SOUTHERN PACIFIC

POSTWAR FORTY FOOT BOX CARS

RPM Naperville 2026
16-17 October 2026
Naperville, Illinois

Thank you:

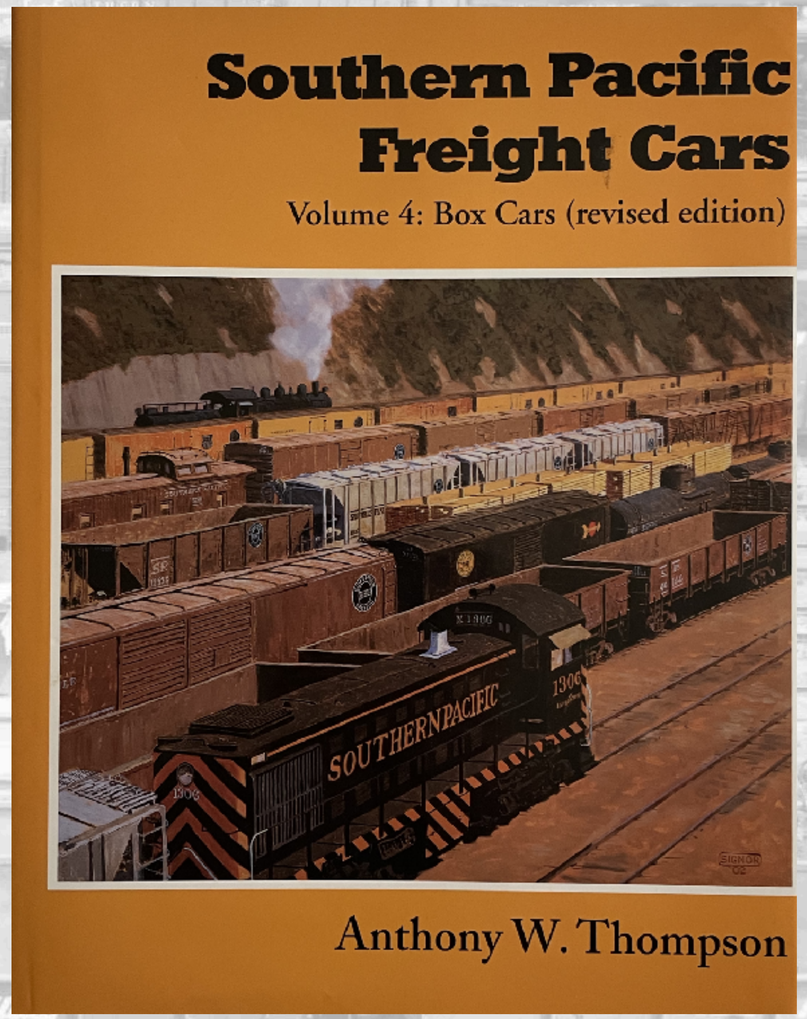
Paul Koehler
Dan Smith
Tony Thompson
Bill Welch
Tangent Scale Models

This will be posted to:
prototopics.blogspot.com

References

Southern Pacific Freight Cars, Volume 4: Box Cars, Anthony W. Thompson, Signature Press, 2006, 2014 (revised)

Southern Pacific Freight Car Painting and Lettering Guide, Dick Harley and Anthony W. Thompson, SPH&TS



SOUTHERN PACIFIC
POSTWAR FORTY
FOOT BOX CARS

“Why should I care about these cars?”

Almost 19,000 added between 1946 and 1953. The SP/T&NO had no PS-1s so these AAR-design cars were a massive part of one of the largest box car fleets in North America. That’s why

