

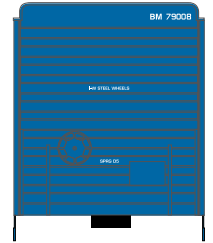
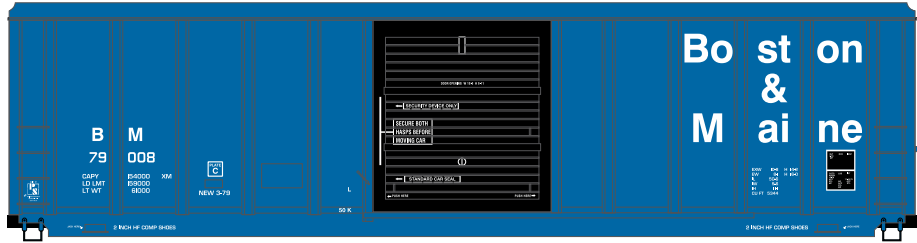
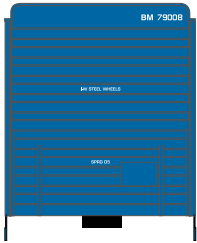


HO PS 5344 Box Car

Boston & Maine

Announced 06.24.16
Orders Due: 07.22.16

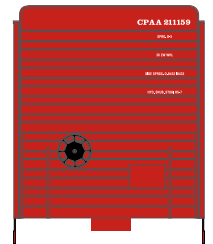
ETA: May 2017



Era:1979+

ATH9604	HO RTR PS 5344 Box, B&M #79008
ATH9605	HO RTR PS 5344 Box, B&M #79021
ATH9606	HO RTR PS 5344 Box, B&M #79086

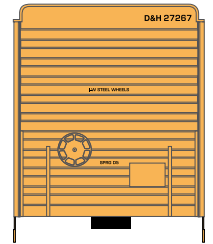
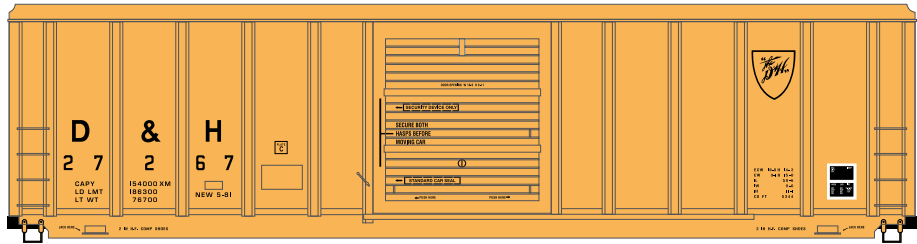
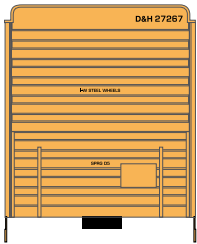
CP Rail



Era:1990+

ATH9607	HO RTR PS 5344 Box, CPR #211159
ATH9608	HO RTR PS 5344 Box, CPR #211193
ATH9609	HO RTR PS 5344 Box, CPR #211248

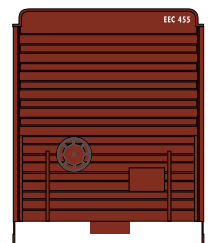
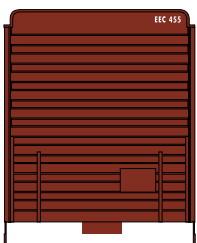
Delaware & Hudson



Era:1981+

ATH9610	HO RTR PS 5344 Box, D&H #27267
ATH9611	HO RTR PS 5344 Box, D&H #27291
ATH9612	HO RTR PS 5344 Box, D&H #27302

East Erie Commercial



Era:2000+

ATH9613	HO RTR PS 5344 Box, EEC #455
ATH9614	HO RTR PS 5344 Box, EEC #578
ATH9615	HO RTR PS 5344 Box, EEC #600

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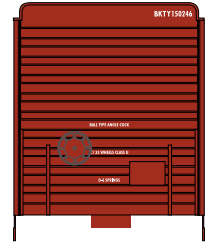
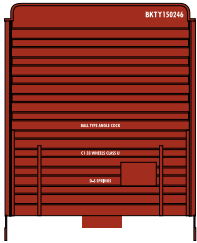


HO PS 5344 Box Car

GATX Rail

Announced 06.24.16
Orders Due: 07.22.16

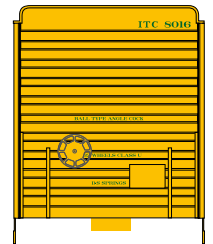
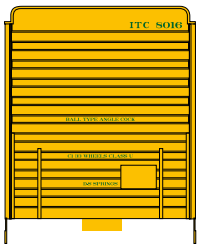
ETA: May 2017



