

# FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



*Special Issue*

## MISSOURI PACIFIC FREIGHT CAR ROSTER



25

## EDITORS:

David G. Casdorff  
Eric A. Neubauer

## ASSISTANT EDITOR:

Hal Brown, Jr.

## STAFF:

Hal Brown Jr.	Pat Holden
David G. Casdorff	Eric A. Neubauer
Jim Eager	Al Tuner
Tony Hodun	Richard Yaremko

## PHOTO-LAB TECHNICIAN:

Duane L. Karam, Jr.

Copyright © 1988 SFCH  
ISSN 0742-9355  
All Rights Reserved

Single Copy \$4.00

North America \$15.00 per year  
All Others (Airmail) \$22.00  
U.S. Dollar Funds Only

The Above subscription rates are for the calendar year 1988 only. All back issues for the year joined will be sent upon receipt of payment. Freight Cars Journal is published four times per year. Please make all checks or money orders payable in U.S. Dollar funds to Freight Cars Journal.

Send Dues/Subscriptions to:

FREIGHT CARS JOURNAL  
P.O. BOX 1458  
MONROVIA, CA 91016

Published by:

SOCIETY OF FREIGHT CAR HISTORIANS

## - COVER PHOTO -

MP 715538 is shown here in original (but slightly weathered) markings. Missouri Pacific's covered hoppers were all delivered in standard light grey (almost off-white) car bodies and black logos and data. Other cars, (Box, RBL, gondola, flat, and coal hopper) were painted a boxcar red (or brown) with white logos and data. There were a few exceptions but all cars illustrated in this issue follow these guidelines. This car comes from a series of 1000 cars built by FMC's Charleston, West Virginia plant (relatively few freight cars built there) in 1967.

# INTRODUCTION

Welcome to the 25th issue of FREIGHT CARS JOURNAL! This issue is being co-published by the Missouri Pacific Historical Society and the Society of Freight Car Historians.

About seven years ago I began compiling and researching data for a Missouri Pacific freight car roster. At the time, I did not realise what a massive project it would turn out to be. In 1981 there were just over 63,500 cars left on the roster. I originally started with the most current series, but eventually found my research leads were taking me back to cars that were built in the 1940's and 1950's. Most of these early cars, of course, had been rebuilt and renumbered by the time of their survival into the 1970's and 1980's. So, despite a number of cars occurring from the earlier eras, this roster is based on car series of the 1970's and 1980's. As far as I know this is a first time roster compilation to appear in print for any era of the Missouri Pacific.

As in our evolution of knowledge in any subject, I hope this roster will provide a starting point for future revisions. As most historians know, there comes a time when one's research gets to a saturation point, when it becomes time to publish in hopes that others will be able to expand the quantity of knowledge on the subject. Many of our locomotive rosters have developed this way over the years. I certainly welcome any additional information, corrections as well as comments on this roster.

I had hoped to cover more than what is presented here. I originally planned to cover modeling, piggyback vans and auto racks with this roster. The modeling part turned out to be larger than I thought and at the time of this writing was not as complete as I wanted it due to waiting on some special order items for the models (a common problem for the PROTOTYPE modeler - right!). So, the modeling aspect will be present later this year. The auto rack and piggyback van portions are as complete as I could get but I simply ran out of room and felt I could cover them more effectively in the RACKS and RAILBORNE columns of Freight Cars Journal.

As with any project as large as this - there were a number of individuals that without their help this project would have been impossible. I first would like to thank Gene Semon of the Missouri Pacific Historical Society and Joe D'Elia of the Union Pacific Historical Society for their time, effort and reviewing and sharing the information they had. Much of this roster is comprised of data from nearly 10,000 sightings of freight cars in service - a very important tool in any roster compilation. I am extremely grateful to these "car spotters" that provided the bulk of the sightings data. This includes Mike Foley, Carl Shaver, Eric Neubauer and Al Tuner.

For FREIGHT CARS JOURNAL members, we'll be back to our regular format in issue #26 with the news, regular columns and feature articles. We're also going to introduce a new modeling column and the return of a revised "The Freightcarologist." - David G. Casdorff



MOTIVE POWER REVIEW is a new magazine for locomotive enthusiasts, historians and modelers....A fresh approach to a familiar subject. Included will be news, rosters, modeling, resource guides, reviews etc. The magazine will feature high-quality glossy paper and photo-feature articles. The first issue is at the printers now and will not be reprinted....don't miss the first issue!.....subscribe now - four issues only \$7.50. Send check or money order to:

MOTIVE POWER REVIEW  
P.O. BOX 2096  
Covina, CA 91722

# MOTIVE POWER REVIEW

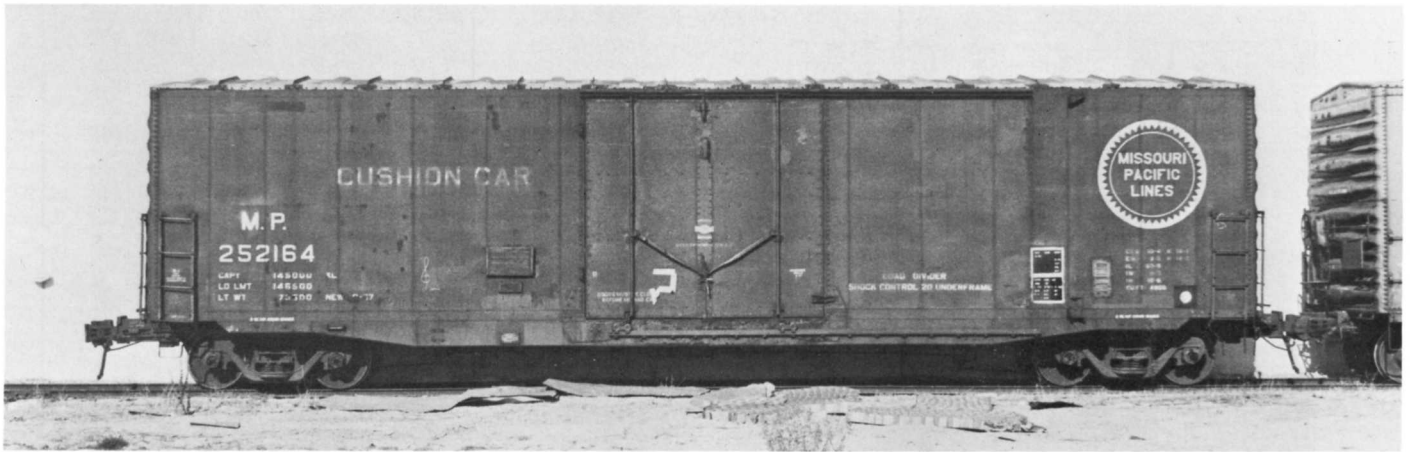
**Special Issue**  
**MISSOURI PACIFIC**  
**FREIGHT CAR ROSTER**

**Compiled by: David G. Casdorff**  
**with the assistance of:**  
**Gene Semon and the Missouri Pacific Historical Society**

Init Number	Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates Built	Former Numbers	U.P. Class	Notes
MP	136-184	75XP	70-00	5040			1962			1.
MP	200-275	60XP	80-07	5480			1964=65			2.
MP	15189-15198	100FMS	89-01							3.
MP	15304-15378	147FBS	83-00							4.
MP	15381-15388	100FMS	89-00							5.
MP	16000-16299	208HK	39-07	2300			1972			6.
MP	112000-112499	XP, XM	40-06	3356	PCF RN		1954			7.
MP	112500-112599	XP, XM	40-06	3356			1958			8.
MP	113085-113334	XM, XF	40-06	3356	PCF RN		10=11-57			9.
MP	114000-114329	110XM	41-00	3350	PCF RN	62-96985	7=9-57	PCX 4000-4399	B-50-80	10.
MP	114330-114679	XM, XF	40-10	3356	PCF RN	62-96978	12-56=2-57	FHLX 41241-41640	B-50-78	11.
MP	117480-117539	XL, XM	40-06	3972	ACF	5381	12-59	CEI 3300-3359	B-50-91	12.
MP	117600-117662	XM	40-06	3897	EIE	9132	3=4-52	CEI 60000-60062	B-50-67	13.
MP	117663-117749	XM	40-06	3897	EIE		3=4-51			14.
MP	117750-117816	110XM	40-06	3828	ACF		1949			15.
MP	117817-117899	XM	40-06	3885	ACF		2-51			16.
MP	118122-118384	XM	40-06	3897			1951=52		B-50-66	17.
MP	118700-118799	XM	40-06	3897	EIE	9132	1952	CEI 66200-66299		18.
MP	118800-118908	XM	40-06	3885	ACF	01-3503	1951	CEI 66300-66499	B-50-64	19.
MP	118909-119298	XM	40-06	3968	PS MC	8503	7=8-59	CEI 66500-66899	B-50-90	20.
MP	119300-119399	XM, XF	40-06	3968	Endicott	3887, 3888	1-65	CEI 67000-67099	B-50-99	21.
TP	120007-120028	XL, XM	40-06	3898	TP MRSH		2-55			22.
MP	120400-120599	XM	40-06	3898			1950-51			23.
TP	120760-120950	LC, XM	40-06	3898	TP MRSH		4=6-54	TP 41200-41449		24.
MP	123384-123410	XM	40-06		PS	798-B	1950=51		B-50-62	25.
MP	123411-123428	XM	40-06		PS	808-B	1950=51		B-50-62	26.
MP	123429-123444	XM	40-06		PS	817-B	1950=51		B-50-62	27.
MP	125310-126329	XM	40-06	3898			1950=1954		B-50-61	28.
MP	126330-126580	XM	40-06	3898	De Soto		5=6-54			29.
MP	126585-127549	XM, LC	40-06	3900	De Soto		11-52=3-53	MP 19000-19999	B-50-68	30.
MP	127550-128309	XM	40-06	3978	PSC					31.
MP	128310-128769	XM	40-05	3898	De Soto		8-55	MP 35350-35824	B-50-74	32.
MP	128770-129096	XM	40-05	3898	De Soto		2-56	MP 35825-36174		33.
MP	129097-130068	XM etc.	40-05	3898			7=9-56	MP 36175-37174	B-50-79	34.
MP	130069-131388	XM etc.	40-05	3898			7=8-57, 10-58	MP 37175-37524	B-50-81	35.
MP	131389-131435	XM etc.	40-05	3898			12-58	MP 38525-38574	B-50-82	36.
MP	131436-131484	XL	40-05	4000	De Soto		8=10-59			37.
MP	131485-131727	XM etc.	40-05	4000	De Soto		8=10-59	MP 38625-38874	B-50-92	38.
MP	131765-131904	XF etc.	40-06	3952	ACF		11-59	MP 38875-39014	B-50-89	39.
MP	131905-132104	XM, XL	40-06	3959	PS	8536	12-59=1-60	MP 39015-39214	notes	40.
MP	190300-190499	XM	40-06	3917			11=12-57	MI 4300-4499		41.
MP	250000-250149	154XL	50-06		De Soto		12-60=1-61	MP 96200-96349	notes	42.
MP	250150-250349	152XM	50-06	4902	PS BESS		5=6-62	MP 96350-96549	B-70-25	43.
MI	250350-250549	152XL	50-06	4902	PS BESS	8677	5-62	MI 96550-96749	B-70-25	44.
MP	250600-250899	153XM	50-06	4941	ACF		6=7-63	MP 90000-90299	A-70-9	45.
TP	250900-251199	152XM	50-06	4941	ACF		6=9-63	TP 90300-90599	A-70-9	46.
MI	251200-251399	XL, XM	50-06	4941	ACF		7=8-63	MI 90600-90799	A-70-9	47.
MP	251400-251414	XP	50-05	4836	De Soto		1963			48.
TP	251500-251511	XL, XM	50-06	4873	TP MRSH		1960			49.
TP	251600-252099	151XML	50-06	4947	GATC EC	8377-B	3=5-66		BC-70-11	50.
TP	252100-252249	145XL	50-06	4908	PS MC	9232	9-67		BF-70-30	51.
TP	252250-252349	XL	50-06	4710	ACF	11-06146	3-68		BF-70-31	52.
MP	252350-252449	XM	50-06	4717	ACF STL	11-06152	1-69		BF-70-32	53.
TP	252450-252599	152XL	50-06	4668	ACF STL	11-06183	4-71		BF-70-36	54.
TP	252600-252774	146XL	50-06	4650	PS BESS	9578A	4-72		BF-70-37	55.
MP	252775-252849	146XL	50-06	4650	PS BESS	9578	3=4-72		BF-70-37	56.
MP	252850-253199	150XL	50-06	4957	ACF STL	11-06807	2=3-73		BF-70-39	57.
MP	253200-253449	140XL	50-06	4664	BFF BWK	19500	4=5-74		BF-70-41	58.
MP	253450-253749	146XL	50-06	4750	ACF STL	11-06831	4=5-76		BF-70-43	59.
MP	253929-253999	145XL	50-08	5380	ACF STL	11-06179	1-71		BF-70-35	60.