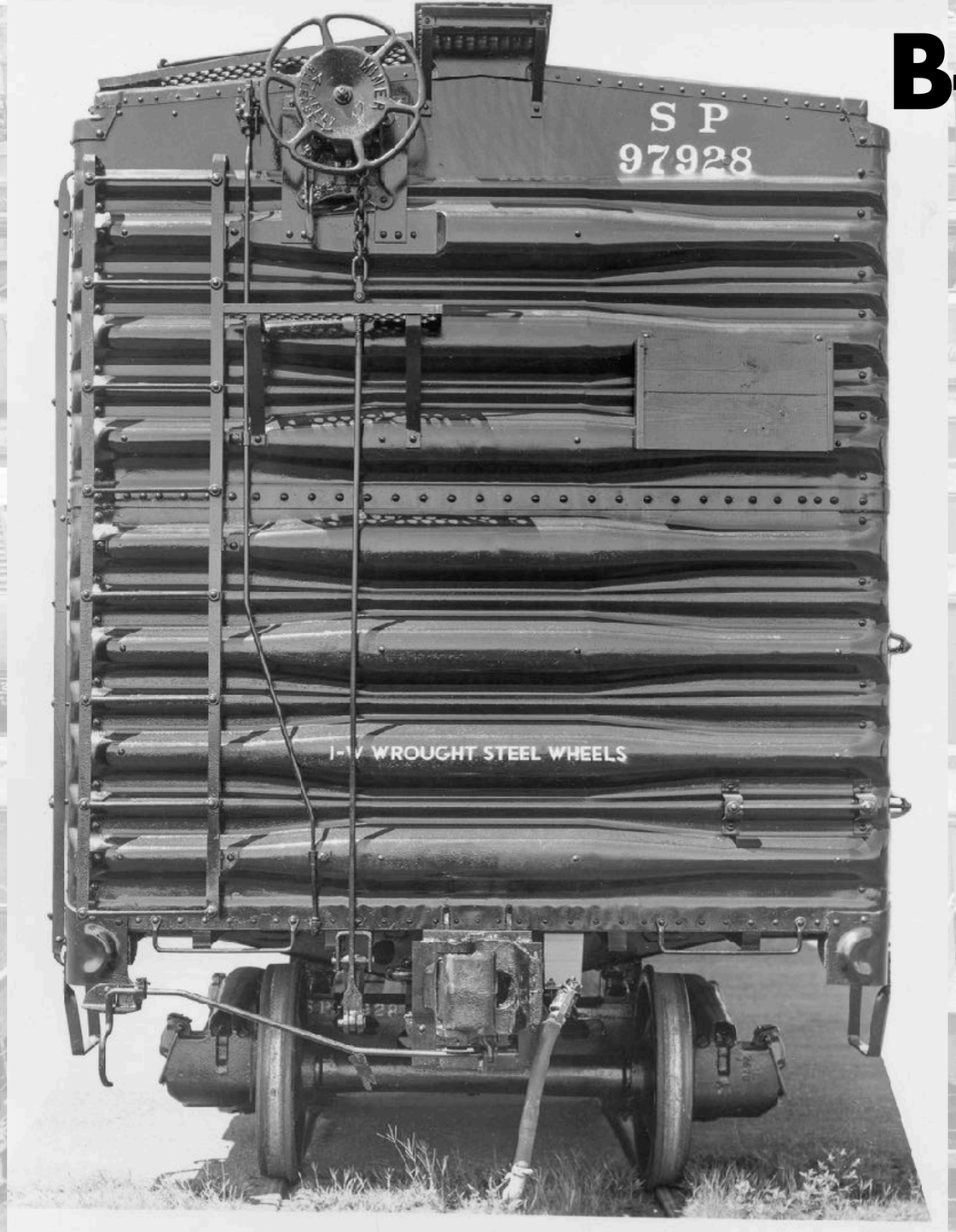
B-50-24

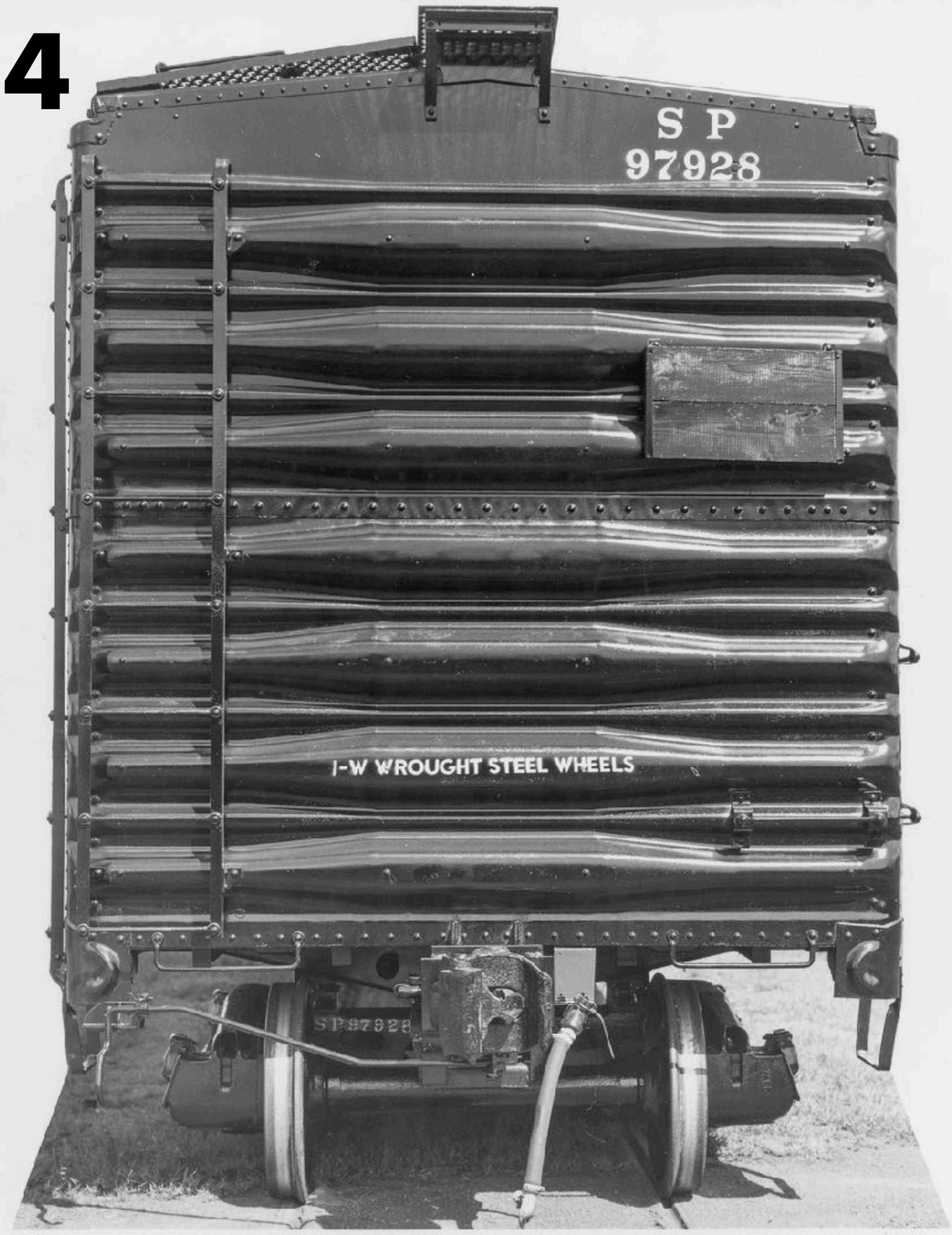
- Built 1946 by Mt. Vernon, 500 cars
- 97620–98069 “Overnight” Box Cars
- 5700–5749 BX Baggage/Express Box Cars
- Alternate Center Rivet (ACR) side construction, 3/4 Improved Dreadnaught ends, interim Improved Youngstown doors (wide panel overlap,) Murphy rectangular panel roof, welded underframe (UP design?)

B-50-24


SOUTHERN PACIFIC LINES
SP
97928
CAPY. 100000.
LDLMT. 128800.
LT.WT. 40200
NEW 8-46
OVERNIGHT
EXW 10-4 H 13-1
EW 9-3 H 13-11
IL 40-6
IW 9-2
IH 10-0
CUFT 3715
BLT 8-46
B-50-24
SP
97928

B-50-24


S P
97928
1-W WROUGHT STEEL WHEELS


S P
97928
1-W WROUGHT STEEL WHEELS

B-50-24



M. D. McCarter

B-50-24



Salinas, Calif., Will Whittaker

B-50-24



E. M. Bittner

embitt scan

B-50-24



Bob's Photo

B-50-24



B-50-24



B-50-24



Bruce Petty, courtesy of Paul Koehler

B-50-24



Bruce Petty, courtesy of Paul Koehler

B-50-25

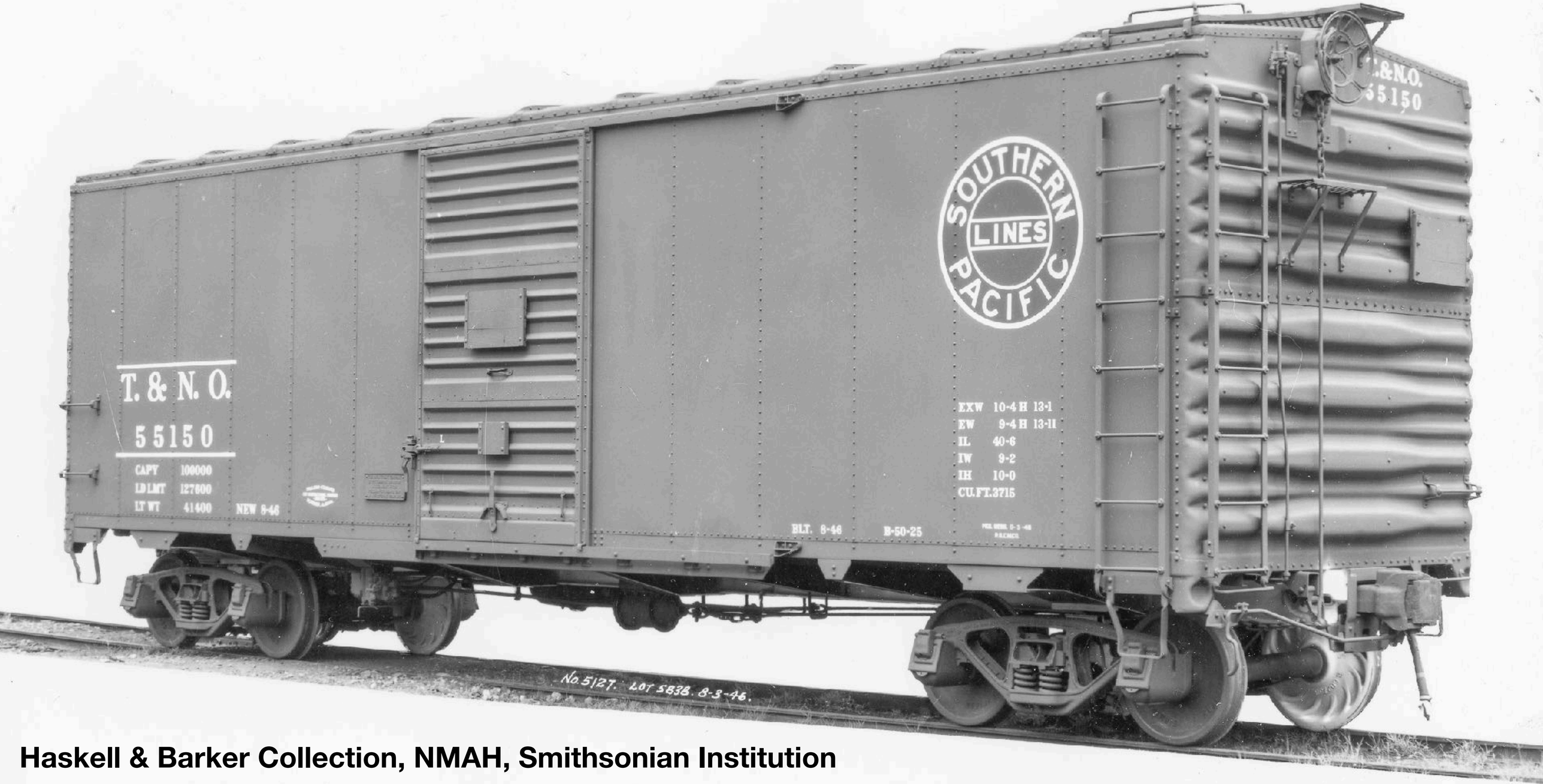
- Built 1946-1947 by Pressed Steel and Pullman-Standard, 2,600 cars
- 20500–22249
- 54850–55699 Texas & New Orleans (T&NO)
- 12-panel riveted side construction, 3/4 Improved Dreadnaught ends, interim (wide panel overlap) or 5-6-5 Improved Youngstown doors, Murphy rectangular panel roof, AAR welded underframe

