**HO 50’ ACF Outside Post Box Car**

**Announced 9.28.18**

**Orders Due: 10.26.18**

**ETA: September 2019**

**Canadian National**

RND14820  HO 50’ ACF Outside Post Box Car, CN #418608

RND14821  HO 50’ ACF Outside Post Box Car, CN #418617

RND14822  HO 50’ ACF Outside Post Box Car, CN #418629

**CSX**

RND14823  HO 50’ ACF Outside Post Box Car, CSX #129918

RND14824  HO 50’ ACF Outside Post Box Car, CSX #129928

RND14825  HO 50’ ACF Outside Post Box Car, CSX #129932

**Ferromex**

RND14826  HO 50’ ACF Outside Post Box Car, Ferromex #871502

RND14827  HO 50’ ACF Outside Post Box Car, Ferromex #871516

RND14828  HO 50’ ACF Outside Post Box Car, Ferromex #871527

**Norfolk Southern**

RND14829  HO 50’ ACF Outside Post Box Car, NS #405518

RND14830  HO 50’ ACF Outside Post Box Car, NS #405529

RND14831  HO 50’ ACF Outside Post Box Car, NS #405534

**Era:**
- Canadian National: 2000s+
- CSX: 2000s
- Ferromex: 2000s+
- Norfolk Southern: 2005+

**$28.98 SRP**

Visit Your Local Retailer | Visit www.athearn.com | Call 1.800.338.4639
**HO 50’ ACF Outside Post Box Car**

**Union Pacific***

- RND14832: HO 50’ ACF Outside Post Box Car, UP #130552
- RND14833: HO 50’ ACF Outside Post Box Car, UP #130561
- RND14834: HO 50’ ACF Outside Post Box Car, UP #130573

**Santa Fe**

- RND14864: HO 50’ ACF Outside Post Box Car, SF #15661
- RND14865: HO 50’ ACF Outside Post Box Car, SF #15672
- RND14866: HO 50’ ACF Outside Post Box Car, SF #15689

**Railbox**

- RND29368: HO RTR 50’ ACF Box, RBOX/Eary #11062
- RND29369: HO RTR 50’ ACF Box, RBOX/Eary #11055
- RND92317: HO RTR 50’ ACF Box, RBOX/Eary #11069
- RND92318: HO RTR 50’ ACF Box, RBOX/Eary #10048

**BNSF Railway**

- RND14817: HO 50’ ACF Outside Post Box Car, BNSF #724873
- RND14818: HO 50’ ACF Outside Post Box Car, BNSF #724880
- RND14819: HO 50’ ACF Outside Post Box Car, BNSF #724889

$28.98 SRP

*Union Pacific Licensed Product*
HO 50’ ACF Outside Post Box Car

All Road Names

ANNOUNCED 9.28.18
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PROTOTYPE AND BACKGROUND INFO:
The late 1970s 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 1970s 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 highways. Today, many 1970’s box cars are being rebuilt and put into service for various leasing outfits.

MODEL FEATURES:

- Separately applied brake wheel
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Positionable sliding door
- Separate brake wheel
- Painted and printed for realistic decoration
- Machined metal wheels
- Weighted for trouble free operation
- Wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing
- Interior plastic blister carton safely holds model for convenient storage
- Minimum radius: 15”