Init	Number Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates Built	Former Numbers	U.P. Class	Notes
MP	254000-254099	XL	50-06	4960	ACF	11-06147	2-68		B-70-31	61.
MP	254100-254174	154XL	50-06	4990	ACF STL	11-06153	1-69		B-70-32	62.
MP	254175-254324	XL	50-06	4990	ACF STL	11-06161	1-69		B-70-33	63.
MP	254650-254899	148XL	50-06	4762	PCF RN	2866	8=11-78		BF-70-44	64.
MP	254989-254999	XM,XP	44-03	4510	ACF STL	11-06169	1970		A-100-24	65.
MP	255000-255299	XL	50-05	4906	De Soto		7-58=1-59	MP 88000-88299	B-50-83	66.
MP	255300-255499	XL etc.	50-06	note	PS	8616A	6-61	MP 82340-82539	B-50-98	67.
MP	255500-255599	XL etc.	50-06	note	De Soto		7=8-60	MP 85100-85199	A-50-41	68.
MP	255600-255749	XL etc.	50-06	4960	PS	9232-B	10-67		B-70-28	69.
MP	255892-255932	XM	50-06	4837	ACF	01-4457	1955	CEI 3800-3874		70.
MP	255933-255960	XM etc.	50-06	4882	ACF	01-4457	1955	CEI 3900-3932		71.
MP	256060-256159	XL, XM	50-06	4882	ACF	01-4632	7=8-56	CEI 5100-5199	A-50-30	72.
MP	256160-256246	XL, XM	50-06	4888	PS	7383	1956=57	CEI 5200-5299		73.
MP	256267-256281	XL, XM	50-06	4888	PS	8482	5-59	CEI 5307-5320	A-50-38	74.
MP	256330-256429	XL etc.	50-06	4714	ACF	01-5354	8-59	CEI 5330-5429	A-50-37	75.
MP	256463-256465	XL, XM	50-06	4888	PS		1960	CEI 5463-5465		76.
MP	256500-256599	XL, XM	50-06	4878	ACF	01-5365	12-59	CEI 5500-5599	A-50-36	77.
CEI	256600-256665	XL etc.	50-06	4888	PS		1960		B-70-30	79.
MI	256700-256849	154XL	50-06	4949	CNCF		8=9-68		BF-100-33	80.
MP	260000-260124	XL, XP	60-09	5909	GSC GV		9=12-63	MP 270000-270124		
MP	260125-260194	180XL	60-09	6340	ACF STL	11-06304	1-64	MP 270500-270569	A-100-18	81.
TP	260195-260224	XL, XP	60-09	6340	ACF STL	11-06304	1-64	TP 270570-270599	A-100-18	82.
MP	264500-264715	138XML	60-08	6516	PS BESS	8969	12-64=1-65		B-70-27	83.
MP	264716-264900	184XL	60-08	6445	ACF STL	11-06351	10-65		B-100-8	84.
MP	264910-264914	XP	60-09	6254	TC CH	133	1963		BF-100-32	85.
MP	264915-264924	XL	60-08	note	TC CH	286	3-66	CEI 6005-6014	B-100-9	86.
MP	264925-264928	XP		6013	TC CH		1963			87.
MP	265000-265199	185XL	60-08	6510	ACF STL	11-06552	12-69=2-70		B-100-11	88.
MI	265500-265599	178XL	60-08	6430	EP PLY		1-67		BF-100-35	89.
TP	265600-265699	200XL	60-08	6500	EP PLY	1-1024	1-68		B-100-10	90.
MP	265700-265799	184XM	60-08	6130	ACF STL	11-06545	12-68		BF-100-37	91.
MP	265800-265899	181XL	60-08	6206	ACF STL	11-06604	6-70		BF-100-41	92.
MP	265900-266149	179XL	60-00	6350	ACF STL	11-06627	6=8-72		BF-100-42	93.
MP	266150-266349	174XL	60-08	6350	ACF STL	11-06629	12-72=1-73		BF-100-43	94.
CEI	266350-266549	174XL	60-08	6350	ACF STL	11-06838	5=6-76		BF-100-45	95.
MP	266550-266749	176XL	60-08	6350	ACF STL	11-06842	2=3-77		BF-100-46	96.
MP	267000-267114	176XL	60-08	note	ACF	11-06353	9=10-65		A-100-19	97.
TP	267115-267207	184XL	60-08	6540	ACF STL	11-06518	5-67		A-100-21	98.
MP	267008-267224	XP, XL	60-08	6540	ACF STL	11-06518	5-67		A-100-21	99.
MP	267225-267246	XL	60-08	6380	ACF STL	11-06523	5-67		A-100-21	100.
MP	267250-267349	XL	60-08	6500	EP PLY	1-1025	2=3-68		A-100-22	101.
MP	267350-267360	XL	60-09	6000	TC CH	460-C	1969		BF-100-50	102.
MP	267361-267860	175XL	60-00	6384	ACF STL	11-06657	11-79=1-80		BF-100-48	103.
MP	269000-269008	80XL	60-09	7568	PS BESS	9541, 9541A	5-71		B-70-34	104.
MP	269009-269013	80XL	60-09	7568	PS BESS	9647	6-73		B-70-36	105.
MP	269014-269054	140XL	60-09	7320	PCF RN	2535	3=4-75		B-70-38	106.
MP	269055-269059	XL	60-09	7374	BFF BWK	33800	1976		B-70-39	107.
MP	269060-269106	80XL	60-11	7630	ICC KTN	2867	9=10-80		B-70-40	108.
MP	269150-269202	170XL	60-09	7284	ICC KTN	2794	9-79		B-100-12	109.
MP	269459-269499	162XP	60-09	7321	BFF RV	37700	2-79		BF-100-47	110.
MP	271000-271034	XP	86-06	10000	TC CH		12-64=1-65		BF-70-24	111.
MP	271035-271065	XP	86-06	10000	TC CH		1964=65		BF-70-24	112.
MP	271066-271082	110XP	86-06	10000	TC CH		2-65		BF-70-24	113.
MP	271083-271112	XP	86-06	10000	TC CH	308	7-66		BF-70-28	114.
MP	271113-272212	105XP	86-06	10000	TC CH	308	7=8-66		BF-70-28	115.
MP	271220-271241	XP	86-06	10000	TC CH	209	2-65		BF-70-25	116.
MP	271500-271509	XP	86-06	10000	PS	9275-C	1967		BF-100-34	117.
MP	271510-271666	146XP	86-06	10000	GSC GV	958	6=12-68		BF-100-36	118.
MP	271667-271674	XP	86-06	10000	GSC GV	966	10-69		BF-100-38	119.
MP	271675-271823	147XP	86-06	10000	GSC GV	982	1969		BF-100-39	120.
MP	271824-271829	XP	86-06	10000	GSC GV	999-A	1970		BF-100-40	121.
MP	272000-272024	XP	86-06	10000	PS	8950-D	1965		BF-70-26	122.
MP	272025-272044	XP	86-06	10000	PS	9106-B	1966		BF-70-27	123.
MP	272045-272050	XP	86-06	10000	TC CH		1967		BF-70-29	124.
MP	272051-272052	97XP	86-06	10000	GSC GV	994	2-70		BF-70-33	125.
MP	274500-274511	112XP	86-06	10000	GSC GV	1073	3=4-74		BF-100-44	126.
MP	350026-350047	XM etc.	50-06	4950	TP MRSH		1956	TP 70600-70656	A-50-31	128.
MP	350048-350090	XM etc.	50-06	4950	TP MRSH		1957	TP 70657-70781	A-50-34	129.
MP	350091-350182	XM etc.	50-06	4950	TP MRSH		5-58, 5=7-59	TP 70782-70881	A-50-40	130.
MP	350183-350275	XM	50-06	4950	TP MRSH		8=9-60			
TP	350323-350370	XM, XF	50-06	4950	TP MRSH		4-56	TP 71800-71859	B-50-95	131.
MP	350371-350460	XF, XM	50-06	4950	TP MRSH		10=12-60	TP 71860-71949	B-50-95	132.
MP	350461-350463	XM	50-06	4950	TP MRSH		1960			133.
MP	350465-350469	XL, XM	50-06	4950	TP MRSH		8-60			134.
MP	350559-350574	XL	50-06	4809	TP MRSH		1955	TP 74134-74149	B-50-72	135.
MP	350582-350598	XL	50-06	4897	TP MRSH		2-56			136.
MP	350599-350616	XL	50-06	4878	TP MRSH		1958	TP 74174-74192		137.
MP	350617-350619	XL	50-06	4878	TP MRSH		5-58	TP 74174-74192		138.
MP	350732-350741	XM	50-06	4750			3-56	TP 75017-75026		139.
MP	350742-350747	XM	50-06	4950	TP MRSH		1957			140.





(ABOVE) MP 252164, part of a series of 150 cars originally initialed "TP". The series was built in 1967 by Pullman-Standard. Note the side sill (compared to 252523 below), the flush plug door, welded side and Pullman roof.



(ABOVE) MP 252523, with the very unique ACF "panels" (to the right of the door in this photo). The panels are a design feature to strengthen the door track area. The series of 150 cars were built in 1971 by ACF's St. Louis plant. This particular car was assigned to the M.P. Lake City, Missouri car pool. Notice the plug door and the side sill architecture compared to the car in the top photo on this page.

(BELOW) MP 253454, part of a series of 300 cars built by ACF in 1976. This car is shown here in its original markings. Notice how on this car (and others throughout this issue) the MP marks its cars to the right of the door with the type of loaders and cushioning the car is equipped with - in this case the Evans load dividers and ACF Freight Saver 20B.

