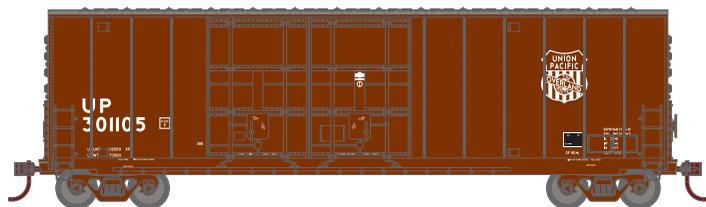




# 50ft High Cube Double Plug Door Box Car

# HO

## Union Pacific\*



ATH88193 UP #301105  
 ATH88194 UP #301117  
 ATH88195 UP #301124

Era: 1990's+

## Santa Fe



ATH88196 ATSF #151718  
 ATH88197 ATSF #151757  
 ATH88198 ATSF #151775

Era: 1980's+

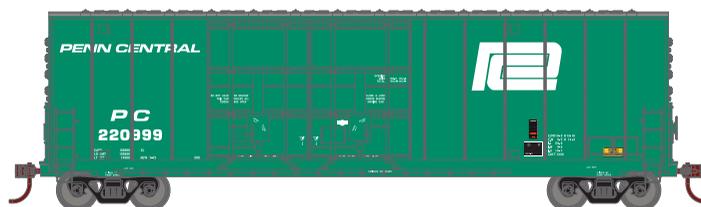
## Conrail



ATH88199 CR #220968  
 ATH88200 CR #220976  
 ATH88201 CR #220991

Era: 2000's+

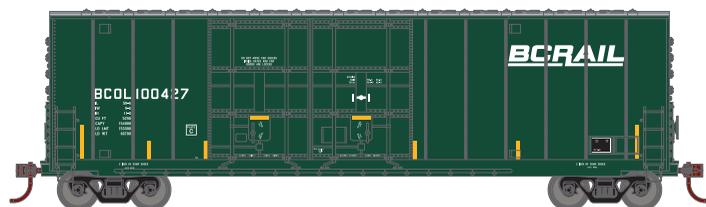
## Penn Central



ATH88202 PC #220999  
 ATH88203 PC #221000  
 ATH88204 PC #221003

Era: 1970's+

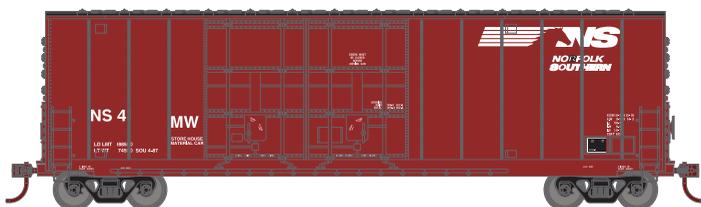
## BCRail



ATH88205 BCOL #100427  
 ATH88206 BCOL #100438  
 ATH88207 BCOL #100449

Era: 2000's+

## Norfolk Southern



ATH88208 NS #41  
 ATH88209 NS #57  
 ATH88210 NS #58

Era: 1990's+

### MODEL FEATURES:

- Separately applied brake wheel
- Underbody with brake system details
- Machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Minimum radius: 18"

### PROTOTYPE AND BACKGROUND INFO:

Railroad boxcars are perhaps not only the best-recognized pieces of equipment ever put into service but also one of the most identifiable symbols of the industry itself. During the early years of the industry freight was hauled on simple flatcars or early gondolas. The car's development continued to improve over the years such as switching from basic wood construction with steel outside-bracing. To better enhance crew safety, in 1968 the AAR legislated the removal of roof walks. Boxcars needed to be "modernized" to adhere to the AAR mandate. This was to be completed by 1978 for cars in interchange service. Some of these cars had side and end ladders cut down, in some cases, modification included lowering the brakewheel. What made boxcars great, at least in the eyes of the railroads, was, their ability to haul about anything! Railroads thrive on redundancy to maximize efficiency.

## \$34.99 INDIVIDUAL

Orders Due: 07.29.22

ETA: August 2023



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