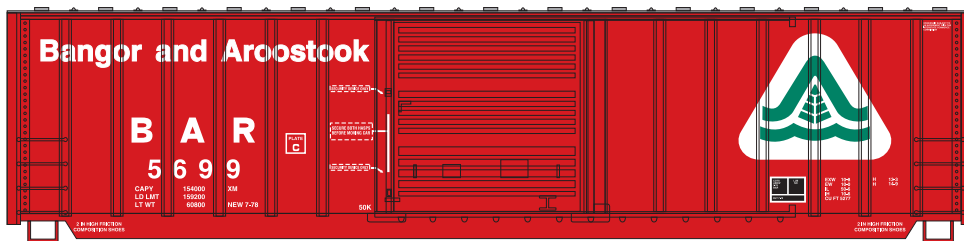




N 50' Berwick Box Car

Bangor & Aroostook

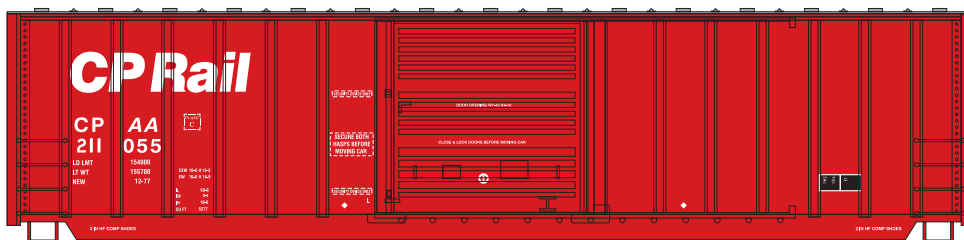
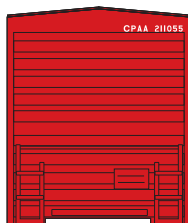
Announced 06.24.16
Orders Due: 07.22.16
 ETA: May 2017



Era:1978+

ATH6753 N 50' Berwick Box, BAR #5699
 ATH6754 N 50' Berwick Box, BAR #5705
 ATH6755 N 50' Berwick Box, BAR #5717

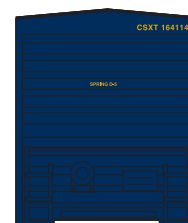
Canadian Pacific



Era:1990+

ATH6756 N 50' Berwick Box, CPR #211055
 ATH6757 N 50' Berwick Box, CPR #211072
 ATH6758 N 50' Berwick Box, CPR #211097

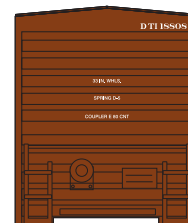
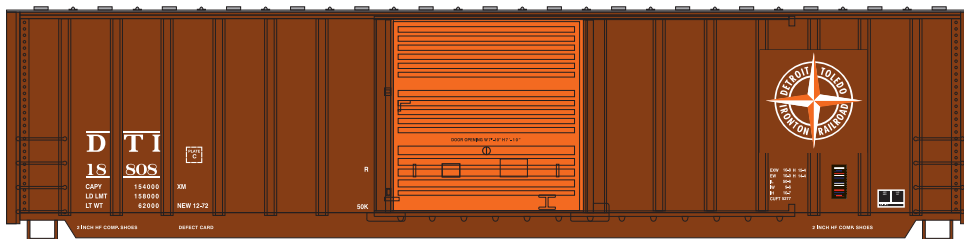
CSX



Era:1990+

ATH6759 N 50' Berwick Box, CSX #164114
 ATH6760 N 50' Berwick Box, CSX #164132
 ATH6761 N 50' Berwick Box, CSX #164151

Detroit Toledo & Ironton



Era:1972+

ATH6762 N 50' Berwick Box, DT&I #18808
 ATH6763 N 50' Berwick Box, DT&I #18817
 ATH6764 N 50' Berwick Box, DT&I #18852

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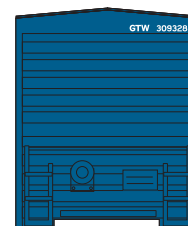
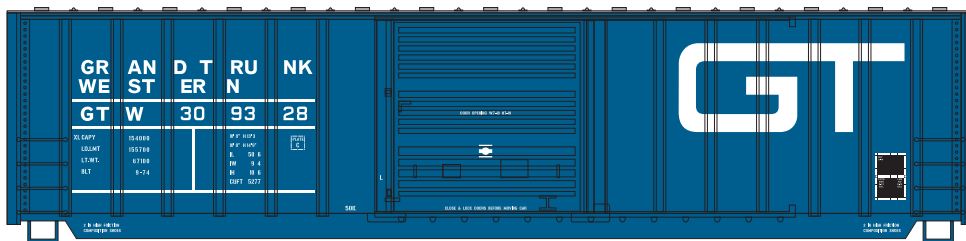
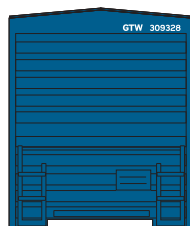