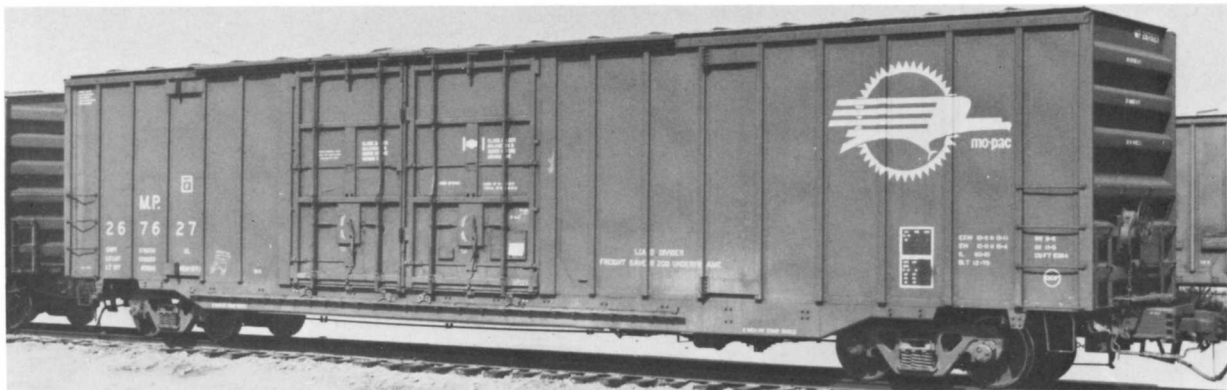


Init	Number	Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates	Built	Former Numbers	U.P. Class	Notes
MP	350750-350751		XM	50-06	4950	TP MRSH		1960				141.
MP	350755-350768		XL	50-06	4819	TP MRSH		1955				142.
MP	350769-350784		XL, XM	50-06	4867	TP MRSH		5-59	TP	79014-79029		143.
MP	350800-351085		XM, XP	50-06	4860	ACF		1945				144.
MP	351100-351796		XM, LC	50-06	4960	De Soto		1947				145.
MP	351800-351849		XL	50-06	4884	De Soto		1954	see notes			146.
MP	351850-352090		XL, XM	50-06	4960	De Soto		1951	MP	87000-87249	B-50-63	147.
MP	352093-352269		XM	50-06	4964	De Soto		1954	MP	87250-87429		148.
MP	352270-352796		XL, XM	50-06				1951=1956	MP	87430-87979	B-50-76	149.
MP	353200-353799		XM, XF	50-06	4988	De Soto		8=11-60	MP	81100-81699	B-50-96	150.
MP	353800-354014		XM, XF	50-06	4845	PS	8535	12-59	MP	81800-82014	B-50-86	151.
MP	354015-354339		XF, XM	50-06	4845	PS	8534	11=12-59	MP	82015-82339	B-50-85	152.
MP	354340-354649		XM, XF	50-06	4952	PS	8616, 8616-A	5=6-61	MP	82540-82849	B-50-97, 98	153.
MP	354650-354749		XM	50-06	4928	ACF		11=12-59	MP	85000-85099	A-50-35	154.
MP	354750-354994		XM etc.	50-06	4988	De Soto		2=3-61				155.
MP	355000-355299		XM, XF	50-06	4988	De Soto		12-59=6-60	see notes		B-50-93	156.
MP	355300-355599		XM	50-06	4984	De Soto		11-55				157.
MP	355600-355699		XM, XL	50-05	note	De Soto		4-56				158.
MP	355700-356049		XM etc.	50-05	note	De Soto		1956				159.
MP	356050-356099		XM, XF	50-06	4988	De Soto		12-59				160.
MP	356100-356199		XM	50-05	4961	De Soto		1957				161.
TP	356500-356540		XM	50-06	4950	TP MRSH		1957=1959	see notes			162.
MP	356600-356699		XM	50-06	4988	CNCF		8-63	MP	14500-14599	B-70-26	163.
MP	356700-357687		154XM	50-06	5090	ACF STL	11-06833, 34	3=10-75	RBOX	11000-11999	B-70-41	164.
MP	360000-360399		XM	50-06	4931	ACF STL	11-06107	4=5-65			BC-70-10	165.
MP	364650-364674		148XL	50-06	6155	ACF STL	11-06835	1976			BF-70-42	166.
MP	364675-364724		149XP	50-06	6175	ACF STL	11-06817	8-74			BF-70-40	167.
CEI	364725-364774		150XP	50-06	6150	ACF STL	11-06808	3-73			BF-70-38	168.
MP	364775-364999		151XP	50-06	6150	ACF STL	11-06188	9=10-71			BF-70-34	169.
MP	365000-365149		154XM	50-06	4960	ACF STL	11-06148	2=3-68			B-70-29	170.
MP	365150-365224		XM	50-06	4960	ACF STL	11-06154	1=2-69			BC-70-12	171.
TP	365225-365474		154XM	50-06	4982	ACF STL	11-06184	4=5, 9-71			BC-70-13	172.
MP	365475-365749		XM	50-06	4982	ACF STL	11-06187	8-9-71			A-70-10	173.
MP	365750-366274		154XM	50-06	4962	PS BESS	9577	12-71=2-72			B-70-35	174.
TP	366275-366649		154XM	50-06	4962	PS BESS	9577-A	2=3-72			B-70-35	175.
TP	366650-367099		156XM	50-06	5090	ACF STL	11-06825	8=10-74			B-70-37	176.
MP	367100-367299		153XP	50-06	5098	ACF STL	11-06828	9-74			BC-70-14	177.
MP	367300-367499		152XM	50-06	5397	ACF STL	11-06830	3-76			BC-70-15	178.
MP	367500-368499		150XF	50-06	5043	BFF BWK	39200	6=9-79			BC-70-16	179.
MP	375000-375299		187XM	60-08	6545	ACF STL	11-06563	4=6-70			BC-100-3	180.
MP	375500-375799		187XM	60-08	6660	ACF STL	11-06626	5=7-72			BC-100-4	181.
MP	375800-376499		186XM	60-08	6635	ACF STL	11-06636	10-74=1-75			A-100-25	182.
MP	376500-376699		185XM	60-08	6635	ACF STL	11-06641	1=2-77			A-100-26	183.
MP	376700-376949		185XM	60-09	6635	ACF STL	11-06655	9=10-78			A-100-27	184.
MP	500000-500183		HT	40-06	2608	TP MRSH		1953	T-NM	100-299	H-70-8	185.
MP	500300-500549		154HT	40-06	2608	ACF HTG	01-3630	2=3-52	TP	9600-9849	H-70-7	186.
MP	520000-520645		HT	40-08	2650	ACF HTG		1943				187.
MP	522300-523049		154HT	40-08	2622	ACF HTG	5305	1=3-59	CEI	86000-86749	H-70-10	188.
MP	523250-523495		HT	40-08	2700	BSC JTN	3400-257	8=9-57	CEI	99000-99258	H-70-9	189.
MP	535850-536099		HT	40-08	2760	ACF	3191, 3192	1948	MP	57500-57899	H-70-3	190.
MP	536400-537299		HT	40-08	2760	BSC JTN		7-49 et al	MP	61000-61999	H-70-5	191.
MP	537300-537639		HT	40-08	2760	De Soto		1950	MP	62000-62579	H-70-6	192.
TP	575000-575649		200HM	39-00	2200	BSC JTN	3400-288	11-72=1-73			H-100-37	193.
MP	580000-580299		200HT	47-11	3209	BSC JTN	3400-352	5=6-63	MP	67000-67299	H-100-31	194.
MP	580300-580399		HT	47-11	3209	BSC JTN	3400-352	6-63	MP	67300-67399	H-100-31	195.
MP	580400-580799		HT	47-11	3209	BSC JTN	3400-381	3-64			H-100-31	196.
MP	580800-581399		HT	47-11	3209	BSC JTN	3400-406	1=3-65			H-100-31	197.
MP	581400-581599		HT	47-11	3209	BSC JTN	3400-483	5-66			H-100-31	198.
MP	582000-582499		200HT	47-11	3716	BSC JTN	3400-495	5=7-79			H-100-45	199.
MP	582500-582999		HT	47-11	3716	BSC JTN	3400-520	6=7-80			H-100-47	200.
MP	583000-583299		200HT	47-11	3716	UP AT	6415	1=3-81			H-100-48	201.
MP	586802-586929		HT	51-06	3620	GSC GV	884	12-65=1-66	CEI	99300-99429	H-100-32	202.
MP	587000-587199		HT	47-11	3500	De Soto		9=10-67			H-100-33	203.
MP	587200-587499		200HT	47-11	3898	BSC JTN		12-67			H-100-34	204.
MLHX	587500-587559		HT	47-11	3737	BSC JTN	3400-259	1971			H-100-35	205.
MP	587560-587759		HT	47-11	3737	BSC JTN	3400-259	11-71			H-100-35	206.
CEI	587760-588009		200HT	47-11	3737	BSC JTN	3400-312	4=5-73			H-100-38	207.
MP	588010-588309		HT	47-11	3737	BSC JTN	3400-368	9-74			H-100-39	208.
MP	588310-588709		200HT	47-11	3737	BSC JTN	3400-403	9-75			H-100-41	209.
MP	588710-589709		200HT	47-11	3716	BSC JTN	3400-473	10-77=1-78			H-100-44	210.
MP	592000-592199		182HTS	69-06	7000	GSC GV	1041	3-72			H-100-36	211.
MP	592200-592399		182HTS	70-00	7000	GSC GV	1096	1975			H-100-40	212.
MP	592400-592499		182HTS	70-00	7000	GSC GV	1124	1976			H-100-42	213.
MP	592500-592799		182HTS	70-00	7000	GSC GV	1146	1977=78			H-100-43	214.
MP	592800-592999		182HTS	70-00	7000	GSC GV	1195	10-80			H-100-46	215.
MP	601750-601829		GB	45-00	1590	De Soto		1949	MP	14920-14999		216.
MP	601830-602654		GB	45-00	1590			9-48=1-49	MP	23775-24614	G-50-16	217.
MP	601655-602732		GB	45-00	1590	De Soto		1949	MP	15625-15704		218.
MP	610000-610789		GB	52-06	1856			see notes	MP	5200-5299	G-70-22	219.
MP	610790-611284		GB	52-06	1856			1949=51	MP	11100-11599	G-70-22	220.



(ABOVE) MP 265680 was painted in January 1981 at the DeSoto Shops (note the "DES" across from the light weight). The series of 100 cars were originally built by Evans Products in 1968 for the Texas & Pacific. Notice the small "DF" stencil on the lower left side (indicating the DF-2 loaders) which would normally appear on the right side. Also look at the reinforcement plates on either side of the door....a characteristic design of Evans Products boxcars at this time (they also appear similar to the Pullman-Standard design).

(BELOW) MP 267627 a double plug-door plate F 60' boxcar. This is part of a series of 500 cars built by ACF 11-79=1-80.



(BELOW) MP 269037, a relatively rare car on the MoPac. The series is used primarily in appliance service. There were only 41 cars in the series that was built by Pacific Car & Foundry in 1975.



Init	Number	Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates Built	Former Numbers	U.P. Class	Notes
MP	611285-611534		GB	52-05	1856			1949=51	MP 11650-11899	G-70-22	221.
MP	611535-612025		GB	52-06	1856			1949=51	MP 12000-12499	G-70-22	222.
MP	612030-612274		GB	52-06	1856			1949=51	MP 12550-12799	G-70-22	223.
MP	612280-613174	154GB	52-06	1856		De Soto		1=6-57	MP 21000-21899	G-70-24	224.
MP	613175-613674		GB	52-06	1856	De Soto		1=4-58	MP 25000-25499	G-70-30	225.
MP	613675-613824		GB	52-06	note	TP MRS		9-51, 11=12-52	TP 19000-19149	G-70-23	226.
MP	613825-614060		GB	52-06	note	TP MRS		1951=52	TP 19150-19400		227.
MP	614061-614249		GB	52-06	2244	TP MRS		10-57, 7-58	TP 19401-19600	G-70-25	228.
MP	614250-614323		GB	52-06	2245	BSC JTN		5-59	CEI 81000-81074	G-70-31	229.
MP	614030-614349		GB	52-06	2245	TC CH		3-66	CEI 81080-81099		230.
MP	614350-614424		GB	52-06	2245	TC CH		1966	CEI 81100-81174	G-70-34	231.
MP	629390-629399		GB	52-06	2244	TP MRS		1952			232.
MP	630000-630099		GB	65-00	1763	MP		6-58	MP 6000-6099	G-70-29	233.
MP	640000-640199		GB	53-00	2524	CNCF		6=7-64	RMDX 640000-640199	G-100-28	234.
MP	640200-640249		GB	52-06	2494	OFC COV		3-66	RMDX 640200-640249	G-100-33	235.
MP	640250-640349		GB	52-02	2244	TC CH	284	9-67	RMDX 640250-640349	G-100-34	236.
MP	640350-640549	197GB	53-00	2520		De Soto		3, 9-69		G-100-37	237.
MP	640550-640749	195GB	53-01	2520		De Soto		11-75=1-76		G-100-42	238.
MP	640750-640849	201GB	52-06	2382		TC CH	682	10-76		G-100-43	239.
MP	640850-640949	199GB	52-06	2494		TC CH	682-A	11=12-76		G-100-43	240.
MP	640950-641149	199GB	52-06	2494		TC CH	686	11=12-76		G-100-44	241.
MP	641150-642549	195GB	52-06	2500		CNCF		1977=78		G-100-47	242.
MP	642550-643049	198GB	53-06	2494		GSC GV	1169	4=5-79		G-100-48	243.
MP	643050-643549		GB	53-06	2494	GSC GV	1212	1=3-81		G-100-50	244.
MP	643550-643821	196GB	53-06	2500		CNCF		5=6-83		G-100-52	245.
MP	650000-650499		GB	65-06	3242	TC CH	622	10-74=1-75		G-100-40	246.
MP	650500-650899	190GB	65-06	3110		TC CH	642	12-75=3-76		G-100-41	247.
MP	650900-651399	190GB	65-00	3242		GSC GV	1178	12-79		G-100-49	248.
MP	654900-654999	GBS	65-06	3224		GSC GV	1040	1972		G-100-39	249.
MP	655000-655049		GB	65-02		MAGOR		3-66		G-100-32	250.
MP	655050-655149	192GB	65-06	3242		GSC GV	1040	2-72		G-100-38	251.
MP	655315-655364		GB	65-06	1779	BSC JTN		note			252.
MP	655365-655374		GB	65-01	3222	GSC GV	885	1966	CEI 80565-80574	G-70-33	253.
MP	660000-660099		GB	52-06	1856	De Soto		1958	MP 12900-12999	G-70-28	254.
MP	680000-680049		GB	65-00	1763	De Soto		4-48			255.
MP	683000-683049	186GB	65-06	2917		MAGOR		6-66		G-100-31	256.
MP	695000-695049	GBSR	52-05					5-58	MP 7200-7249	G-70-27	257.
MP	695050-695149		GB	52-05	2242	De Soto		1958-60	MP 7250-7349	G-70-32	258.
MP	695150-695164	GBSR	52-06	2382		TP MRS		7-58	TP 16000-16014	G-70-26	259.
MP	695165-695189	GBR	52-06	2245		BSC JTN	3400-287	1959	CEI 82000-82024	G-70-31	260.
MP	695190-695201		GBR	52-06	2490	TC CH	285	4-66	CEI 82025-82036	G-100-30	261.
MP	697000-697049		GBSR	52-06	2475	OFC COV		1966		G-100-29	262.
MP	697050-697149	176GBSR	52-01	2475		OFC COV		7=9-69		G-100-36	263.
MP	700450-700499		LO	29-03	2003	PSC		4-57	MI 6150-6199	CH-70-39	264.
MP	700500-700599		LO	29-03	2055	De Soto		1960	MP 3800-3899	CH-70-44	265.
MP	700600-700649		LO	29-03	2003	PSC		4-57	MP 3900-3949	CH-70-39	266.
MP	700650-700699		LO	29-03	2055	De Soto		8-59	MP 3950-3999	CH-70-44	267.
MP	700700-700899		LO	29-03	2072	De Soto		4=6-61	MP 3600-3799	CH-70-46	268.
MP	700930-700959		LO	29-04	2200	TP MRS		8-58			269.
MP	700990-701014		LO	29-03	1958	GATC		1949=50			270.
MP	701015-701039		LO					2-50	CEI 80025-80049	CH-70-35	271.
MP	701040-701090		LO	29-03				1951, 1954			272.
MP	701091-701114		LO	29-03	1958	ACF		1954			273.
MP	702975-703047		LO	39-10	2765	ACF BER		1946	TP	CH-70-37	274.
MP	703048-703145		LO	39-10	2765	ACF BER	3631	11-51	TP 8600-8699	CH-70-37	275.
MP	703150-703449		LO	39-10	2828	De Soto		2-51	MP 4000-4299	CH-70-34	276.
MP	703500-703624		LO	39-10	2828	De Soto		1949=50	MP 4600-4729	CH-70-34	277.
MP	703625-703754		LO	39-10	2828	De Soto		11-49	MP 4800-4929		278.
MP	704100-704199		LO	39-10	2828	De Soto		12-54	MI 5400-5499		279.
MP	704200-704399		LO	39-10	2828	De Soto		1950=53	MI 5500-5699	CH-70-36	280.
MP	704400-704599		LO	39-10	2828	De Soto		1950=53	MI 5700-5899		281.
MP	704700-704749		LO	39-10	2828	ACF		1948=49			282.
MP	704750-704799		LO	41-00	2927	ACF		6=7-59	MI 5350-5399	CH-70-43	283.
MP	704800-704849		LO	40-01	3000	TP MRS		1957			284.
MP	704850-704899		LO	41-01	3020	De Soto		6-61	MP 7900-7949	CH-70-45	285.
MP	704900-705299		LO	39-10	2828			7=8-53	MP 7500-7899	CH-70-36	286.
MP	705300-705349	207LO	36-09	3000		GSC GV	1224	5-84		Ch-100-63	287.
MP	705500-705999	207LO	34-09	2980		ACF HTG	11-01084	7=8-81		CH-100-99	288.
TP	706000-706099		LO	34-09	2970	ACF MILT	11-02498	3-67		CH-100-76	289.
MP	706100-706299		LO	36-11	3010	PS	9397	6-69		CH-100-77	290.
CEI	706300-706499	206LO	37-11	2970		ACF HTG	11-01050	6-74		CH-100-87	291.
MP	706500-706699	209LO	35-08	2970		PS BUT	9920	1=2-77		CH-100-95	292.
MP	706700-706799	209LO	35-08	2950		PS BUT	9920-A	1=2-77		CH-100-95	293.
MP	706800-706999	207LO	35-08	2980		ACF MILT	11-01078	6=8-78		CH-100-97	294.
MP	707000-707199	190LO	41-00	3510		PS	8721	7-62	MI 10000-10199	CH-100-65	295.
MP	709600-709899	200LO	41-02	3700		ACF HTG	11-0222?	5-65		CH-100-71	296.
LOCX	709900-709999	200LO	41-03	3500		ACF HTG	11-02185	1-65		CH-100-70	297.
MP	710200-710399		LO	41-03	3960	ACF HTG		11-63		CH-100-66	298.
TP	710400-710599	200LO	41-03	3960		ACF HTG		11-63		CH-100-66	299.
TP	710600-710999	200LO	49-09	4460		ACF HTG	11-02616	7=8-66		CH-100-74	300.