Era: 2010+

ATH79616 HO RTR PS 5344 Box, GATX #150246
 ATH79617 HO RTR PS 5344 Box, GATX #150247
 ATH79618 HO RTR PS 5344 Box, GATX #150275

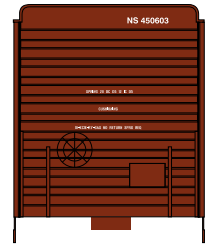
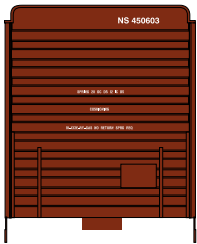
Illinois Terminal



Era: 1979+

ATH79619 HO RTR PS 5344 Box, IT #8016
 ATH79620 HO RTR PS 5344 Box, IT #8088
 ATH79621 HO RTR PS 5344 Box, IT #8131

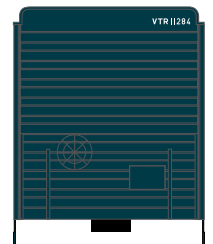
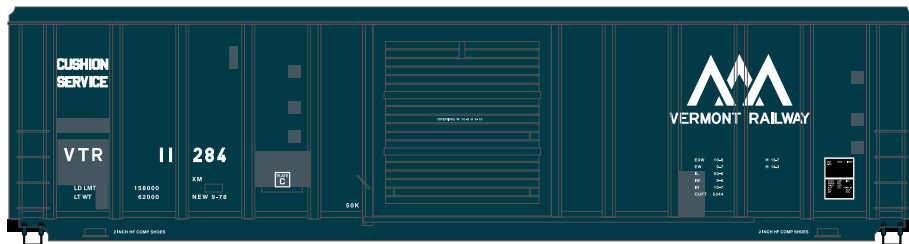
Norfolk Southern



Era: 1990+

ATH79622 HO RTR PS 5344 Box, NS #450603
 ATH79623 HO RTR PS 5344 Box, NS #450630
 ATH79624 HO RTR PS 5344 Box, NS #450732

Vermont Railway



Era: 1980+

ATH79625 HO RTR PS 5344 Box, VTR #11284
 ATH79626 HO RTR PS 5344 Box, VTR #11299
 ATH79627 HO RTR PS 5344 Box, VTR #11300

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HO PS 5344 Box Car

Announced 06.24.16
Orders Due: 07.22.16

ETA: May 2017

All Road Names

MODEL FEATURES:

- Decorated models fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied wire grab irons
- Separately applied brake wheel and end ladders
- Etched end platforms
- Machined metal wheels
- Weighted for trouble free operation
- 33" solid nickel silver wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available
- Minimum radius: 18"

PROTOTYPE AND BACKGROUND INFO:

The late 1970's were marked by a supposed shortage of modern useable box cars in the railroad industry. Several rail industry groups argued for and got the Interstate Commerce Commission to approve the concept of incentive per diem box cars. The concept was to establish new, higher per diem rates for modern box cars as an incentive for railroads to invest in new box cars. Under the ICC car routing rules in effect at the time, cars owned by operating companies were supposed to be routed back to their owning road as soon as possible or the host road would have to pay demurrage(car storage and handling) charges. This was the cause of a shortage of available cars and not an actual shortage of box cars numerically. As empty cars were required to be routed back to their home railroad instead of being loaded and routed to another destination. Very few small railroads had the available capital to invest in new cars. However, several leasing companies were created to provide the necessary capital for new cars. A typical arrangement between one of these leasing companies and a railroad was that the leasing company would own the cars and lease them to the railroad; the railroad would pay a base lease rate to the leasing company for each car, and a portion of per diem revenue earned by the railroad would also be turned over to the leasing company. Many smaller railroad companies found it economical to have interchange freight equipment for the first time in their histories under these arrangements. Lumber roads were especially pleased with these arrangements, as they allowed the railroads to provide decent, modern freight cars for their lumber shippers that also happened to produce some additional income while not on home rails.

The box car boom eventually went bust, as the incentive per diem concept was found to be illegal and abolished. With lower per diem rates and a generally lackluster economy, many of the new box cars added to the nation's rail fleet during the mid- to late 1970's were no longer needed. The end result was that many basically brand new box cars were returned to their home roads for storage.

Today box cars still matter to the railroads. Even with modern containerization, box cars have a higher capacity than allowable on US roads. We are finding today, that 1970's box cars are being rebuilt and put into service for various leasing outfits.

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