. Kadee or Plano running board/laterals can be used to replace the one in the BL kit.

**SMOKEBOX GRAPHICS Decal set DF0487** has the lettering to do all three paint schemes [2a, 2b and 3a] used on these cars.



# SERIES 300-399

Pullman-Standard PS-1  
6-foot corrugated door

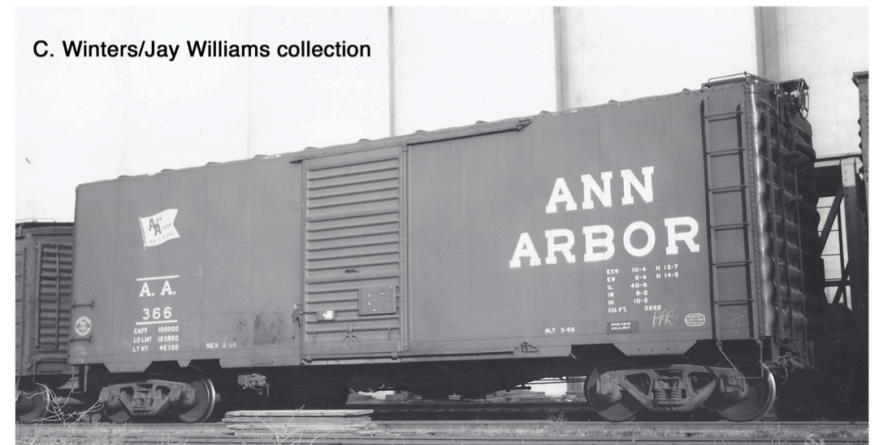
2a paint scheme was the only  
one used on these cars  
18-inch roadname  
9-inch A. A. reporting marks  
7-inch numbers  
Solid pennant herald  
A. A. end reporting marks  
Black ends

## MODELS:

Kadee (AA 334 and AA 371)  
Intermountain (using Smokebox  
Graphics DF0487 decals)



Collection of Bob Lorenz



C. Winters/Jay Williams collection



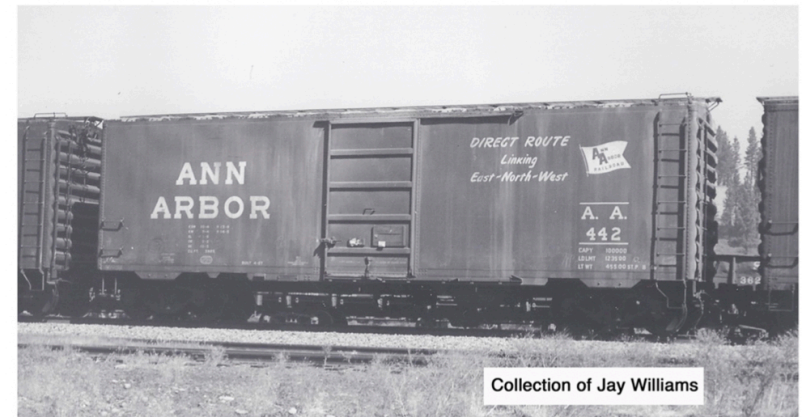
# SERIES 400-99

Pullman-Standard PS-1  
6-foot 5-panel door

2c paint scheme [Right above]  
*DIRECT ROUTE* slogan  
18-inch roadname  
9-inch A. A. reporting marks and numbers  
A. A. reporting marks on ends  
Some had black ends  
3a paint scheme [Right below]  
Large pennant herald

## MODELS:

Kadee (AA 413, AA 427 and AA 422)  
Intermountain (with 5-panel door from  
Kadee or Front Range and using  
Smokebox Graphics DF0487 decals)



Collection of Jay Williams



Collection of Bob Lorenz

# SERIES 1200-1399

Pullman-Standard PS-1  
8-foot 6-panel door

2c paint scheme  
*DIRECT ROUTE* slogan  
9-inch A. A. reporting marks and numbers  
[note gap between numbers]  
A. A. end reporting marks