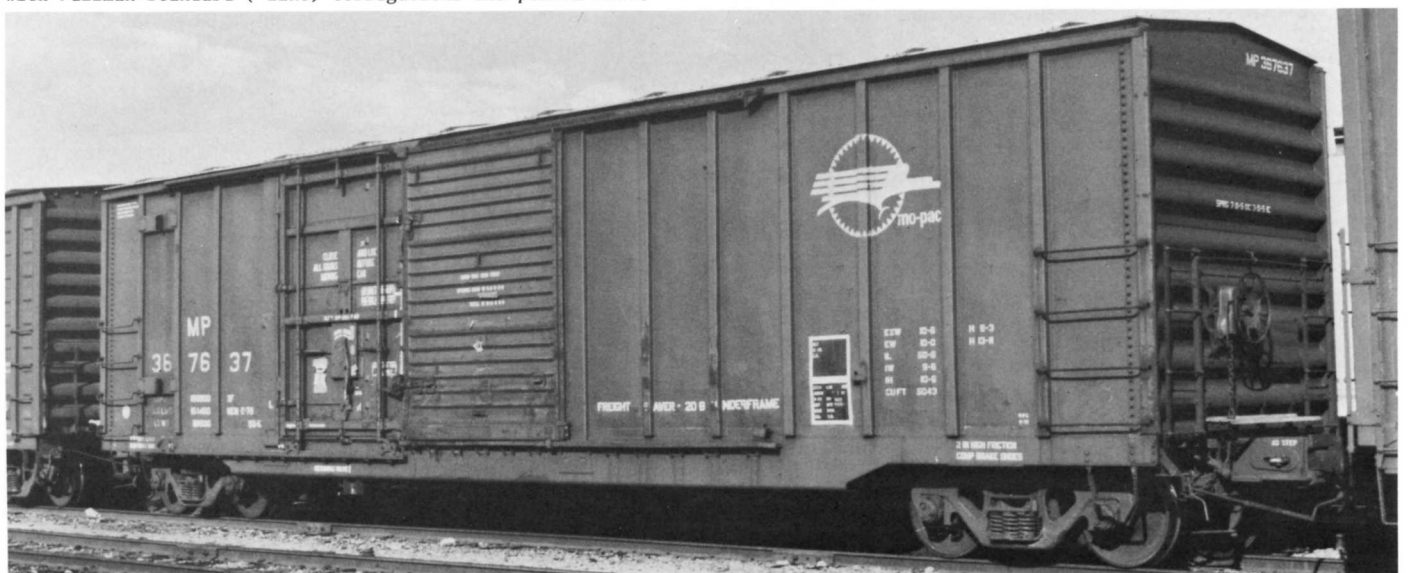


(ABOVE) MP 365202, part of a series of 75 cars built by ACF in 1969. Note the "ACF panels" on the plug side only (not always the case).

(BELOW) MP 365905, part of a large series of 900 cars delivered in both MP and TP markings. The two series were built as lot number 9577 and 9577-A by Pullman-Standard 12-71=3-72. Notice the characteristic door reinforcement plates of Pullman-Standard design. This car was repainted in 11-82 at MoPac's Palestine shops (see "PAL" across from light weight).



(BELOW) MP 367637, part of one of the largest series of boxcars on the modern MoPac roster. The series probably can also claim to be one of the (if not THE) largest series of purpose built "XF" boxcars (cars specially for food products). The 1000 cars of this series were delivered by Berwick in 1979. Notice the side sill design, offset combination doors, non-terminating ends with Pullman-Standard (-like) corrugations and peaked roof.



Init	Number Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates Built	Former Numbers	U.P. Class	Notes
MP	711030-711129	200LO	49-09	4460	ACF HTG	11-01244	2=3-71		CH-100-83	301.
TP	711130-711629	200LO	49-06	4427	PS BUT	9544	4=5-71		CH-100-82	302.
MP	711630-712054	200LO	49-09	4427	PS BUT	9548	6-71		CH-100-81	303.
CEI	712055-712254	200LO	49-06	4427	PS BUT	9548-A	6=7-71		CH-100-81	304.
MP	712255-712329	200LO	49-09	4427	PS BUT	9548-A	7-71		CH-100-81	305.
MP	712330-712387	LO	49-06	4427	PS		1966=67		CH-100-68	306.
MP	714000-714399	198LO	54-06	4740	PS	9100	3-66		CH-100-73	307.
TP	715000-715999	200LO	48-11	4526	FMC CHAS		3=8-67		CH-100-75	308.
MP	716000-716499	200LO	54-06	4740	PS BUT	9438	3=4-70		CH-100-79	309.
MLCX	716500-716599	LO	54-06	4740	PS BUT	9501	1970			310.
CEI	716600-716899	200LO	54-06	4740	PS BUT	9579	3=4-72		CH-100-84	311.
MP	716900-717299	202LO	55-03	4750	PS BUT	9621	12-72=1-73		CH-100-85	312.
CEI	717300-717999	200LO	53-03	4600	ACF HTG	11-01280	10=11-73		CH-100-86	313.
MP	718000-718249	200LO	53-03	4600	ACF HTG	11-01333	11=12-75		CH-100-89	314.
MP	718250-718299	199LO	53-03	4600	ACF HTG	11-01333	12-75		CH-100-89	315.
CEI	718300-718574	200LO	53-03	4600	ACF HTG	11-01361	4=5-76		CH-100-91	316.
MP	718575-718874	200LO	53-03	4600	ACF HTG	11-01365			CH-100-90	317.
MP	719000-719199	LO	46-06	4000	MAGOR		3=5-64		CH-100-67	318.
MP	720000-720174	LO	29-06	2600	GATC		1957=62	see notes	see notes	319.
MP	720175-720180	LO	29-06	2600	GATC		1958	TP 500-505	CH-70-40	320.
MP	720200-720239	LO	29-06	2600	GATC	8303	6-63	LOAX 11000-11039	CH-70-47	321.
MP	721000-721017	LO	48-11	4180	GATC	8371-L	1965		CH-100-72	322.
MP	721018-721034	LO	48-11	4180	GATC	8376-E	1965		CH-100-69	323.
MP	721035-721067	LO	48-11	4180	GATC	8371-L	1965			324.
MP	721068-721126	LO	48-11	4180	GATC	8415	11-71		CH-100-80	325.
MP	721127-721151	192LO	48-11	4180	GATC	8433	7-75		CH-100-88	326.
MP	721152-721201	192LO	48-11	4180	GATC	8436	6-77		CH-100-94	327.
MP	721950-721999	LO	48-11	4566	GATC	8453	1982		CH-100-100	328.
MP	722000-722049	LO	40-09	3500	GATC		10-5	MP 1650-1699	CH-70-42	329.
MP	722300-722499	200LO	55-03	4750	PS BUT	9926	2-77		CH-100-93	330.
MP	722500-723099	LO	55-03	4750	PS BUT	9939	4=5-77		CH-100-92	331.
MP	723100-723399	200LO	55-03	4750	PS BUT	9991	8-78		CH-100-96	332.
MP	723400-724399	200LO	53-03	4600	ACF HTG	11-01400	1=3-80		CH-100-98	333.
MP	725300-725499	LP	37-00		De Soto		1941			334.
MP	726000-726499	LP	38-00		De Soto		1950=52		F-50-21	335.
MP	726500-726599	LP	38-00		De Soto		11-53	MP 400-499	F-50-23	336.
MP	728000-728099	LP	53-06		SIECO		1976		F-100-34	337.
MP	731000-731099	LP	45-00		De Soto		10=11-57	MP 9200-9399	F-70-46	338.
MP	734800-734999	LP	47-00		GSI	53	1967		F-100-24	339.
ARMN	756000-756099	RPL	50-10		PCF RN			see notes		340.
MP	775026-775044	RBL	50-01		TP MRSH		1955	TP		341.
MP	775045-775079	RBL	50-01	4391	TP MRSH		1956	TP 3520-3554	BI-50-7	342.
MP	775500-775514	RBL	50-01	4396	TP MRSH		1957	TP		343.
MP	775515-775564	RBL	50-01	4396	TP MRSH		1957	TP 3570-3619	BI-70-42	344.
MP	775565-775597	RBL	50-01	4383	TP MRSH		6-60	TP 3620-3654	BI-70-45	345.
MP	775700-775734	RBL	50-01	4387	PS		5-61	TP 3665-3699	BI-70-46	346.
MP	775735-775754	RBL	50-01	4347	TP MRSH		10-57	TP 3700-3719	BI-70-39	347.
MP	779800-779999	140RBL	49-03	4657	GATC	8256	4=5-62	MP 98000-98199	BI-70-49	348.
MP	780000-780049	RBL	49-03	4360	GATC	8354	2=4-64		BI-70-53	349.
MP	780050-780149	140RBL	49-03	4281	GATC	8362-G	9-64		BI-70-54	350.
MP	780150-780161	RBL	49-01	4646	FGE AX		1965		BI-70-55	351.
MP	780162-780165	RBL	50-00	4154	PCF RN		1957			352.
MP	780375-780474	142RBL	49-10	4360	ACF STL	11-06201	2-66		BI-70-57	353.
MP	780475-780574	141RBL	50-06	4740	PCF RN		10-68		BI-70-59	354.
MP	780575-780635	140RBL	50-06	4745	PCF RN		7-70		BI-70-61	355.
MP	780636-780674	139RBL	50-06	4745	PCF RN		7-70		BI-70-61	356.
MP	780675-780774	139RBL	50-06	4861	PCF RN	2229	2-73		BI-70-63	357.
MP	780775-780874	138RBL	50-06	4861	PCF RN	2428	2=3-75		BI-70-65	358.
MP	781000-781068	RBL	50-01	4304	PCF RN	6180	1955	MODX 2000-2099	BI-70-38	359.
MP	781100-781199	RBL	50-01	4304	PCF RN		1958		BI-70-41	360.
MP	781200-781299	RBL	51-01	4450	PCF RN		7-60		BI-70-44	361.
TP	781300-781399	RBL	50-01	4395	PS		6-60		BI-70-43	362.
MP	781401-781409	RBL	50-01	4402	GATC	8256	6-62	MODX 2400-2409	BI-70-49	363.
MP	781410-781471	140RBL	49-03	4367	GATC	8257	6-62	ABLX 4000-4061	BI-70-48	364.
MP	781500-781649	139RBL	50-01	4322	GATC	8293	11-62	MODX 2500-2649	BI-70-51	365.
TP	781650-781699	RBL	50-01	4390	GATC	8268	6-62	MODX 2650-2699	BI-70-47	366.
MP	781700-781799	RBL	50-01		GATC	8301,8293	1962=63	TPLX 2700-2799	BI-70-50,51	367.
MP	781800-781809	RBL	49-03	4360	GATC	8315	1963	TPLX 2800-2809	BI-70-52	368.
MP	781810-781849	RBL	49-03	4360	GATC	8315	1963	MODX 2900-2939	BI-70-52	369.
MP	782000-782349	140RBL	50-06	4862	PCF RN	2730	2=3-77		BI-70-66	370.
MP	786000-786199	143RBL	50-01	4410	ACF STL	11-06202	3-66		BI-70-56	371.
MP	786200-786399	RBL	51-05	4543	PCF RN		9-68		BI-70-58	372.
MP	786400-786499	143RBL	51-05	4554	PCF RN	1807	4=5-69		BI-70-60	373.
MP	786500-786599	140RBL	51-05	4543	PCF RN	2106	11-71		BI-70-62	374.
MP	786600-786699	141RBL	51-05	4523	PCF RN	2108	12-71		BI-70-62	375.
MP	793000-793016	RBL	62-00	5697	PCF RN	2742	6-77		BI-100-20	376.
MP	794650-794799	167RBL	60-06	6072	PCF RN		1-82		BI-100-21	377.
MP	794800-794999	171RBL	60-06	5679	PCF RN		7,9=10-69		BI-100-19	378.
MP	800173	FM	53-06		TP MRSH		1959	TP 5404		379.
MP	800273	FMS	53-06		De Soto		1955	MP 8231		380.

