

SOUTHERN PACIFIC POSTWAR FORTY FOOT BOX CARS

**Mid-Atlantic RPM
2-4 October 2026
Linthicum, Maryland**



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 Freight Cars

Volume 4: Box Cars (revised edition)



Anthony W. Thompson

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

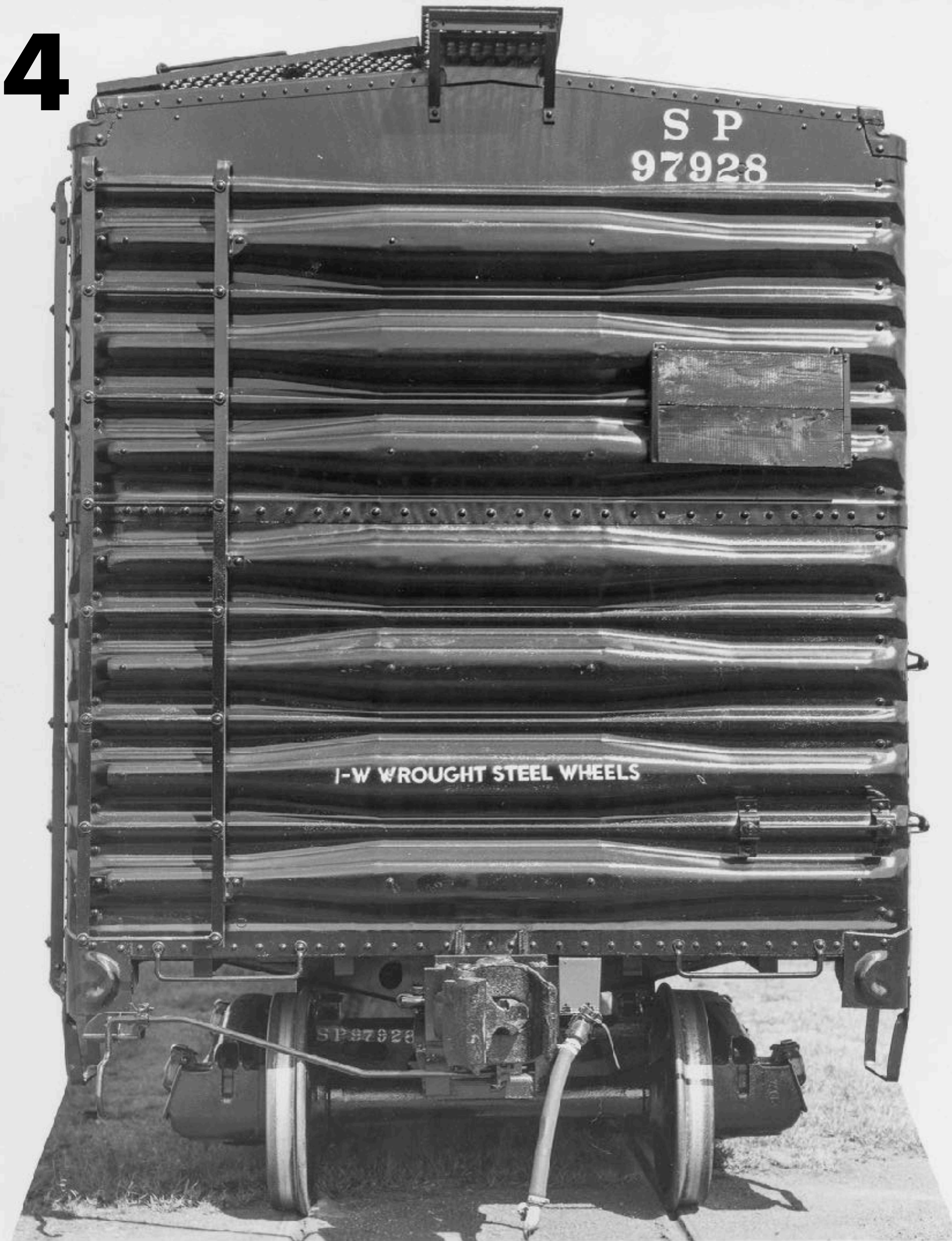
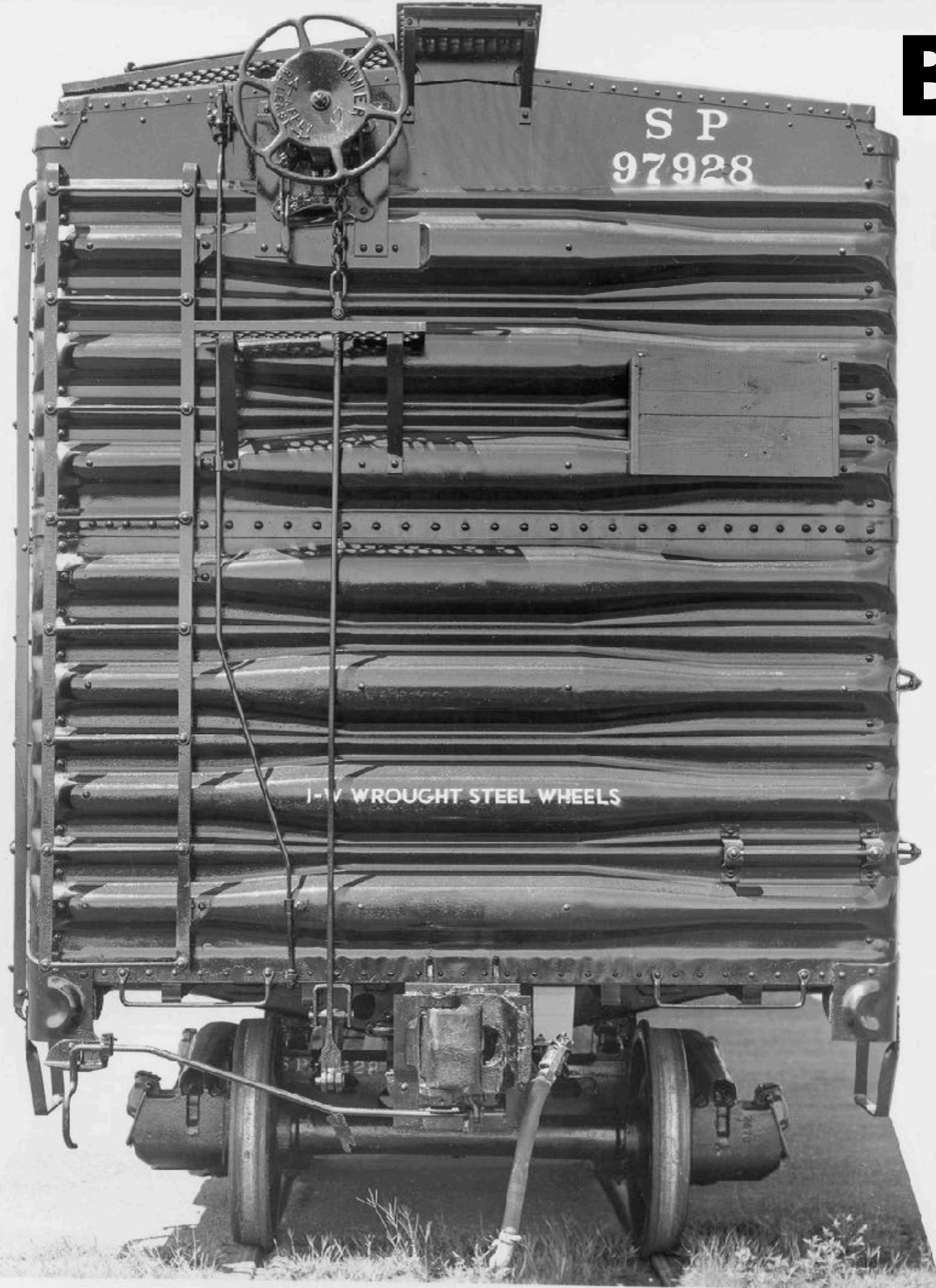
- Built 1946 by Mt. Vernon, 500 cars
- 97620–98069 “Overnight” Box Cars
- 5700–5749 BX Baggage/Express Box Cars
- Alternate Center Rivet (ACR) side construction, 3/4 Improved Dreadnaught ends, interim Improved Youngstown doors (wide panel overlap,) Murphy rectangular panel roof, welded underframe (UP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



