



Soo Sawtooth Boxcar



There are times freight car designs hang around long after their natural life. It may be lethargy or perhaps the reduced cost of old designs. Two pre-World War I designs: the "sawtooth" and the Fowler boxcar design are excellent examples. Their purchase into the 1920s—albeit with a few modern additions—meant that these rather ancient designs were still in widespread use in boxcar fleets through the Classic Era.

The post World War I "sawtooth" boxcar was a unique breed of single sheathed, steel truss car loosely associated with a Canadian design, sometimes referred to as the "Dominion" design. Its abbreviated side sills allowed the steel truss to extend below the car sides to tie into the cross members of the underframe, creating the appearance of a jagged bottom edge or "sawtooth".

Sawtooth boxcars in the U.S. date back to 1913 when American Car and Foundry built 1500 40' composite side, composite end boxcars with 5' door openings for the Minneapolis, St. Paul, Sault Ste. Marie Railroad. The Soo Line ordered six more batches, bringing the total cars to 5400.

In 1926, the Soo returned to the sawtooth design, but incorporated a 6' wood door, radial metal roof with stamped 7/7 Murphy steel ends and Andrews trucks. These cars began the 134400 series, ending with car No. 135398 and using even numbers only. They were 40 ton cars with an 8' inside height and 2747 cubic foot capacity. This number series signifies cars for the Wisconsin Central subsidiary.

A second steel end series came in the late Twenties with 4/4 Dreadnaught ends, steel Youngstown doors and the 6' door openings. Pullman built 200 cars in 1928 (40200-598) and 200 in 1929 (41000-398). Siems-Stembel built 200 cars in 1928 for the Soo (40600-998), 200 in 1929 (41400-798) and 200 cars in 1930 for the W.C. (135400-798). The 400 cars for the Soo in 1929 (41000-798) were slightly shorter—39'10" IL and 2708 cubic feet. The steel door, Dreadnaught end cars used Dalman two level trucks with independent journal boxes, making them appear as a cross between Dalman and Andrews trucks.

The Soo sawtooth cars acquired AB brakes as the Forties ended, but retained their tall vertical brake staffs for their life.

There were 486 W.C. steel roof, wood door, Murphy steel end cars in interchange service in 1948, as well as 981 steel door, Dreadnaught end cars. The cars remained in interchange service into the 1950s when their dimensions were inadequate for all but grain rushes.

The Soo cars were painted entirely boxcar red with white lettering. The tilted Soo box \$-sign herald was applied to the far right side of the car. On the ends, the full SOO LINE was used with car numbers.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included.

The correct Andrews trucks are available separately, as well as appropriate reweigh and chalkmark decals.

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- ___ Kit #78.1 Soo Line 134400-135398 series sawtooth boxcar with wood doors and Murphy ends, Soo/W.C. decals (1930s-50s), \$34
- ___ Kit #78.2 Soo Line 135400-798 series sawtooth box w/ Youngstown steel doors, Dreadnaught ends, Soo/W.C. dec. (1930s-50s), \$34
- ___ Kit #78.3 Soo Line 40200-998, 41000-798 series sawtooth box w/ Youngstown steel doors, D'naught ends, Soo dec. (1930s-50s), \$34
- ___ E.7 Midwest Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- ___ E.15 Upper Midwest Chalkmarks in light gray from classic era prototype photos, approximately 70 per decal, \$4
- ___ E.52 Mid-Western Reweigh Stations and Dates and Corresponding Repack Data with Colored Background Decals, \$6
- ___ Trucks TP 51 Black plastic Andrews side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5

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Add \$4.00 for shipping per five kits in U.S. (MO residents add 6.6%), Canada \$15.88 for six kits

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