B-50-25



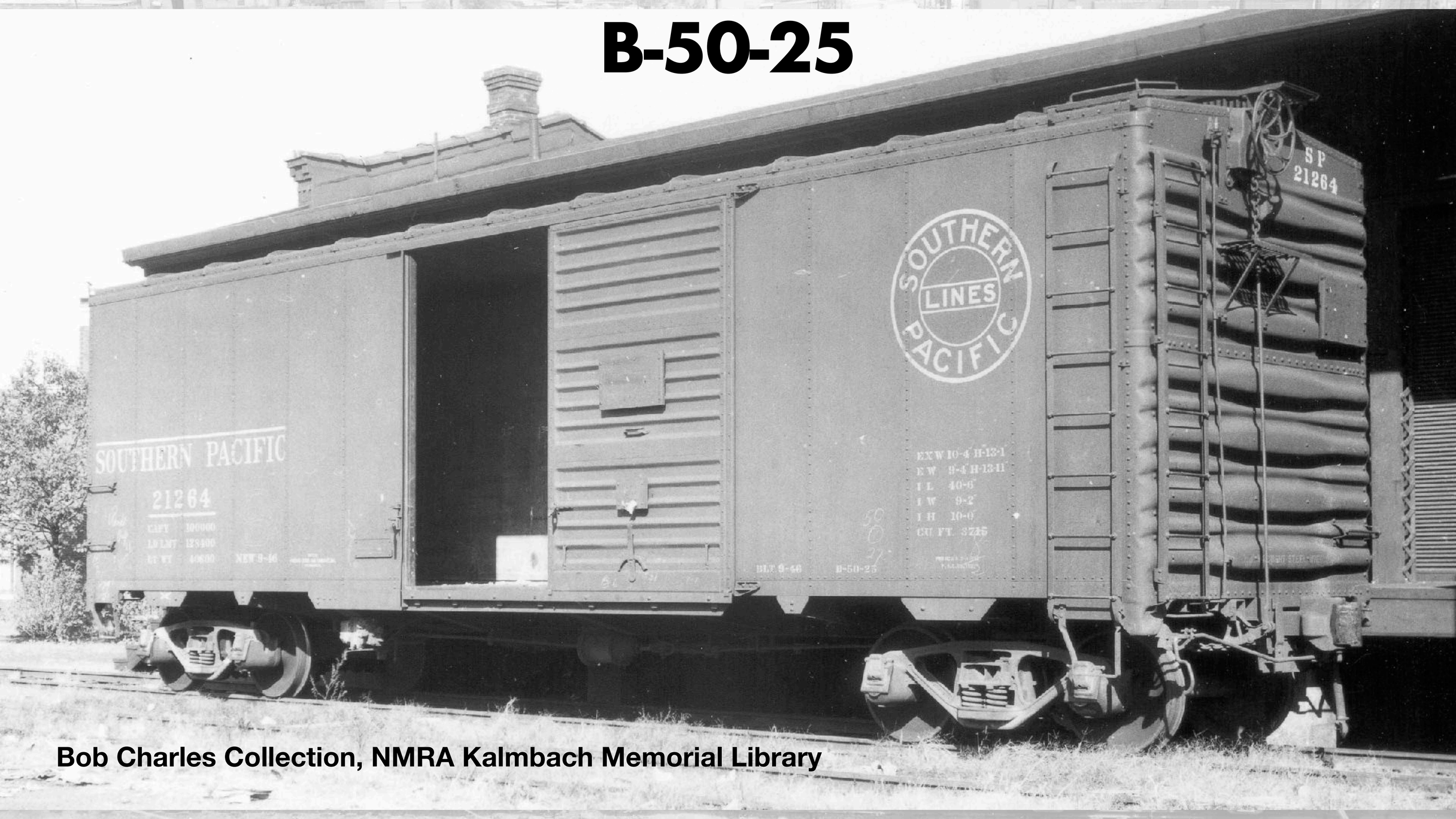
Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-25



Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-25



Bob Charles Collection, NMRA Kalmbach Memorial Library

B-50-25



Aug. 31, 1946, Jack Whitmeyer

B-50-25



Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-25



Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-25



Dan Smith photo

Dan Smith photo

B-50-25



B-50-25



Dan Smith photo

B-50-25


SOUTHERN
PACIFIC
SP
122809
CAP'Y 100000
LD LMT 127300
LT WT 41700 OAK-8-57
SOUTHERN
PACIFIC
LINES

B-50-26

- Built 1947–1948 by American Car & Foundry and Pullman-Standard, 3,000 cars
- 58920–59479; 60250–61189
- 55700–57199 Texas & New Orleans (T&NO)
- 12-panel riveted side construction, 3/4 Improved Dreadnaught ends, Superior 7-panel (short top panel and some with Union Duplex fixtures) or 5-6-5 Improved Youngstown doors, Murphy rectangular panel roof, AAR welded underframe

B-50-26



Wilmington, Calif., June 6, 1948, courtesy of Paul Koehler

B-50-26



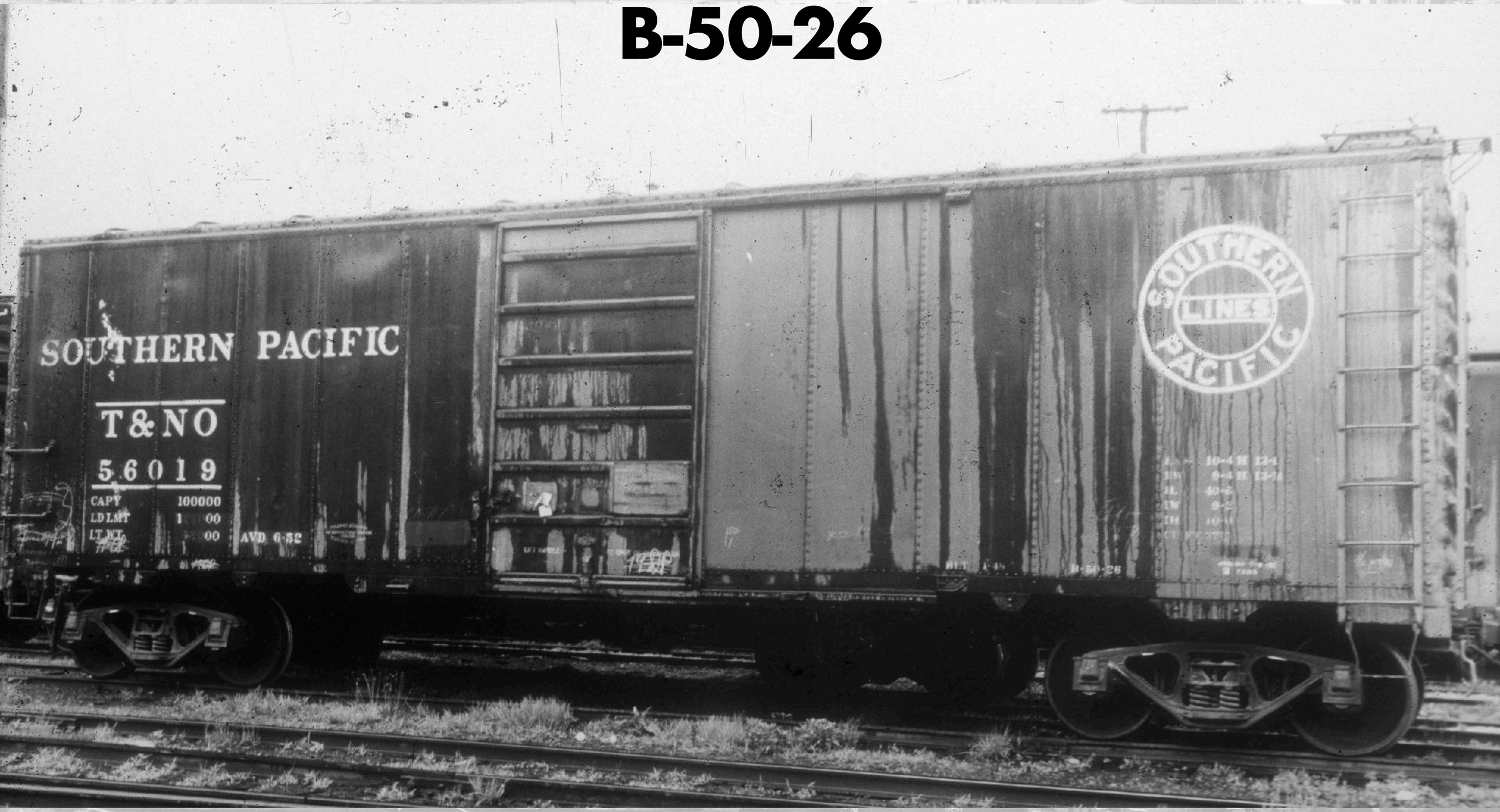
San Diego, Calif., June, 1957, Col. Chet McCoid, Bob's Photo

B-50-26



George Sisk photo

B-50-26


SOUTHERN PACIFIC
T&NO
56019
CAPY 100000
LD LMT 1 00
LT WT 00
AVD 6-52
SOUTHERN PACIFIC LINES
B-50-26

B-50-27

- Built 1948–1949 by Pullman-Standard, 3,350 cars
- 100000–102099
- 58500–59749 Texas & New Orleans (T&NO)
- 10-panel riveted side construction, r+3/4 Improved Dreadnaught ends (straight bottom top main rib; unknown number of early cars, perhaps up to 300 had no “r” rib at top of end,) Superior 7-panel (with short top panel and Union Duplex fixtures) or 4-6-6 Improved Youngstown doors, Murphy diagonal panel roof, AAR welded underframe