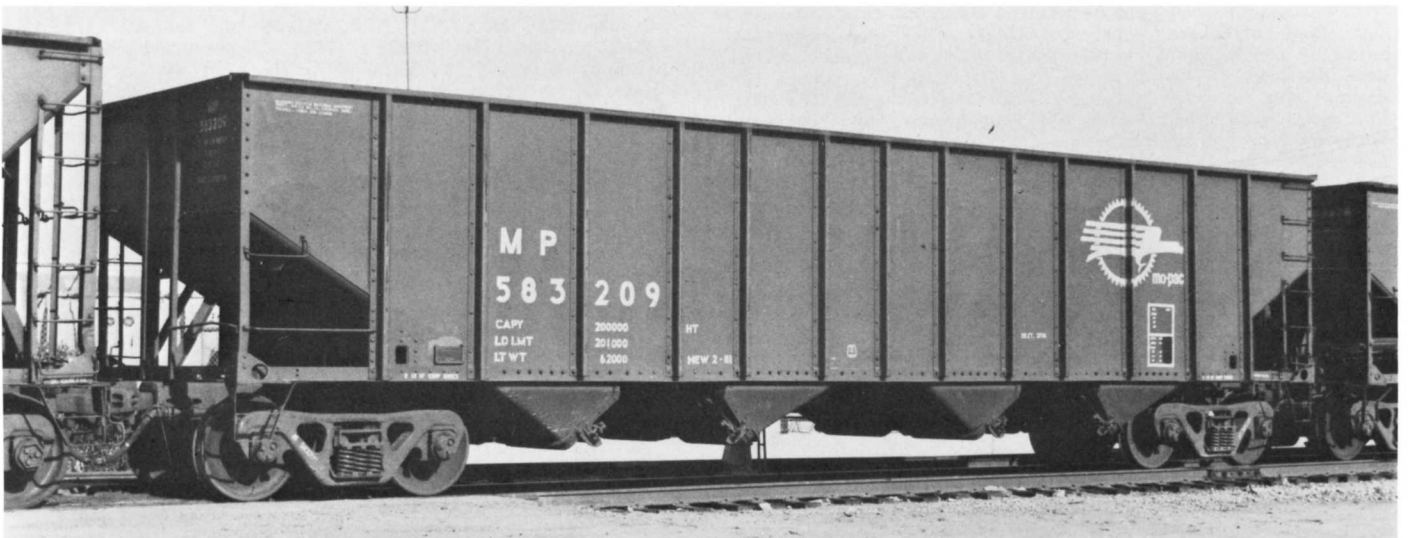


(ABOVE) MP 376198 is one of the Missouri Pacific's automotive parts cars. This one is assigned to the C&O Grand Blanc, Michigan car pool. Notice the protruding bolts on the car's side, certainly indicating some kind of special loading devices for the auto parts (this is rare, I doubt very many cars have these). There were 700 in the series built by ACF in 1974 and 1975. Notice the flat roof and large square corrugated ends. This modern "door-and-a-half" boxcar actually consists of a 10' and a 6' sliding door.



(ABOVE) MP 582828, one of the more recent cars delivered to the MoPac by Bethlehem Steel, this one built in 6-80.

(BELOW) MP 583209, built by the Union Pacific Albina shops. This car and the one above have the same cuft capacity and appear very similar in design.





Init	Number Series	Type	I.L.	CuFt	Builder	Lot/Job	Dates Built	Former Numbers	U.P. Class	Notes
MP	800341-800389	FM,FMS	53-06		EIE		1952=53	CEI 42056-42105	F-70-45	381.
MP	800427-800448	FM	42-06		EIE		10-55	CEI 42133-42155	F-50-24	382.
MP	815000-815149	FM	60-00		GSI		8-62=1-63	MP 9850-9999	F-70-49	383.
TP	815150-815189	FM	60-00		GSI		6-64		F-70-49	384.
MP	818000-818009	FMS,FM	60-00		GSI		1964		F-70-53	385.
MP	818010-818046	FM,FMS	60-00		GSI	22	1965		F-70-61	386.
MP	818095-818099	FMS	61-01		TC CH	439	1968		F-70-68	387.
MP	818100-818114	FMS	60-00		TC CH		1964		F-70-56	388.
MP	818115-818123	154FMS	60-00		ACF	11-09201	8-64		F-70-54,55	389.
MP	818130-818139	FM	53-06		TC CH		1959	CEI 42200-42209	F-70-47	390.
MP	819600-819799	190FMS	60-00		TC CH	659	6-76 et al		F-100-33	391.
MP	819800-819839	188FM	60-00		TC CH	621	5-74		F-100-32	392.
CEI	819840-819899	188FM	61-04		TC CH	621	6-74		F-100-32	393.
MP	819900-819999	189FMS	60-00		GSI GC	60	6=8-69		F-100-31	394.
MP	820000-820099	LP	48-06		TP MRSH		7=11-51	TP 5500-5749	F-70-44	395.
MP	820170-820249	FBS notes			TP MRSH		1951=59	See notes	See notes	396.
MP	820260-820290	FM,FBS notes			De Soto		1955	MP 8200-8249	F-50-25	397.
TP	820980-820999	200FBS	40-10		TC CH		1-68		F-100-27	398.
MP	821000-821049	FBS	56-06		GSI		1963	MP 9800-9849	F-70-52	399.
TP	821050-821099	FBS	56-06		GSI		1964	TP ?	F-70-52	400.
MP	821100-821199	FBS	48-06		GSI	21	2-65 et al		F-70-60	401.
MP	821200-821299	LP	48-06		GSI	43	1966		F-70-65	402.
MP	821300-821374	FBS,FMS	48-06		GSI	54	12-67 et al		F-70-67	403.
MP	821980-821999	FMS	48-08		GSI	50,51	12-66		F-100-23	404.
MP	822100-822159	180FBS	56-06		GSI	25	7=8-65		F-100-35	405.
MP	822160-822225	180FBS	56-06		GSI	34	1966		F-100-22	406.
TP	822226-822300	FBS	56-06		GSI	55	2-68			407.
MP	823000-823039	179FB	56-06		GSI	24	11-65		F-100-36	408.
MP	823040-823114	FBS	56-06		GSI	55	2-68	TP 822226-822300	F-100-26	409.
MP	823115-823214	FBS	56-06		GSI	58	2-69		F-100-28	410.
MP	823215-823314	FBS	56-06		GSI	59, 59-A	4-69		F-100-29,30	411.
MP	828000-828062	143FMS	60-00		GSI	23	6,10-65		F-70-57	412.
MP	828063-828077	FMS	60-00		GSI	42	1966		F-70-64	413.
MP	828078-828127	183FMS	60-00		GSI	56	2-68		F-100-25	414.
MP	828144-828152	FMS	60-00		St.P.F	45021	1967	CEI 46016-46024	F-70-66	415.
MP	829900-829907	FM,FMS	89-00		ACF	11-05122	1966		F-70-63	416.
MP	838000-838014	FC,LG	85-00		ACF	11-5923	1962	MP 990000-990014	F-70-48	417.
MP	838015-838214	135FC	89-00		BSC JTN	3400-516	10-79		F 70-69	418.
MP	838215-838269	FC	89-01		PS BUT	8843	9-63	MP 868020-868085	F-70-51	419.
MP	838270-838314	130FC	89-00		BSC JTN	3400-484	10=11-65	MP 867501-867552	F-70-62	420.
MP	863002	FD	58-03		De Soto		1952	MP 212	FD-125-3	421.
MP	863010-863015	270FD	57-03		CEI DAN		7-57	CEI 43000-43005	FD-125-4	422.
MP	865000-865002	FM	35-11		MP SED		1969		F-300-2	423.
MP	865025	FMS	44-04		TMC STP	45344	1978		F-200-4	424.
MP	866000	FM	53-00		De Soto		1-53	MP 215	F-125-1	425.
MP	867500-867574	FA,FM	89-00		BSC JTN	3400-484	10=11-65		F-70-62	426.
MP	867575-867579	FA,LG	85-00		ACF	11-5923	1962	MP 990000-990014	F-70-48	427.
MP	868000-868019	110FM	89-00		ACF	11-6211	3-63	MP 991000-991019	F-70-50	428.
MP	868020-868117	FA,FM	89-01		PS		1963=64			429.
MP	950000-950049	190GBS	49-11		TC CH		10-69		G-100-35	430.
MP	950050-950074	GBSR	52-06		TC CH	697	8-9-77		G-100-46	431.
MP	950075-950124	188GBSR	52-06		TC CH	707	11-77		G-100-45	432.
MP	950125-950224	188GBSR	52-06		TC CH	784	4-81		G-100-51	433.
MP	951000-951196+	191GBS	53-06	2429	GSC GV	1212	1=3-81	MP 643050 series	G-100-50	434.
MP	995000-995001	FMS	89-01				1964		F-70-51	435.

#### GENERAL NOTES

*Init* - Most of these entries indicate "MP" the reporting marks of the Missouri Pacific Railroad. However, some series were numbered in the Missouri Pacific numbering scheme (6-digits) but appeared with the reporting marks of TP, CEI, MI, etc. Where it is known that these non- "MP" reporting marks occurred we have listed them as such.

*Number Series* - This column indicates the range of assigned road numbers in the series. The difference plus one will, in most cases, indicate the quantity originally delivered or acquired or renumbered in each series.

*Type* - The numbers indicate the nominal capacity times 1000. The letters are the AAR mechanical designation.

*I.L.* - Interior length (or loading length). The numbers to the left of the dash indicate the number of feet and the numbers to the right of the dash indicate the number of inches.

*CuFt* - Cubic Foot capacity. A very important number as it indicates the specific design capacity. Most of these numbers are the numbers stenciled on the car. The MP diagram book at times disagreed and if so is indicated in the notes.

*Builder* - This indicates a code for the builder of a car series including a code for the plant if known. These are as follows: ACF, American Car & Foundry at Berwick, PA (BER), Huntington W.Va. (HTG), Milton, PA (MILT) or St. Louis Mo. (STL); BFF, Berwick Forge and Fab. at Berwick,

PA (BWK) or Renova, PA (RV); BSC, Bethlehem Steel Car at Johnstown, PA (JTN); CEI, Chicago and Eastern Illinois shops at Danville (DAN); CNCF, Constructora Nacional, Sahagun, Mexico; De Soto, MP's shops at De Soto; EIE, East Illinois Equipment; Endicott, Endicott Cold; EP, Evans Products at Plymouth, MI (PLY); FGE, Fruit Growers Express at Alexandria, VA (AX); FMC, FMC at Charleston, W.Va. (CHAS); GATC, General American Transportation at East Chicago, IN (EC); GSC, Greenville Steel Car at Greenville, PA (GV); GSI, General Steel Industries at Granite City (GC); ICC, International Car Co. at Kenton, OH (KTN); MAGOR, Magor Car; MP SED, MP's shops at Sedalia; OFC, Ortner Freight Car at Covington (COV); PCF, Pacific Car and Foundry at Renton, WA (RN); PS, Pullman-Standard at Butler, PA (BUT), Bessemer, AL (BESS), or Michigan City (MC); PSC, Pressed Steel Car; SIECO, Southern Iron and Equipment Co.; St.P.F., St. Paul Foundry; TC, Thrall Car at Chicago Heights (CH); TMC, The Maxson Corp. at St. Paul, MN (STP); TP, Texas and Pacific shops at Marshall (MRSH); and UP, Union Pacific shops at Albina, OR (AT).