B-50-24



B-50-24



B-50-24



B-50-24



Salinas, Calif., Will Whittaker

B-50-24



E. M. Bittner

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

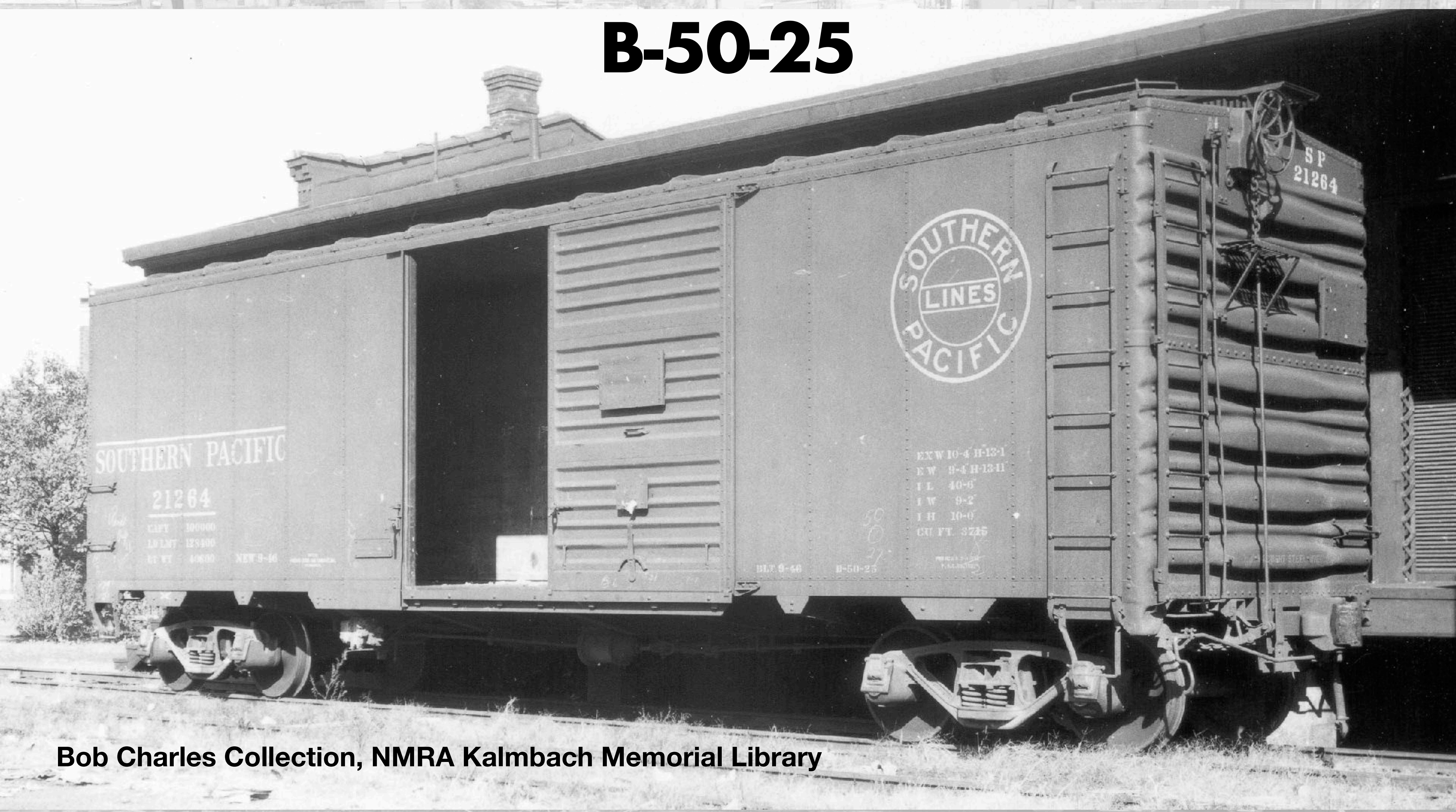


Haskell & Barker Collection, NMAH, Smithsonian Institution

B-50-25



B-50-25



Bob Charles Collection, NMRA Kalmbach Memorial Library

B-50-25



Yermo, Calif.

