

# MISSOURI PACIFIC LINES



## 1920s era Plain Box Cars



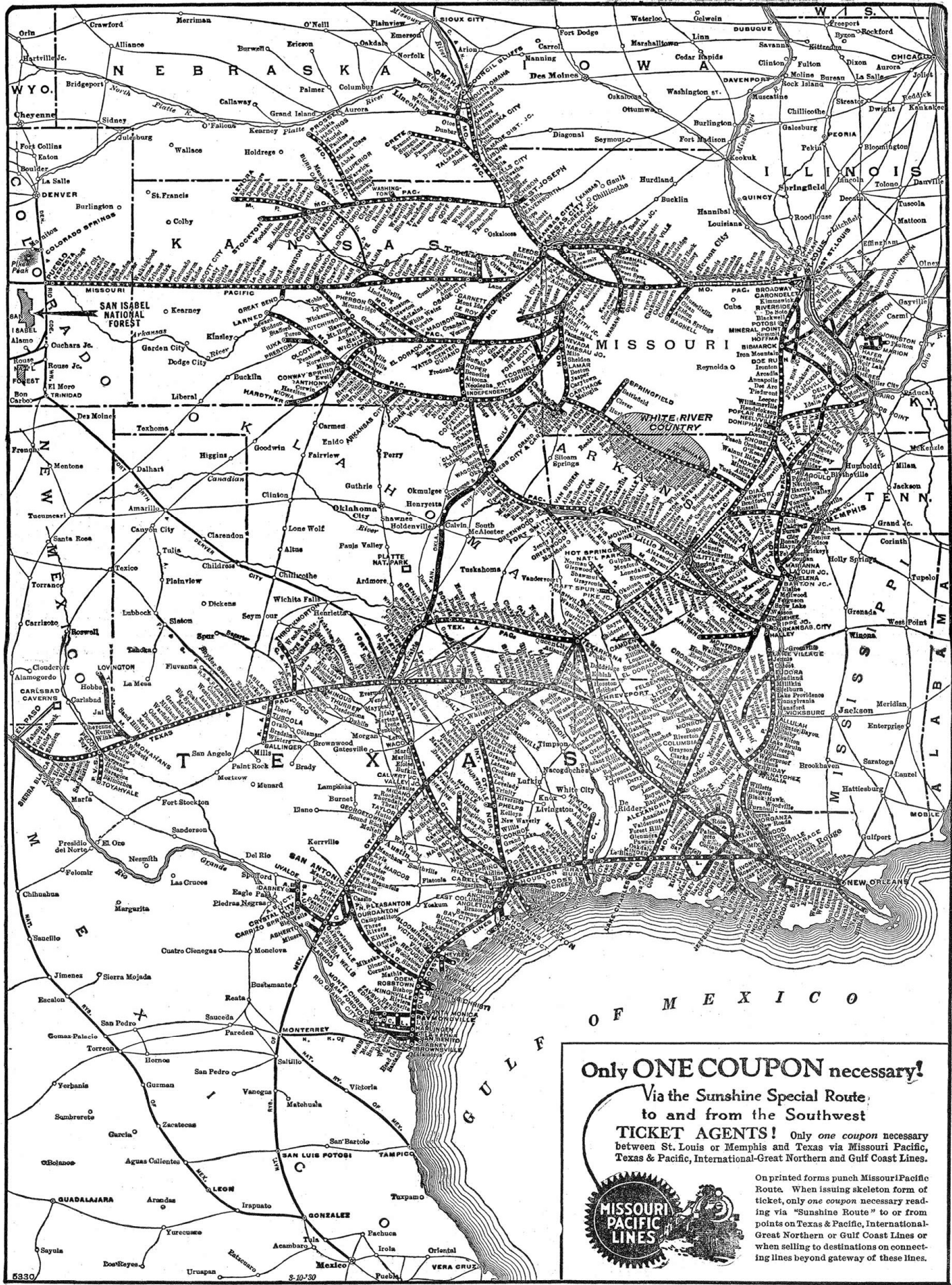
by Steven Hedlund

The Missouri Pacific (MP) was a large railroad that served most of the medium to large mid-west and cities in the American heartland. Traffic from California, Arizona, Texas and Mexico relied on the MP and its subsidiaries to bridge that traffic flow to the big American markets at St Louis, Chicago and into the northeast.

The MP was also an important part of the transcontinental passenger market with trains such as the "Scenic Limited," which connected San Francisco and St Louis, and the "Sunshine Special," which connected St Louis and Memphis with San Antonio, the Gulf Coast, and also with Mexico City.



THE SCENIC LIMITED, LEAVING ST. LOUIS FOR KANSAS CITY, COLORADO, UTAH AND CALIFORNIA



A 1930 system map illustrates the Missouri Pacific trackage and its subsidiary lines. The Missouri Pacific was an important link between the east and the west, and also from the south including Texas and Mexico.

So what made up the Missouri Pacific Lines? From the 1800s, the MP was one of the cornerstones of the Gould Syndicate. The MP was part of the Goulds' attempt in building a transcontinental railroad utilizing several lines that they would purchase or control. Since there are so many incoming railroads that eventually make up the Missouri Pacific System, I am including a short time line of the history of the Missouri Pacific so it makes sense to you.

1849	The <i>Pacific Railroad</i> is chartered in Missouri
1852	The first section of the <i>Pacific Railroad</i> is built
1859-Feb	The <i>Central Branch Union Pacific Railroad (CBUP)</i> is incorporated in Kansas
1872	The <i>Pacific Railroad</i> is re-organized as the <i>Missouri Pacific Railway (MP)</i>
1874	The <i>St Louis Iron Mountain &amp; Southern Railway (StLIM&amp;S)</i> is incorporated
1879	The MP comes under control of the Gould Syndicate
1880-Jan	The Gould Syndicate acquires the majority of CBUP stock and transfers it to the <i>Union Pacific Railroad (UP)</i>
1880-Dec	The UP leases the CBUP to the MP
1881 to 1885	The T&P is leased to the MP
1883	The Gould Syndicate acquires the StLIM&S
1899-July	The MP acquires the CBUP from the UP
1915	The Gould Syndicate declares bankruptcy and loses control of the MP
1917-May	The StLIM&S is merged into the MP and the company is re-organized as the <i>Missouri Pacific Railroad</i>
1921	The MP creates a subsidiary called the <i>Missouri – Illinois Railroad (M-I)</i>
1925-Jan	The MP acquires the <i>Gulf Coast Lines (GCL)</i> which includes the <i>International – Great Northern Railroad (IGN)</i> , the <i>New Orleans Texas &amp; Mexico Railway (NOT&amp;M)</i> and the <i>St Louis Brownsville &amp; Mexico Railway (StLB&amp;M)</i>
1928	The MP acquires control of the T&P
1929	The MP acquires the <i>Mississippi River &amp; Bonne Terre Railway</i> and merges it into the M-I

How large was the Missouri Pacific's box car fleet? Since the MP covered a great part of the United States you would probably assume that they had a large box car fleet. In reality it was rather modest, hovering between 20,000 and 25,000 cars for most of the 1920s.

By the way, I am not including Texas & Pacific cars here since I believe that the T&P deserves its own article.

So why was the MP's box car fleet so small compared to the area that it served? I can only speculate that the main reason was a big part of the MP service was bridge traffic. In 1921, the MP averaged 29,444 domestic freight cars on its line daily. But it also averaged 24,723 foreign freight cars on its lines daily. Which means that almost half of all freight cars on its lines at any given time belonged to another railroad.

**TABLE 1: NUMBER OF BOX CARS ON THE MISSOURI PACIFIC LINES**

	<u>MP</u>	<u>StLIM&amp;S</u>	<u>M-I</u>	<u>GCL (1)</u>	<u>T&amp;P (2)</u>	<u>MR&amp;BT (3)</u>	<u>TOTAL</u>
1919	18,316	2,876	----	n/a	n/a	n/a	21,192 cars
1925	19,838	----	336	4,280	n/a	n/a	24,454 cars
1926	20,259	----	327	4,921	n/a	n/a	25,507 cars
1930	17,371	----	160	5,992	2,545	63	26,131 cars

(1) Acquired in 1925

(2) Acquired in 1928

(3) Acquired in 1929

## MISSOURI PACIFIC BOX CARS LETTERING SCHEMES

Missouri Pacific box car lettering is not a straight forward proposition because it evolved into different versions over a short period of time from the turn-of-the-century into the buzzsaw era. The following is my observation on the standard lettering schemes of the Missouri Pacific and its subsidiaries based on photographic evidence.