*Lot/Job* - The builder's lot or job number.  
*Dates Built* - This indicates the month and year the series was built, if known. Year is indicated if no month dates reported from sightings. The " = " sign indicates "through." Example: 1=3-81 means January through March 1981. Additional "month" dates may occur that are not in this roster.





(ABOVE) MP 589478, another quad hopper displays the older "buzzsaw" logo. The series of 1000 cars were built in 1977 and 1978 by Bethlehem Steel Car.

(BELOW) MP 592434, a woodchip hopper built in 1976 by Greenville Steel Car is shown here in its original markings. Mike Foley



(BELOW) MP 641171, part of a series of 1,500 cars built in Mexico by CNCF. The Missouri Pacific is one of the few U.S. railroads known to have bought large numbers of freight cars built in Mexico (which included boxcars as well as gondolas).



GENERAL NOTES (cont'd)

**Former Numbers** - This column lists the former numbers if applicable. In most cases this is the pre- MP renumbering scheme (pre six-digit series numbers).

**U.P. Class** - This column indicates the class that the Union Pacific has applied to the series at the time of merger. Basically the class is broken into three parts. The first, the letter indicates the type of car. The second, a number, indicates the truck capacity (i.e. 50 for 50-ton, 70 for 70-ton, 100 for 100-ton etc.). The third part, also a number, is the design within the type and capacity parameters. The U.P. basically did this by month/year built and sequentially from the earliest to the latest built.

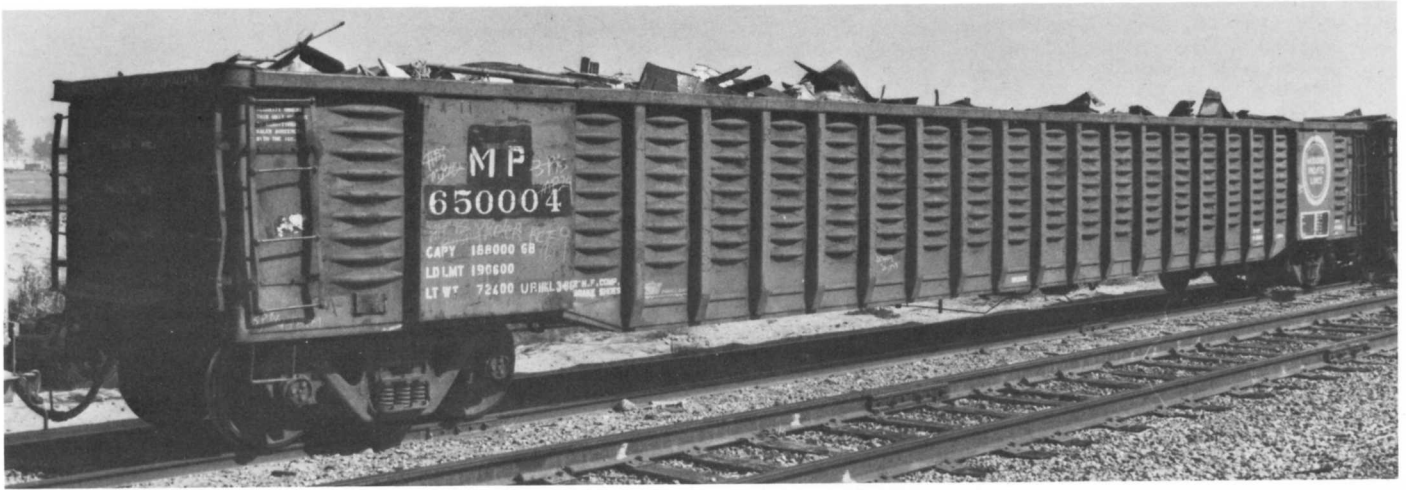
**Notes** - See specific notes following this roster. These are also used a line number for reference purposes and therefore there may be no specific notes for a given number.

SPECIFIC NOTES

- 001. Former express baggage cars. Craig Bossler did an article with photos on these cars in the Sept. 1969 Railroad Model Craftsman on page 25.
- 002. Former express baggage cars.
- 003. No Notes.
- 004. Ex-Trailer Train. Rebuilt 2=4-85.
- 005. No Notes.
- 006. A builder's photo appears on page S3-75 of the 1974 CLC (CEI 16250). At least some of these are ex-CEI.
- 007 - 009. No Notes
- 010. Purchased in 1972, converted by Midwest Freight Car (MFC CLIL) during 1972=73.
- 011. Rebuilt by St. Louis Refrigerator 1974=75 from Pacific Fruit Express cars acquired 1974.
- 012 - 039. No Notes.
- 040. Cars surviving into the UP merger are 132065 (B-50-88) and 132096 (B-50-94). A builder's photo of MP 39075 appears on p.81 of the 1961 CBC.
- 041. No Notes.
- 042. Numbers 250000-250023 have DF-1 loaders and 10" Super-Cushion. Numbers 250024-250074 have DF-1 and 10" Hydra-cushion. 250075-250095 have SEL loaders and 10" Hydra-cushion. 250096 had DF-1 and Hydra-cushion. 250097 and 250098 have 10" Hydra-cushion but no loaders. 250099 and 250100 have 10" Super cushion with no loaders. 250101-250122 have SEL loaders and 10" Super cushion. 250123-250149 have DF-1 loaders and 10" Super cushion. Numbers 250004-250030 are classed B-70-23 and 250056-250147 are classed B-70-24.
- 043. DF-2 loaders, Freight Saver 20B cushioning (marked on some cars -MP diagram book says 20" Hydra-cushion). 9' paneled sliding door.
- 044. Cars have 20" Hydra-cushion.
- 045. Double Equipco sliding doors, both SEL and DF-2 loaders used in series. Hydra-cush 20". Interior post welded.
- 046. Freight Saver CTU on 251100-199. 20" Hydra-cush on 250900-251099.
- 047. 20" Hydra-cushion underframe.
- 048. 20" Hydra-cushion underframe.
- 049. Evans DF-1 loaders. 10" Hydra-cushion underframe.
- 050. Evans DF-2 loaders; 20" Hydra-cushion underframe.
- 051. 20" Shock-Control underframe. One-piece Equipco bulkheads.

- 052. Freight-Saver 20"; Preco loaders.
- 053. Freight Saver 20"; Equipco bulkheads.
- 054. Freight-Saver 20B; Evans bulkheads. Some marked return to MP Kansas City or MP Lake City, MO.
- 055. Shock-Control 20"; Evans bulkheads. MP diagram book says 4655 cuft - 4650 cuft is stencilled on cars.
- 056. Same as note 055.
- 057. 10'6" plug (YSD part # 53779). Freight Saver 20B.
- 058. 10'6" plug (YSD part # 56135). Evans bulkheads; Freight-Saver 20B.
- 059. 10'6" plug (YSD #58584). Evans bulkheads; Freight Saver 20B.
- 060. Interior post welded. Leased from A.R.T. Freight Saver 20B; Evans single Air-Pak.
- 061. Freight Saver 20"; Evans DF-2.
- 062. Freight Saver 20B; Evans DF-2; MP Brownsville car pool.
- 063. Freight Saver 20B; Evans DF-2.
- 064. Exterior Post design. Shock Control 20" underframe; Equipco load dividers.
- 065. No Notes.
- 066. Un-cushioned; Evans DF-1 loaders.
- 067. Numbers 255300-399 are 4878 cuft with Evans DF-1 loaders and 255400-255499 have Sparton loaders and a cuft capacity of 4938. Uncushioned.
- 068. Numbers 255500-255547 have a 4910 cuft capacity and 255548-255599 have a 4922 cuft capacity. All with Evans DF-1 loaders; uncushioned.
- 069. Evans DF-2 loaders; uncushioned.
- 070 - 071. No Notes.
- 072. Uncushioned; Evans DF-1 loaders.
- 073. Uncushioned; Evans DF-1 loaders.
- 074. Hydra-cushion 20"; DF-1 loaders.
- 075 - 077. No Notes.
- 078. 256600-256661: Evans DF-1, 4888 cuft. 256662-256665: RAC-LOC loader and 3793 cuft.
- 079. Evans DF-2-7 belt. Uncushioned.
- 080. Hydra-cushion 20"; Evans DF-2 loader MP diagram book says 6232 cuft. 5909 stencilled.
- 081. Freight Saver 20"; short truck center base.
- 082. Same as note 081.
- 083. Reconditioning programs in 9-80, 1=3,10-81 and 8=9-84. Cars are also stencilled 6515 and 6550 cuft. Hydra-cushion 20"; DF-1 loaders.
- 084. Reconditioning programs in 7-80 and 8-84. Also 6240 and 6458 cuft capacities stencilled. Freight Saver 20" on 264716-775 and Hydra-cushion 20" on 264776-900.
- 085. Ford Glass Service. Shock Control 20" underframe; Evans DF-2 and Evans bulkhead loaders.
- 086. Keystone Shock Control 20"; Evans DF-1 loaders. Various cuft capacities including 6372, 6431, and 6379.
- 087. Shock Control 20"; DF-2 loaders.
- 088. Freight Saver 20"; DF-2 loaders. Auto parts in assigned service to MP Odessa and C&O Westland, MI car pools.
- 089. Interior post welded design, flush 10'0" plug door; 20" Hydra-cushion; Evans Bulkheads.
- 090. Hydra-cushion 20"; DF-2 loaders.
- 091. Freight Saver 20B; Exterior post design; Preco dividers. MP diagram book says 6217 cuft capacity.
- 092. 10'6" plug door. Evans bulkheads; Freight Saver 20B.
- 093. Evans Bulkheads; Freight Saver 20B
- 094. Freight Saver 20B; Evans Bulkheads; Equipment series KK. A builders photo appears on pages S3-26 and 27 in the 1974 CLC of 266258.
- 095. Double plug doors. Evans bulkheads. Freight Saver 20B. Series SS.
- 096. Preco bulkheads, Freight Saver 20B; MP diagram says 6370 cuft - 6350 cuft is stencilled.
- 097. Various cuft capacities stencilled including 6445, 6516 and 6630. Interior

- 097. (cont'd) post weld design. Hydra-cushion 20". Either DF-1 or DF-2 loaders.
- 098. Freight Saver. 6' Auxilliary door permanently closed on some. Evans DF-2 loaders.
- 099 and 100. Freight Saver 20".DF-2.
- 101. Hydra-cushion 20"; DF-2 loaders.
- 102. Shock Control 20"; Evans Bulkheads.
- 103. Preco bulkheads; Freight Saver 20B underframe.
- 104. 15" FreightMaster; Evans Air-Pak.
- 105. 15" FreightMaster. Equipco Air cushion loaders.
- 106. T&P Equipment Trust Z Chemical Bank. 15" FreightMaster. Evans Air-Pak.
- 107. 15" Freightmaster End-of-Car Cushioning; Equipco Air Cush loaders.
- 108. 15" FreightMaster EOCC; Equipco "Air Brace" loaders; Appliance service. 12' sliding door (YSD#66730)
- 109. MP diagram book says 7272 cuft. Cars are stencilled 7284 cuft. Shock Control 20". Evans DF-1.
- 110. Waffle-sided; 15" FreightMaster; Evans PAL-PAK.
- 111. Shock Control 20"; Evans bulkheads.
- 112. No Notes
- 113. Shock Control 20"; Evans Bulkheads.
- 114. Shock Control 20"; Preco Dividers.
- 115. Shock Control 20"; Preco Dividers.
- 116. Equipco bulkheads; Shock Control 20". Some or all maybe ex CEI?
- 117. 20" Hydro-Frame; Equipco bulkheads.
- 118. 20" Shock Control or Cargo Cushion underframe. Evans bulkheads.
- 119. Shock Control 20"; Equipco bulkhead.
- 120. Same as note 119.
- 121. Same as note 119.
- 122. 20" Hydro-frame; Equipco Bulkheads.
- 123. 20" Hydro-frame; Preco Dividers.
- 124. Shock Control 20"; Equipco bulkheads
- 125. Shock Control 20"; Evans bulkheads.
- 126. 15" FreightMaster EOCC; Evans Air-Pak.
- 127 - 129. DF-1 loaders.
- 130 - 134. No Notes.
- 135 - 138. DF-1 loaders.
- 139 - 141. No Notes.
- 142. DF-1 loaders.
- 143. DF-2 loaders.
- 144 - 145. No Notes.
- 146. DF-1 loaders. 361825-351848 are ex MP 20575-20599.
- 147. DF-1 loaders.
- 148 - 150. No Notes.
- 151. A builders photo of CEI 82005 appears on p. 207 of the 1961 CBC.
- 152 - 155. No Notes.
- 156. 355000-355149 are ex MP 86050-86199 and 355150-355299 are ex MP 89050-89199.
- 157 - 161. No Notes.
- 162. 356517-356540 ex TP 70661-70775.
- 163 - 165. No Notes.
- 166. Waffle-sided. Freight Saver 20B;
- 167. Same as note 166.
- 168. Same as note 166.
- 169. Same as note 166. Also assigned to MP Perkins, Ark., Orange, Tx, and TOE Valiant, OK.
- 170. Freight Saver 20B. Assigned to MP Pine Bluff and Little Rock.
- 171. Freight Saver 20B; MP diagram book says 4990 cuft. Combination sliding and plug doors.
- 172. Freight Saver 20B; Combination doors.
- 173. Freight Saver 20B; Offset sliding doors.
- 174. Freight Saver 20B; Original with panel sliding doors; some replaced with corrugated sliding door.
- 175. Freight Saver 20B.
- 176. Freight Saver 20B; 10' sliding door (YSD 51148); Many assigned to the MP Brownsville and Loreda car pools. Also some stencilled as 5000 cuft capacity.