## MODELS:

Kadee (AA 1238, AA 1281)  
Intermountain  
Smokebox Graphics DF0487 decals)





# SERIES 1200-1399

Pullman-Standard PS-1  
8-foot 6-panel door

3a paint scheme  
No *DIRECT ROUTE* slogan  
9-inch A. A. reporting marks and  
numbers [note gap between numbers]

## MODELS:

Kadee  
Intermountain  
Smokebox Graphics DF0487 decals



# SERIES 1200-1399

DT&I - era repaints with compass herald

2c paint scheme [Right above]  
Compass replaces small pennant  
*DIRECT ROUTE* slogan  
9-inch A. A. reporting marks and numbers [note gap between numbers]

3a paint scheme [Right below]  
Compass replaces large pennant  
No *DIRECT ROUTE* slogan  
At least one car [AA1340] had the pennant painted out and no herald on the right side of the car

MODELS:

Kadee

Intermountain

Smokebox Graphics DF0487 decals



Collection of Jay Williams



Jim Hediger photo



# SERIES 1200-1399

Michigan Interstate Era 1978-1983

Paint scheme 5

Entire car orange [including ends and roof] with “ferry in the fog” herald

Only 6 cars repainted this way  
[1210, 1233, 1235, 1270, 1325, 1380]

MODELS:

Intermountain RTR

Kadee with Herald King decals



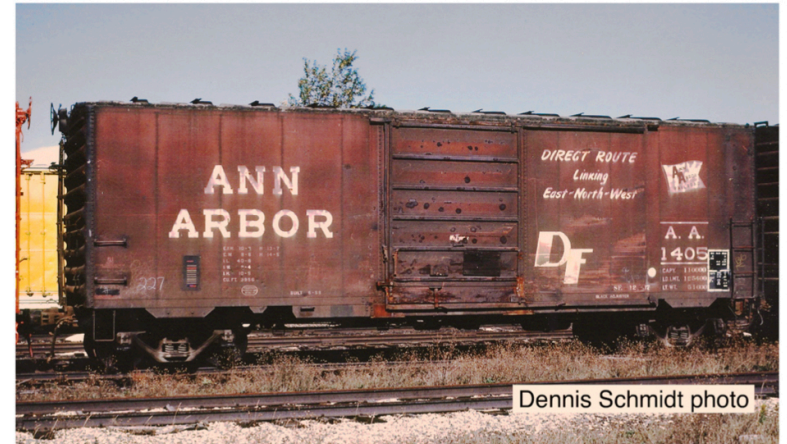
Ronald Plazzotta photo

# SERIES 1400-1409

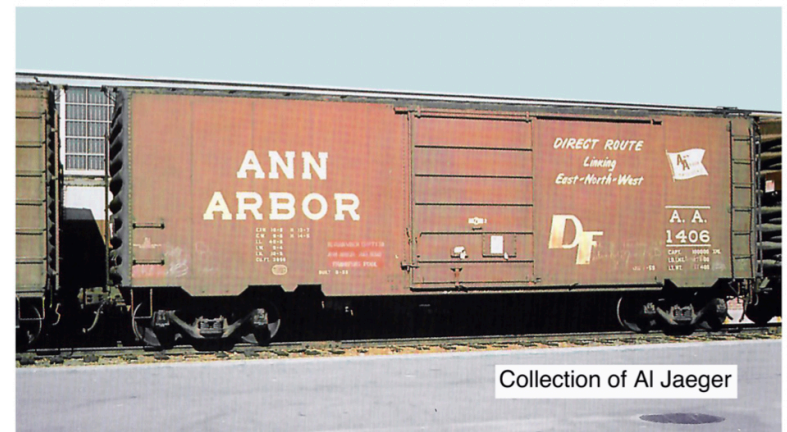
Pullman-Standard PS-1  
8-foot P-S door  
XML [equipped with 19 DF-2 belt rails]

2c paint scheme  
*DIRECT ROUTE* slogan  
small pennant herald  
only cars with “DF” symbol  
no gap between numbers  
black ends [as built?]

