

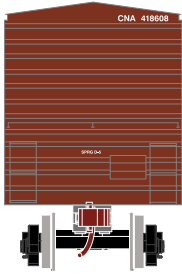


# HO 50' ACF Outside Post Box Car

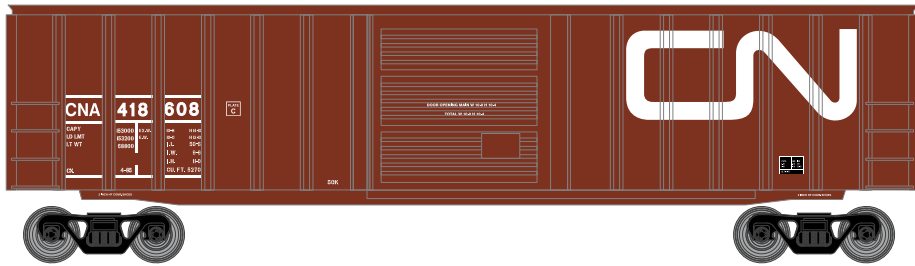
Announced 9.28.18  
Orders Due: 10.26.18

ETA: September 2019

## Canadian National

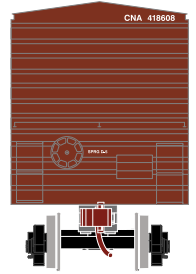


Era: 2000s+

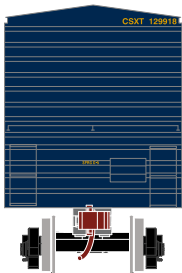


RND14820  
RND14821  
RND14822

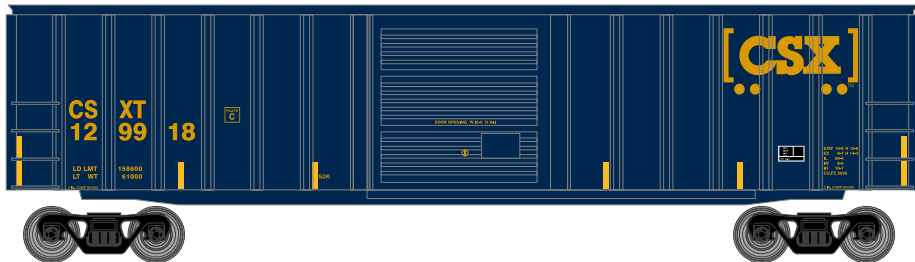
HO 50' ACF Outside Post Box Car, CN #418608  
HO 50' ACF Outside Post Box Car, CN #418617  
HO 50' ACF Outside Post Box Car, CN #418629



## CSX

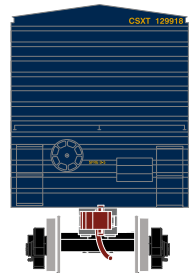


Era: 2000s

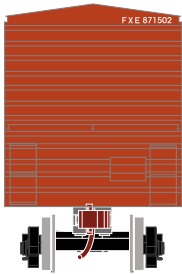


RND14823  
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RND14825

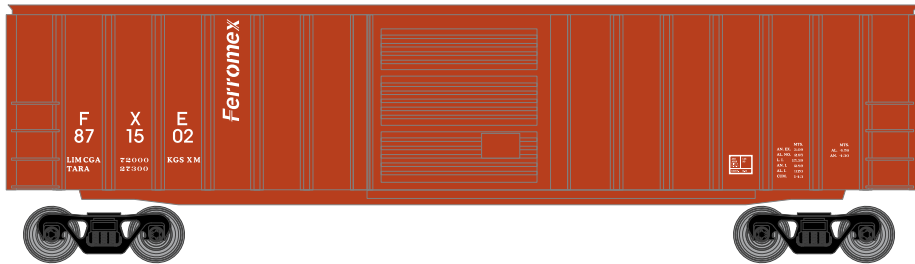
HO 50' ACF Outside Post Box Car, CSX #129918  
HO 50' ACF Outside Post Box Car, CSX #129928  
HO 50' ACF Outside Post Box Car, CSX #129932



## Ferromex

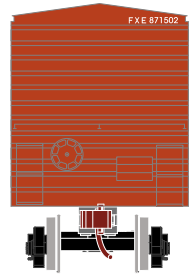


Era: 2000s+

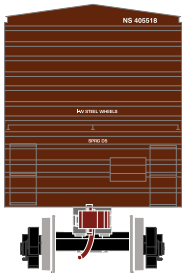


RND14826  
RND14827  
RND14828

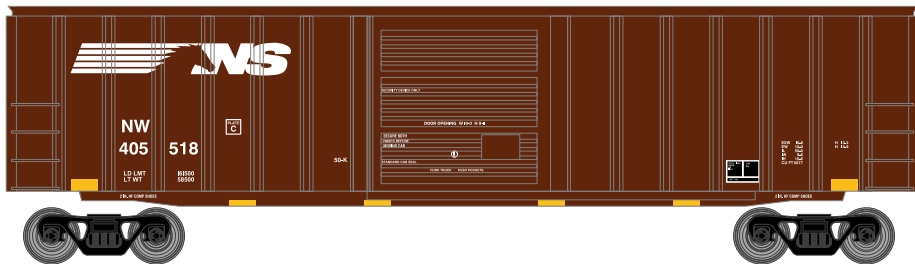
HO 50' ACF Outside Post Box Car, Ferromex #871502  
HO 50' ACF Outside Post Box Car, Ferromex #871516  
HO 50' ACF Outside Post Box Car, Ferromex #871527



