ATH25338  N 57' PCF Mechanical Reefer, BNSF/Brown #799155
ATH25339  N 57' PCF Mechanical Reefer, BNSF/Brown #799495
ATH25340  N 57' PCF Mechanical Reefer, BNSF/Brown #799209
ATH25341  N 57' PCF Mechanical Reefer, BNSF/Brown #799059
ATH25342  N 57' PCF Mechanical Reefer, BNSF/Brown #799514

ATH11119  N 57' PCF Mechanical Reefer, MILW #9991
ATH25343  N 57' PCF Mechanical Reefer, MILW #9864
ATH25344  N 57' PCF Mechanical Reefer, MILW #9971

ATH11103  N 57' PCF Mechanical Reefer, Lamb Weston #1050
ATH11104  N 57' PCF Mechanical Reefer, Lamb Weston #1052

ATH11105  N 57' PCF Mechanical Reefer, MEC #1
ATH11106  N 57' PCF Mechanical Reefer, MEC #2
N PC&F 57’ Mechanical Reefer

REMX

All Road Names

Era: 1970s+
ATH25345 N 57’ PCF Mechanical Reefer, REMX #1034
ATH25346 N 57’ PCF Mechanical Reefer, REMX #1087

PROTOTYPE HISTORY:
Pacific Car and Foundry responded to the railroad’s migration from ice stored in bunkers as a primary cooling system to the diesel mechanical systems. The mechanical reefers could keep a more regular temperature, often times colder than what the ice bunker cars could at the time. Initially mechanical reefers were used primarily in frozen food service. This would soon change as mechanical refrigeration began to replace ice-based systems. Soon after, mechanical refrigeration units replaced the “armies” of personnel required to re-ice the cars. Several different deliveries of the PC&F 57’ mechanical reefer were made to many different railroads in the mid to late 1960s. Many have been rebuilt and are still in service today.

MODEL FEATURES:
• Fully assembled and ready for your layout
• Razor sharp printing and painting
• Weighted for optimum performance
• Body mounted McHenry scale knuckle spring couplers installed
• Machined 33” metal wheels
• McHenry operating scale knuckle couplers
• Window packaging for easy viewing
• Interior plastic blister safely holds the model for convenient storage
• Minimum radius: 10”

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