**Version 1** late 19<sup>th</sup> century

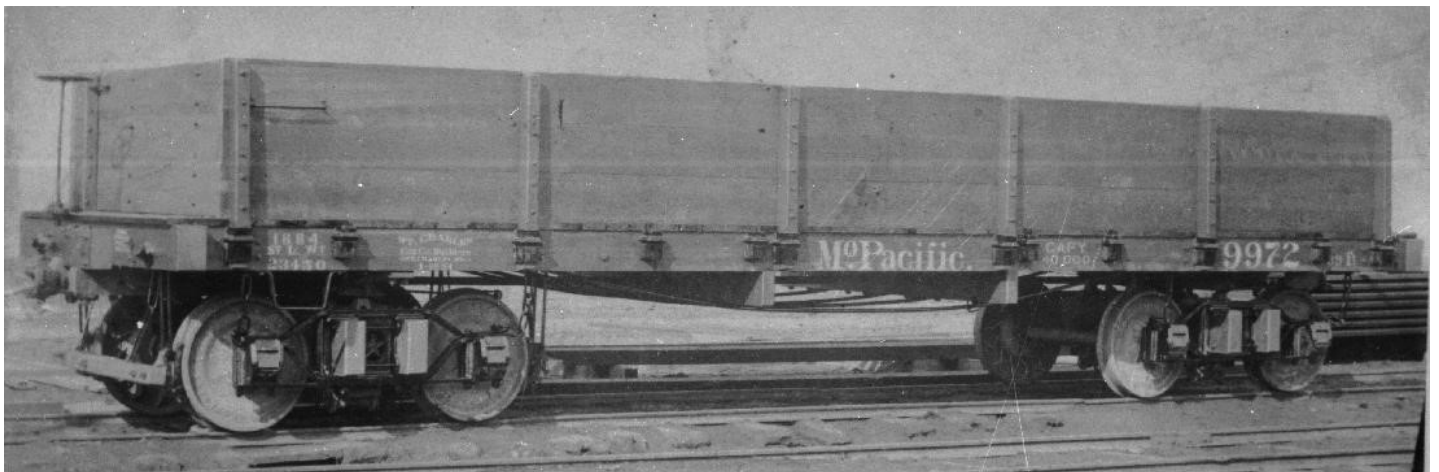
The "Mo. Pacific." on the side of the car is very typical not only on box cars but on all MP cars during this time.



*MP 7430*

*Author's collection*

Here's a 19<sup>th</sup> century gondola with the same type of lettering and spartan appearance



*MP 9972*

*Author's collection*

**Version 2a** late 19<sup>th</sup> century into the pre-teens

The abbreviated name was replaced with the railroad's name, a pair of numbers put on either side of the car, and if the car had air brakes, "Air Brake" was placed on the side of the car next to and/or on the door.



*MP 1058*

*Author's collection*

A St Louis Iron Mountain & Southern box car with the same lettering scheme as the above MP car but without "Air Brake" anywhere on the car



*StLIM&S 11035*

*Author's collection*

**Version 2b** Turn-of-the-century into the teens

This version is a copy of version 2a lettering scheme except the serifs have disappeared from the lettering. The earliest car with this lettering scheme that I have found has been November 1902.



*MP 21443*

*Ray Breyer collection*

**Version 3a** Early teens into the 1920s

This version has only the large road name spelled out along with the same sized number on the left side of the car



*MP 25708*

*Ray Breyer collection*

An Iron Mountain version of the MP car but with addition of tiny road reporting marks



*StLIM&S 14230*

*Author's collection*

**Version 3b** Pre-Teens into the 1920s

Another variation of version 3a with the addition of a number on the right side of the car. The earliest car built that I have found with this lettering scheme has been February 1912



*MP 40500*

*Author's collection*

**Version 4** Late teens into the 1920s

This version drops the second number and adds a long stripe above and below the road name and number. The earliest date application I have found for this lettering scheme has been September 1919.

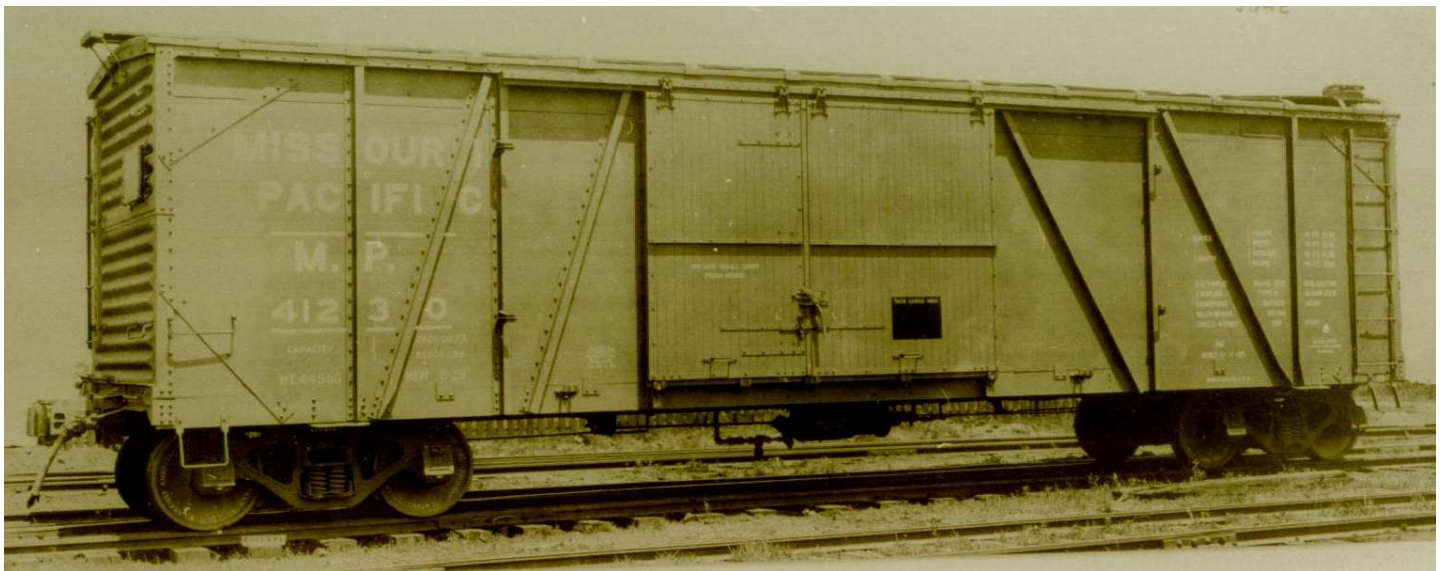


*MP 45231 C.T.*

*Ray Breyer collection*

**Version 5** 1920s to mid-1920s

This version had a very short life span which moved the road name above the reporting marks. This June 1925 builder photo is the latest car I have found with this lettering version. The earliest date of a car built with this lettering scheme has been January 1924.



*MP 41230*

*Author's collection*



**Version 6** 1926 onward

This March 1926 builder photo features the earliest Missouri Pacific car I have found with the buzzsaw logo. This became a common emblem on Missouri Pacific freight cars up until the Union Pacific takeover in the 1980s.



*MP 85281*

*Ray Breyer collection*



*MP 4-8-2 5312 at St Louis MO in October 1921*

*Author's collection*

## GULF COAST LINES BOX CARS LETTERING SCHEMES

The Gulf Coast Lines was originally chartered by the *St Louis & San Francisco Railroad (Frisco)* as its extension into south Texas and the Mexican border. On August 24, 1916, the system became independent when the Frisco re-organized and came out of bankruptcy. On January 1, 1925, the GCL became part of the Missouri Pacific.

The Gulf Coast Lines was made up of several railroads but only the *International-Great Northern Railroad (IGN)*, *New Orleans Texas & Mexico Railway (NOT&M)* and the *St Louis Brownsville & Mexico Railway (StLB&M)* acquired freight cars which eventually transferred to the MP.

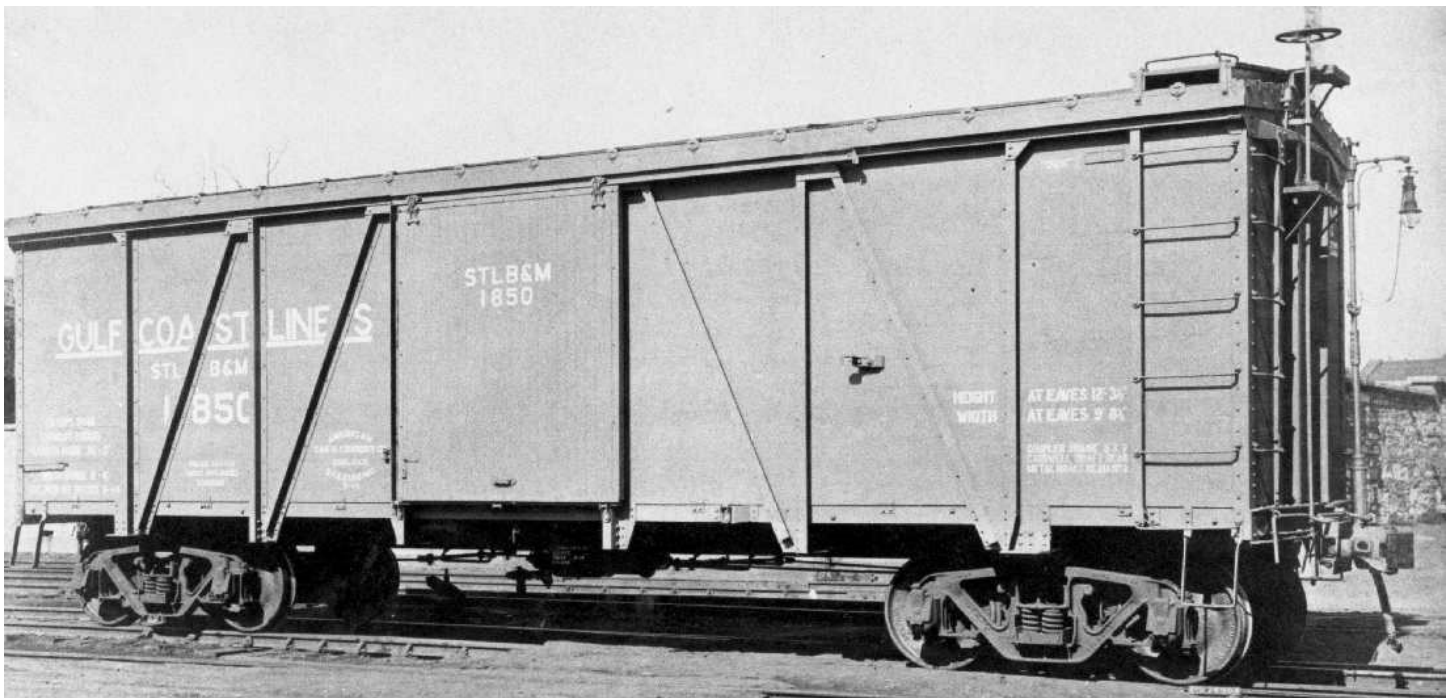
The *International & Great Northern Railroad (I&GN)* was incorporated in Texas on September 30, 1873 by the consolidation of the *International Railroad* and the *Houston & Great Northern Railroad*. The I&GN was re-organized as the *International – Great Northern Railroad (I-GN)* on August 17, 1922. On June 20, 1924, the NOT&M acquired the I-GN, which became an operating subsidiary of the MP when the GCL became part of that system on January 1, 1925.