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

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Dan Smith photo

B-50-25



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 McCoy, Bob's Photo

B-50-26



George Sisk photo

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



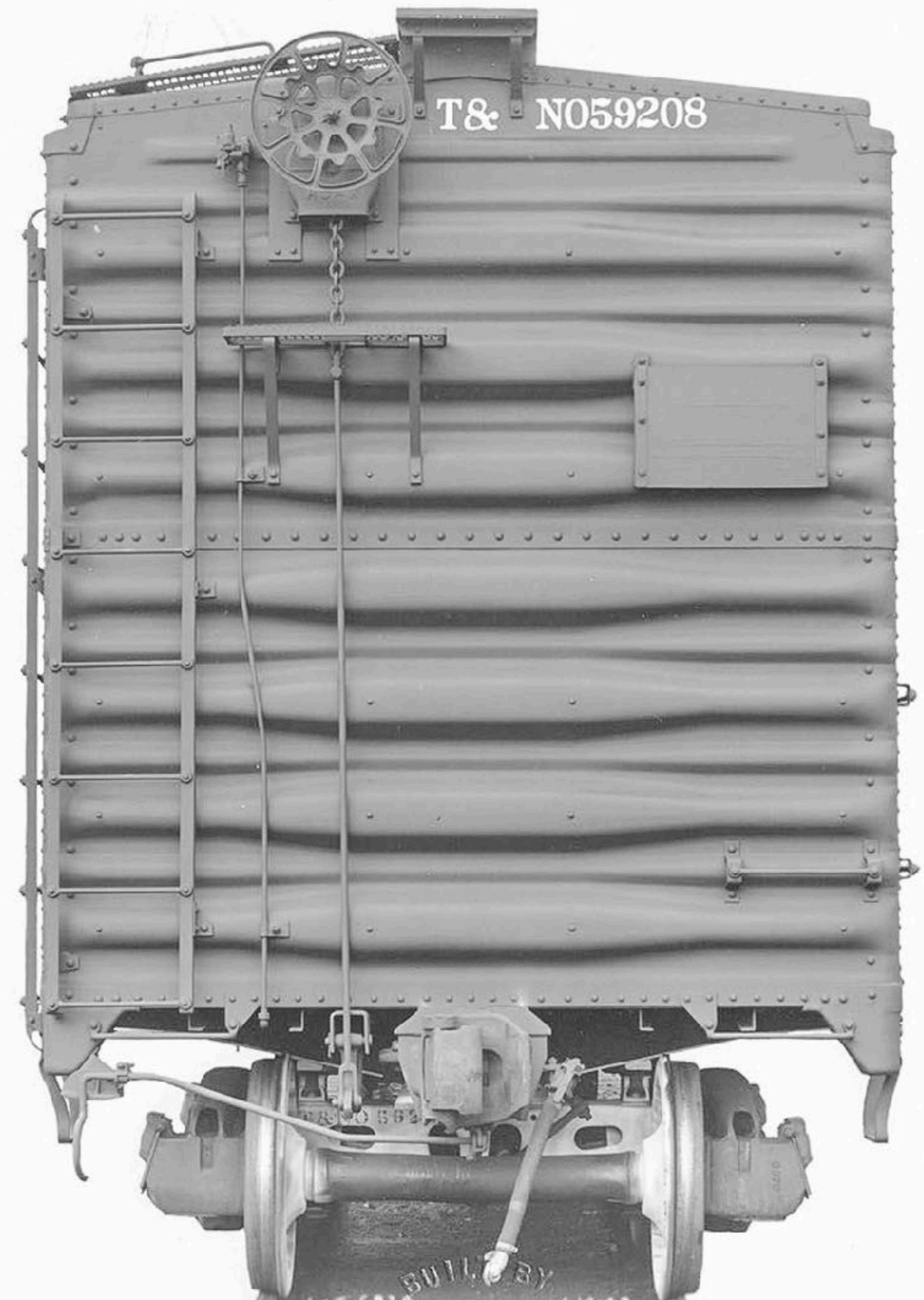
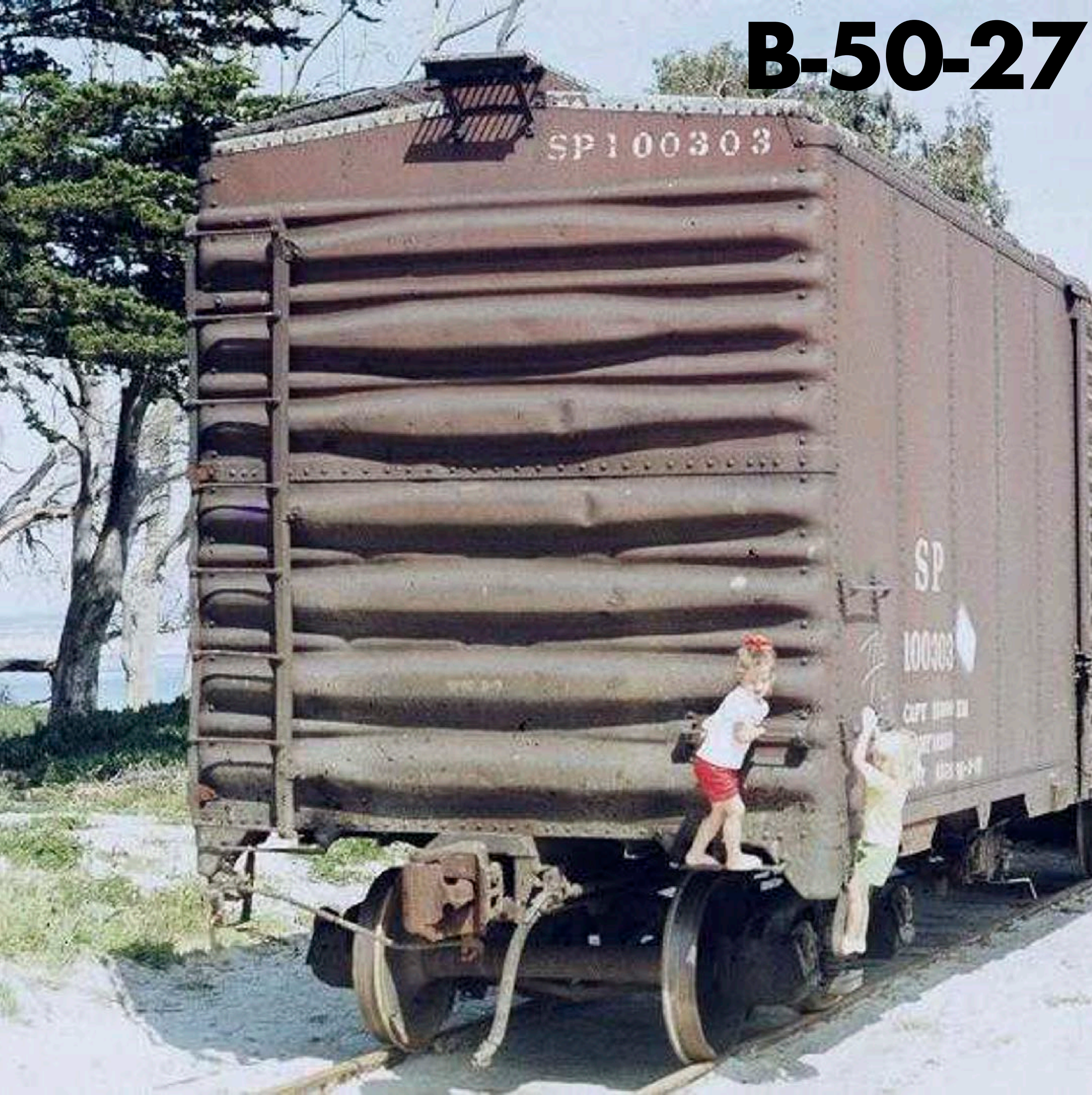
San Diego, Calif., Oct. 4, 1955, Col. Chet McCoid, Bob's Photo

