

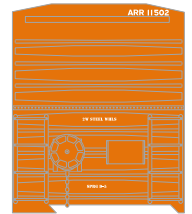
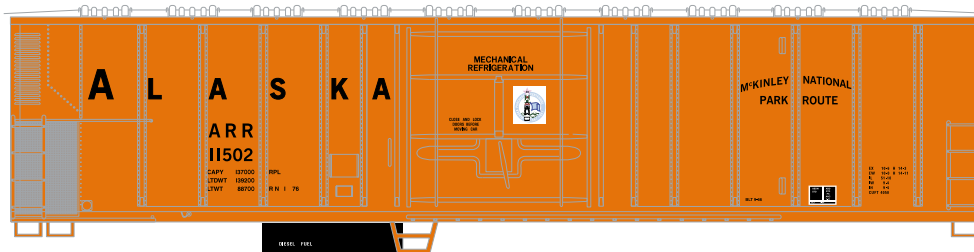
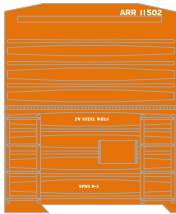


N PC&F 57' Mechanical Reefer

Announced 11.24.17
Orders Due: 12.29.17

ETA: November 2018

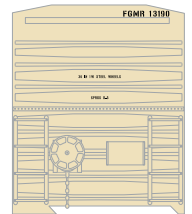
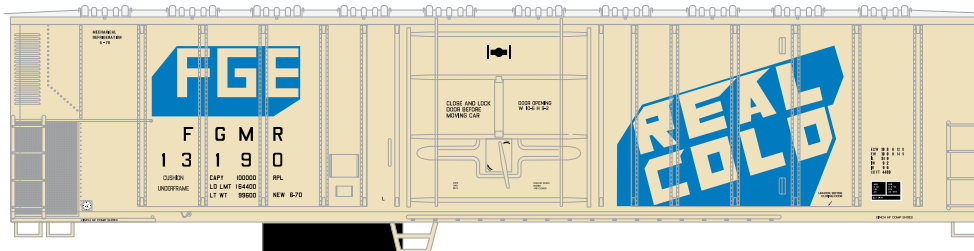
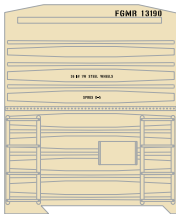
Alaska Railroad



Era: 1976+

ATH17513 N 57' Mechanical Reefer, ARR #11502
 ATH17514 N 57' Mechanical Reefer, ARR #11505
 ATH17515 N 57' Mechanical Reefer, ARR #11508

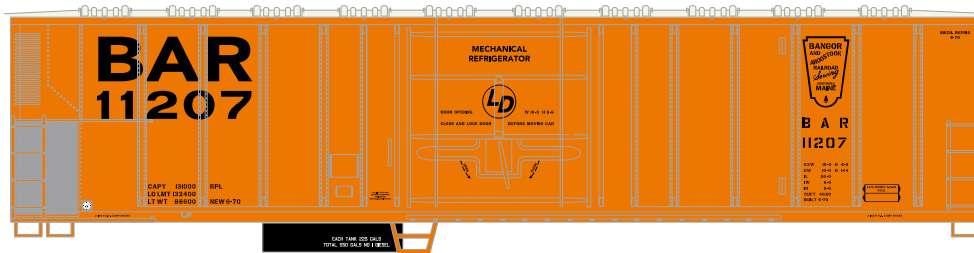
Fruit Growers Express



Era: 1970s+

ATH17516 N 57' Mechanical Reefer, FGE #13190
 ATH17517 N 57' Mechanical Reefer, FGE #13222
 ATH17518 N 57' Mechanical Reefer, FGE #13433