The NOT&M was incorporated in Louisiana on May 8, 1905 as a subsidiary of the *St Louis & San Francisco Railroad (Frisco)* as the *Colorado Southern New Orleans & Pacific Railroad (CSNO&P)*. In 1910, the CSNO&P was re-organized as the NOT&M.

NOTE: prior to their independence in 1916, many GCL cars had the word “FRISCO” on the car sides. These car examples shown here demonstrate the car lettering schemes when they were independent until after their takeover by the MP. I do not believe that any car with “FRISCO” the car sides made it into the 1920s era.

**GCL Version** 1916 to late 1920s

This is the standard lettering scheme from their independence to the start of the buzzsaw era.

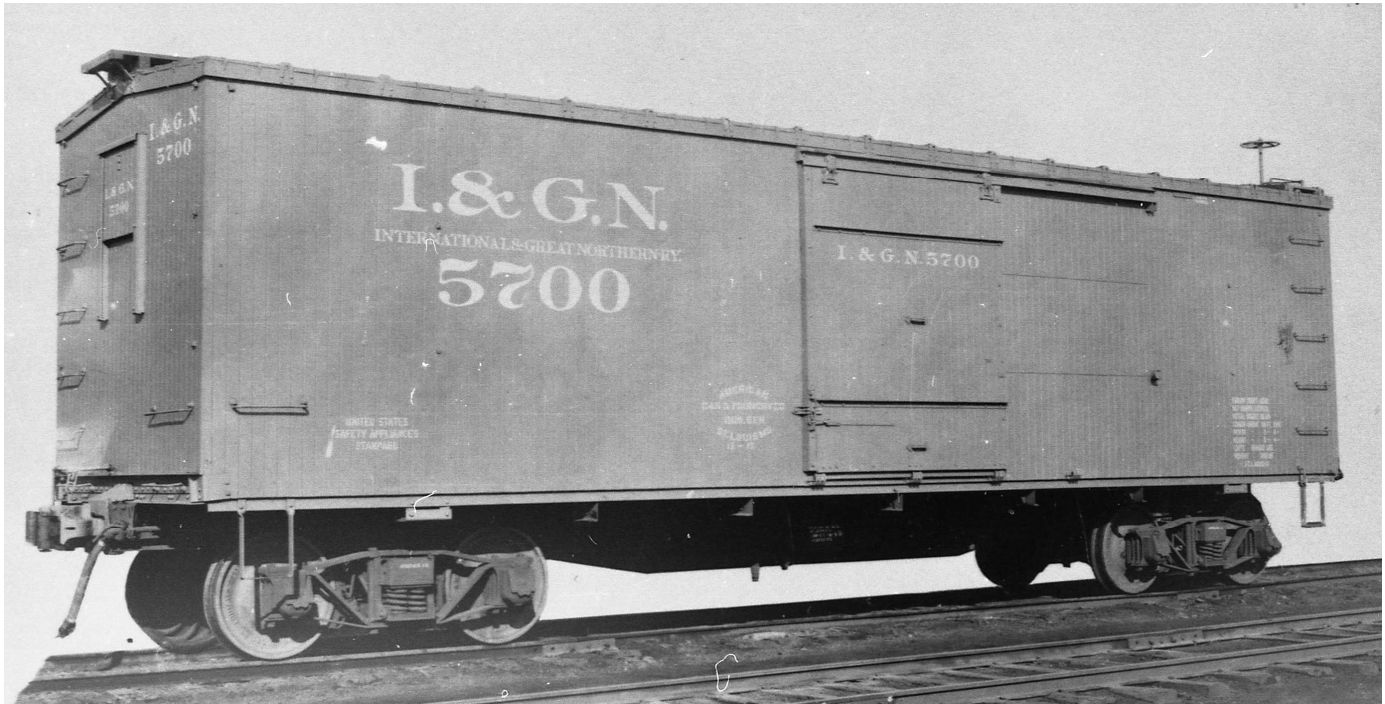


*StLB&M 1850*

*Author's collection*

**IGN Version** 1910 to late 1920s

This is the standard lettering scheme for the I&GN until the 1922 re-organization. I have not found any photos of I-GN lettered boxcars that date between the 1922 re-organization and the start of the buzzsaw era in 1926. Unearthing photos of I-GN cars in the Gulf Coast lettering scheme is very difficult, as that would only cover cars re-painted from June 1924 to January 1925.



I&GN 5700

Author's collection

*For a Delightful Journey*  
**The SCENIC LIMITED**  
**BEST WAY WEST-EAST**

**MISSOURI PACIFIC LINES**

*"A SERVICE INSTITUTION"*

**ROYAL GORGE**  
West-Bound  
Lv. St. Louis ..... 2:02 pm  
Lv. Kansas City ..... 9:35 pm  
Lv. Pueblo ..... 12:10 pm  
Lv. Salt Lake ..... 9:30 am  
Ar. San Francisco ..... 12:30 pm  
Effective June 9

**FEATHER RIVER CANYON**  
East-Bound  
Lv. San Francisco ..... 10:00 am  
Lv. Salt Lake ..... 8:30 pm  
Lv. Pueblo ..... 5:10 pm  
Lv. Kansas City ..... 8:50 am  
Ar. St. Louis ..... 4:10 pm  
Effective June 9

SALT LAKE CITY  
FEATHER RIVER CANYON  
ROYAL GORGE  
DENVER  
COLO. SPRINGS  
PUEBLO  
KANSAS CITY  
ST. LOUIS  
SAN FRANCISCO

**OTHER CONVENIENT TRAINS**

1929 Advertisement

Author's collection

## MISSOURI PACIFIC BOX CARS SERIES – 1919 to 1930

### MISSOURI PACIFIC

RAILROAD	SERIES	DESCRIPTION (interior lengths)	10-19	1-25	4-26	12-30
MP	1000 to 1699	33' 8" BOX	5	5	4	2
MP	2000 to 2699	33' 8½" BOX	29	55	41	15
MP	4800 to 4999	35' 10¼" BOX	3	6	5	2
MP	5000 to 5801	35' 10¼" BOX	252	693	600	209
MP	5802 to 6999	35' 10¼" BOX	402	1,032	866	331
MP	7000 to 7438	33' 8½" BOX	133	357	267	77
MP	7439 to 8978	33' 8½" BOX	390	1,039	798	248
MP	12500 to 12999	33' 8½" BOX	12	11	8	3
MP	13000 to 13499	33' 8½" BOX	57	53	39	16
MP	15000 to 17499	33' 8½" BOX	1,909	1,690	1,311	412
MP	19000 to 19999	33' 8½" BOX	736	675	528	153
MP	20000 to 21249	33' 8½" BOX	961	848	693	212
MP	21350 to 21499	35' 10¼" BOX	127	113	87	29
MP	22000 to 22999	35' 10¼" BOX	826	776	671	282
MP	25000 to 28999	35' 10¼" BOX	3,503	3,220	2,728	1,007
MP	30000 to 31999	35' 10¼" BOX	1,684	1,519	1,260	472
MP	32000 to 32999	35' 10¼" BOX	306	801	675	252
MP	33001 to 39500	36' 0" BOX	5,985	5,704	5,395	3,669
MP	40000 to 40999	36' 0" BOX, STEEL UNDERFRAME	980	957	954	940
MP	41000 to 41799	40' 6" BOX, STEEL UNDERFRAME, Z-BAR	----	----	800	794
MP	45001 to 45250	40' 6" BOX, STEEL UNDERFRAME (USRA DS)*	16	249	248	243
MP	46000 to 48749	40' 6" BOX, STEEL UNDERFRAME, Z-BAR	----	----	1,996	2,735
MP	90000 to 90499	40' 6" BOX, STEEL UNDERFRAME, Z-BAR	----	----	----	1,248
MP	93000 to 93999	40' 6" BOX, STEEL UNDERFRAME	----	----	----	1,000
MP	94000 to 95249	40' 6" BOX, STEEL UNDERFRAME	----	----	----	1,250
MP	120000 to 120849	36' 2¾" BOX, STEEL UNDERFRAME, Z-BAR	----	----	250	844
MP	120850 to 121149	36' 4½" BOX, STEEL UNDERFRAME, Z-BAR	----	----	----	297
MP	121150 to 121749	36' 4½" BOX, STEEL UNDERFRAME, Z-BAR	----	----	----	600
MP	130001 to 130099	35' 10¼" BOX	----	35	35	29
<b>TOTAL =</b>			<b>18,316</b>	<b>19,838</b>	<b>20,259</b>	<b>17,371</b>