B-50-27



July 6, 1953, George A. Trout

B-50-27





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

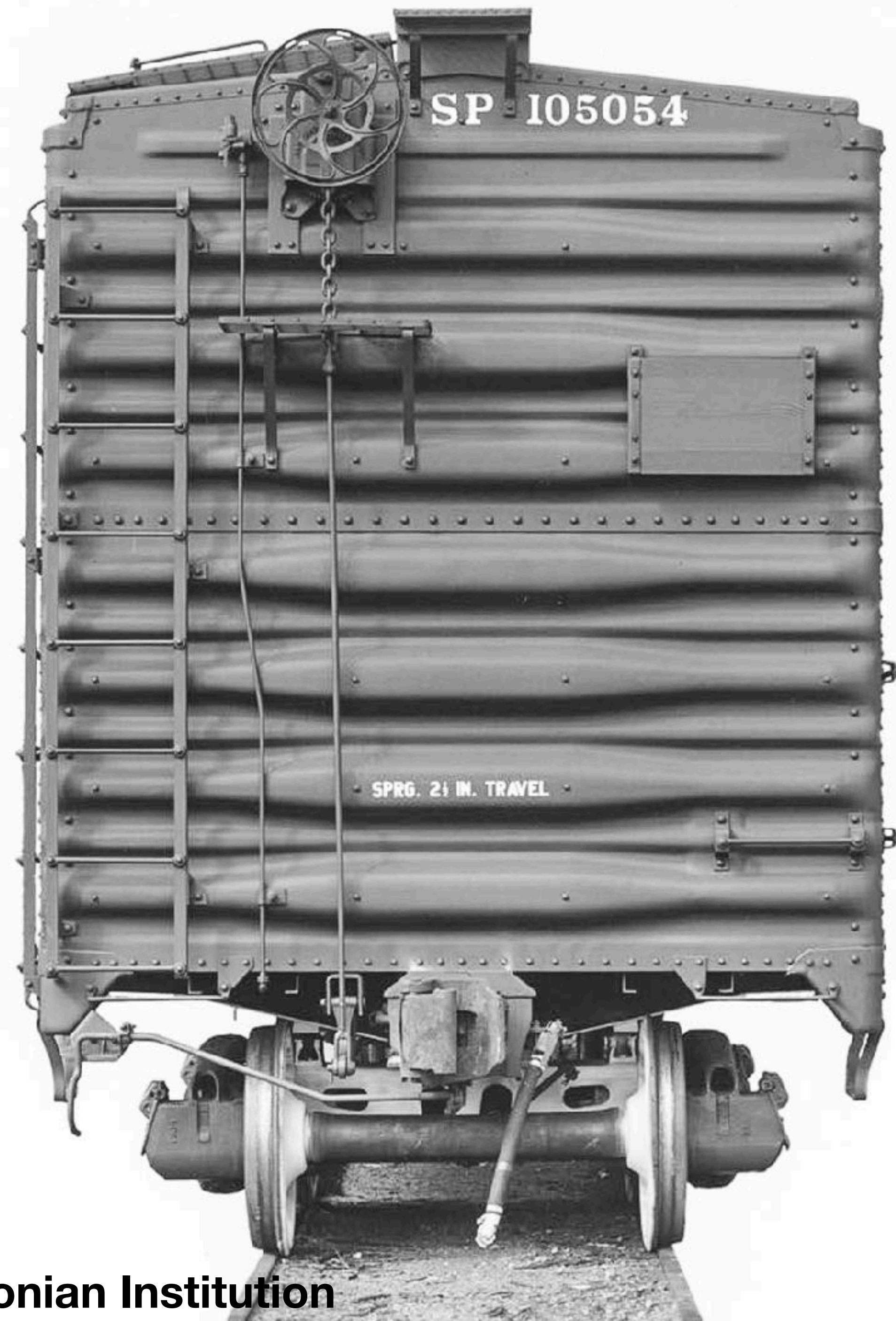
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Haskell & Barker Collection, NMAH, Smithsonian Institution

