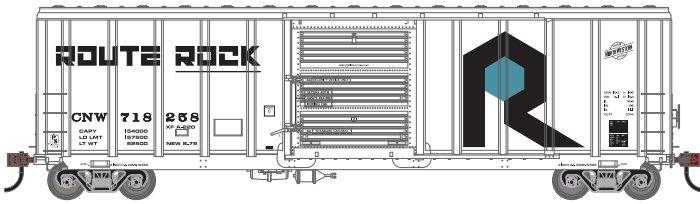




50ft PS 5344 Box Car

HO

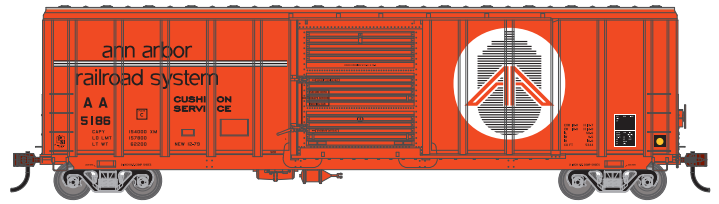
Chicago and North Western*



Era: Mid-1980s+

ATH-2035	CNW #718258
ATH-2036	CNW #718340
ATH-2037	CNW #718461

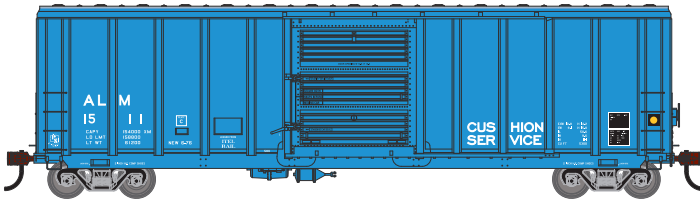
Ann Arbor



Era:1979+

ATH-2038	AA #5186
ATH-2039	AA #5192
ATH-2040	AA #5199

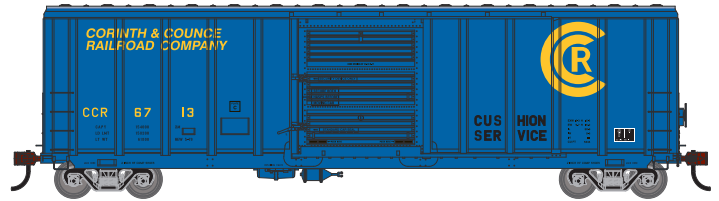
Arkansas Louisiana and Mississippi



Era: 1978+

ATH-2041	ALM #1511
ATH-2042	ALM #1527
ATH-2043	ALM #1560

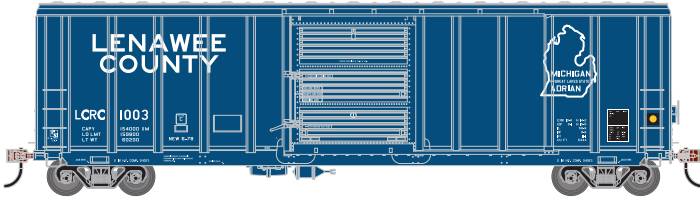
Corinth and Counce



Era: 1979+

ATH-2044	CCR #6713
ATH-2045	CCR #6724
ATH-2046	CCR #6727

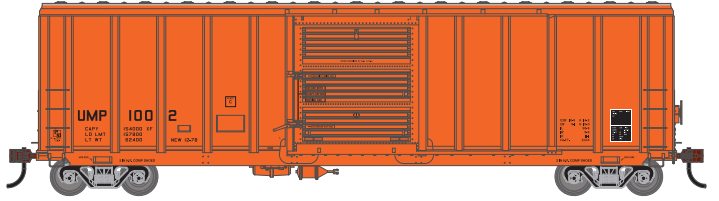
Lenawee County



Era: 1978+

ATH-2047	LCRC #1003
ATH-2048	LCRC #1005
ATH-2049	LCRC #1010

Upper Merion and Plymouth



Era: 1978+

ATH-2050	UMP #1002
ATH-2051	UMP #1023
ATH-2052	UMP #1046

PROTOTYPE AND BACKGROUND INFO:

It was the mid 1970s, and the incentive per diem box car boom was just beginning. New, brightly painted box cars seemed to appear overnight. Many were lettered for various short lines. Pullman Standard (PS) was a significant builder of many of these cars. The 50' outside post, non-terminating end box car, became the foundation for new per diem cars built in the 1970s. The 50' PS cars also varied in door configuration and style to better suit each customer.

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. These models can still be seen today in the modern railroading scene.

MODEL FEATURES:

- Separately applied wire grab irons
- Separately applied brake wheel and end ladders
- Etched end platforms
- Machined 33" solid nickel silver RP25 profile wheels
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Decorated models fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Minimum radius: 18"

\$ _____ INDIVIDUAL

Orders Due: 04.26.24

ETA: AUGUST 2025



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