\* USRA DS = USRA Double Sheathed Box Car

### ST LOUIS IRON MOUNTAIN & SOUTHERN The MP acquired the StLIM&S in 1883.

RAILROAD	SERIES	DESCRIPTION	10-19	1-25	4-26	12-30
StLIM&S	2 to 3178	29' 6" BOX (even #)	11	----	----	----
StLIM&S	3400 to 3638	34' 0" BOX (even #)	2	----	----	----
StLIM&S	3800 to 4499	36' 0" BOX	191	----	----	----
StLIM&S	8000 to 8198	34' 0" BOX	10	----	----	----
StLIM&S	8200 to 9699	34' 0" BOX	21	----	----	----
StLIM&S	11000 to 11999	34' 0" BOX	453	----	----	----
StLIM&S	12000 to 13249	34' 0" BOX	541	----	----	----
StLIM&S	14000 to 14999	36' 0" BOX	545	----	----	----
StLIM&S	18300 to 20299	36' 0" BOX	1,102	----	----	----
<b>TOTAL =</b>			<b>2,876</b>	<b>0</b>	<b>0</b>	<b>0</b>

**MISSOURI – ILLINOIS** The MP created the M-I in 1924 and it remained an operating subsidiary until 1978.

RAILROAD	SERIES	DESCRIPTION	10-19	1-25	4-26	12-30
M-I	3001 to 3050	38' 4½" BOX	----	45	45	28
M-I	3076 to 3100	38' 4½" BOX	----	19	19	10
M-I	3101 to 3400	36' 0" BOX	----	272	263	122
<b>TOTAL = 0</b>				<b>336</b>	<b>327</b>	<b>160</b>

**MISSISSIPPI RIVER & BONNE TERRE** The MR&BT was acquired by the MP in 1929 and it was merged into the M-I.

RAILROAD	SERIES	DESCRIPTION	10-19	1-25	4-26	12-30
MR&BT	2000 to 2198	36' 0" BOX	76	72	71	63

## GULF COAST LINES BOX CARS SERIES – 1919 to 1930

The MP acquired the GCL on January 1, 1925 but the GCL remained an operating subsidiary until March 1956.

RAILROAD	SERIES	DESCRIPTION	10-19	1-25	4-26	12-30
I&GN	2000 to 3124	34' 0" BOX	89	to IGN	----	----
- IGN	" " to " "		----	55	35	25
I&GN	3200 to 3649	34' 0" BOX	323	to IGN	----	----
- IGN	" " to " "		----	98	53	34
I&GN	3650 to 3999	34' 0" BOX	257	to IGN	----	----
- IGN	" " to " "		----	75	40	34
I&GN	4100 to 4900	34' 0" BOX	574	to IGN	----	----
- IGN	" " to " "		----	168	97	75
I&GN	5000	36' 0" BOX	1	----	----	----
I&GN	5001 to 5500	36' 0" BOX	491	to IGN	----	----
- IGN	" " to " "		----	148	93	73
I&GN	5501 to 5700	36' 0" BOX, STEEL UNDERFRAME	197	to IGN	----	----
- IGN	" " to " "		----	190	188	179
I&GN	5701 to 6200	40' 6" BOX, STEEL UNDERFRAME	500	to IGN	----	----
- IGN	" " to " "		----	495	492	195
IGN	6201 to 6950	40' 6" BOX, STEEL UNDERFRAME	----	----	----	747
IGN	7001 to 7999	36' 0" BOX, STEEL UNDERFRAME	----	641	782	762
IGN	9001 to 9363	36' 0" BOX, STEEL UNDERFRAME	----	305	357	348
IGN	9401 to 9900	40' 7¾" BOX, STEEL UNDERFRAME	----	----	----	500
IGN	10101 to 10300	36' 0" BOX, STEEL UNDERFRAME	----	----	193	187
IGN	16001 to 16318	40' 6" BOX, STEEL UNDERFRAME	----	----	----	318
CSNOT&P	122000 to 122499	40' 0" BOX	484	413	to NOTM	----
- NOT&M	501 to 1000		" "	" "	411	268
NOT&M	2101 to 2400	40' 0" BOX, STEEL UNDERFRAME	300	294	294	286
NOT&M	2401 to 2900	40' 0" BOX, STEEL UNDERFRAME	----	496	495	491
NOT&M	3601 to 3720	40' 6" BOX, STEEL UNDERFRAME	----	----	----	120
StLB&M	37000 to 37249	36' 0" BOX	194	to StLBM	----	----
- StLB&M	1001 to 1250		" "	116	106	85
StLB&M	1251 to 2050	36' 0" BOX	797	786	786	770
StLB&M	2901 to 3400	40' 0" BOX, STEEL UNDERFRAME	----	----	499	495
<b>TOTAL = 4,207</b>				<b>4,280</b>	<b>4,921</b>	<b>5,992</b>

