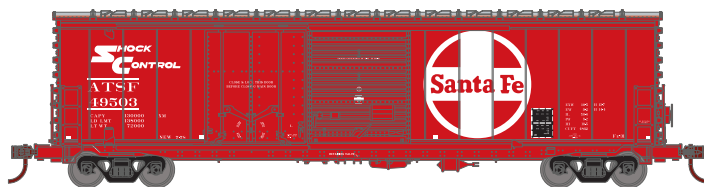


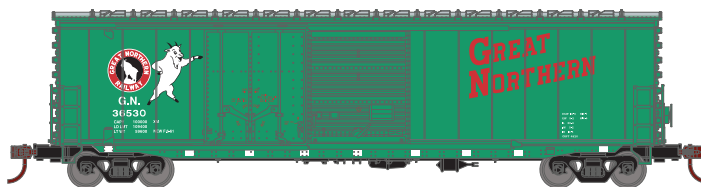
## Santa Fe



Era: 1978+

ATH-1331 ATSF #49503  
 ATH-1333 ATSF #49506  
 ATH-1335 ATSF #49508

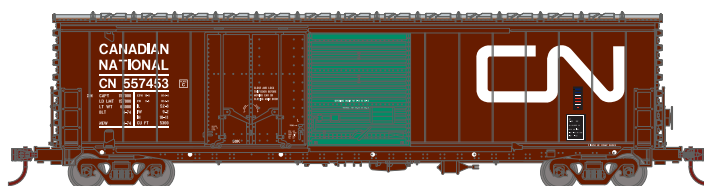
## Great Northern



Era: 1961+

ATH-1337 GN #36530  
 ATH-1339 GN #36567  
 ATH-1341 GN #36571

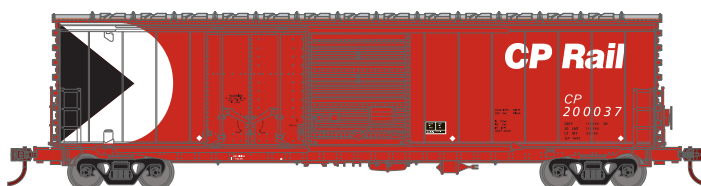
## Canadian National



Era: 1974+

ATH-1343 CN #557453  
 ATH-1345 CN #557648  
 ATH-1346 CN #557720

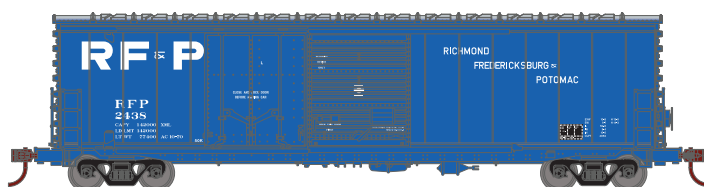
## CP Rail



Era: 1983+

ATH-1329 CP #200037  
 ATH-1344 CP #200081  
 ATH-1342 CP #200085

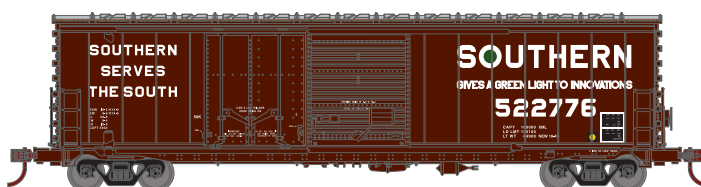
## Richmond, Fredericksburg & Potomac



Era: 1970+

ATH-1340 RFP #2438  
 ATH-1338 RFP #2447  
 ATH-1336 RFP #2478

## Southern



Era: 1974+

ATH-1334 SOU #522776  
 ATH-1332 SOU #522780  
 ATH-1330 SOU #522789

### MODEL FEATURES:

- Separately applied side, end ladders and brake wheel
- Weighted for optimum performance
- 33" machined metal wheels with RP25 contours operate on all popular brands of track
- Body-mounted, McHenry® operating scale knuckle couplers
- Accurately painted and printed for prototypical realism
- Highly detailed, injection-molded body
- Fully assembled and ready for your layout
- Minimum radius: 18"

### PROTOTYPE SPECIFIC INFORMATION

These 50'-6" box cars were built in the 1960s and featured a combination of 8'-0" Youngstown sliding and plug doors. Combination door boxcars had the advantage of being both a standard box car with sliding door, plus having a larger opening for larger loads. The plug doors provided internal flush side walls along their location next to the sliding door. Having these flush side walls increased usable cubic feet capacity in the box car. Many of these box cars came with Hydra-Cushion or Keystone type cushioned underframes, and optional "damage free (DF)" load dividers.

**\$32.99 INDIVIDUAL**

Orders Due: 10.06.23  
 ETA: JANUARY 2025