B-50-27



Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-27



Bob's Photo

B-50-27



Baraboo, Wisc., May, 1960, Bob's Photo

B-50-27



San Diego, Calif., Oct. 4, 1955, Col. Chect McCoid, Bob's Photo

B-50-27

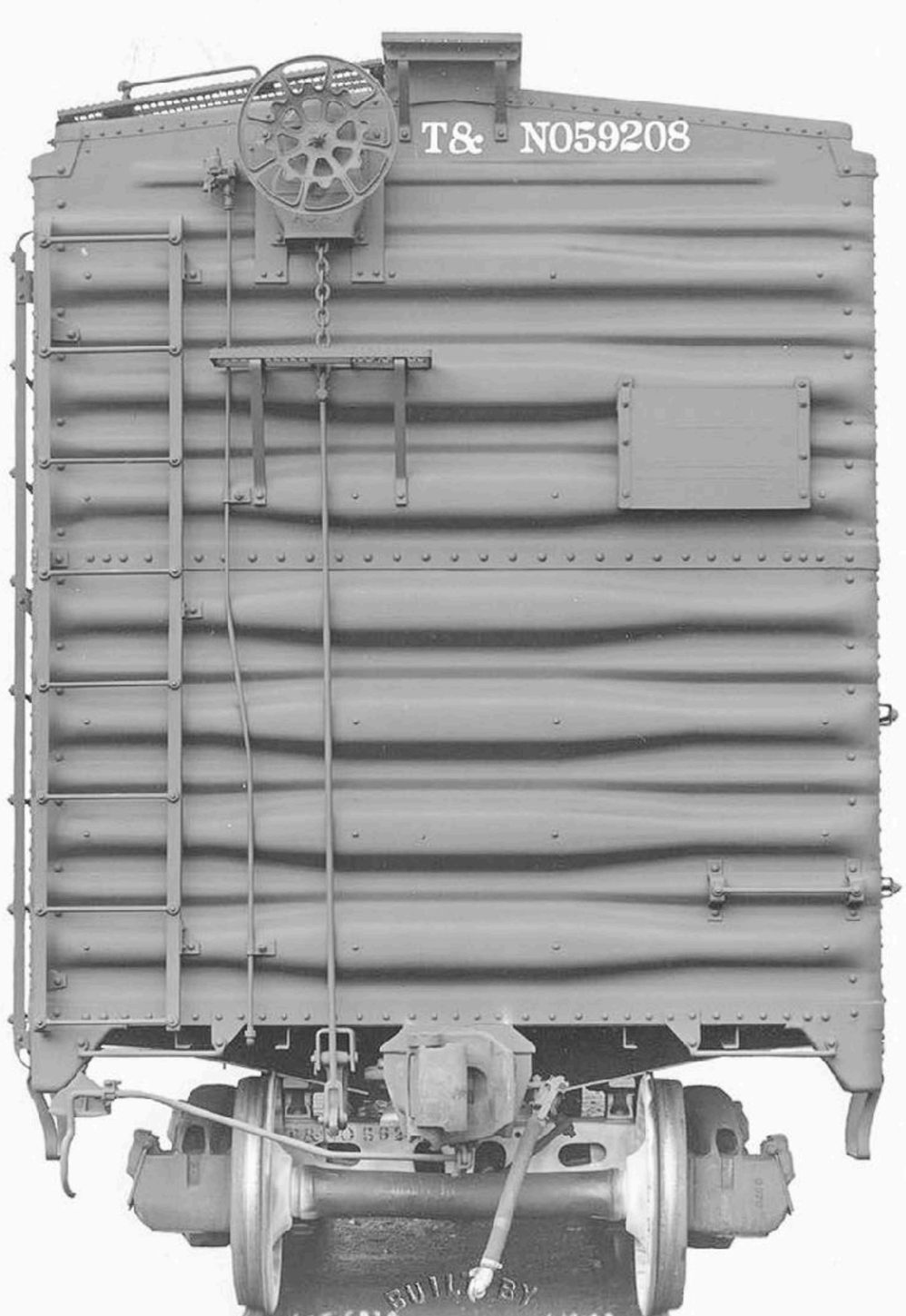


July 6, 1953, George A. Trout

B-50-27



Note the repaired end on SP 100303 (different types of Improved Dreadnaught ends on the lower and upper panels!)





B-50-27

B-50-28

- Built 1950–1951 by Pullman-Standard, 4,500 cars
- 102100–103599; 104100–105599
- 59750–61249 Texas & New Orleans (T&NO)
- 10-panel riveted side construction with 7-foot door opening, r+3/4 Improved Dreadnaught ends (straight bottom top main rib,) Superior 7-panel (short top panel and wide third panel from top) or 4-6-6 Improved Youngstown doors, Murphy diagonal panel roof, AAR welded underframe

B-50-28



Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-28



Haskell & Barker Collection, NMAH, Smithsonian Institution

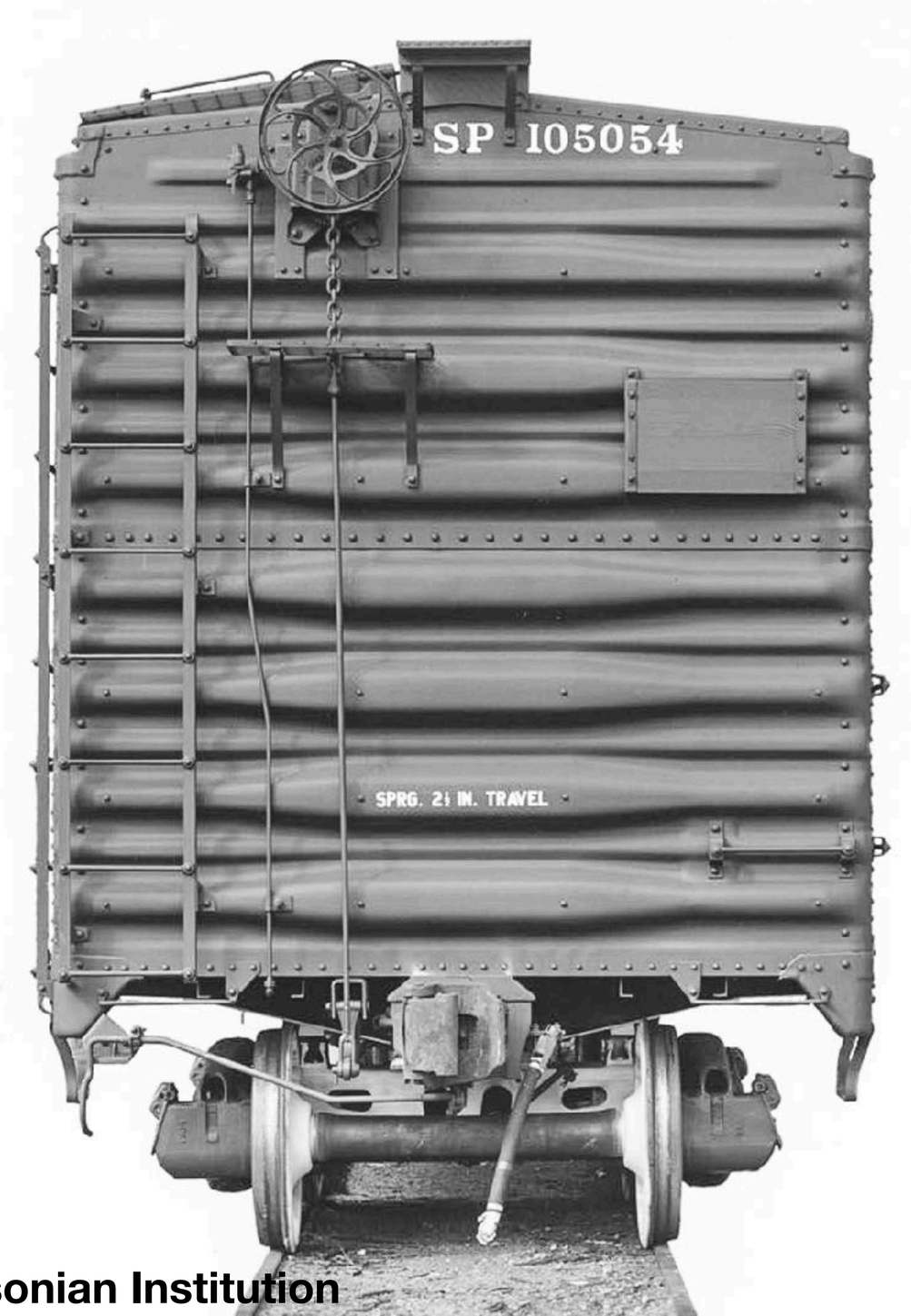
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Haskell & Barker Collection, NMAH, Smithsonian Institution