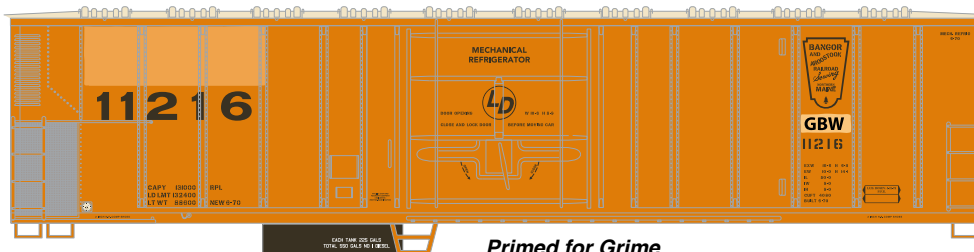
Bangor & Aroostook



Era: 1970+

ATH17519 N 57' Mechanical Reefer, BAR #11207
 ATH17520 N 57' Mechanical Reefer, BAR #11210
 ATH17521 N 57' Mechanical Reefer, BAR #11215

Green Bay & Western



Era: 1989+

ATH17522 N 57' Mechanical Reefer, GB&W #11216
 ATH17523 N 57' Mechanical Reefer, GB&W #11235
 ATH17524 N 57' Mechanical Reefer, GB&W #11237

\$24.98_{SRP}



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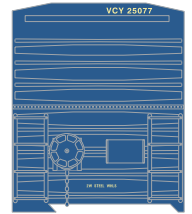
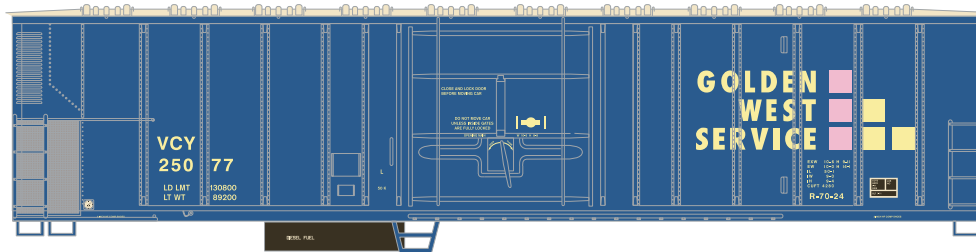


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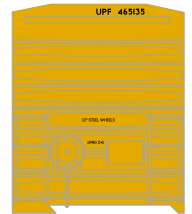
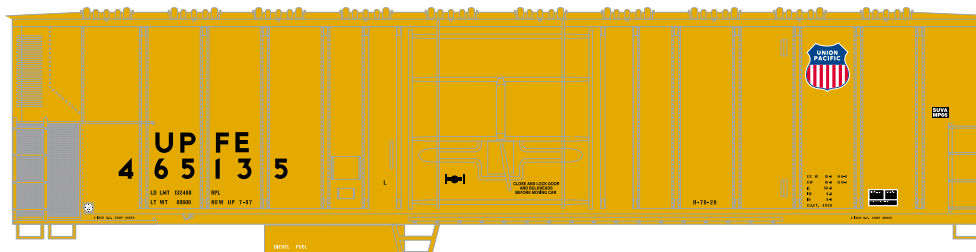
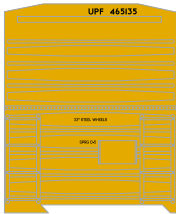
Golden West Service*



Era: 1989+

ATH17525	N 57' Mechanical Reefer, GWS #25077
ATH17526	N 57' Mechanical Reefer, GWS #25103
ATH17527	N 57' Mechanical Reefer, GWS #25125

Union Pacific Fruit Express*



Era: 1994+

ATH17528	N 57' Mechanical Reefer, UPFE #465135
ATH17529	N 57' Mechanical Reefer, UPFE #465176
ATH17530	N 57' Mechanical Reefer, UPFE #465192

All Road Names

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 to many different railroads in the mid to late 1960s. Many have been rebuilt and are still in service today.

Bangor and Aroostook often leased it's reefer fleet to Pacific Fruit Express in the off season for the railroad. This turned out to be a peak season for PFE in California.

Green Bay and Western purchased several classes of 57' Mechanicals from the BAR. Many were hastily patched and put into service. The GB&W cars were often seen on the North Western Pacific in California carrying butter from the Humbolt Bay to eastern markets. <http://www.greenbayroute.com/orerdetail.htm#GBW11100RPL>

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"

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

\$24.98_{SRP}



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* Union Pacific Licensed Product