MODELS:  
Intermountain  
Smokebox Graphics DF0487 decals)



Dennis Schmidt photo



Collection of Al Jaeger



# SERIES 1400-1409

Pullman-Standard PS-1

8-foot P-S door

XML [equipped with 19 DF-2 belt rails]

3b paint scheme

No *DIRECT ROUTE* slogan

large pennant herald

“DF” symbol

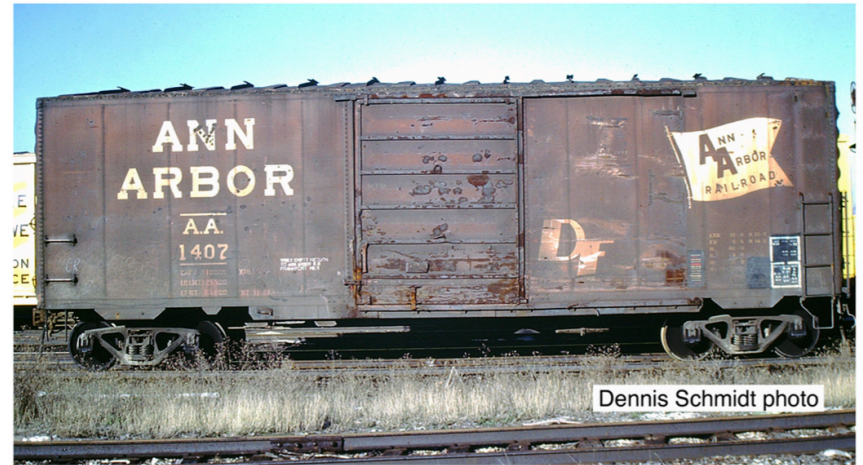
Only 1 car in this scheme [AA 1407]

Does not appear to have black ends

MODEL:

Intermountain

Smokebox Graphics DF0487 decals)



# AA 41017

A one-of-a-kind rebuild

1972: DT&I Jackson Ohio shops rebuilt AA 1017 - only one car done - in revenue service for only one year [1972] then off the roster.

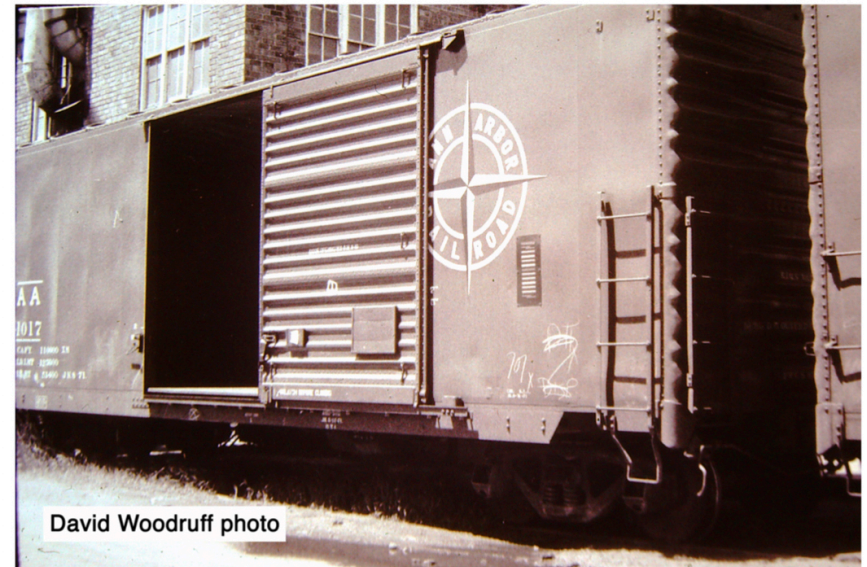
1950-built ACF boxcar [series 1000-1099]  
8-foot corrugated door  
new reinforced side sill  
running board removed  
A-end ladders shortened