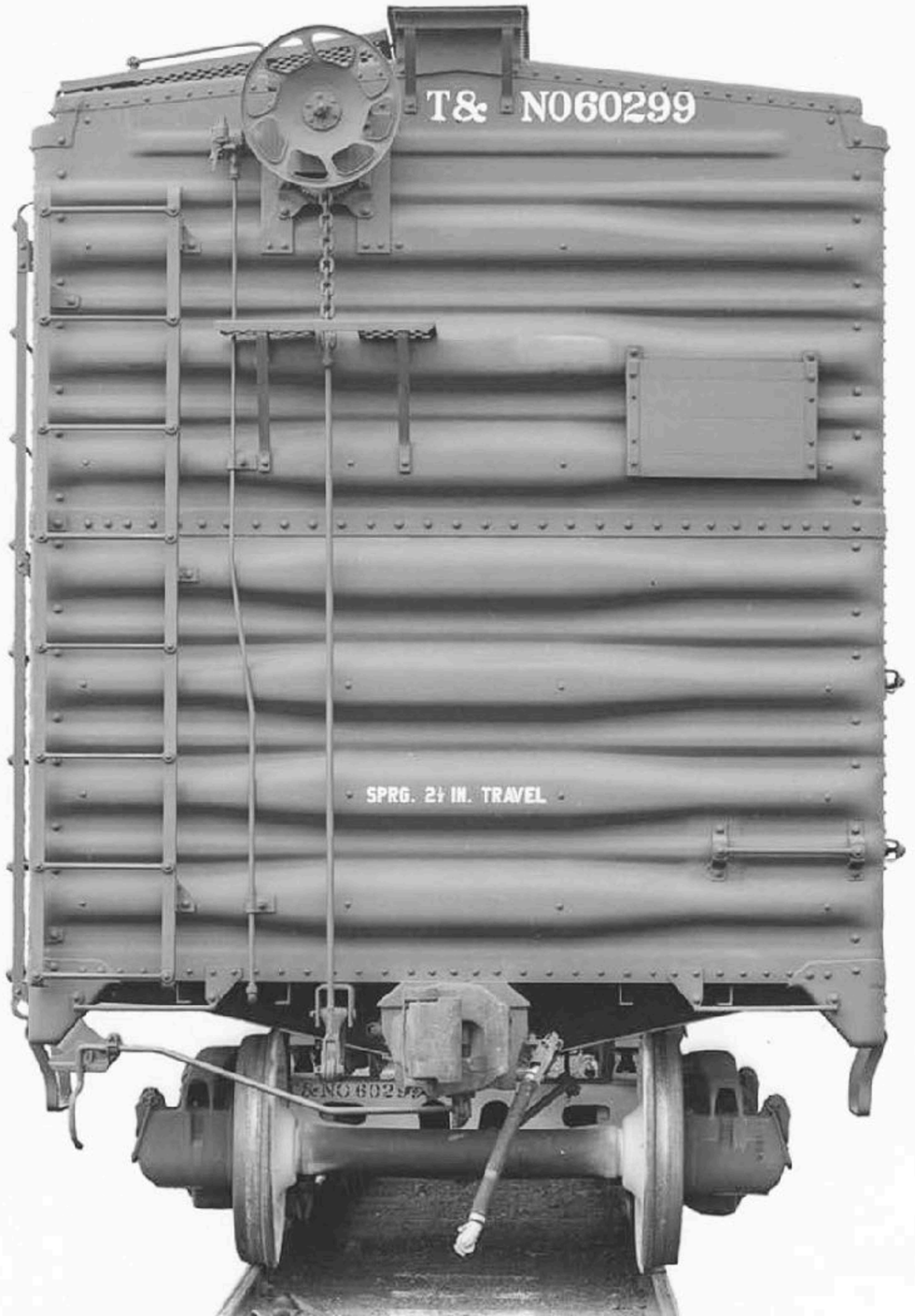
B-50-28





Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-28



Haskell & Barker Collection, NMAH, Smithsonian Institution

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Altoona Assoc. of Model Railroaders

B-50-28



Everett deGolyer, Jr.

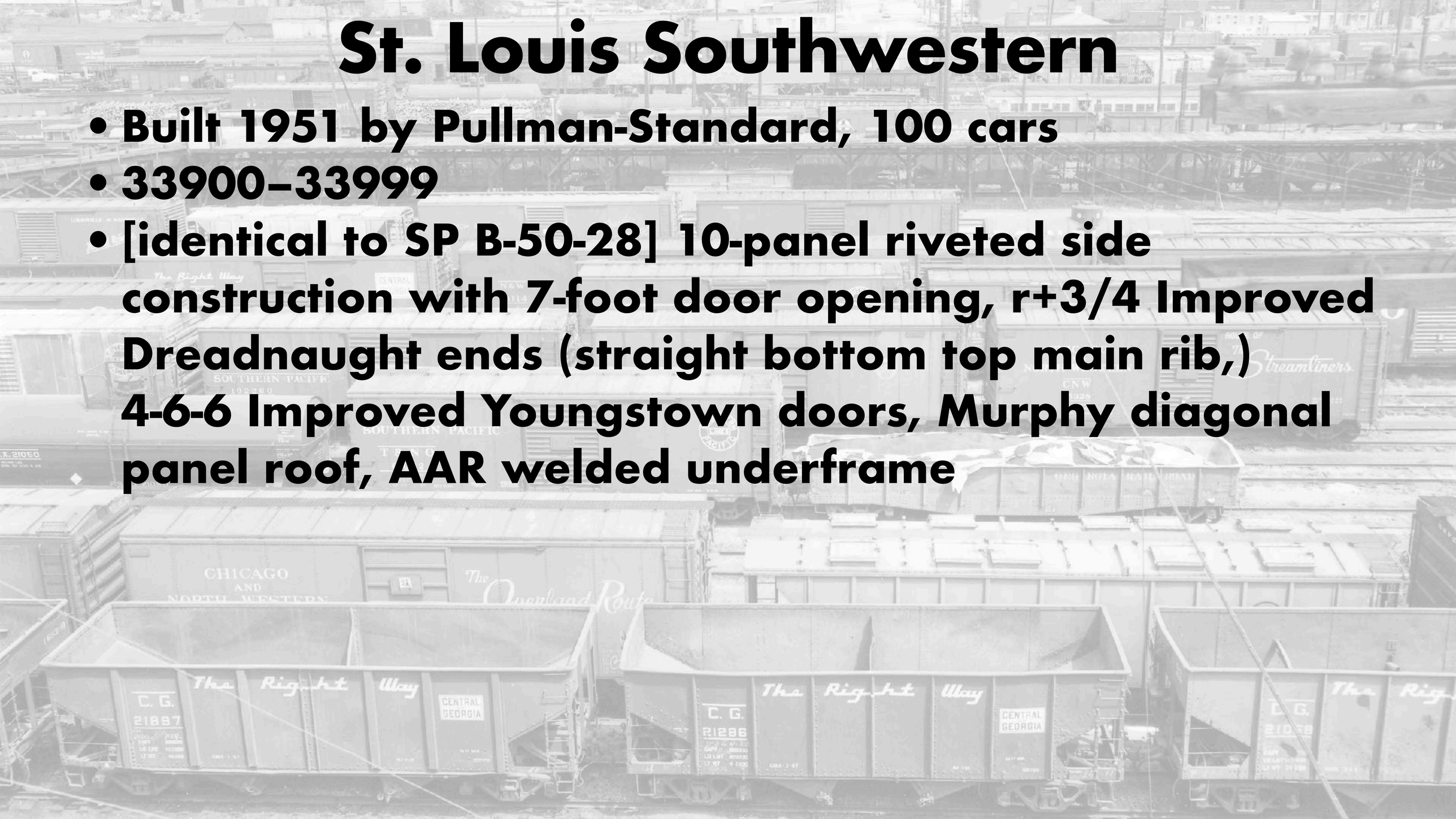
B-50-28



Fayetteville, NC, Nov. 27, 1959, Col. Chet McCoid, Bob's Photo

St. Louis Southwestern

- Built 1951 by Pullman-Standard, 100 cars
- 33900–33999
- [identical to SP B-50-28] 10-panel riveted side construction with 7-foot door opening, r+3/4 Improved Dreadnaught ends (straight bottom top main rib,) 4-6-6 Improved Youngstown doors, Murphy diagonal panel roof, AAR welded underframe



St. Louis Southwestern



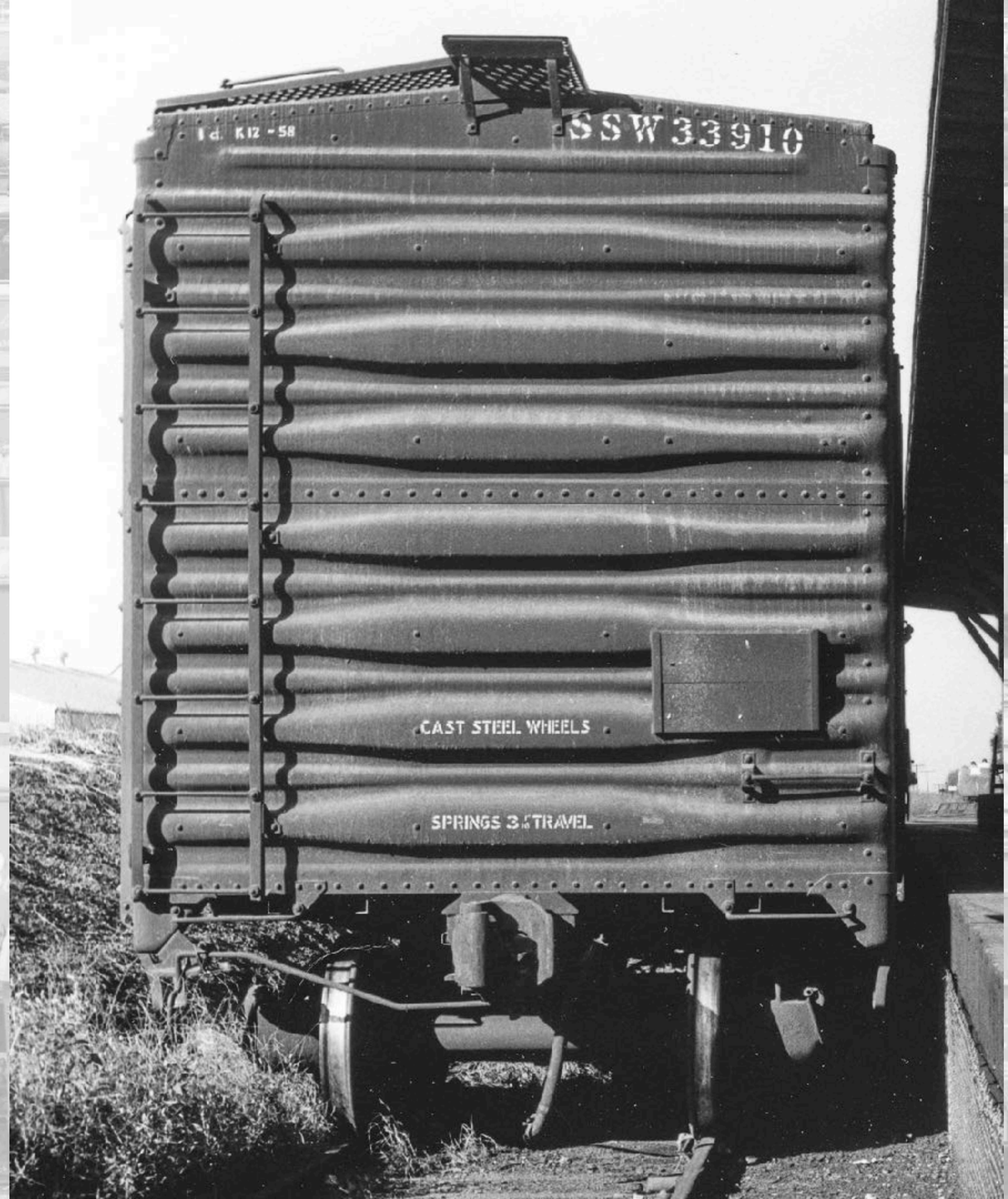
Fayetteville, NC, Oct. 12, 1952, Col. Chet McCoid, Bob's Photo

