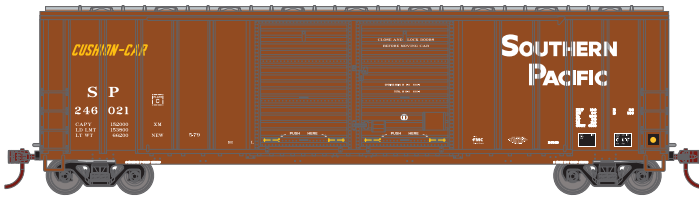




50ft 5077 Centered Double Door Box Car

HO

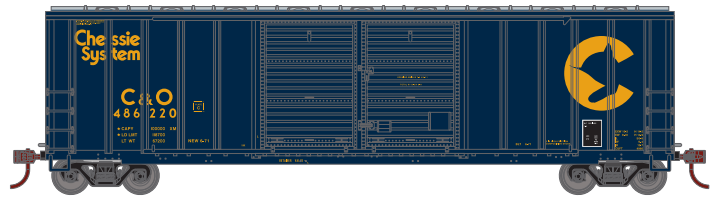
Southern Pacific*



Era: Late 1970's+

ATH15873	SP # 246021
ATH15874	SP # 246045
ATH15875	SP # 246084

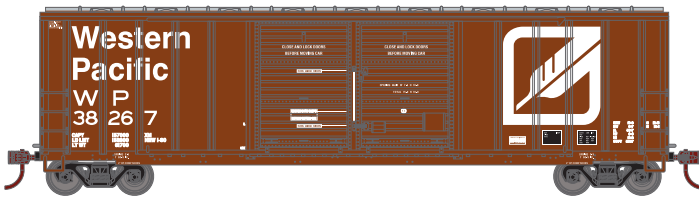
Chessie System



Era: 1981+

ATH15876	C&O # 486220
ATH15877	C&O # 486233
ATH15878	C&O # 486242

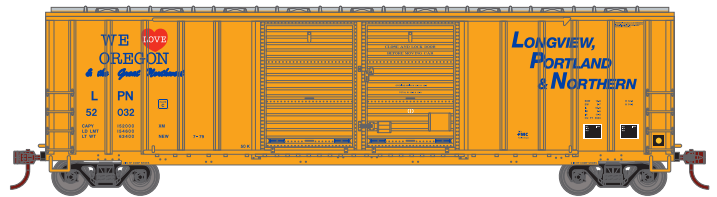
Western Pacific*



Era: Late 1970's+

ATH15879	WP # 38267
ATH15880	WP # 38226
ATH15881	WP # 38298

Longview, Portland & Northern



Era: Late 1970's+

ATH15882	LPN # 52032
ATH15883	LPN # 52035
ATH15884	LPN # 52040

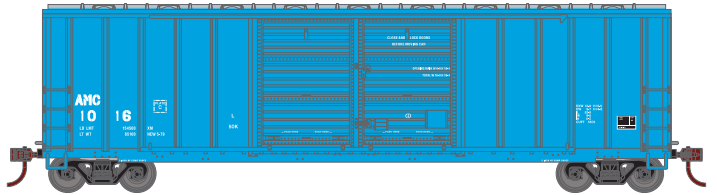
White City Terminal Railroad



Era: 1990's+

ATH15885	WCTR # 102049
ATH15886	WCTR # 102078
ATH15887	WCTR # 102114

Amador Central



Era: Late 1990's+

ATH15888	AMC # 1016
ATH15889	AMC # 1027
ATH15890	AMC # 1065

MODEL FEATURES:

- Separately applied grab irons, end ladders and brake wheel
- Photo-etched cross-over platform
- 33" 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"

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. FMC (Food Machinery Corporation) 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' FMC 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.

\$39.99 INDIVIDUAL

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ETA: September 2023



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