## MISSOURI PACIFIC BOX CARS SERIES WITH IMAGES

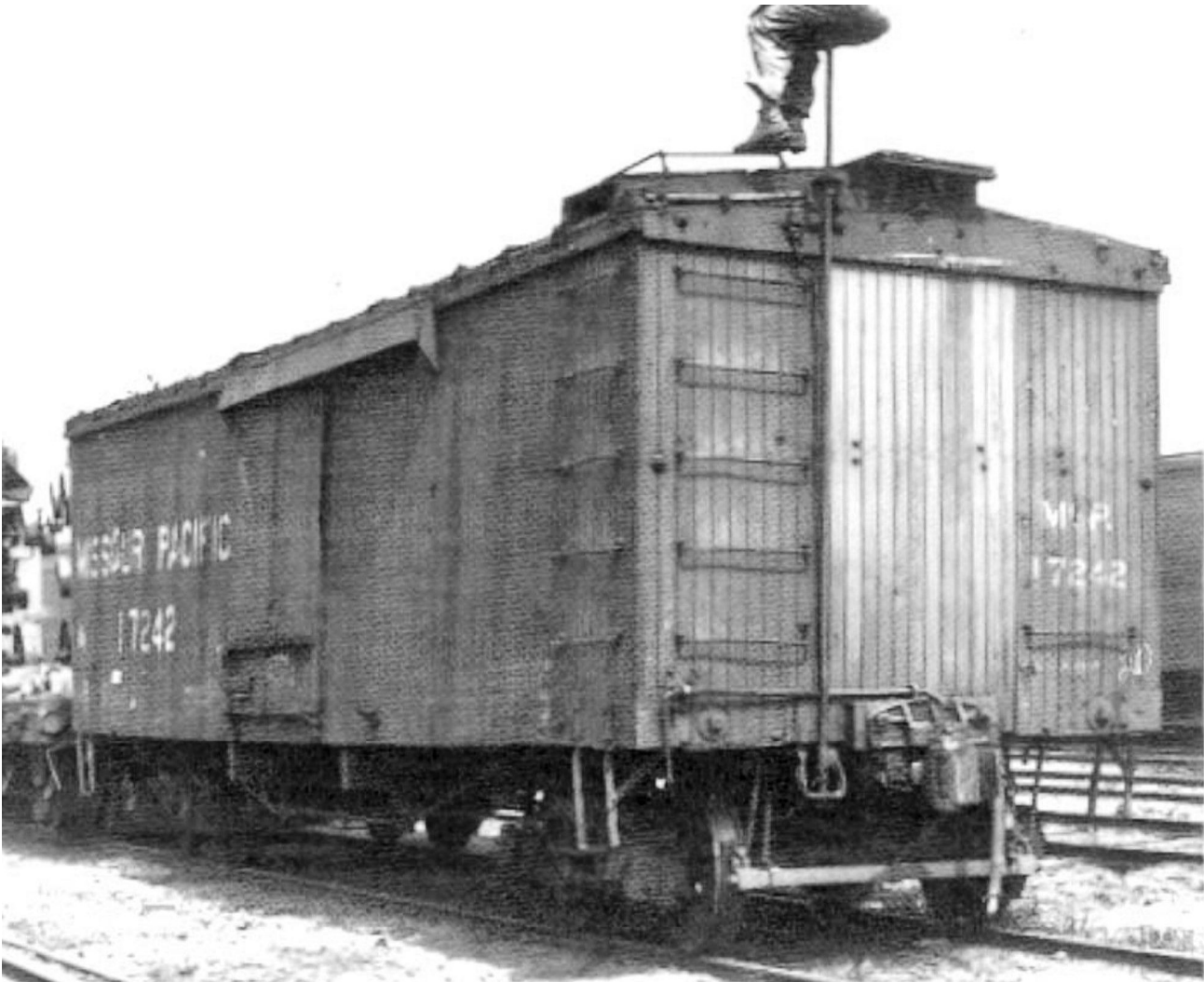
MP 5802 to 6999 series 35' 10¼" BOX



*MP 6244*

*Ray Breyer collection*

MP 15000 to 17499 series 33' 8½" BOX



*MP 17242*

*Ray Breyer collection*

MP

20000 to 21249 series

33' 8½" BOX



*MP 20628 at Camp Mt Harris CO in 1915*

*Denver Public Library collection (ZZR700074990)*

MP

25000 to 28999 series

35' 10¼" BOX



*MP 25708*

*Ray Breyer collection*



*MP 25578 with a reweigh date of "DES ?-19"*

*Ray Breyer collection*

**MP                    33001 to 39500 series                    36' 0" BOX**



*MP 37904 somewhere during World War One*

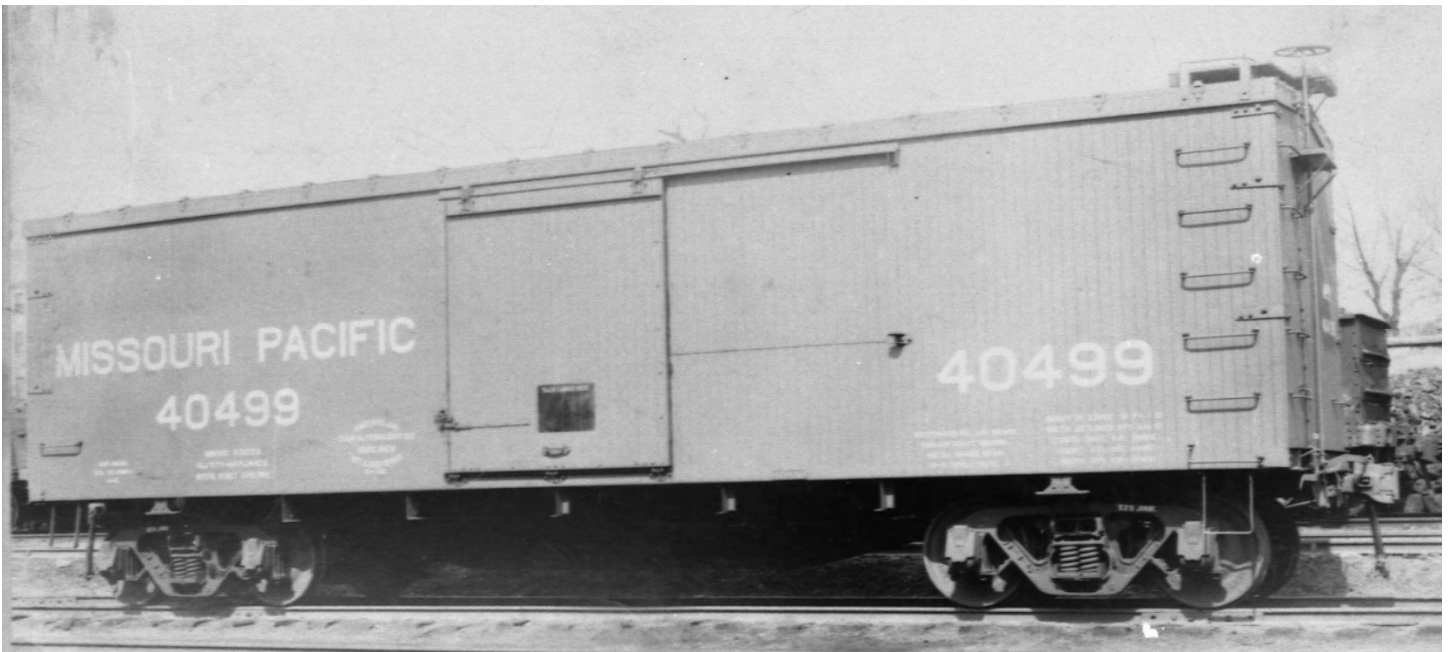
*Ray Breyer collection*



MP

40000 to 40999 series

36' 0" BOX with STEEL UNDERFRAME



*MP 40499 at the American Car & Foundry Co (lot 6433) in April 1912*

*Author's collection*

MP

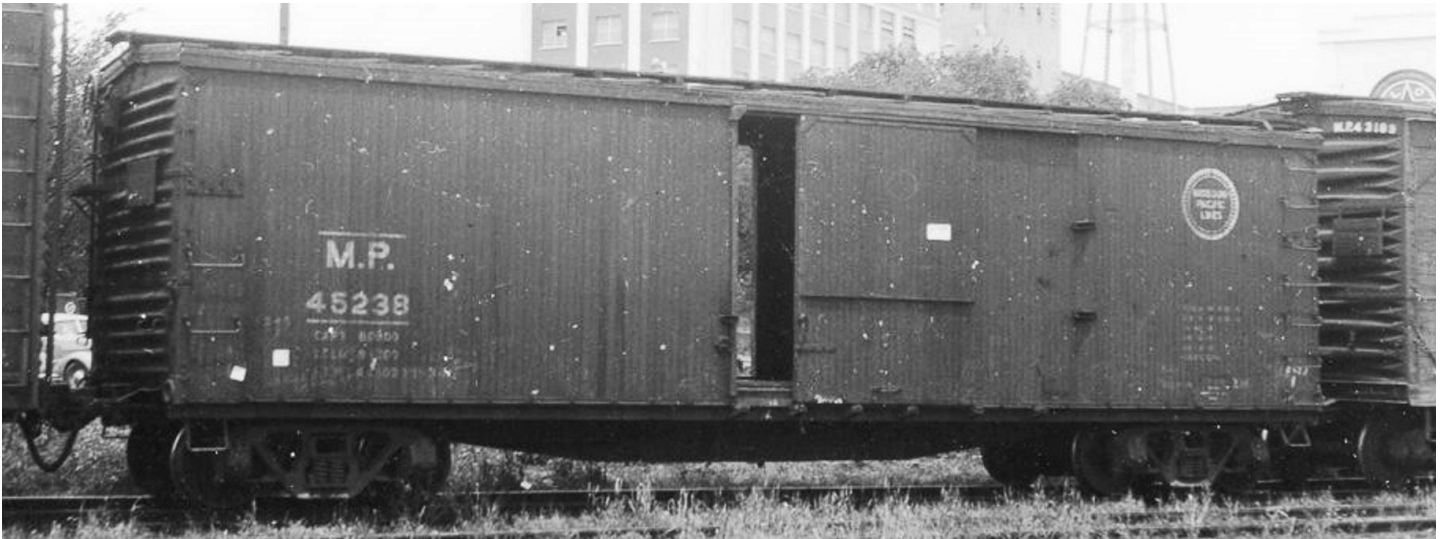
45001 to 45250 series