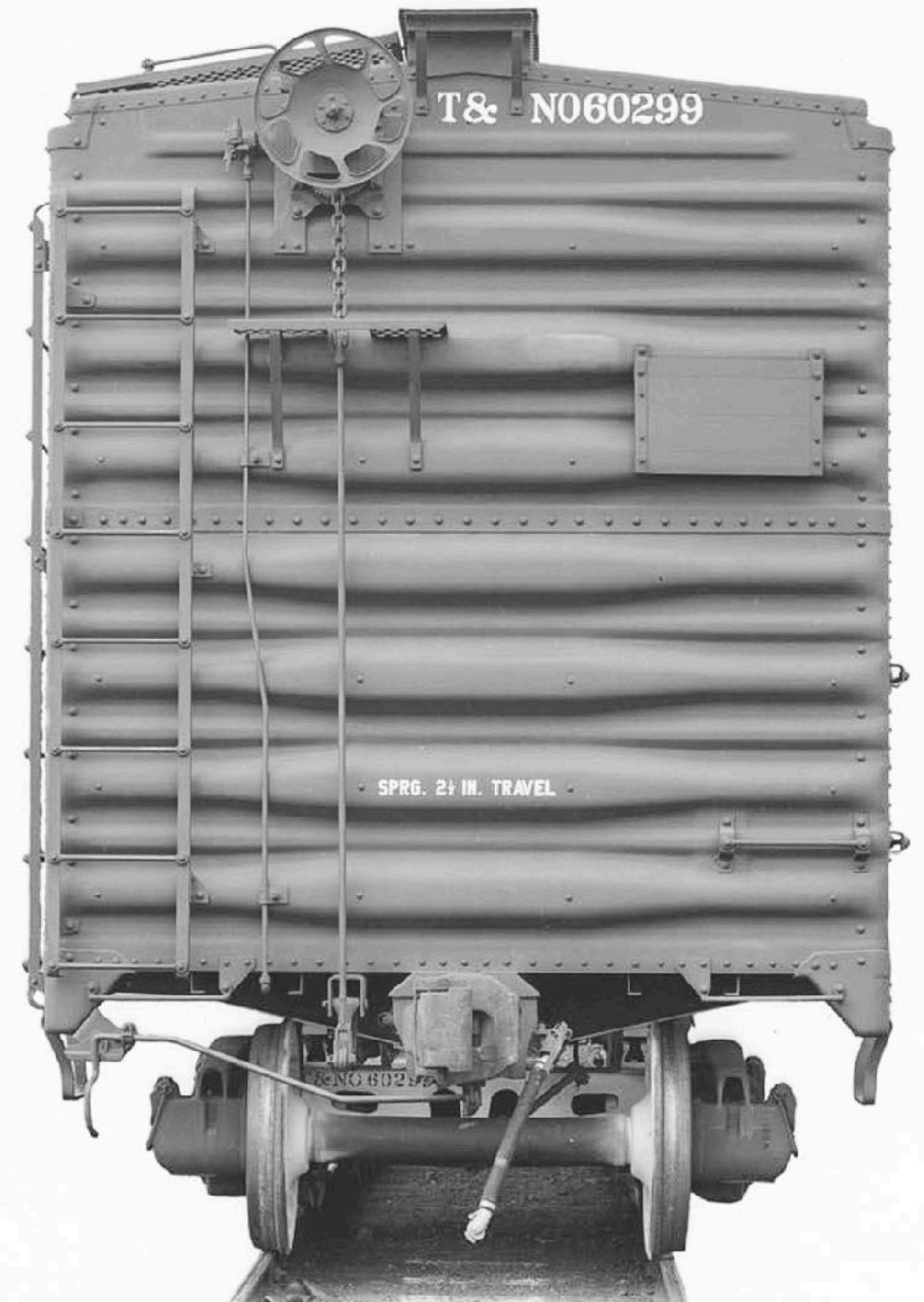


B-50-28



Haskell & Barker Collection, NMAH, Smithsonian Institution

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Haskell & Barker Collection, NMAH, Smithsonian Institution

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Altoona Assoc. of Model Railroaders

B-50-28



Everett deGolyer, Jr.

