

SOO LINE "SAWTOOTH" SINGLE SHEATH BOXCAR

HO-2001 SERIES



General History:

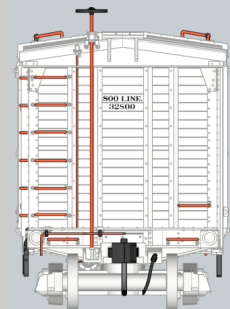
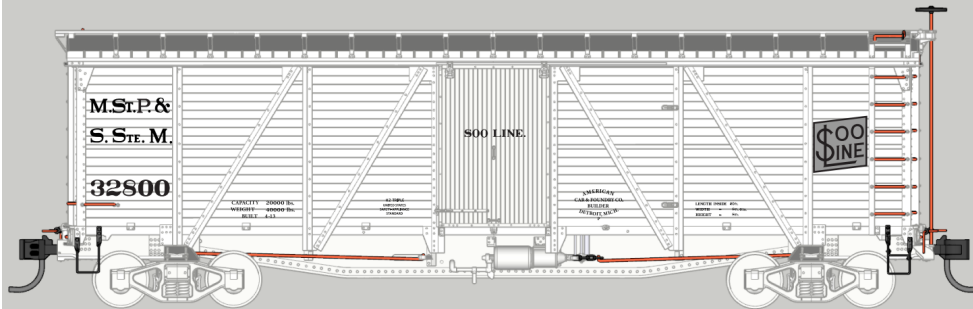
The famous "Fowler" boxcar of 1909, first installed on the Canadian Pacific railway, was one of the first successful single-sheathed boxcars in North America. The neighboring Minneapolis, Saint Paul and Sault Ste. Marie ("Soo Line") railway was quick to follow this trend. A new car was developed using the basic Fowler design features. The length was to be 40 feet, and the side braces extended below the side sills to connect to the cross braces in what became nicknamed the "sawtooth" configuration. The first Sawtooth boxcars were built in 1913 by American Car and Foundry. Soo Line subsidiary Wisconsin Central received several batches as well, beginning in 1914. Eventually, between 1913 and 1930, 5,400 Sawtooth boxcars were built, eventually making up almost 1% of the United States boxcar fleet.

Some features were modified over the years. The 1913-1915 cars rode on T-section Bettendorf trucks. Cars built beginning in 1920 rode on Andrews trucks. For the 1926 delivery, the door opening was changed to 6 feet in width, and these cars were given 7/7 Murphy steel ends and radial roofs. The 1928-1930 built cars featured early 4/4 Dreadnaught ends while retaining the new roof design and door opening width. Beginning with the 1929 Pullman order, remaining cars were delivered with Dalman trucks.

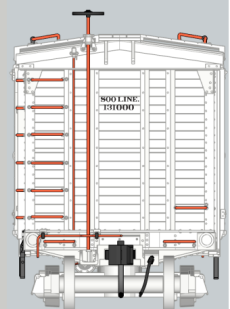
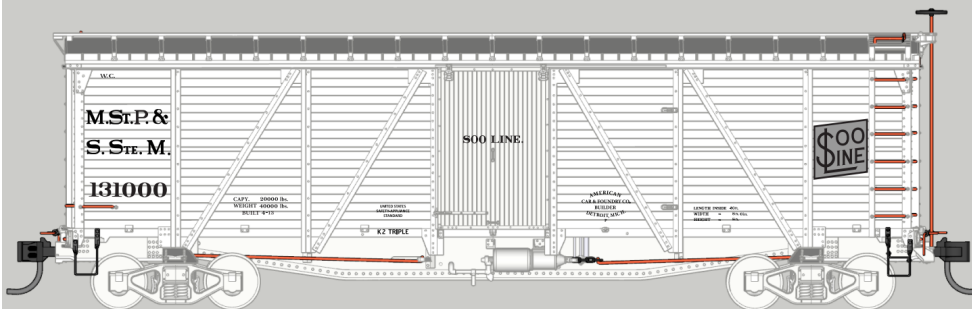
The original lettering style featured the initials of the Minneapolis, Saint Paul and Sault Ste. Marie Railway on the left hand side of the car body. The road number was located below in a large roman typeface. A Soo Line "Dollars Sign" herald adorned the right hand side of the car body. The 1914-built cars were delivered to the Soo subsidiary Wisconsin Central, but the only major change in the lettering on these cars was a small "W.C." in the top left corner. Small Lessor/Lessee agreements would have been posted here as well, but we did not have enough information to accurately recreate this feature.

Small modifications to this lettering style occurred during the World War 1 era, but the first major change to the layout occurred in 1920. Stripes were added above and below the road number, and capacity and weight data blocks were restructured. The lettering was again updated around 1930 as industry standards became more widespread. In 1932, an additional grab iron was added to the left hand side of the car body in accordance with updates to safety appliance laws. This final scheme would last through the remainder of these cars' lives. Some cars were upgraded with AB brakes during the 1930s and 1940s. K Brakes were banned in national interchange in 1953.

