

RESIN CAR WORKS
RCW
 P.O. BOX 42
 BYRON, IL 61010
Freight Cars of Every Description

**Square-Corner Box Cars
 built by Pullman-Standard for
 Soo Line and
 Duluth, South Shore and Atlantic**
Prototype Data and Modeling Notes



7-40, Pullman-Standard photo, SLHTS Archives collection.



11-40, Pullman-Standard photo, SLHTS Archives collection.

Perhaps the most common car on North American railroads was the all-steel car design adopted in the early 1940s, labeled the AAR 1942 design. It raised the height of the standard 10' IH to 10'-6" and used then currently common 5/5 round corner ends. Before the AAR 1942 car was built, the IC, Soo Line and DSS&A purchased similar height cars with 5/5 square corner ends, a rare exception to the new standard design. *Ed Hawkins.*

These cars can be simulated using the Intermountain 10'-6" IH boxcar and applying the enclosed resin 5/5 square corner end castings. The Soo and DSS&A cars were all delivered in an oxide red paint with black ends and black backgrounds on the heralds. Repaints generally did not have black ends. The DSS&A cars carried a variety of repaint lettering schemes, some illustrated at the right. Trucks on all these Soo and DSS&A cars were A.S.F. double-truss, which may be simulated by Intermountain 40061 ASF (*Steve Hoxie*) or Kadee "Bettendorf" trucks (*Brian Leppert*).

Modeling Notes

A few items need to be noted before you start "kit-smashing". To fit the Red Caboose roof to the InterMountain boxcar you need to notch the tops of the false ends. This needs to be done before the ends are attached. To get a good fit of the resin ends on the false ends, give the false ends a few swipes with a wide mill file. An easy way to attach the resins ends is by using the holes in the false ends. Line up and then hold the resin end on the boxcar body with some tape, and then run ACC through the backside of the holes in the false ends. Also before adding the resin ends, cement a piece of 0.010" styrene to the coupler pad on the boxcar body. After the resin ends are attached, level this styrene pad with the coupler pad on the end before attaching the coupler boxes. Then it's pretty much finishing the car as you would any other boxcar model. For paint, I've found that a 50/50 mix of Scalecoat I Tuscan Red and Boxcar Red are a pretty good match for the SOO's freight color. The decals are printed by Microscale, so apply as such.

Road	Series	Built	Hand Brake
Soo	42800-43598 (even)	7-40	Klasing
DSS&A	17000-17099 (all)	11-40	Klasing
Soo	43600-44098 (even)	12-40	Klasing
Soo (WC)	136300-136398 (even)	12-40	Klasing
Soo	44100-44498 (even)	10-41	Equipco



12-40, Pullman-Standard photo, SLHTS Archives collection.



MARQ 8-49 reweigh stencil, SLHTS Archives collection.



MARQ 9 53 repaint, SLHTS Archives collection.



AX 2 62 reweigh stencil, post-1956 repaint, Guy N. Kieckhefer photo, SLHTS Archives collection.



Soo (WC) 136300 [above] was repainted at Stevens Point, WI (AX 2 52). The car appears to have black ends, unusual after 1951. Generally, the 1" lines above the reporting marks and below the car number were eliminated on new cars and repaints c. 1958. Also at that time the block "S" was changed to have a horizontal middle bar. The small "W.C." in the upper left corners was no longer used after the 1961 merger. *Soo Line Railroad photo, SLHTS Archives collection.*

End view [right] of DSS&A 17092 showing the Klasing hand brake application. The car's lettering scheme is similar to 17019 at left above except that the herald has a black background. *Larry Easton photo.*