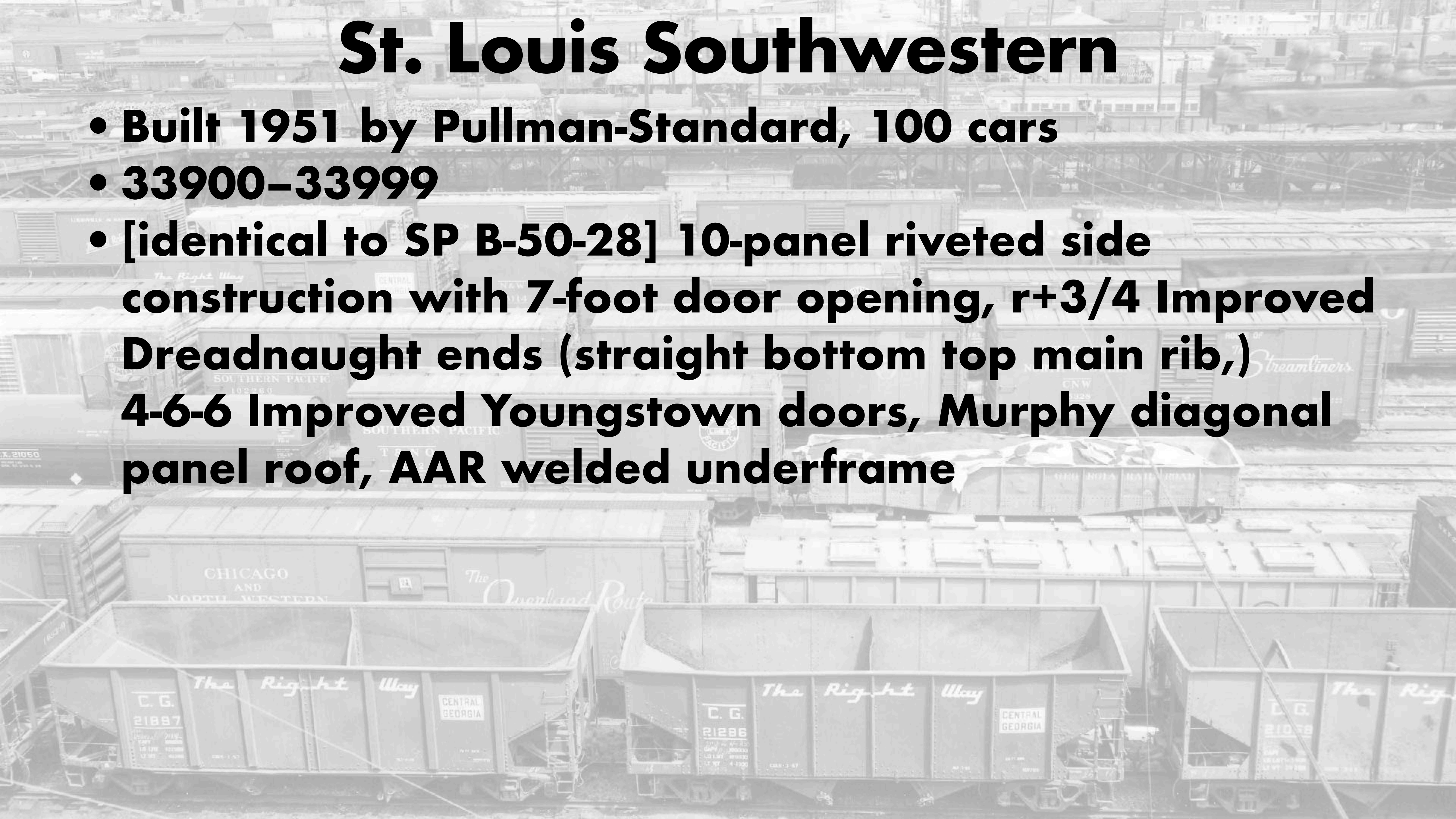
B-50-28



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

St. Louis Southwestern



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

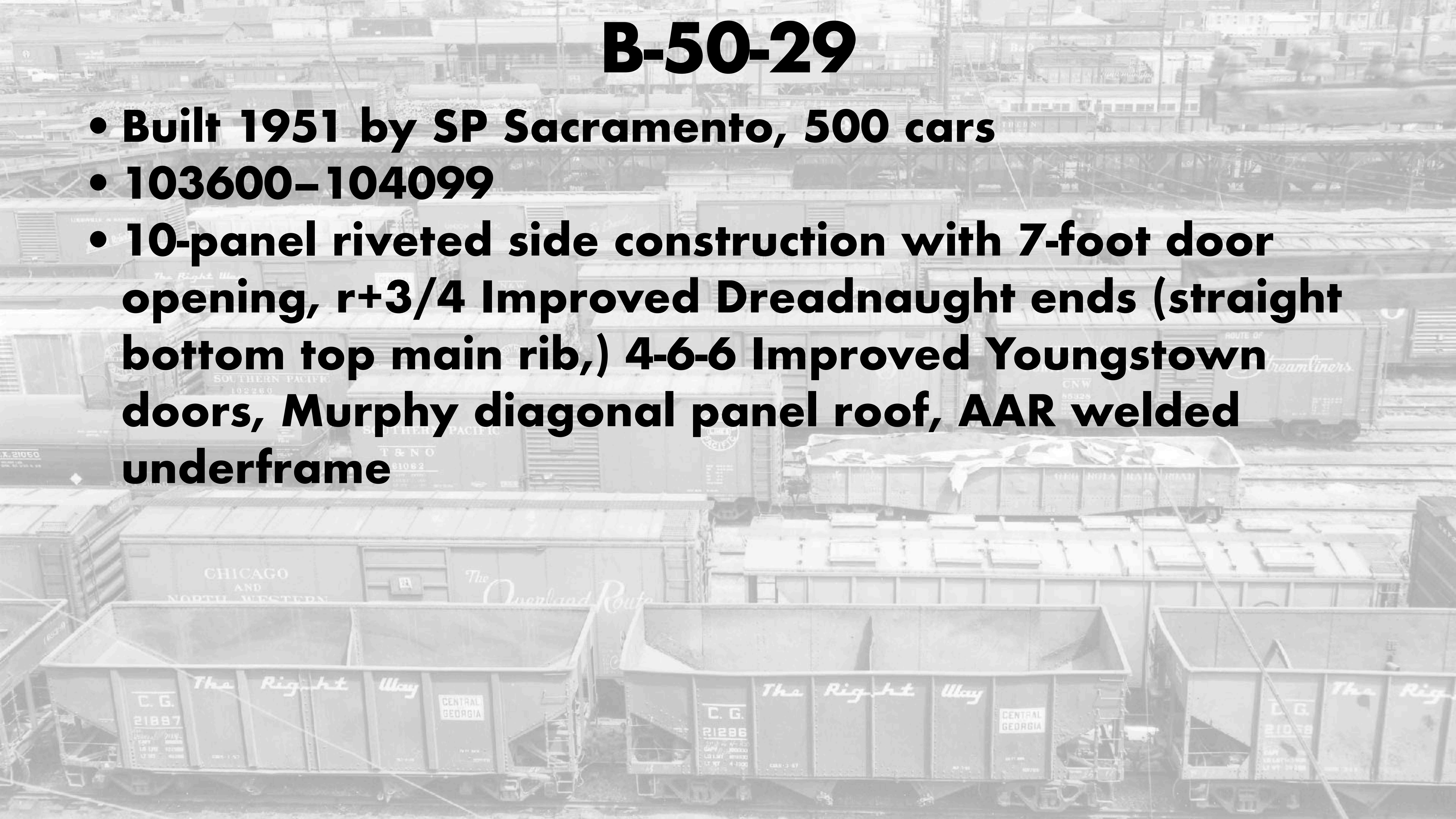
St. Louis Southwestern

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



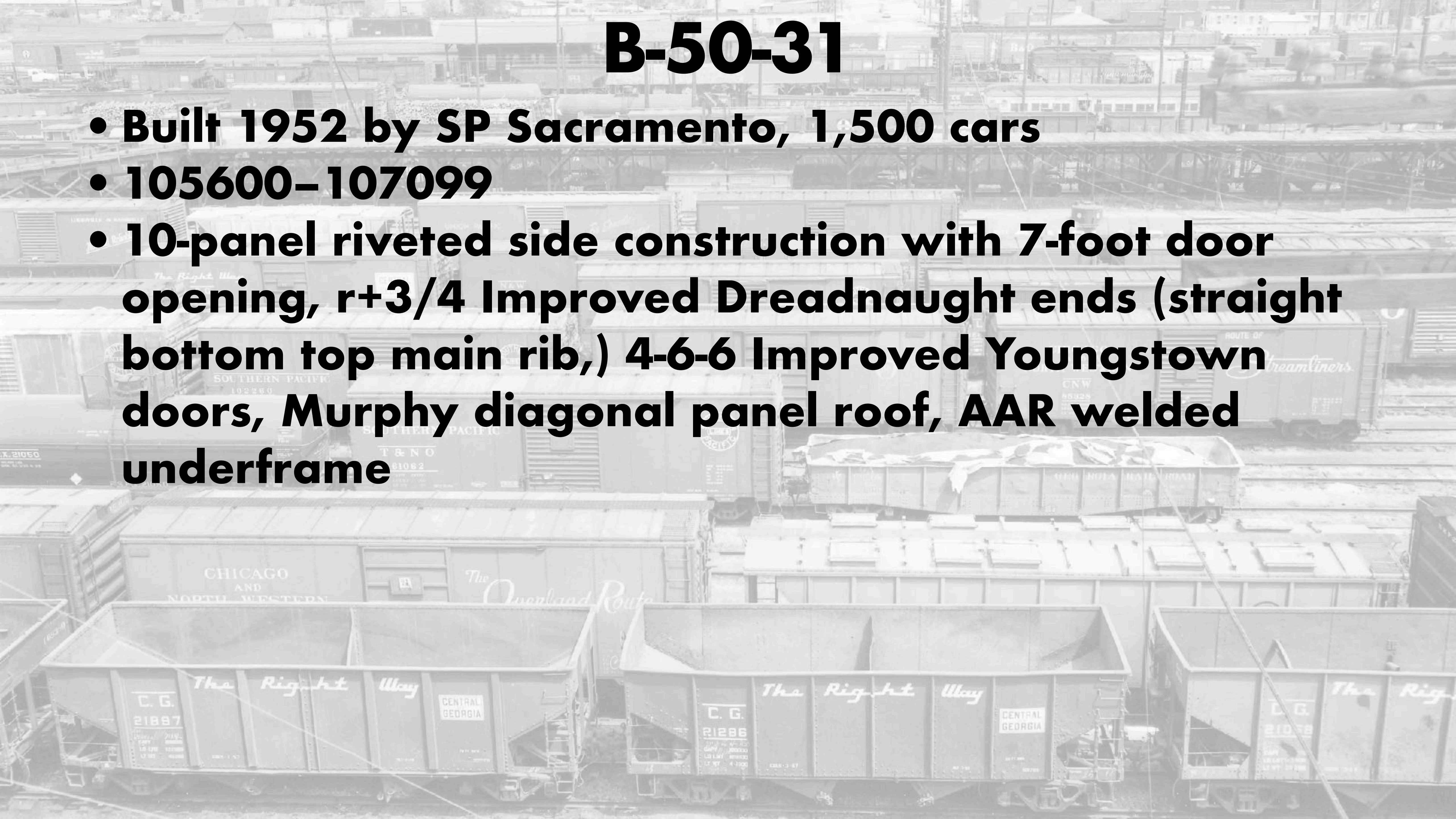