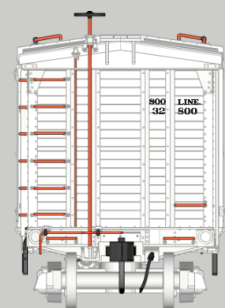
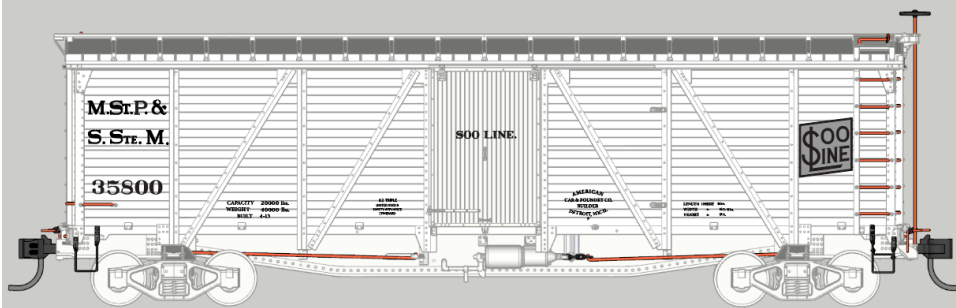
Soo Line freight car paint was a soft pinkish-red. There is plenty of room for variation because sunlight, shop practice, and dirt accumulation all impacted the appearance of the paint. The Soo Line herald was originally black with white borders; at some point during the twenties it was modified and the black was removed, leaving only a white stencil. Currently, this kit covers the first three orders of Sawtooths. It is plausible many of these original cars were retired after a ban on Westinghouse K brake systems in national interchange went into effect in 1953. Some cars ran as late as the 1960s; many cars were repurposed for work train service and lasted until the 1980s and 1990s. We may update this kit to feature the later deliveries in the future.



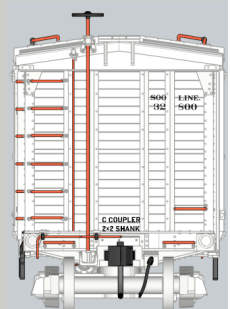
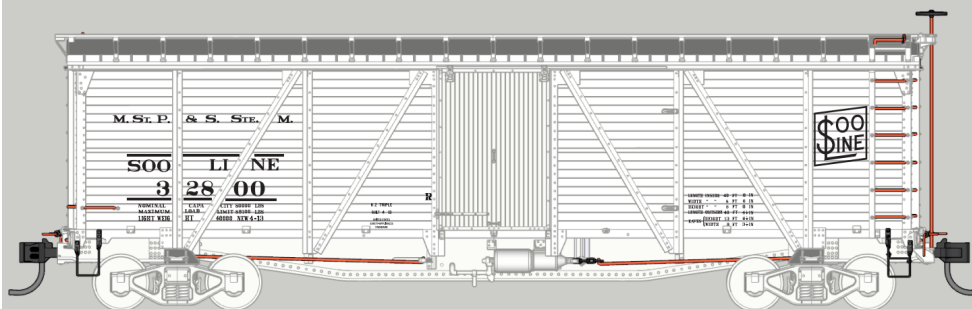
ORIGINAL LETTERING, 1913



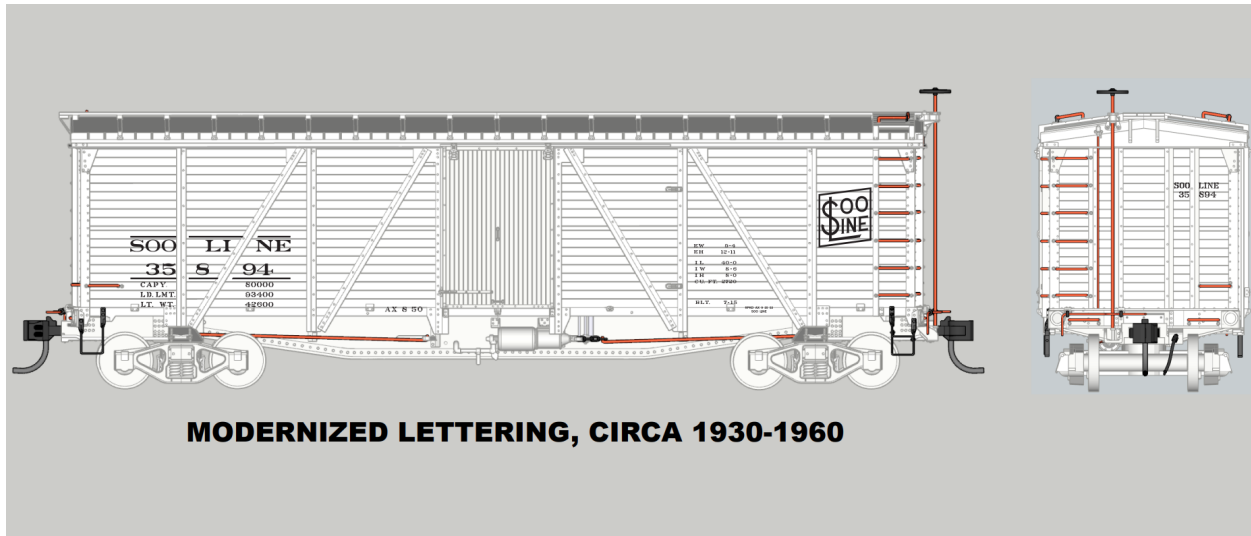
WISCONSIN CENTRAL LETTERING, 1914



ORIGINAL LETTERING, 1915



REVISED LETTERING, CIRCA 1920-1930



Original Soo Line Family "Sawtooth" Boxcar Orders

Railroad:	Number Series:	Builder:	Year Built:	Total Number:
Soo Line	32800-35789 Even	American Car and Foundry Co. Lot 6908	1913	1500
Wisconsin Central	131000-132098 Even	American Car and Foundry Co. Lot 7268	1914	550
Soo Line	35800-36596 Even	American Car and Foundry Co. Lot 7653	1915	400

Additional cars were built up until 1930 that were based on this design with substantial modifications. At this time, we are only offering the 1913-1915 built cars. We may do later versions in the future.

Data compiled with assistance from Zachary Start, Stephan Wintner, Dennis Storzek and Kenneth Soroos.