Paint scheme

Larger compass herald  
9-inch AA [no periods] and numbers

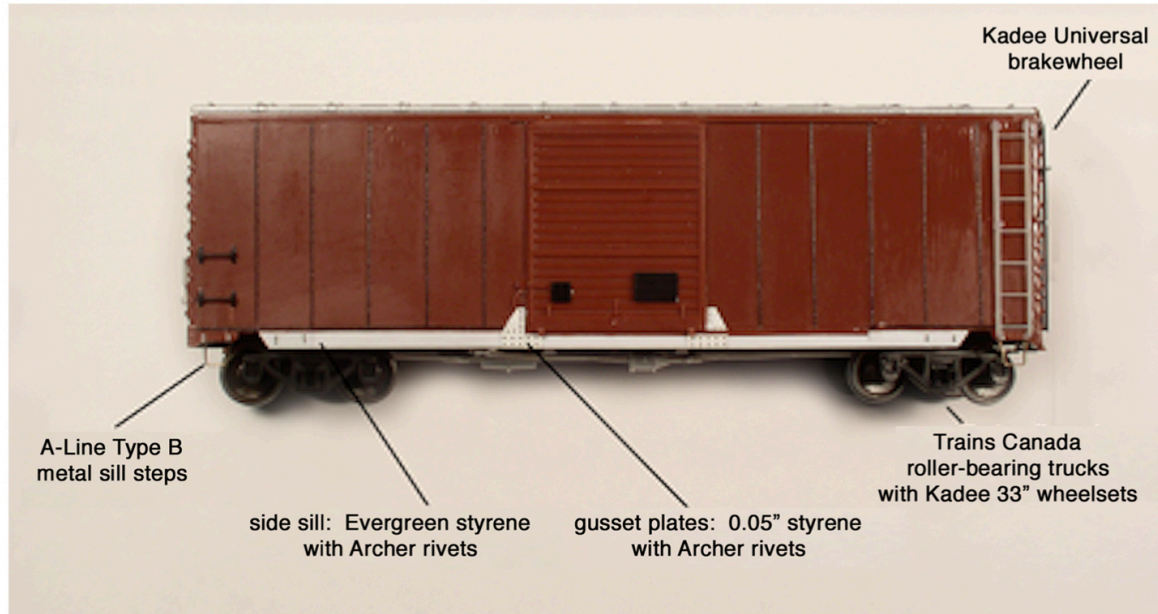
MODEL:

Branchline 1500





# MODELING AA 41017



## BRANCHLINE #1500 / 8-foot door

Use diagonal panel roof and 2E ends. Sand off all rivet detail from sides as before. Create 12-panel welded sides using Archer Transfers #AR88013 panel lines/weld beads and Archer Transfers rivets for side sill and gusset plates.

No running board used. A-end ladders shortened. Brake wheel [Universal] left in high position on B-end.