(ABOVE) MP 650004, a 100-ton Thrall built 65'6" gondola seen here in scrap steel service. Though the number has been repainted the car has not been renumbered (the repainting was apparently done to make it easier to read the number).



(ABOVE) TP 711595 is shown in its original paint and markings. (BELOW) MP 711538 (note re-initialed) was painted by the DeSoto shops in 11-83. Both cars are from the series 711130-711629 built by Pullman-Standard in 1971. These are cars of the Pullman-Standard 4427 cuft design.





177. Freight Saver 20B; Combination doors; MP diagram book shows cuft capacity as 5100. Some cars assigned to the CR, Lockport, NY and MP Loredo car pools.
178. Freight Saver 20B; Combination doors; Equipment series PP. Some cars assigned to the MP Brownsville car pool.
179. Freight Saver 20B; Combination doors. A color ad by Whittaker on page 102 of the 1980 CLC shows a string of newly built cars of this series.
180. Freight Saver 20B; Combination doors; Some cars assigned to the MP North Little Rock, Ark car pool.
181. Freight Saver 20B; Combination doors; Some cars assigned to the MP North Little Rock, Ark. car pool.
182. Freight Saver 20B; Double door. Exterior post design. Some cars assigned to the C&O Grand Blanc car pool.
183. Freight Saver 20B; "Door-and-a-half" 10' (YSD 60779) and 6' (YSD 60780). Some have replacement doors from Superior.
184. Same as note 183.
- 185 - 186. No Notes.
187. Rebuilt in 1952 by Missouri Pacific.
188. No Notes.
189. Rebuilt 1972=73 by the M.P. with new bodies at DeSoto shops.
- 190 - 192. No Notes.
193. A builders photo appears on page S3-83 of the 1974 CLC (TP 575162).
- 194 - 206. No Notes.
207. A builders photo of CEI 587995 appears on page S3-88 of the 1974 Car & Locomotive Cyclopedia.
- 208 - 210. No Notes.
211. A photo and diagram can be found on page S3-96 of the 1974 CLC.
212. No Notes.
213. No Notes.
214. A Greenville ad shows car #592617 on page 113 of the 1980 CLC.
215. A side view photo is shown in a Greenville ad in page 119 of the 1984 CLC. Also on page 75 of the Illus. Mod. Freight Cars of N.A. there are large side and 3/4 views.
- 216 - 218. No Notes.
219. Build dates known are 610000-219 built 9=10-51 and 610341-779 were built 4=9-52.
- 220 - 225. No Notes.
- 226 - 227. Cuft capacity either 2244 or 5015 for bagasse service.
- 228 - 237. No Notes.
238. MP diagram book says 2523 cuft. Cars are stenciled 2520.
239. Wood floor.
240. Steel floor.
- 241 - 245. No Notes.
246. Equipment series NN.
247. Equipment series QQ.
248. Equipment series #11. A photo of MP 650944 is shown on p.127 of the 1980 CLC.
- 249 - 250. No Notes.
251. A photo of CEI 655113 appears on page S3-53 of the 1974 CLC. Entire series CEI.
252. MP Summary shows as 1957 built.
- 253 - 263. No Notes.
264. Originally L&NE.
- 265 - 267. No Notes.
268. A photo appears of MP 3799 in the 1961 CBC on page 287.
- 269 - 291. No Notes.
292. A photo is shown on p. 80 of MP 706637 in the Illus. Mod. Freight Cars of N.A.
- 293 - 300. No Notes.
301. Numbers 711030-097 are MP initialed, and 711098-129 are TP initialed.
- 302 - 312. No Notes.
- 313 - 317. ACF "CenterFlow" design.
318. No Notes.
319. MP 720000-099 ex MP 100-199 built in 3-58. MP 720100-149, ex MP 225-274 built 10-58 and MP 720150-720174, ex MP 275-299 built 5-62. Possibly several cars built 7-57 in MP 100-199 group. Cars 720000-149 are UP classed CH-70-40. MP 720150-720174 are UP classed CH-70-41. These are all "Airsride" design cars.
320. "Airsride" design.
321. "Airsride" design.
322. Built 7, 11-65. "Airsride" design.
323. "Airsride" design. Sightings report 2-66 build date.
324. "Airsride" design.
- 325 - 326. "Airsride" design.
327. Build dates 5=6-77. "Airsride"
328. "Airsride"; build date 6-82. 191LO
329. "Dry-Flo" design.
- 330 - 331. No Notes.
332. A photo of 722374 is shown on p.81 of the Illus. Mod. Freight Cars of N.A.
333. "CenterFlow" design.
334. 22 cord capacity.
- 335 - 336. 24 cord capacity.
337. 37 cord capacity.
338. 35.3 cord capacity
339. 37 cord capacity.
340. Originally ARMN 851-921 and 953-1019. Converted by St. Louis Refrigerator in 1981. Became UPFE 461001-461100.
- 341 - 344. Evans DF-1 loaders
345. DF-1 loaders; Super-cushion 10".
346. 30" Hydro-Frame; DF-1 loaders
347. Evans DF-1 loaders.
348. 20" Hydra-cushion. Pullman bulkheads.
349. 20" Shock Control; Evan bulkheads.
350. 20" Shock Control; Evans bulkheads.
351. 20" Shock Control; Evans bulkheads.
352. Evans DF-1 loaders.
353. Freight Saver 20"; Transco bulkheads.
354. Evans Air-Pak, Side wall Fillers; Hydra-cushion 20". A sighting of car # 780548 shows 4648 cuft and 5-68 build date.
355. Freight Saver 20"; Side wall fillers, Preco 2-piece bulkheads.
256. Some assigned to MP Kansas City, Mo.
357. MP diagram book shows a 4775 cuft capacity. Shock Control 20"; Preco 1-piece bulkhead.
358. Shock Control 20"; Preco bulkheads. MP diagram book shows a 4760 cuft capacity.
359. Evans DF-1 loaders.
360. Evans DF-2 loaders or PC&F loaders.
361. Pacific Car & Foundry loaders.
362. Evans DF-2 loaders.
363. Hydra-cushion 20"; Equipco Dividers.
364. Same as note 363.
365. Evans bulkheads, Shock Control 20"; MP diagram book shows a 4260 cuft capacity for 781500-647 and a 4236 cuft capacity for 781648-781649.
366. Hydra-cushion 20"; Equipco bulkheads.
367. Shock Control 20"; Evans bulkheads.
368. Shock Control 20"; Equipco Dividers.
369. Same as note 368.
370. Shock Control 20"; Preco Dividers; YSD 10'6" plug (part #60783).
371. Hydra-cushion 20"; Evans Air-Pak or Evans I- piece bulkhead. MP diagram book shows 4450 cuft capy.
372. Hydra-cushion 20"; Preco dividers.
373. Hydra-cushion 20"; Preco dividers; Exterior post welded design. MP diagram book shows 4543 cuft capy.
374. Exterior post, riveted design. Preco bulkheads. Hydra-cushion 20"
375. Preco bulkheads; 20" Hydra-cushion
376. FreightSaver 20"; Evans Air-Pak.
377. Freight Saver 20"; Preco dividers.
378. Freight Saver 20" or 20" Shock control. Preco Bulkheads.
- 379 - 384. No Notes.
- 385 - 386. 10" FreightMaster EOCC.
387. 15" FreightMaster EOCC. Aircraft parts canopies mounted for Boeing.
388. 10" FreightMaster EOCC, or 14" Hydra-buff.
389. 10" or 15" FreightMaster EOCC. Some cars fitted with aircraft parts canopy built by C.L. Stegall for DC-10 wings.
390. 14" Hydra-Buff EOCC.
391. 10" FreightMaster EOCC.
392. 10" FreightMaster EOCC. Some for glass loading.
393. 10" FreightMaster EOCC. 19 pocket.
394. Cast body. 17 pocket. 15" Freight-Master EOCC.
395. 28.1 cord capacity.
396. Various lengths including 48'4", 48'6", 50'6", and 53'6". MP 820170-820206 from 5600-5749 class F-50-27. MP 820208-820239 from TP 5500-5599 class F-50-22. TP 820240-820243 ex TP 5400-5403 class F-50-28. TP 820245-820249, TP 5405-5409 also class F-50-28.
397. L.L. 48-00 or 53-6.
398. Copper anode flats. A photo of TP 820981 is shown on p. S3-164 of the 1974 CLC.
- 399 - 401. No Notes.
402. 27 cord capacity.
- 403 - 404. 10" FreightMaster EOCC.
405. 22 converted for steel wire loading.
406. No Notes.
- 407 - 414. 10" FreightMaster EOCC.
415. 14" Hydra-Buff EOCC.
416. 10" FreightMaster EOCC.
417. 838001,005 and 013 are AAR:LG with 11 rubber bags for salt.
418. ACF Model 5 Screw cushion hitch.
419. ACF Model 5 non-cushion hitch.
- 420 - 426. No Notes.
427. Some converted in 1974 to LG and equipped with 11 rubber bags for nylon salt.
- 428 - 429. 10" FreightMaster EOCC.
430. 20" Shock Control underframe. Coil car, Series CC.
431. Coil car, Series 3.
432. Coil car, Series 5.
433. Coil car, Series 16.
434. Cars converted 11=12-87 to coil car gondolas by adding troughs on floor. These make the newest "series" for the Missouri Pacific!
435. 10" FreightMaster EOCC.

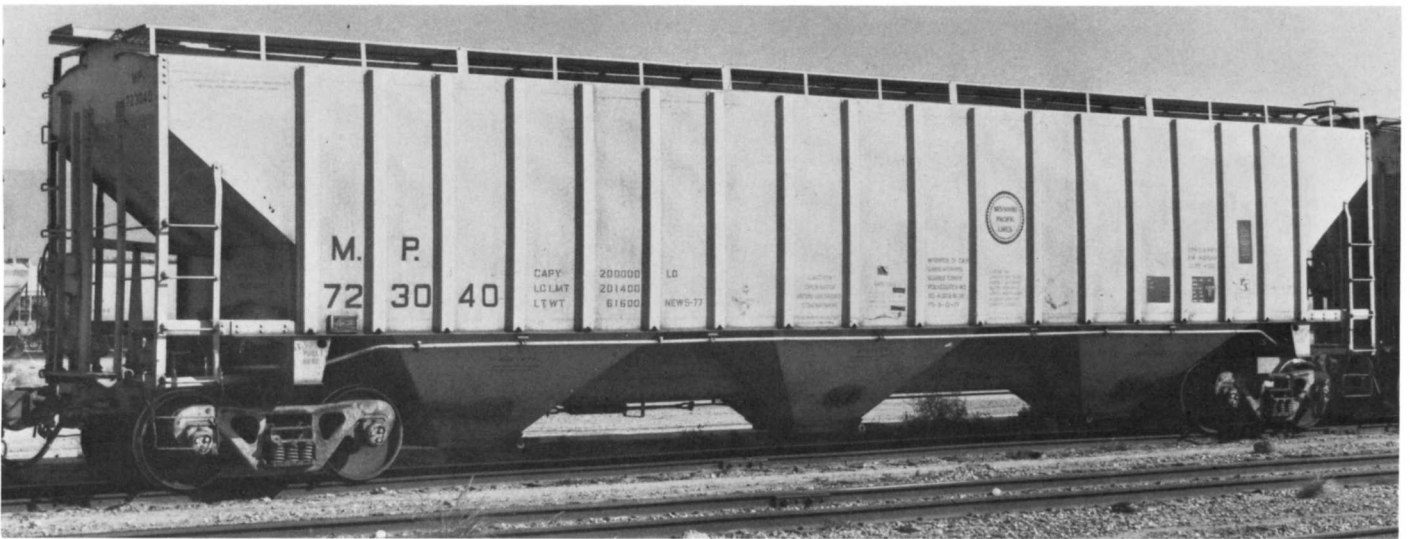
#### ARTICLES ON MoPAC FREIGHT CARS

1. 70' Express Boxcar; August 1969 issue of Railroad Model Craftsman.
2. Missouri Pacific 40' Steel Boxcars. Sept./Oct. 1983 Prototype Modeler.
3. Greenville 68' Gondola; Dec. 1984 Mainline Modeler.
4. Missouri Pacific's Quasi-articulated Airslide Covered Hoppers. Feb.1985 Freight Cars Journal.
5. 50' Express Reefer, April 1986 Mainline Modeler.
6. Texas & Pacific Series 74008-74062 50-ton Boxcars, April 1986, Freight Cars Journal.
7. I-GN Stockcar, October 1986 issue of Model Railroader.