40' 6" USRA DS BOX



*MP 45231CT at the American Car & Foundry Co (lot 9683) in September 1919*

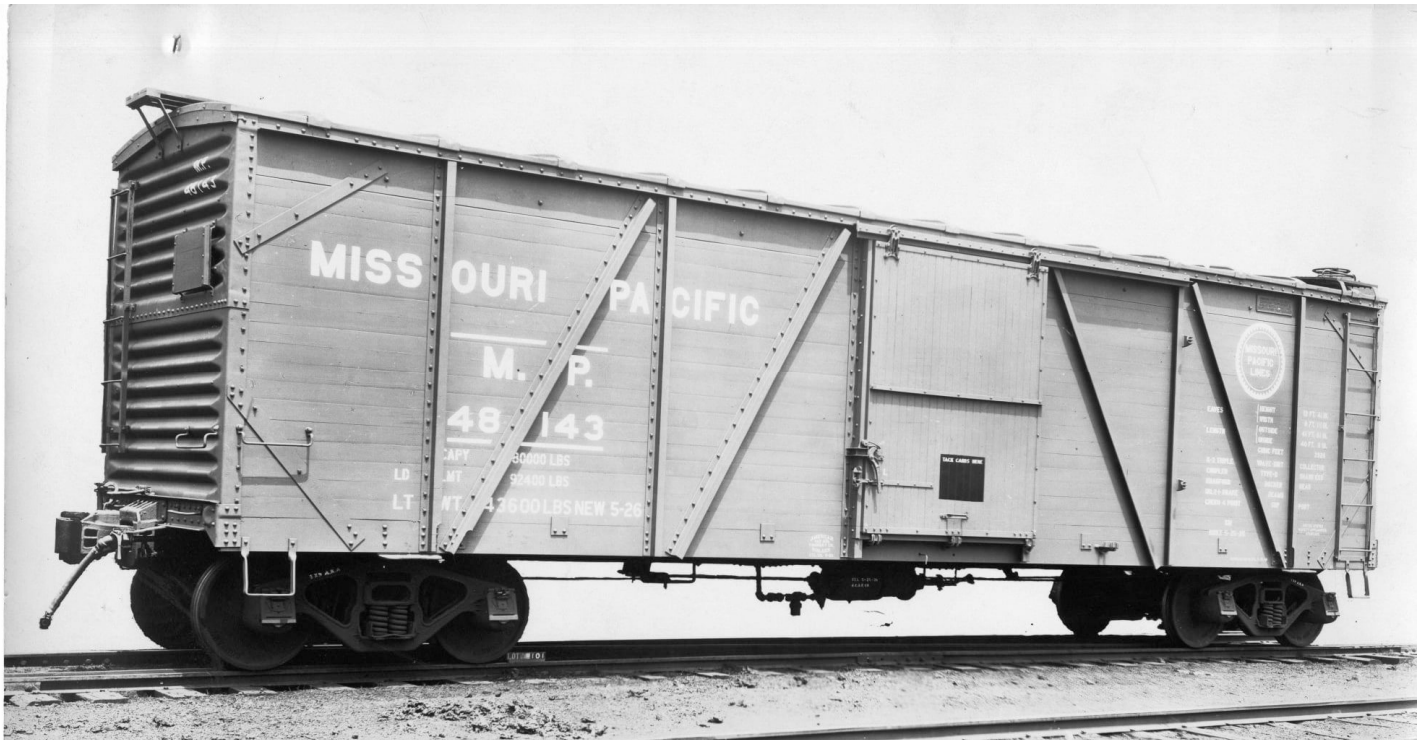
*Author's collection*



*MP 45238*

*Ray Breyer collection*

**MP 46000 to 48749 series 40' 6" BOX with STEEL UNDERFRAME**



*MP 48143 at the builder in May 1926*

*Ray Breyer collection*

MP

93000 to 93999 series

40' 6" BOX with STEEL UNDERFRAME



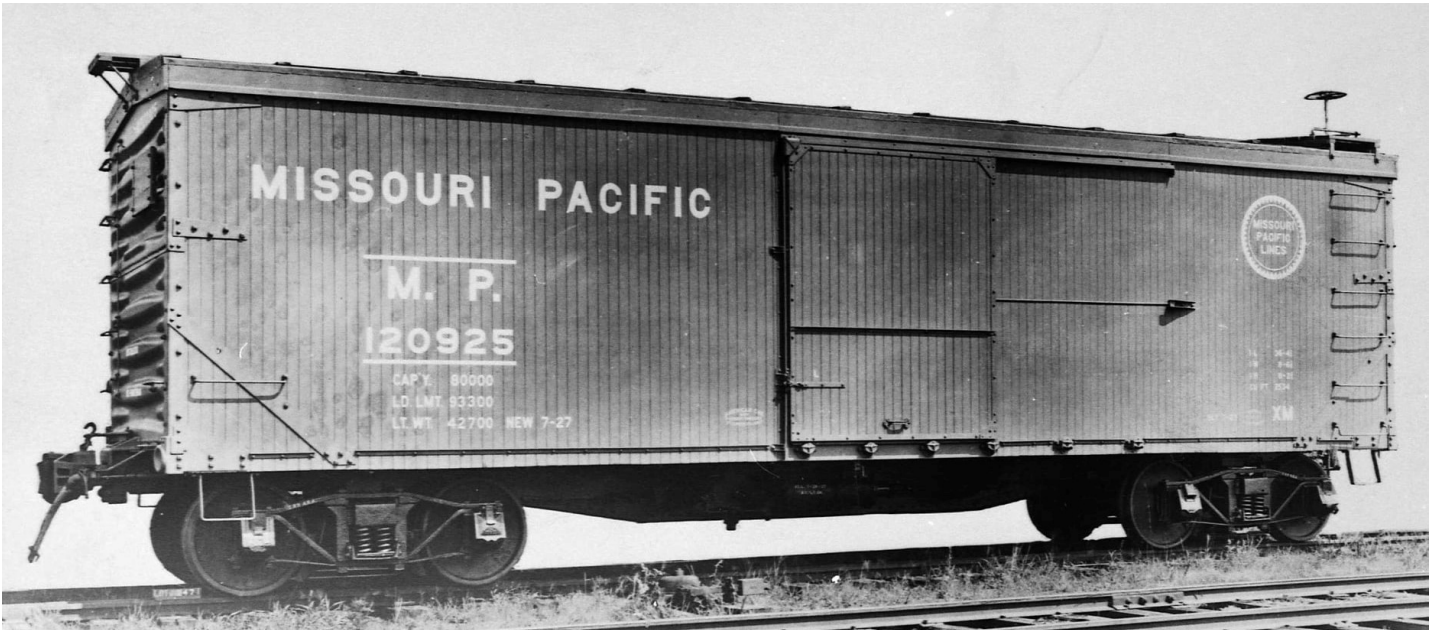
*MP 93999 at the builder*

*Ray Breyer collection*

MP

120850 to 121149 series

36' 4½" BOX with STEEL UNDERFRAME



*MP 120925 at the builder in July 1927*

*Ray Breyer collection*

StLIM&S

3800 to 4499 series

36' 0" BOX



*StLIM&S 3981*

*Author's collection*

StLIM&S

14000 to 14999 series

36' 0" BOX



*StLIM&S 14230*

*Author's collection*

## GULF COAST LINES BOX CARS SERIES WITH IMAGES

CSNO&P 122000 to 122499 series 40' 0" BOX

(will become part of NOT&M series 501 to 1000)