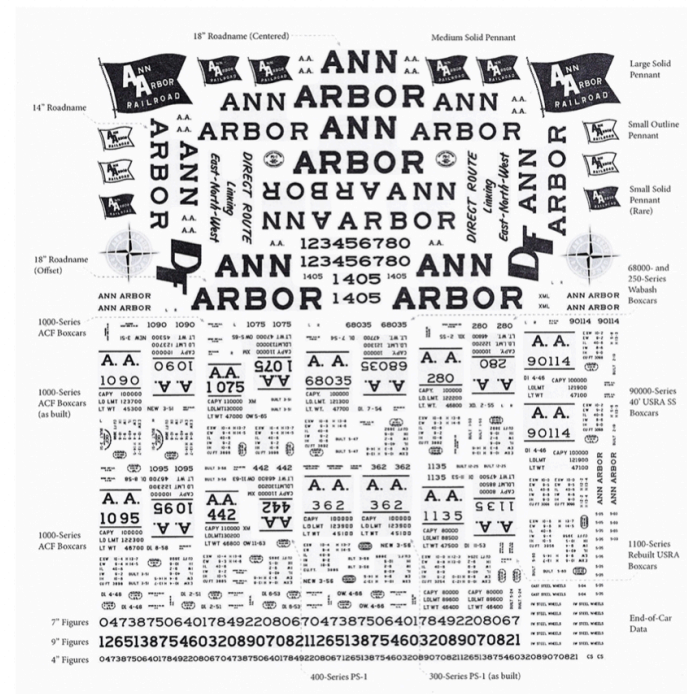
# PAINT SCHEMES

Many different decals sets have been produced for AA boxcars and most are long out of production.

Champ HB-323 was probably the best known and seems to be based on the 2a scheme for 300-series cars.

A comprehensive set of HO scale decals is currently available from SMOKEBOX GRAPHICS and is highly recommended. It will do all of the AA boxcar variations with the exception of the orange "ferry" scheme. It also has lettering for the pre-war single sheath boxcars.

## Smokebox Graphics HO scale decal sheet Ann Arbor RR 40' boxcars Set DF0487



**Smokebox Graphics**  
**P.O.Box 172**  
**Reese MI 48757**  
**www.smokeboxgraphics.com**



# PAINT SCHEMES

- 1a. The original paint scheme on 68000- and 1000-series boxcars - derived from scheme used on single-sheath boxcars
  - 14-inch ANN ARBOR roadname
  - 9-inch A. A. reporting marks
  - 7-inch numbers
  - ANN ARBOR end reporting marks
  - no herald
  - [Speedwitch kit contains decals for this scheme for 68000-series cars]
  
- 1b. Used on 68000- and 1000-series
  - Same as 1a but with outline pennant above the reporting marks

AA 74000-74147  
Built Standard Tank Car Co. 1924



Speedwitch Models

AA 1000-1099  
Built ACF 1950



BRANCHLINE with Archer Transfers panel lines  
Smokebox Graphics decals

# PAINT SCHEMES

- 2a. Early to mid-1950's repaint  
Used on 68000- 1000- 250-series [repaints]  
and 300-series  
18-inch ANN ARBOR roadname  
9-inch A. A. reporting marks  
9-inch numbers  
ANN ARBOR end reporting marks on  
50-ton cars and A. A. on 55-ton cars  
solid pennant herald  
300-series cars had 7-inch numbers  
and black ends

AA 68000-68049  
Built Wabash RR 1947



AA 1000-1099  
Built ACF 1950



AA 300-399  
Built Pullman-Standard 1956





# PAINT SCHEMES

- 2b. Used on 250-series cars only
  - 18-inch ANN ARBOR roadname
  - 9-inch A. A. reporting marks
  - 7-inch numbers
  - Outline pennant
  - ANN ARBOR on ends

AA 250-299  
Built Wabash RR 1950 / 50 cars to AA 1955



BRANCHLINE with solid sill added  
Gerald Glow decals

# PAINT SCHEMES

- 2c. Pullman-Standard 400- and 1200-series  
18-inch ANN ARBOR roadname  
9-inch A. A. reporting marks and 9-inch  
numbers on right side of car  
A. A. end reporting marks  
solid pennant herald on right side of car  
*DIRECT ROUTE* slogan on right side

AA 400-499  
Built Pullman-Standard 1957



INTERMOUNTAIN custom painted  
CDS 117 lettering + AARRT&HA pennant

AA 400-499  
Built Pullman-Standard 1957



INTERMOUNTAIN custom painted  
CDS 117 lettering + AARRT&HA pennant

# PAINT SCHEMES

- 2c. Pullman-Standard 400- and 1200-series  
18-inch ANN ARBOR roadname  
9-inch A. A. reporting marks and 9-inch  
numbers on right side of car  
A. A. end reporting marks  
solid pennant herald on right side of car  
*DIRECT ROUTE* slogan on right side
  