St. Louis Southwestern



Fayetteville, NC, Mar. 2, 1959, Col. Chet McCoid, Bob's Photo

St. Louis Southwestern



Clarksdale, Miss., Kheel Center for Labor Management Documentation and Archives, Cornell University

B-50-29

- Built 1951 by SP Sacramento, 500 cars
- 103600–104099
- 10-panel riveted side construction with 7-foot door opening, r+3/4 Improved Dreadnaught ends (straight bottom top main rib,) 4-6-6 Improved Youngstown doors, Murphy diagonal panel roof, AAR welded underframe

B-50-31

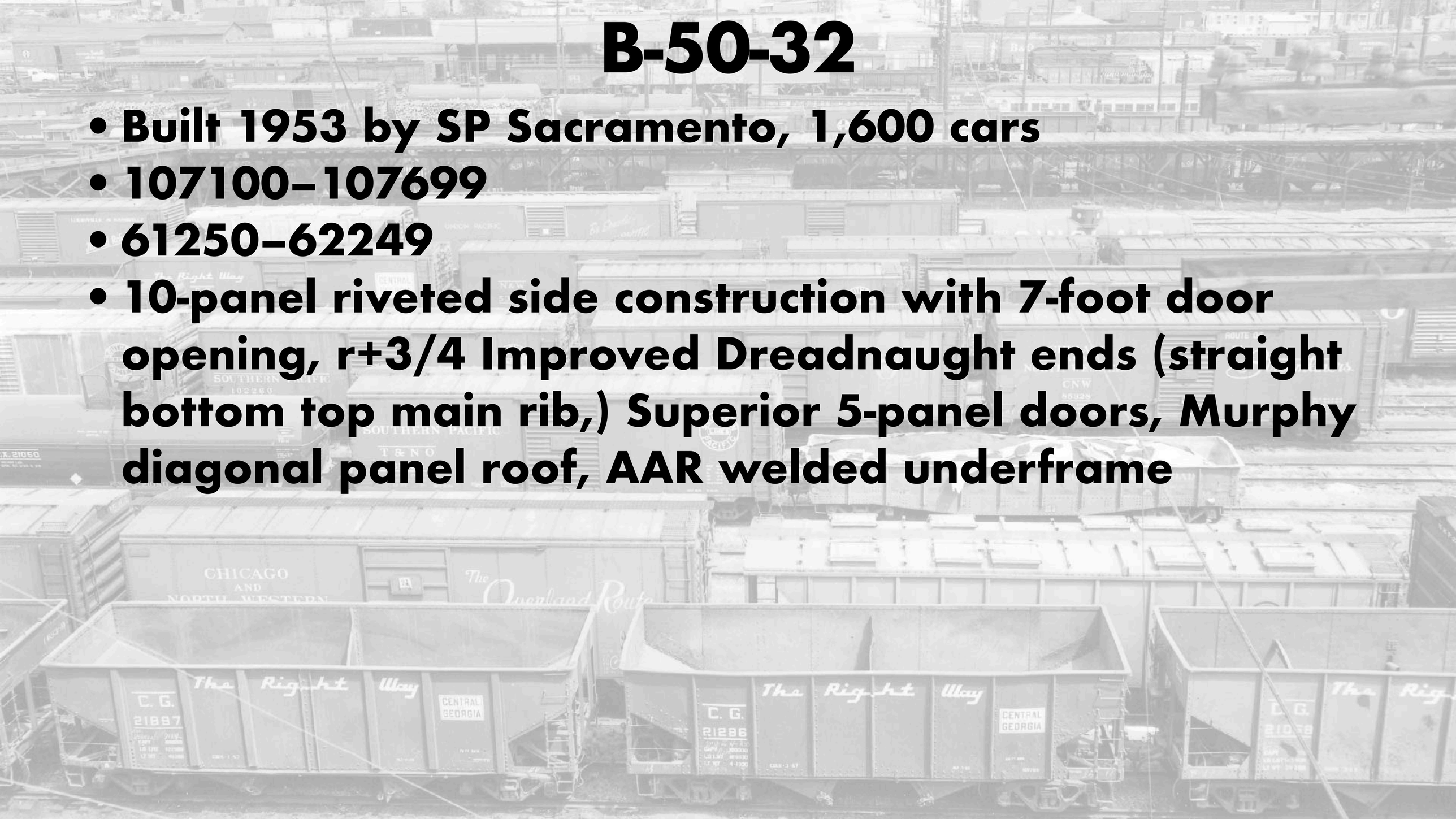
- Built 1952 by SP Sacramento, 1,500 cars
- 105600–107099
- 10-panel riveted side construction with 7-foot door opening, r+3/4 Improved Dreadnaught ends (straight bottom top main rib,) 4-6-6 Improved Youngstown doors, Murphy diagonal panel roof, AAR welded underframe

B-50-31



B-50-32

- Built 1953 by SP Sacramento, 1,600 cars
- 107100–107699
- 61250–62249
- 10-panel riveted side construction with 7-foot door opening, r+3/4 Improved Dreadnaught ends (straight bottom top main rib,) Superior 5-panel doors, Murphy diagonal panel roof, AAR welded underframe



B-50-32


SOUTHERN PACIFIC
T&NO
61516
CAPY 100000
LD LMT 123600
LT WT 45400 NEW 1-53
SOUTHERN PACIFIC LINES
B&O
373

Postscript



Jurgen Kleylein photo

B-50-24 Modeling

Option 1: Sunshine Models kit, although there are issues with that or...

Option 2: Trix UP box car sides, modified Branchline ends, IMWX/Red Caboose (or other) Murphy rectangular panel roof, and scratchbuilt underframe (or not, depending upon your tolerance for such things

B-50-24 Modeling

Trix UP box car (to illustrate sides as reference)



B-50-25/26 Modeling

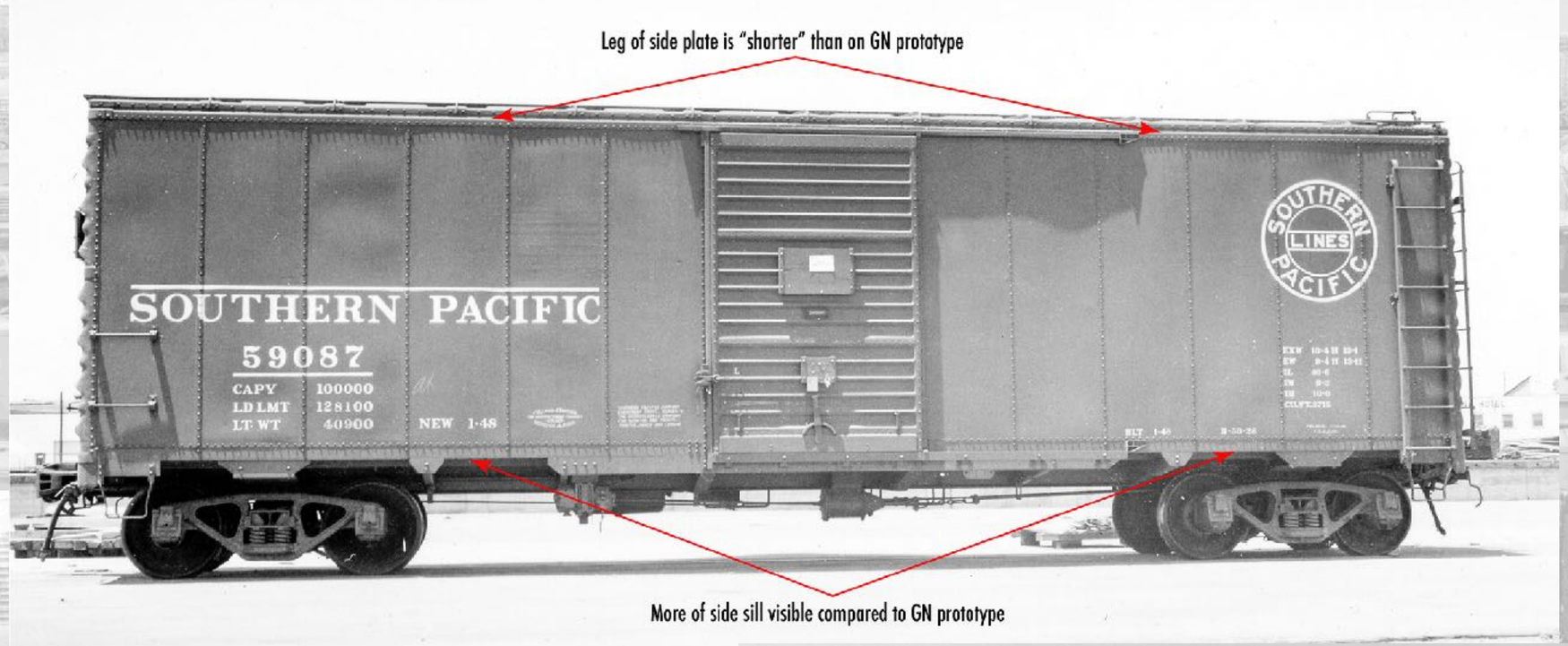
Option 1: Intermountain 12-panel box car kitbash