CSNO&P 122498 at the American Car & Foundry Co (lot 4611) in November 1907

Author's collection

I&GN

5501 to 5700 series

36' 0" BOX with STEEL UNDERFRAME



I&GN 5577 at the American Car & Foundry Co in March 1916

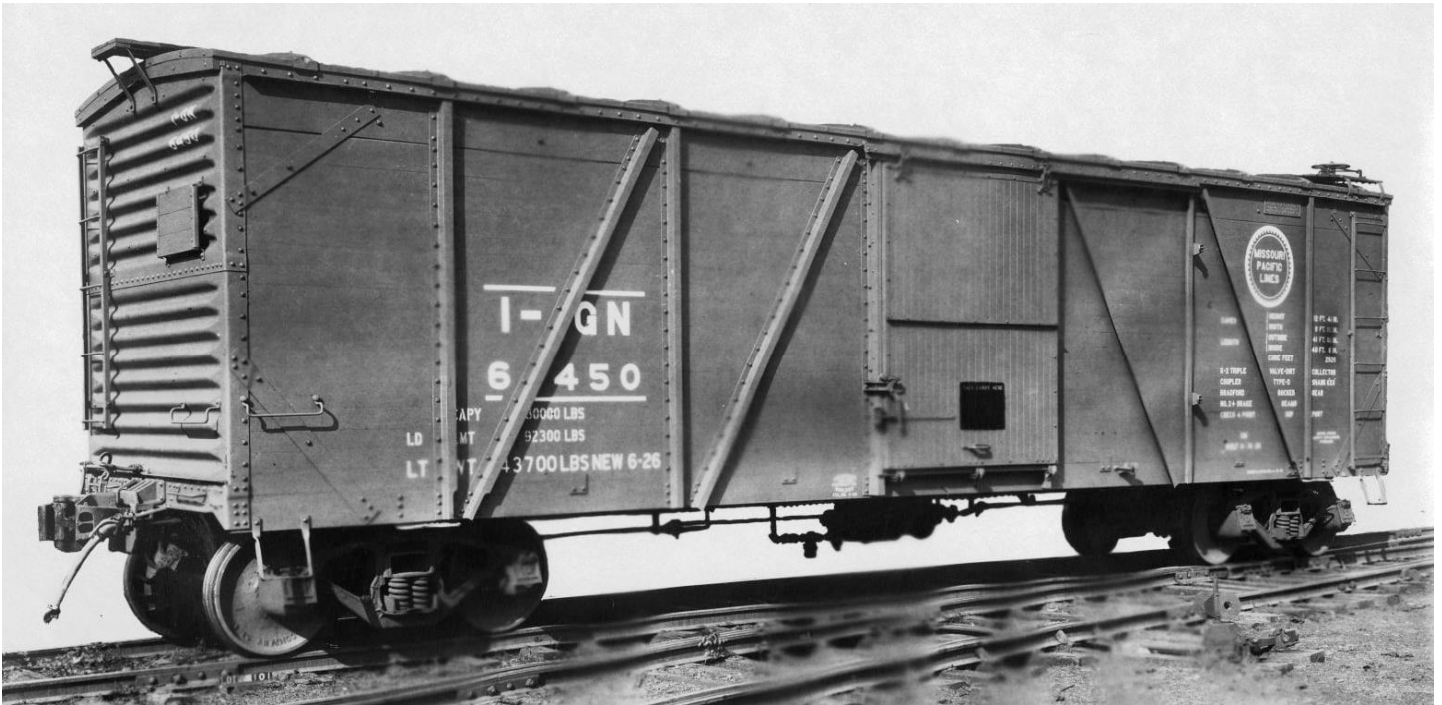
Ray Breyer collection



*I&GN 5700 at the American Car & Foundry Co (lot 7173) in December 1910*

*Ray Breyer collection*

**I-GN                  6201 to 6950 series                  40' 6" BOX with STEEL UNDERFRAME**



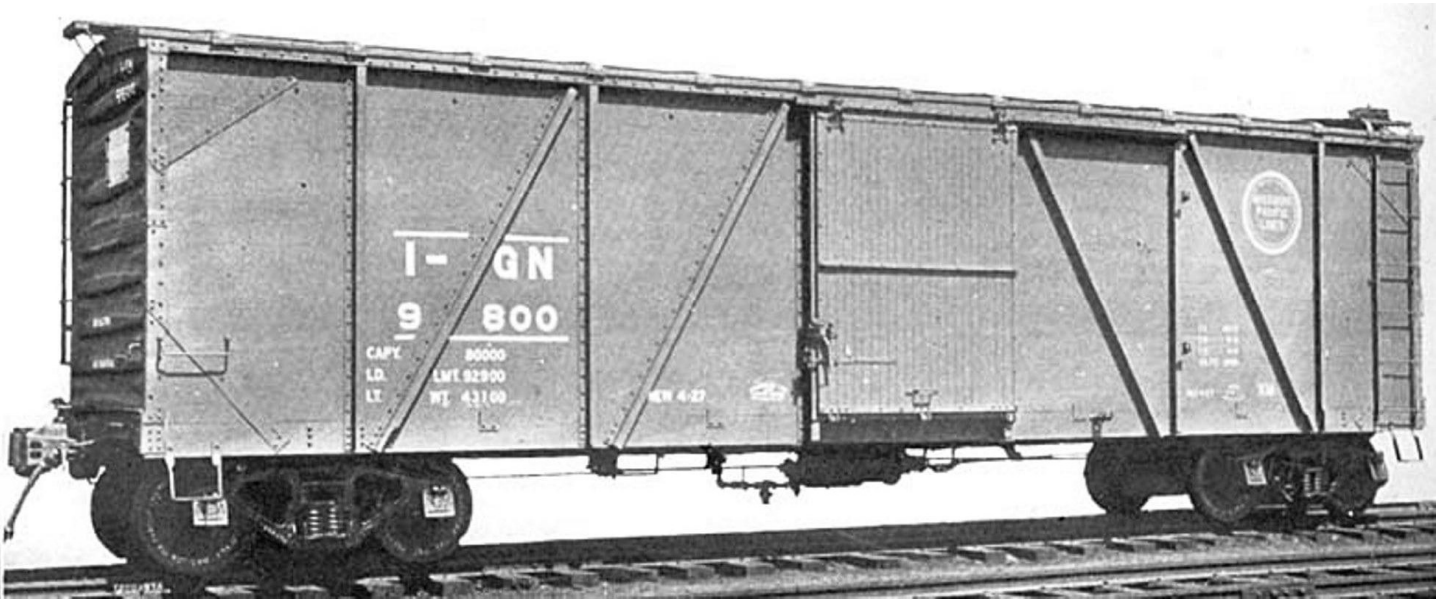
*I-GN 6450 at the builder in June 1926*

*Ray Breyer collection*

I-GN

9401 to 9900 series

40' 7 $\frac{1}{4}$ " BOX with STEEL UNDERFRAME



*I-GN 9800 at the builder in April 1927*

*Ray Breyer collection*

M-I

3101 to 3400 series

36' 0" BOX



*M-I 3335*

*Ray Breyer collection*

NOT&M

2101 to 2400 series

40' 0" BOX with STEEL UNDERFRAME



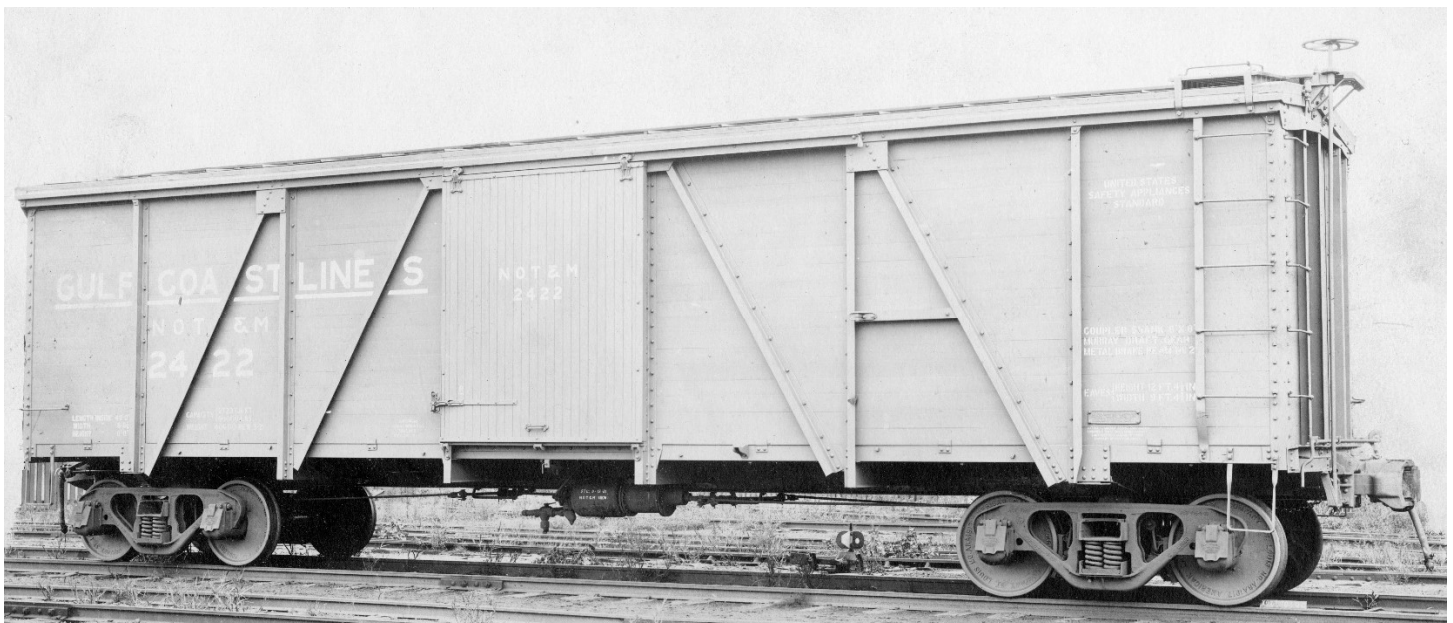
NOT&M 2272 at the American Car & Foundry Co (lot 8319-A) in November 1917

Ray Breyer collection

NOT&M

2401 to 2900 series

40' 0" BOX with STEEL UNDERFRAME



NOT&M 2422 at the American Car & Foundry Co (lot 9100) in 1921

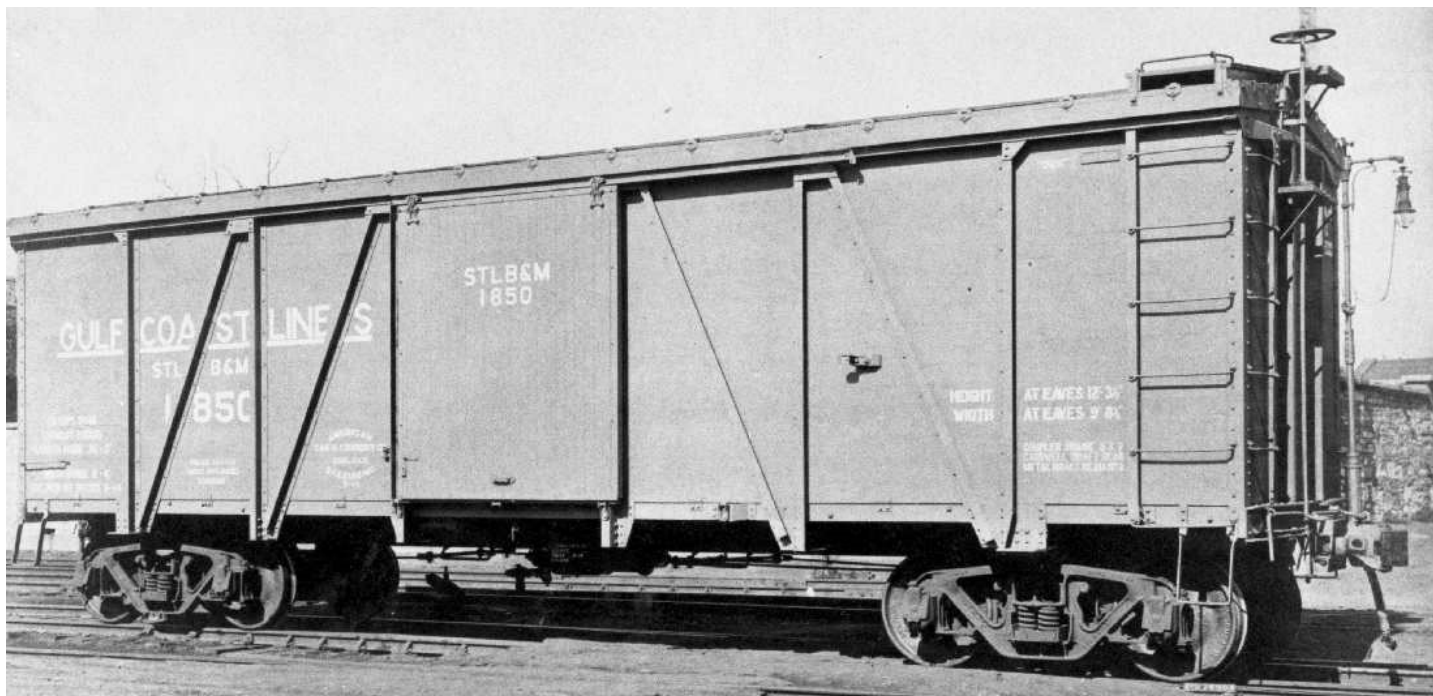
Ray Breyer collection



StLB&M

1251 to 2050 series

36' 0" BOX with STEEL UNDERFRAME



*StLB&M 1850 at the American Car & Foundry Co (lot 7459-A)*

*Ray Breyer collection*

StLB&M

2901 to 3400 series

40' 0" BOX with STEEL UNDERFRAME



*StLB&M 3098 at the American Car & Foundry Co in March 1925*

*Ray Breyer collection*

## MISSOURI PACIFIC BOX CARS AVAILABLE MODELS in HO SCALE

You basically have two choices. Either use a generic plastic model or you can spend the extra time in building a unique Missouri Pacific box car. Here are some known examples of Missouri Pacific models that are available at the time of this late 2021 publication.