- 2d. 1400-series cars only  
same scheme as 2c described above  
but with large *DF* symbol on right side  
“As built” cars may have had black ends

AA 1200-1399  
Built Pullman-Standard 1957



INTERMOUNTAIN stock paint and lettering

AA 1400-1409  
Built Pullman-Standard 1959



INTERMOUNTAIN custom painted  
CDS 117 lettering + AARRT&HA pennant



# PAINT SCHEMES

- 3a. Cars repainted with large 60-inch pennant herald on right side of car  
68000- 250- 1000- 400- and 1200- series cars were all repainted with this scheme  
18-inch ANN ARBOR roadname on left side and higher on body  
9-inch A.A. reporting marks and 9-inch numbers on left side of car  
A. A. end reporting marks

AA 68000-68049 Built 1947



BRANCHLINE + Speedwitch P117  
Smokebox Graphics decals

AA 250-299  
Built Wabash RR 1950 / 50 cars to AA 1955



BRANCHLINE with solid side sill added  
Smokebox Graphics decals

AA 1000-1099  
Built ACF 1950



BRANCHLINE with Archer Transfers panel lines  
Gerald Glow decals

AA 1400-1409  
Built Pullman-Standard 1959



INTERMOUNTAIN custom painted  
CDS 117 lettering + CDS 481 pennant

- 3b. One car only: AA 1407  
same scheme as 3a described above  
but with large *DF* symbol on right side

# PAINT SCHEMES

4. Cars repainted with compass herald  
1000-series cars
  - 2a scheme with compass in place of small solid pennant on left side
  - 3a scheme with compass in place of large pennant on right side
- 1200-series cars
  - most had 2c scheme with compass in place of small solid pennant on right
  - at least one car [AA 1224] had 3a scheme with compass in place of large pennant on right side of car

AA 1000-1099  
Built ACF 1950



BRANCHLINE with Archer Transfers panel lines  
Gerald Glow decals

AA 1200-1399  
Built Pullman-Standard 1957



INTERMOUNTAIN  
stock lettering + AARRT&HA compass herald

AA 1200-1399  
Built Pullman-Standard 1957



KADEE

# PAINT SCHEMES

5. Michigan Interstate era orange cars with  
“ferry in the fog” herald  
Only 6 cars got this scheme [all 1200-series]  
large ferry logo in white circle on left side  
9-inch A. A. and 9-inch numbers on left side





# PAINT SCHEMES

6. AA 41017 rebuilt AA 1000-series car  
Only 1 car rebuilt and repainted this way  
9-inch A. A. reporting marks and 9-inch  
number of left side  
Larger compass herald on right side  
A. A. on ends

AA 41017 [one car only]  
rebuilt DT&I 1972 from AA 1017 [ACF 1950]



BRANCHLINE with Archer Transfers panel lines  
and solid sill added

# SUMMARY

1. All single-sheath boxcars were off the roster by 1962, just prior to DT&I control.
2. The last 68000-series cars [built 1947] left the roster in 1969.
3. 1000-series ACF cars were in service 1950-1977. From 1964 to 1977 there were more 1000-series cars in service than any other car series.
4. 250-series Wabash-built boxcars were in service from 1955 to 1972.
5. 300-series PS-1 boxcars [1957] were the first to be sold off in 1964-65.
6. 400-series PS-1 boxcars [1958] were sold off in 1969-70 but one car [AA 443] returned to the roster in 1973, remaining until 1983.
7. 1200-1399 series PS-1 boxcars [1958] remained on the roster until 1983 although more than half of them were gone after 1964.
8. AA 41017 rebuilt by the DT&I was on the roster for only one year [1972].