#### LOGOS AND LIVERIES

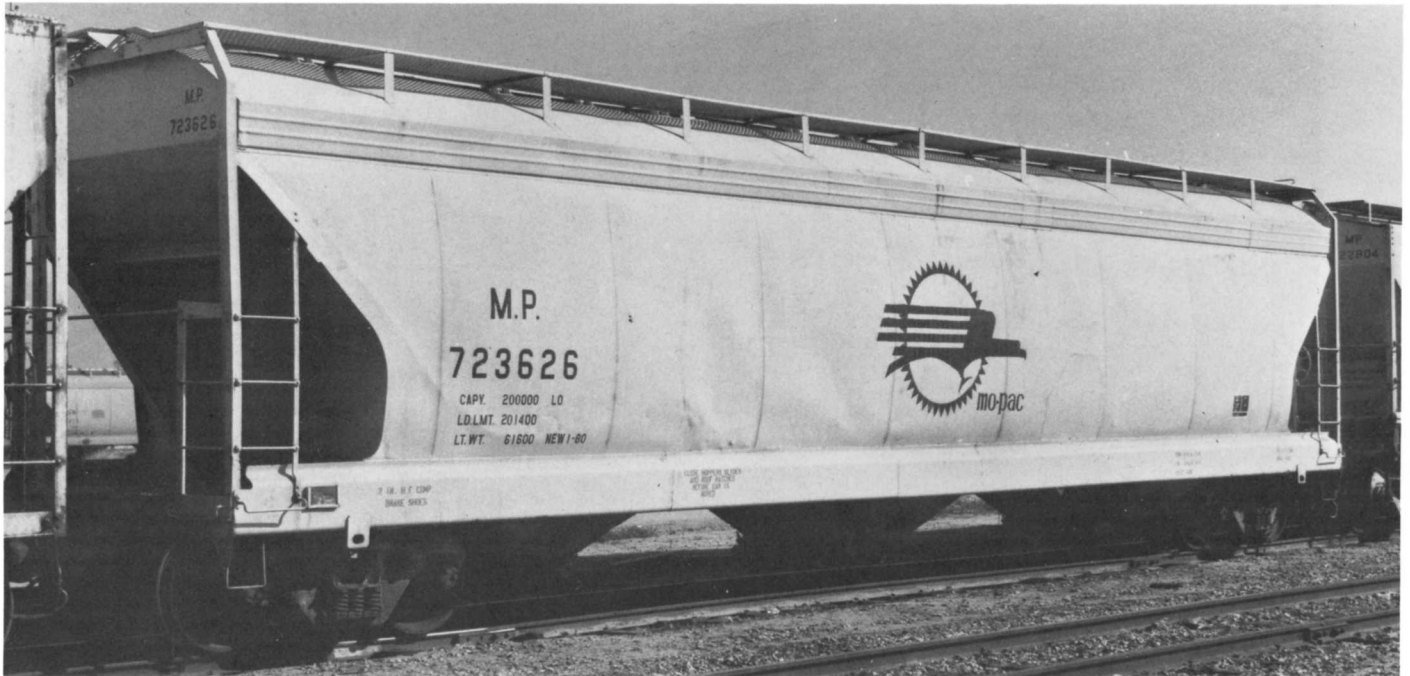
The Winter 1985 issue of The Eagle contains an excellent review of freight car lettering on the MoPac. Its available from Gene Semon, P.O. Box 51, Marion, OH 43302 for \$3.50 postpaid. Please make checks payable to the Missouri Pacific Historical Society.





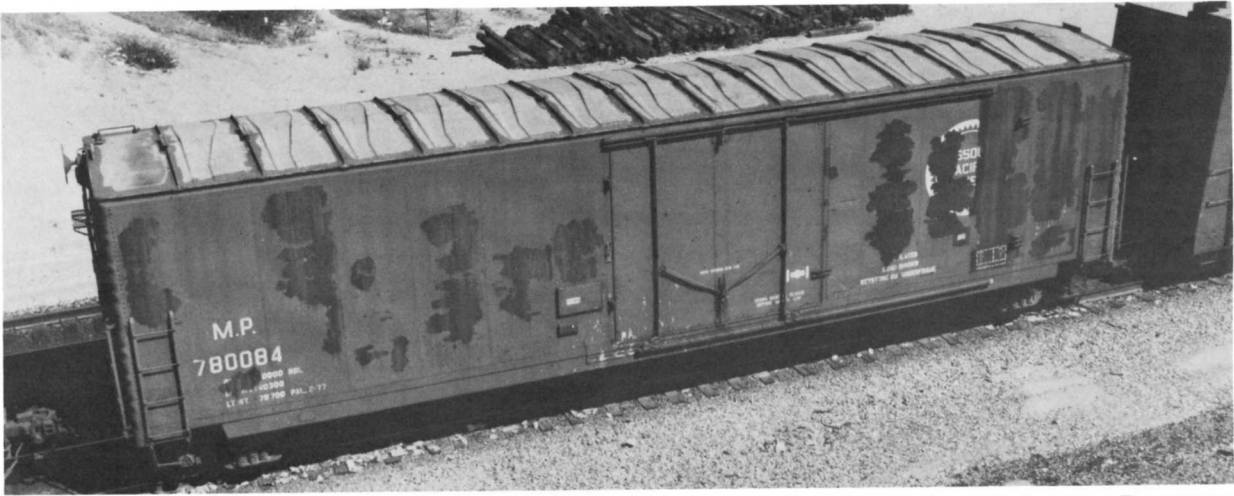
(ABOVE) MP 723040, a Pullman-Standard 4750 cuft design is one of a series of 600 cars built in 1977.

(BELOW) MP 723626, one of the later ACF "Center Flow" designs was built in 1980. There are 1000 cars in this series.



(BELOW) MP 780548 was built in 1968 by Pacific Car & Foundry. This car was repainted in 7-76 at the Palestine shops.





(ABOVE) MP 780084. This is my favorite weathering job! The car was originally built by General American Transportation in 1964. What's left of the repaint job was apparently done in 2-77 at the Palestine shops.



(ABOVE) MP 781419 was also built by General American Transportation, but this one in 1962. The car is stenciled "ART LESSOR, MP LESSEE" below the number. The series was formerly ABLX 4000-4061.

(BELOW) MP 782228 was built in 3-77 by Pacific Car and Foundry. Compare the similarities of this car and MP 780548 (illustrated before), built some 10 years apart. Both cars feature exterior post riveted construction, flat roofs, wrap-around ends, and side sills of nearly identical design.



# FREIGHT CAR FLEET COMPOSITION 1956 and 1981

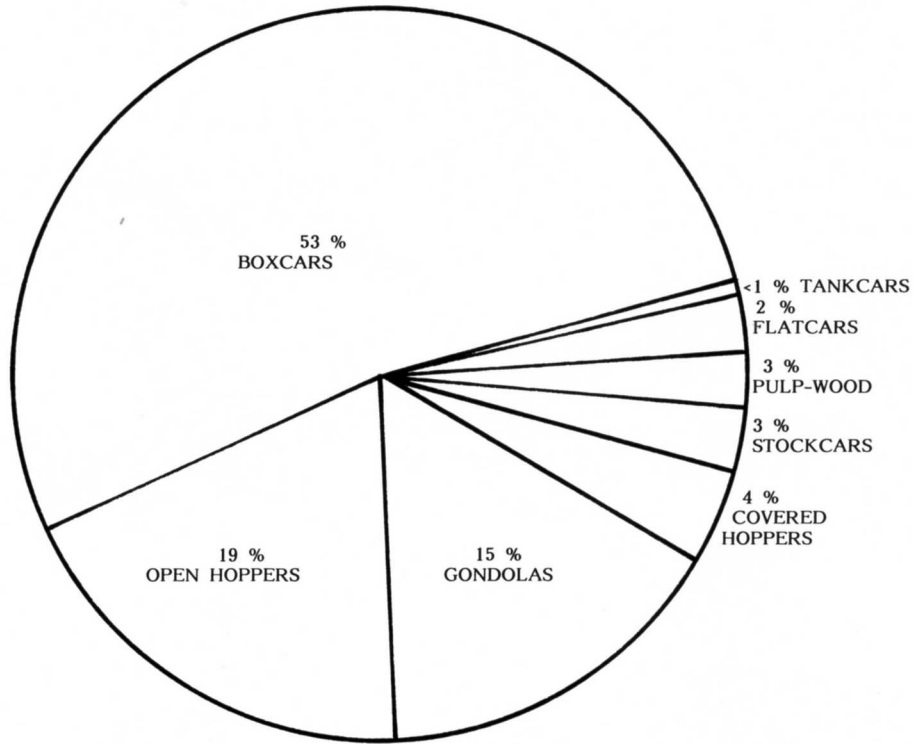


Fig.1 - MISSOURI PACIFIC'S FREIGHT CAR FLEET COMPOSITION IN 1956. This diagram is based on the MP's fleet in 1956 which included only MP, IGN, NOTM and St.LBM reporting marks. The fleet totaled 44,541 cars. Notice how large the percent of boxcars is compared to the 1981 fleet (see below). However, the actual number of boxcars are nearly the same (23,478 for 1956 versus the 23,303 boxcars in 1981). Other comparisons between the two years differ relatively little, except for covered hoppers which was only 4 % in 1956 versus 18 % in 1981. Also notice the lack of refrigerator cars in this 1956 composition diagram. This is because many of the refrigerator cars at this period of time were operated under a private owner name.

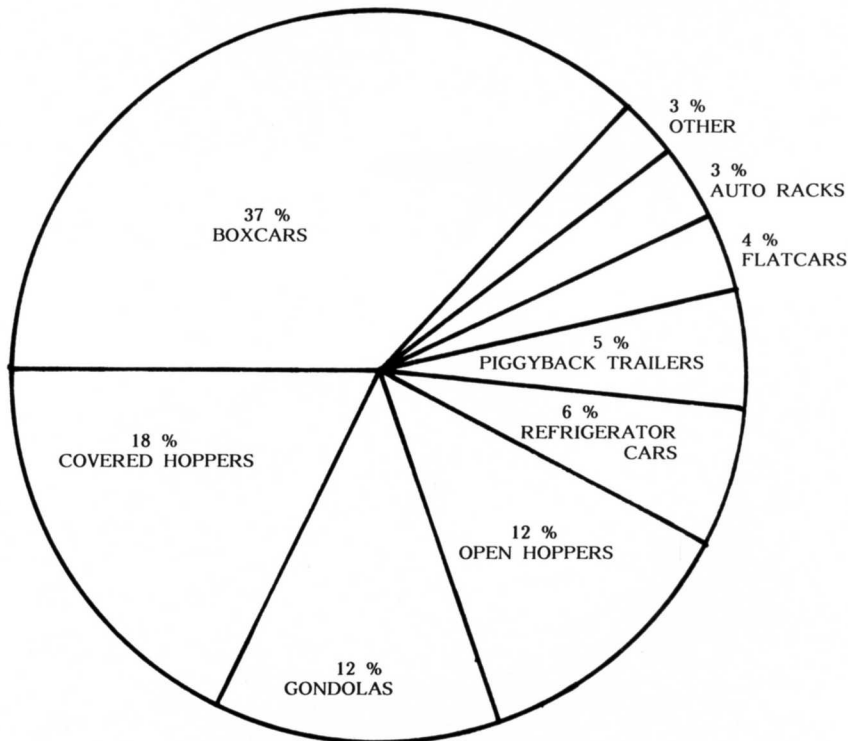


Fig. 2 - MISSOURI PACIFIC'S FREIGHT CAR FLEET COMPOSITION IN 1981. Total cars in 1981 was 63,569 and included the reporting marks of TP, CEI, MI, CHTT, DKS, TNM, ARDP, ARMH and ARMN. Notice the increase in the number of types of cars. Refrigerator cars included here are mostly RBL types. Auto racks are mostly those mounted on Trailer Train flatcars.

# MISSOURI PACIFIC'S 60-FOOT HIGH-CUBE BOXCARS



Just over 1/5th (20.23%) of the boxcars on the Missouri Pacific roster in 1981 were 60' high-cubes. This relatively large fleet of this type hosted a variety of designs and door configurations. In addition to those illustrated with the main body of the roster, we show three more styles here. (TOP) MP 265193 with a 10' Youngstown sliding door. (BELOW) MP 265804, illustrates a cars with a similar body but with a 10'6" plug door. And lastly, (BOTTOM) MP 267048, another interior post car with the "door-and-a-half" (in this case a 10' and a 6') Equipco sliding doors configuration.