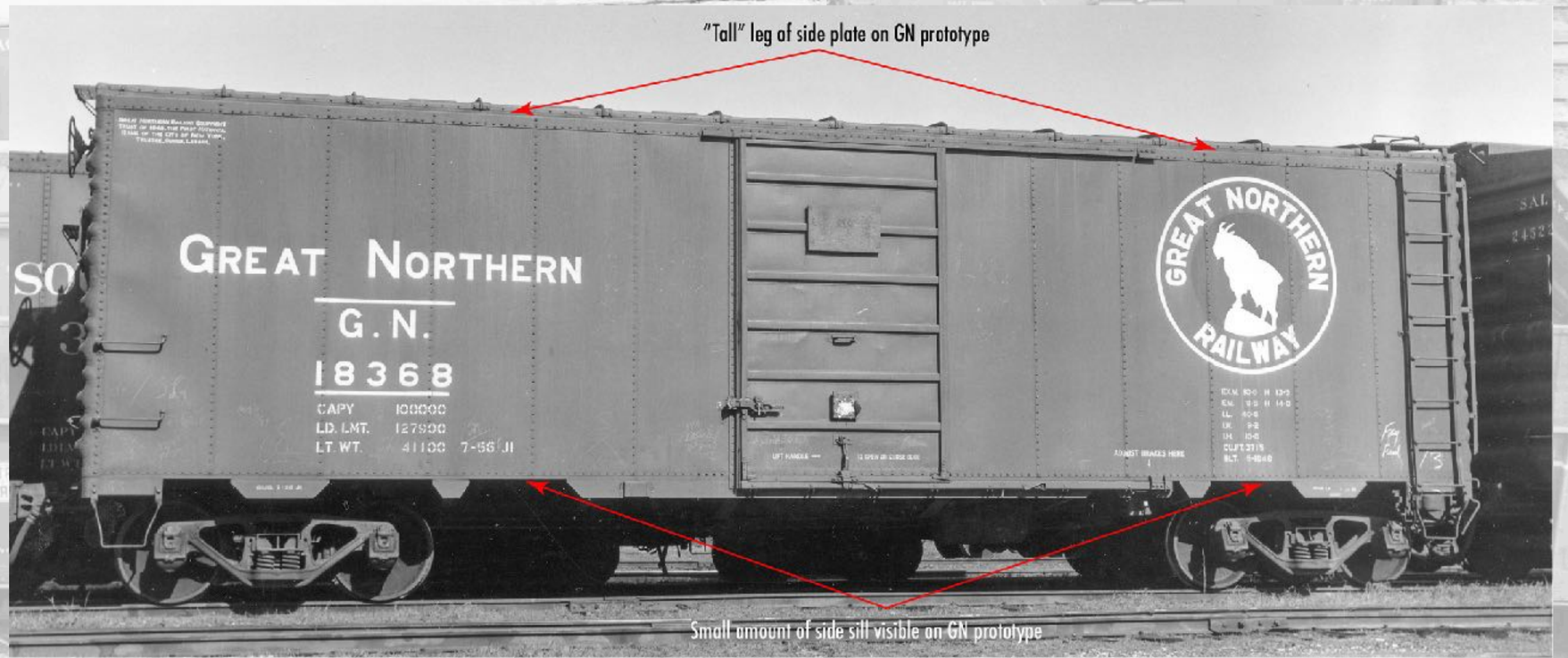
Option 2: Find an old Speedwitch conversion parts set (which has some accuracy issues, too)

Option 3: Wait for my offering



B-50-25/26 Modeling





B-50-25/26 Modeling

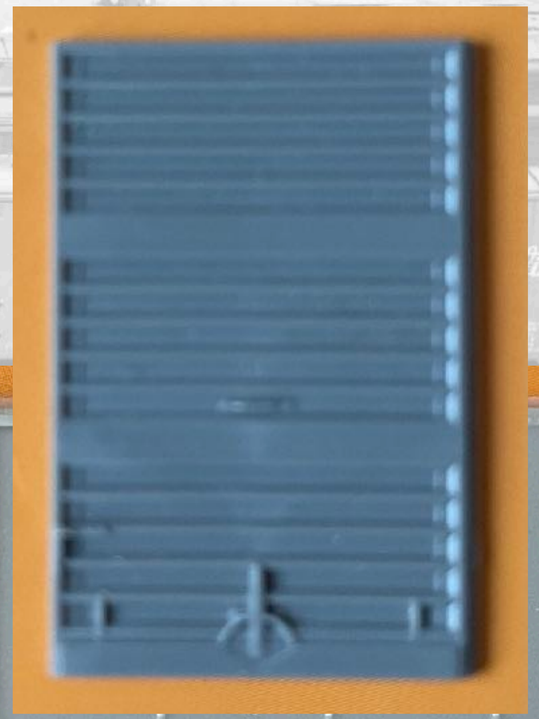
The original Speedwitch B-50-25

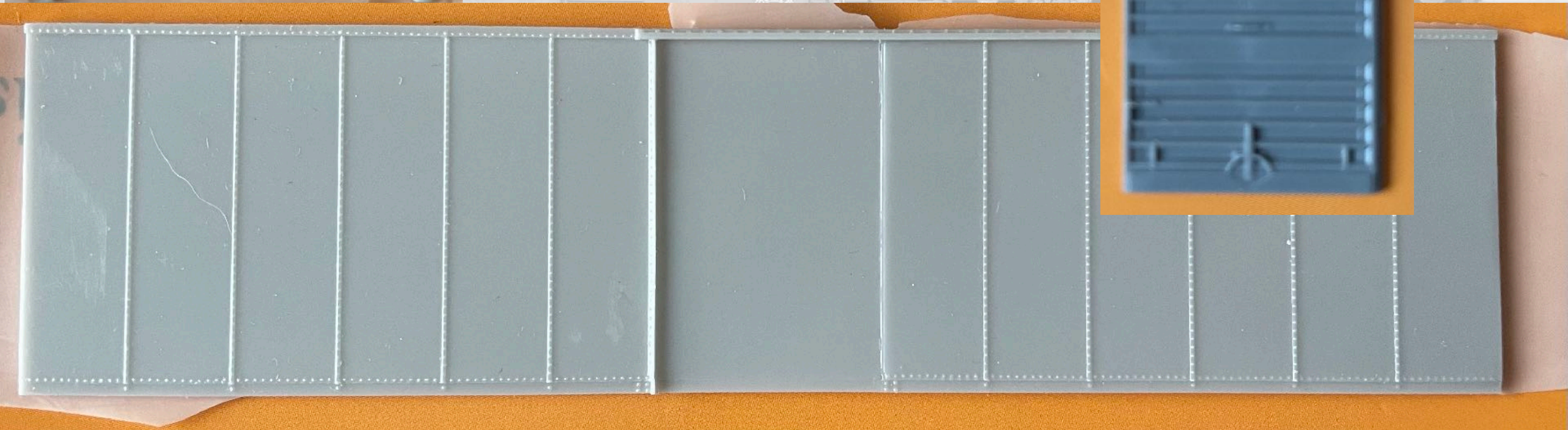




The revised Speedwitch
B-50-25 (and-26)