B-50-29

- 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

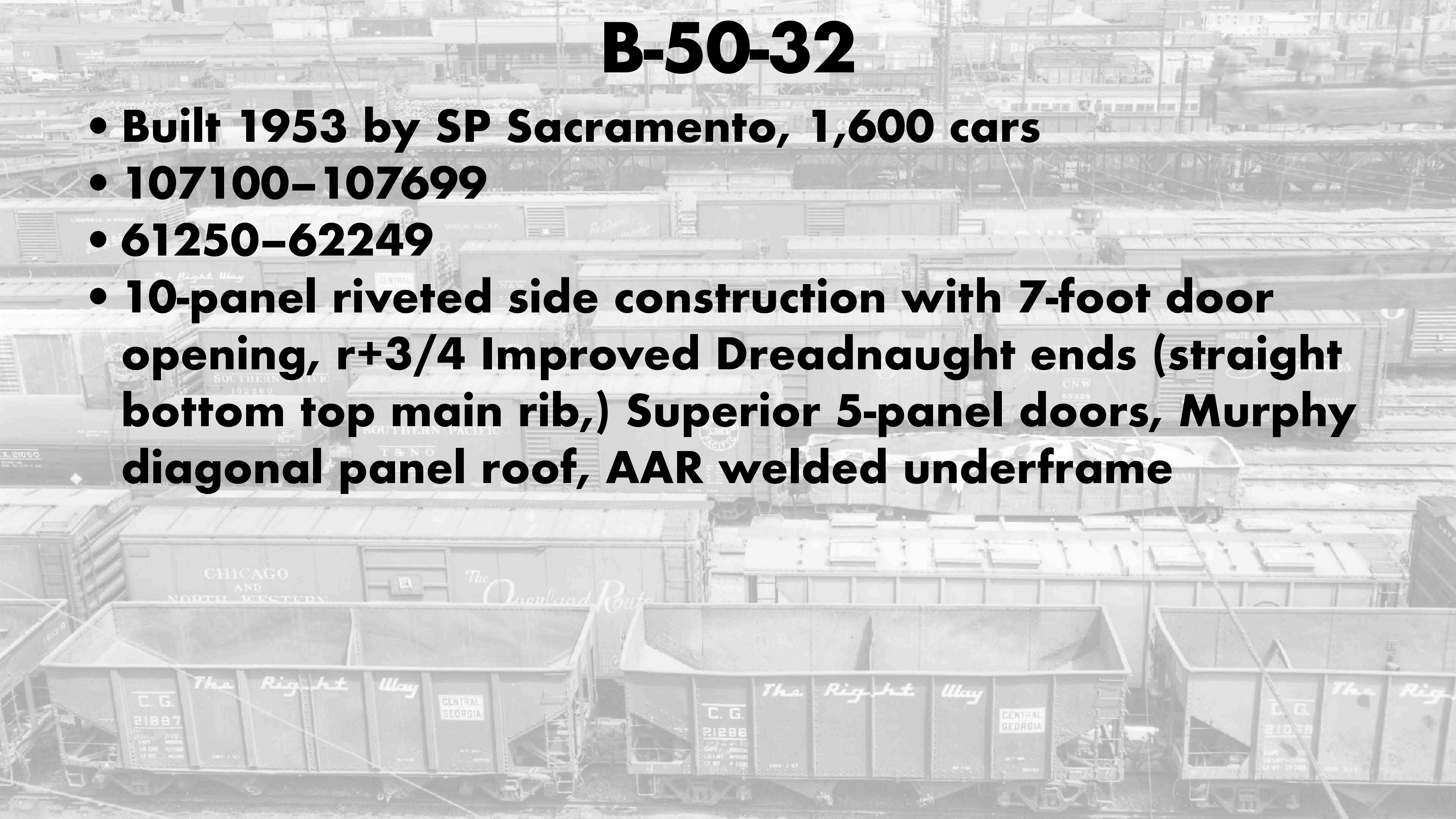


B-50-31



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



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

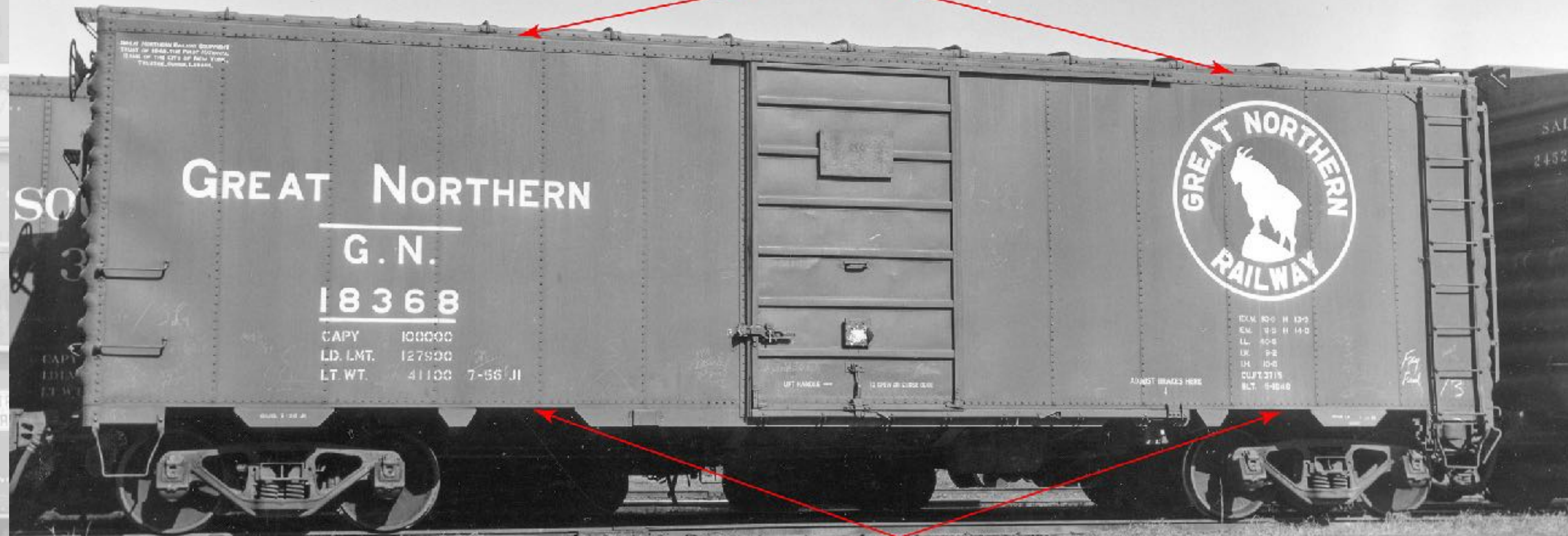
Leg of side plate is "shorter" than on GN prototype