## Norfolk Southern

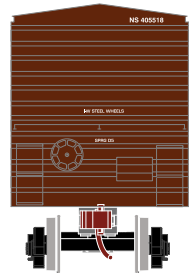


Era: 2005+



RND14829  
RND14830  
RND14831

HO 50' ACF Outside Post Box Car, NS #405518  
HO 50' ACF Outside Post Box Car, NS #405529  
HO 50' ACF Outside Post Box Car, NS #405534



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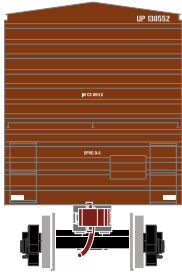


# HO 50' ACF Outside Post Box Car

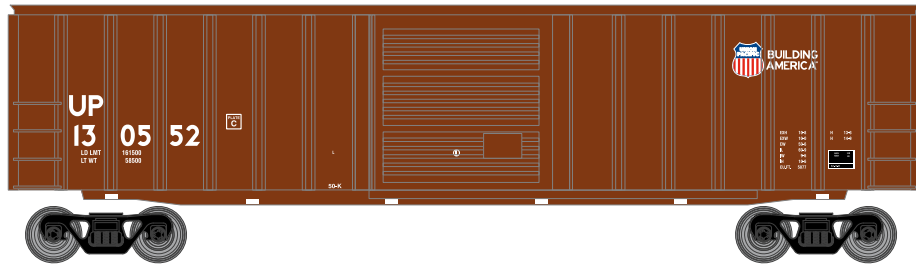
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## Union Pacific\*

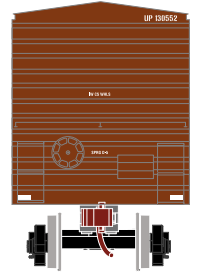


Era: 2000s+

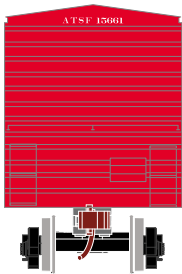


RND14832  
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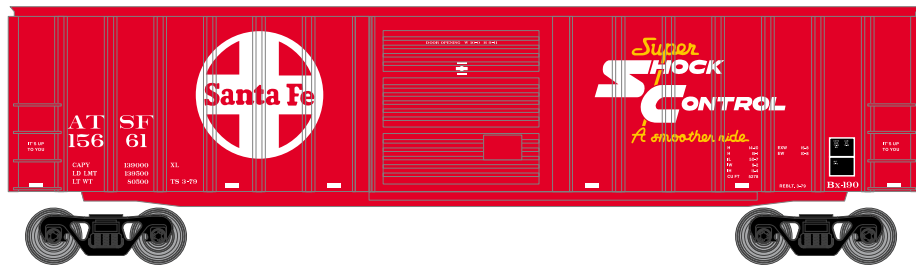
HO 50' ACF Outside Post Box Car, UP #130552  
 HO 50' ACF Outside Post Box Car, UP #130561  
 HO 50' ACF Outside Post Box Car, UP #130573



## Santa Fe

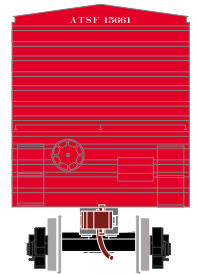


Era: 1970s+

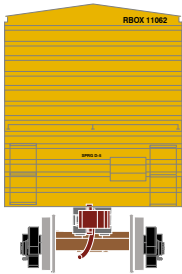


RND14864  
 RND14865  
 RND14866

HO 50' ACF Outside Post Box Car, SF #15661  
 HO 50' ACF Outside Post Box Car, SF #15672  
 HO 50' ACF Outside Post Box Car, SF #15689



## Railbox

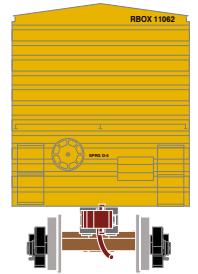


Era: 1970s+

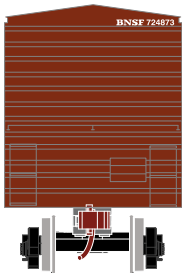


RND29368  
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 RND92317  
 RND92318

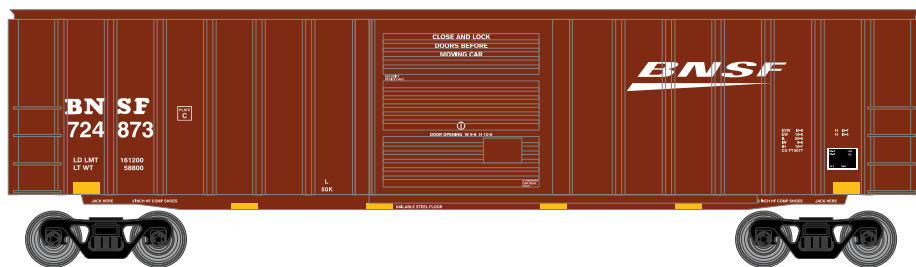
HO RTR 50' ACF Box, RBOX/Early #11062  
 HO RTR 50' ACF Box, RBOX/Early #11055  
 HO RTR 50' ACF Box, RBOX/Early #11069  
 HO RTR 50' ACF Box, RBOX/Early #10048



## BNSF Railway

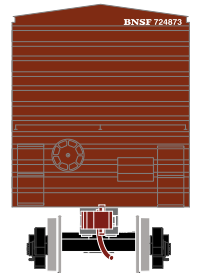


Era: 2005+



RND14817  
 RND14818  
 RND14819

HO 50' ACF Outside Post Box Car, BNSF #724873  
 HO 50' ACF Outside Post Box Car, BNSF #724880  
 HO 50' ACF Outside Post Box Car, BNSF #724889



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# HO 50' ACF Outside Post Box Car

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## All Road Names

ETA: September 2019

### 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 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"

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