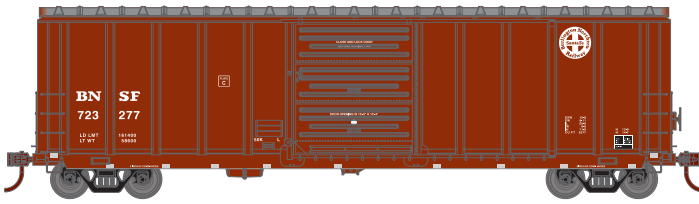




PS 5277 Boxcar

HO

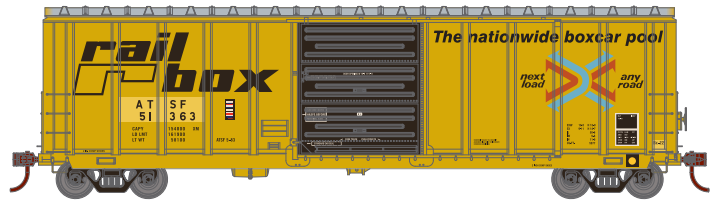
BNSF



Era: 2000+

ATH-1362	BNSF #723277
ATH-1363	BNSF #723380
ATH-1364	BNSF #723394

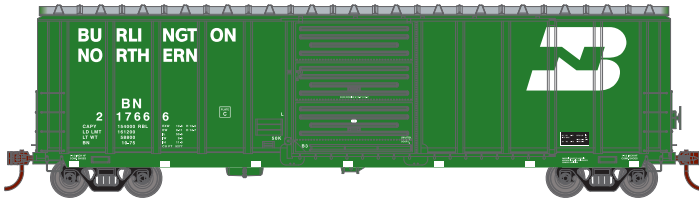
Santa Fe (Ex-Railbox)



Era: Mid-1980s+

ATH-1365	ATSF #51363
ATH-1366	ATSF #51371
ATH-1367	ATSF #51457

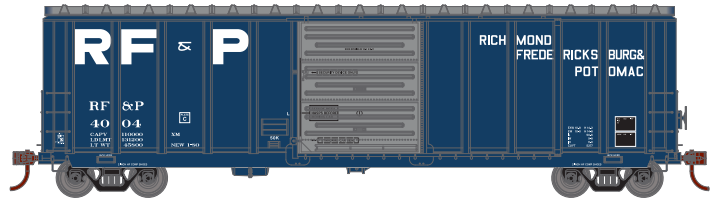
Burlington Northern



Era: Mid-1970s+

ATH-1368	BN #217666
ATH-1369	BN #217738
ATH-1370	BN #217746

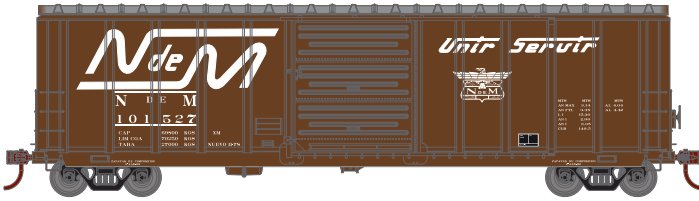
Richmond, Fredericksburg and Potomac



Era: 1980+

ATH-1371	RFP #4014
ATH-1372	RFP #4007
ATH-1373	RFP #4004

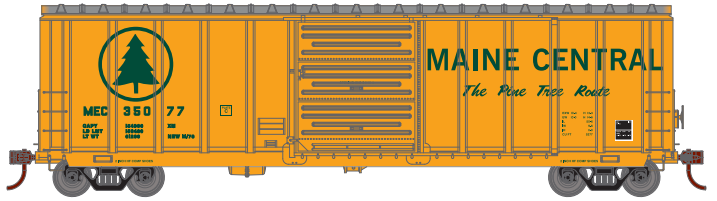
Nacionales de México



Era: Late-1970s+

ATH-1374	NDEM #101760
ATH-1375	NDEM #101637
ATH-1376	NDEM #101527

Maine Central



Era: Late-1970s+

ATH-1377	MEC #35163
ATH-1378	MEC #35089
ATH-1379	MEC #35077

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



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- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

MODEL FEATURES:

- Single 10' Pullman Standard door
- Separately-applied grab irons, end ladders, and brake wheel
- Photo-etch coupler cross-over platform
- Machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Minimum radius: 18"

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