**ACCURAIL** -> <http://accurail.com/accurail/index.htm>

This company makes a wide variety of kits that are simple and fun to put together. You should be aware that the Accurail kits are generic kits and do not match any specific Missouri Pacific prototype. The biggest benefit of having the Accurail cars is that you can have a lot of them without spending a lot of time building them.



**Accurail kit #1181 (NEW 9-14; KY 3-27) "36' Fowler Wood Boxcars"**

**StLB&M SERIES 1251 to 2050**

*This kit is very close to the prototype. HOWEVER, the braces come down below the car frame on the prototype (see above prototype photo). While the model is not 100% accurate compared to the prototype, this is a good stand-in model.*



**Accurail kit #4619 (NEW 1919; 1945) "40' Double Sheath USRA Wood Boxcars"**

**MP SERIES**

*If you want a Missouri Pacific Accurail USRA Double Sheathed Box Car in the as-delivered paint, then I suggest buying the undecorated version (kit #4600) and using Westerfield decals. The MP version here is for a post-WW2 version of the car.*



**Accurail kit #7105 (NEW 5-26) "6-Panel Outside Braced Boxcars w/Dreadnaught ends MP SERIES 46000 to 48749**

*This is a decent stand-in car considering that the prototype had a wood door. The biggest change you would need to make is to eliminate the model's fishbelly underframe which the prototype did not have.*



**Accurail kit #1704 (NEW 4-12) "36' Double Sheath Wood Boxcars"**

**MP SERIES 40000 to 40999**

*This model is very, very close to the prototype including the as-delivered lettering.*

**BITTER CREEK MODELS** -> <https://bittercreekmodels.com/index.html>

This company serves a niche that is needed for turn-of-the-century freight cars. Two box car kits that they offer would make great starting points on older Missouri Pacific Lines' and Gulf Coast Lines' box cars.



*Bitter Creek Models kit #K-24 "34' Boxcar"*



*Bitter Creek Models kit #K-23 "36' Boxcar"*

**RAPIDO TRAINS** -> <https://rapidotrains.com/>

Their 40-foot USRA DS boxcar is a pretty good looking RTR model that maybe is a good alternative to other RTR kits or resin kits. But it looks like the initial run of cars are painted and lettered for the post-war years.

## TRAIN MINIATURE (WALTHERS)

TMI, as they were also called, was a manufacture of HO-scale freight cars and locomotives (remember their ALCO FA1?) until Walthers purchased them back in about 1985. Walthers continued to produce several TMI kits under their own name but unfortunately the 40-foot single sheathed box car kit was not one of them. Luckily for us, you can find these cars still for sale on e-Bay and at train shows.



*This TMI model is a good starting point in modeling MP cars from the 1920s, mainly the MP 46000 to 48749 series, the I-GN 6201 to 6950 series, the I-GN 9401 to 9900 series, and the StLB&M 2901 to 3400 series. The model is not a perfect match to the prototype, but the basic spotting features are good.*

**WALTHERS MAINLINE** -> <https://www.walters.com/>

### **USRA Double Sheathed Box Car**

This maybe a car that is flying under the radar for a lot of people, but Walthers has an undecorated version of the USRA Double Sheathed box car. You can use this kit to model the Missouri Pacific's USRA DS box car (45001 to 45250 series). If you start from here, then I recommend using the Westerfield decal set to letter it since the decal set is 100% accurate. See further down this article for examples of the Westerfield cars.



<https://www.walters.com/40-usra-wood-boxcar-ready-to-run-undecorated>

**Walthers Mainline kit #910-40150** -> "40' USRA Wood Box Car – Ready To Run – Undecorated"

WESTERFIELD MODELS -> <http://www.westerfieldmodels.com/>

The bread and butter for most people who model from turn-of-the-century into the depression years, Westerfield has a very good selection of Missouri Pacific freight car kits.



*Westerfield kit #3807 -> "USRA 40' DS Box Car, Original, MP"*

**MP SERIES 45001 to 45250**



*Westefield kit #3857 -> "USRA 40' DS Box Car, Modern, MP"*

**MP SERIES 45001 to 45250**

## MISSOURI PACIFIC BOX CARS IN CONCLUSION

Overall, the Missouri Pacific and its subsidiary lines was a very interesting railroad and one that I can see why it has attracted a lot of fans. The good news is that the MP box car fleet was a diverse bunch of cars with a good number of shorty 34-foot box cars along with 36-foot and 40-foot cars being used in the 1920s.

In the future, I'm planning an article on furniture and automobile cars that will include the Missouri Pacific. Don't worry if you think we are done with the Missouri Pacific. Far from it.

## MISSOURI PACIFIC & GULF COAST LINES BOX CARS POST-1930 IMAGES

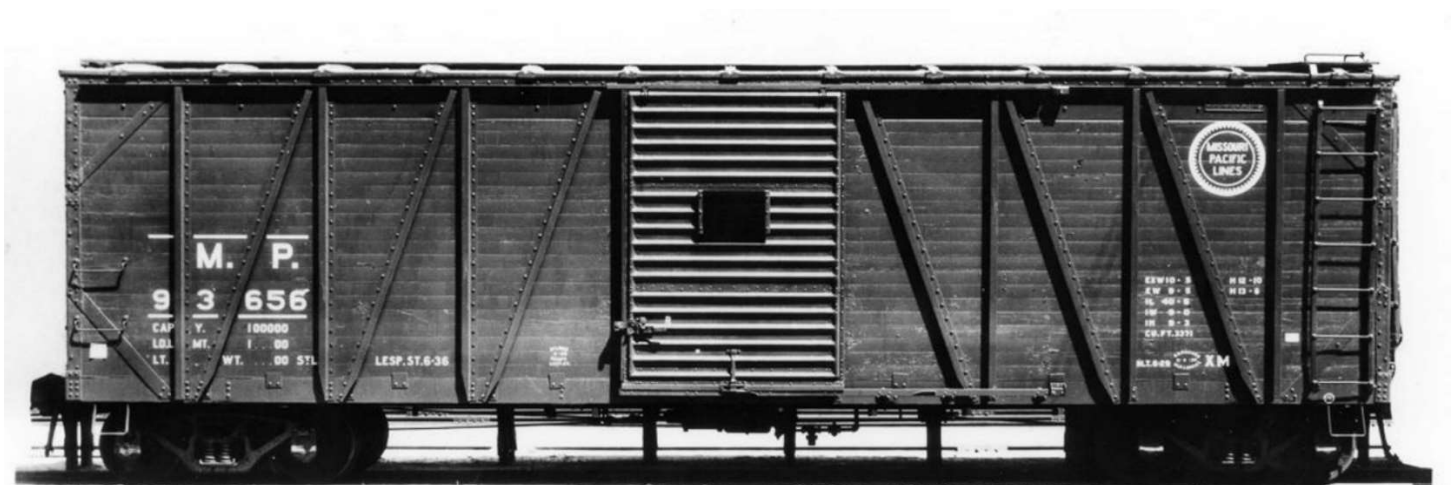
MP                      46000 to 48749 series                      40' 6" BOX with STEEL UNDERFRAME



*MP 46834 with a reweigh date of "DES 5-51"*

*Ray Breyer collection*

MP                      93000 to 93999 series                      40' 6" BOX with STEEL UNDERFRAME



*MP 93656 with a reweigh date of "LESP ST 6-36"*

*Ray Breyer collection*

MP

120000 to 120849 series

36' 2 $\frac{3}{4}$ " BOX with STEEL UNDERFRAME



MP 120245 with a reweigh date of "SED 9-46"

Ray Breyer collection



MP 120537 with a reweigh date of "SED 5-49"

Ray Breyer Collection





*MP 120690 with a reweigh date of "SED 2-41"*

*Ray Breyer collection*

**NOT&M**

**2401 to 2900 series**

**40' 0" BOX with STEEL UNDERFRAME**



*NOT&M 2461 with a reweigh date of "KV. 10-53"*

*Ray Breyer collection*