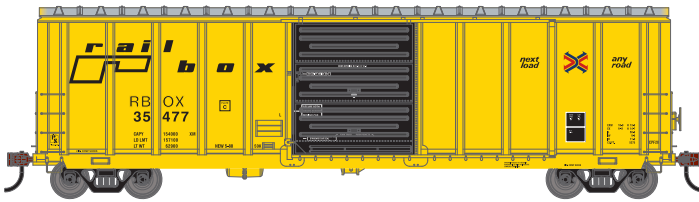




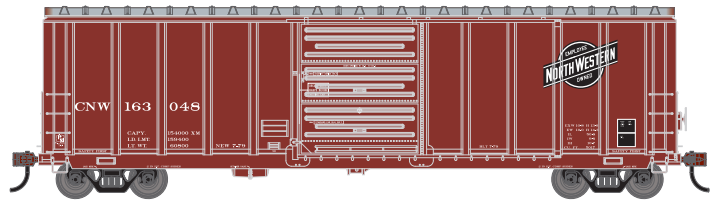
Railbox



Era: 1990S+

ATH-1921	RBOX #35477
ATH-1922	RBOX #35504
ATH-1923	RBOX #35688

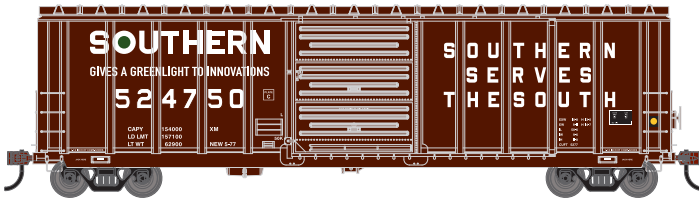
Chicago and North Western*



Era: Late-1970s+

ATH-1924	CNW #163048
ATH-1925	CNW #163157
ATH-1926	CNW #163230

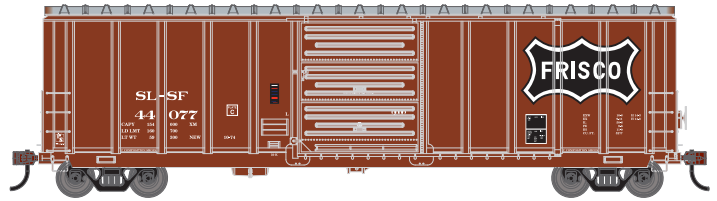
Southern Railway



Era: Late-1970s+

ATH-1927	SOU #524750
ATH-1928	SOU #524766
ATH-1929	SOU #524799

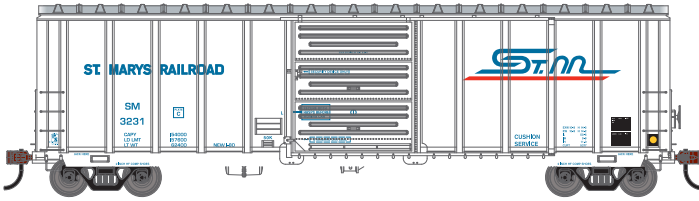
Frisco



Era: Late-1970s+

ATH-1930	SLSF #44077
ATH-1931	SLSF #44115
ATH-1932	SLSF #44169

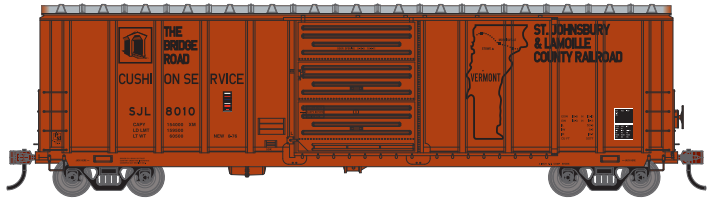
St. Marys Railroad



Era: Early-1980s+

ATH-1933	SM #3231
ATH-1934	SM #3364
ATH-1935	SM #3418

St. Johnsburry & Lamoille County



Era: Mid-1970s+

ATH-1936	SJL #8010
ATH-1937	SJL #8023
ATH-1938	SJL #8031

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.

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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ETA: JULY 2025



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