N 50' Berwick Box Car

Grand Trunk Western

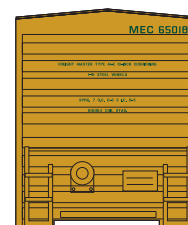
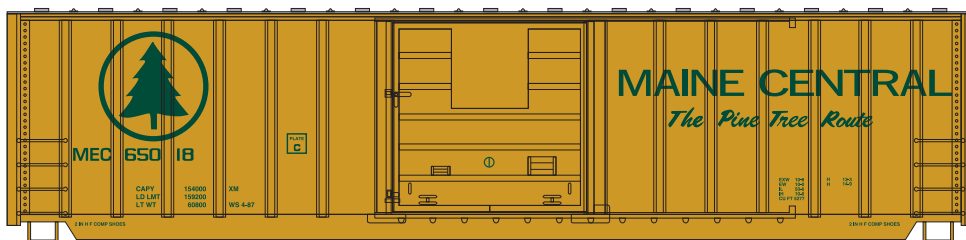
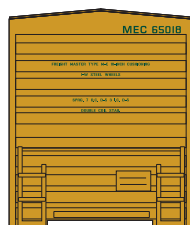
Announced 06.24.16
Orders Due: 07.22.16
 ETA: May 2017



Era:1974+

ATH6765 N 50' Berwick Box, GTW #309328
 ATH6766 N 50' Berwick Box, GTW #309332
 ATH6767 N 50' Berwick Box, GTW #309341

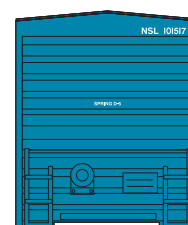
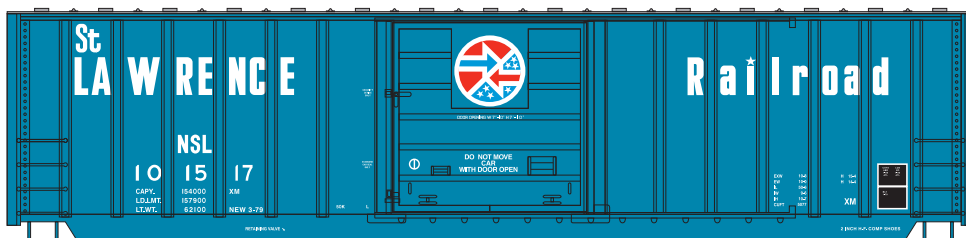
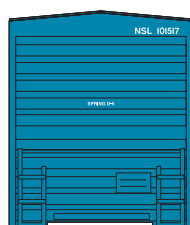
Maine Central



Era:1987+

ATH6768 N 50' Berwick Box, MEC #65018
 ATH6769 N 50' Berwick Box, MEC #65022
 ATH6770 N 50' Berwick Box, MEC #65025

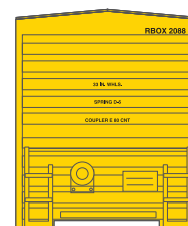
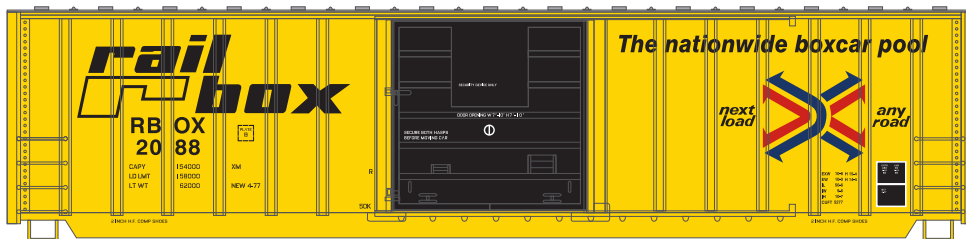
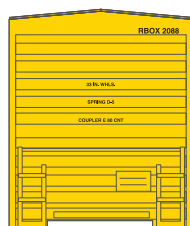
St Lawrence Railroad



Era:1979+

ATH6771 N 50' Berwick Box, St Lawrence #101469
 ATH6772 N 50' Berwick Box, St Lawrence #101488
 ATH6773 N 50' Berwick Box, St Lawrence #101517

RailBox



Era:1977+

ATH6774 N 50' Berwick Box, RBOX #2088
 ATH6775 N 50' Berwick Box, RBOX #2092
 ATH6776 N 50' Berwick Box, RBOX #2095

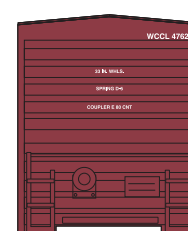
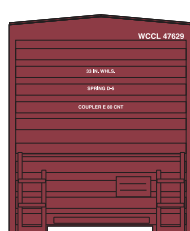
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N 50' Berwick Box Car Wisconsin Central

Announced 06.24.16
Orders Due: 07.22.16
ETA: May 2017



Era:1990+

ATH6777	N 50' Berwick Box, WC #47629
ATH6778	N 50' Berwick Box, WC #47638
ATH6779	N 50' Berwick Box, WC #47650

All Road Names

MODEL FEATURES:

- Fully-assembled and ready-to-run out of the box
- Packed in a jewel box for great display and storage opportunities
- Razor sharp painting and printing
- Screw mounted trucks for accurate tracking
- McHenry knuckle spring couplers installed
- Operates on Code 55 and 80 rail
- Minimum radius: 9 3/4"

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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