More of side sill visible compared to GN prototype



"Tall" leg of side plate on GN prototype



Small amount of side sill visible on GN prototype

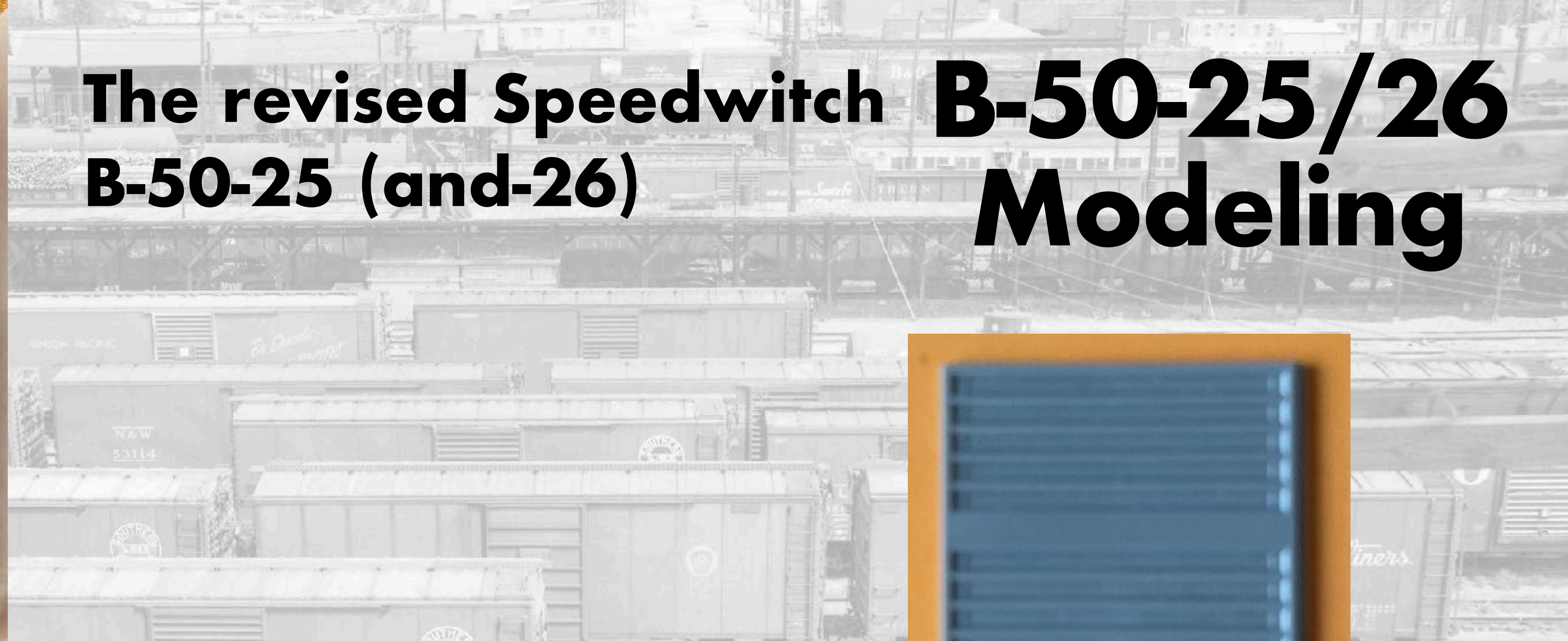
The original Speedwitch B-50-25

**B-50-25/26
Modeling**



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

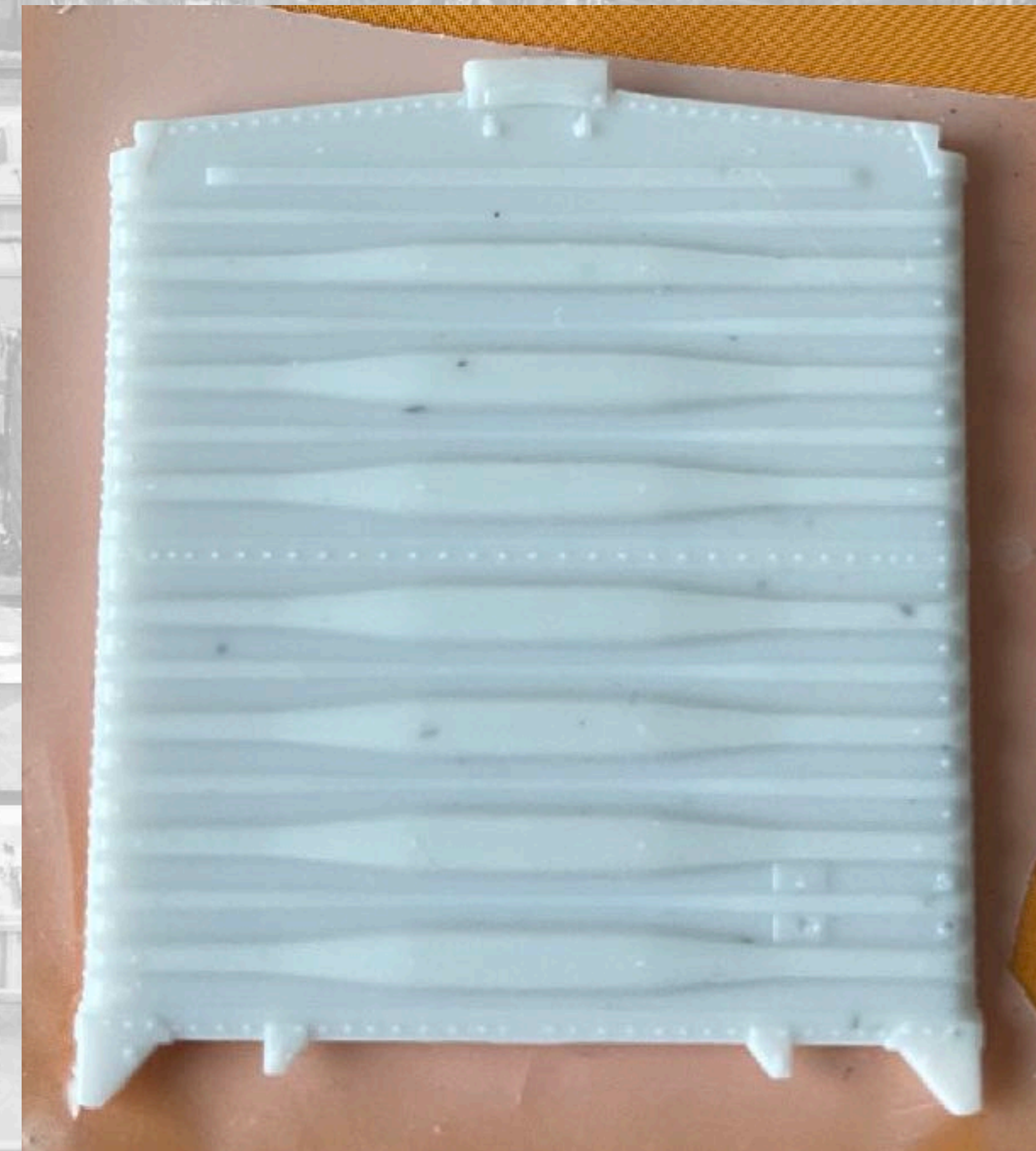
**B-50-25/26
Modeling**



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





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