B-50-25/26 Modeling

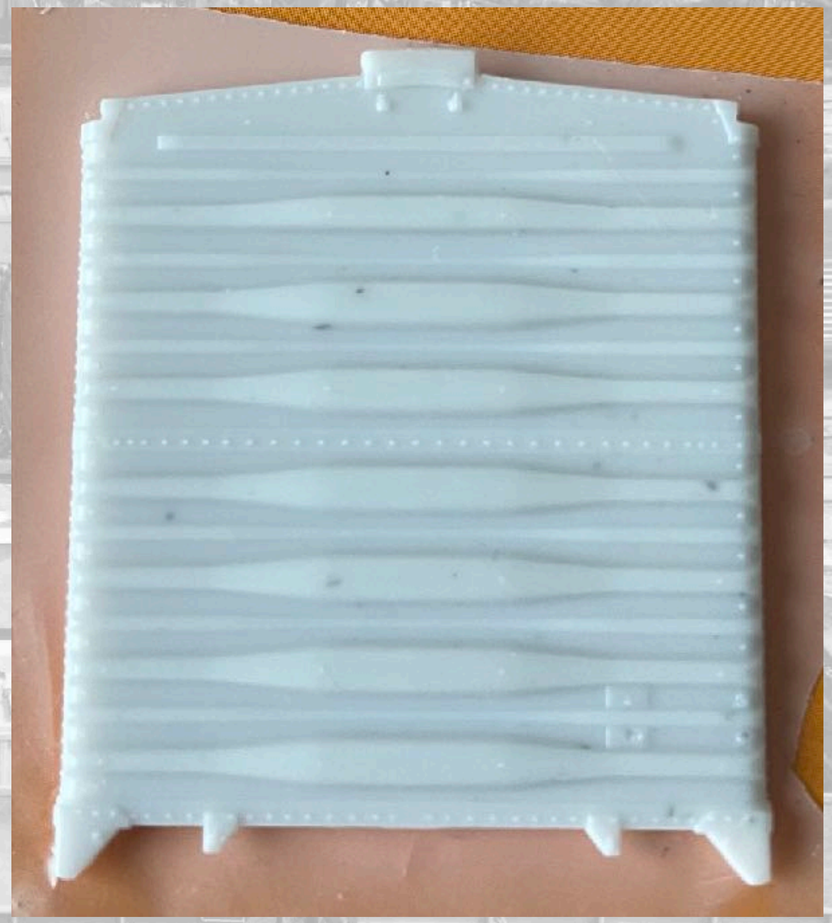




B-50-27 Modeling

Option 1: Sunshine Models kit, although there are issues with that or...

Option 2: Kitbash of Tangent ends, Murphy diagonal panel roof (Branchline is a good choice,) sides from a 10-panel 10’0” IH AAR box car, Southwest Scale 4-6-6 Improved Youngstown doors, and cobble together an underframe

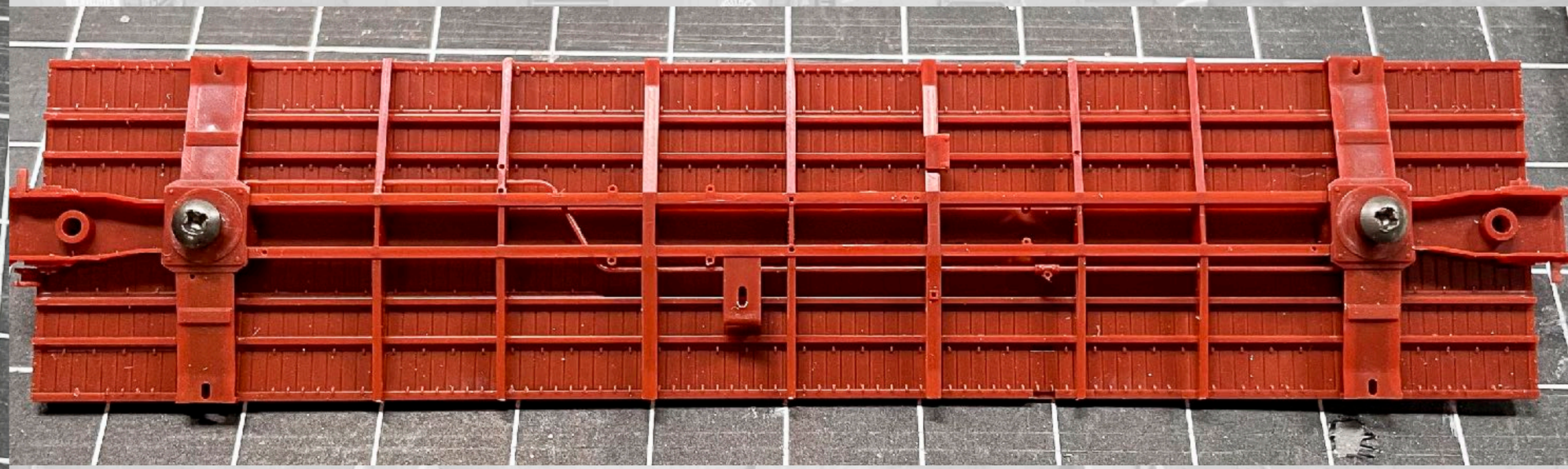


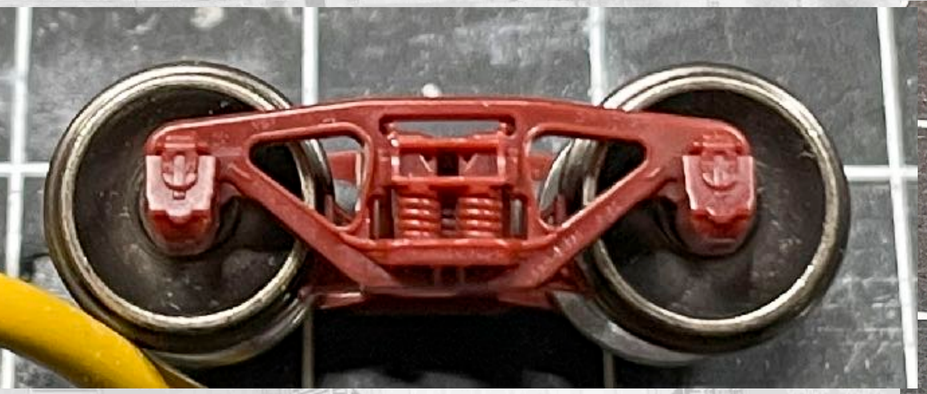
B-50-28, etc. Modeling

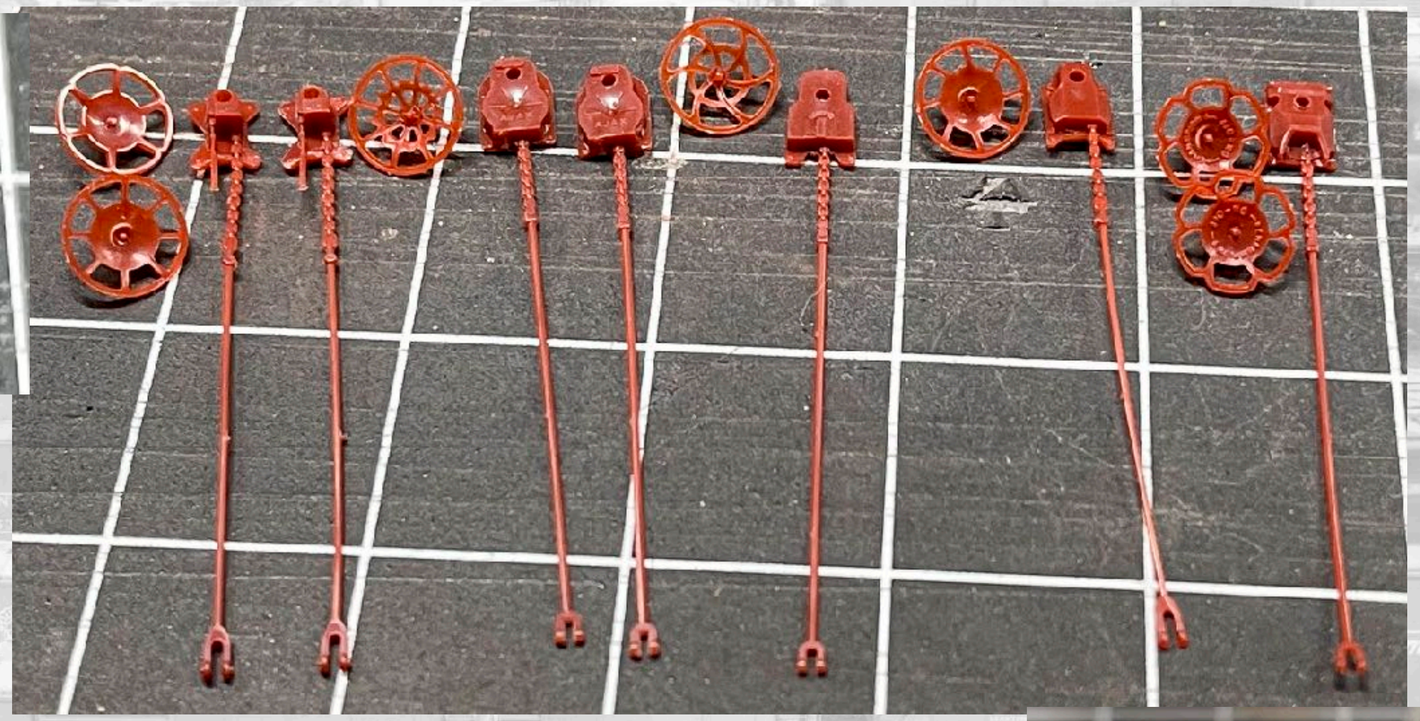


B-50-28, etc. Modeling











B-50-28, etc. Modeling



B-50-28, etc. Modeling







B-50-28, etc. Modeling







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Tangent Scale Models

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