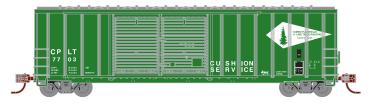


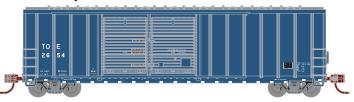


Camino Placerville and Lake Tahoe



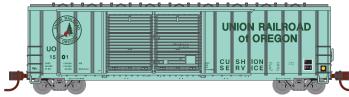
ATH-1755 CPLT #7703 ATH-1756 CPLT #7706 ATH-1757 CPLT #7728

Texas, Oklahoma and Eastern

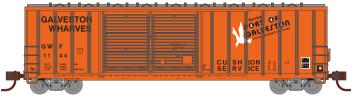


ATH-1758 TOE #2654 ATH-1759 TOE #2682 ATH-1760 TOE #2684 Era: 2004+

Union Railroad of Oregon



ATH-1761 UO #1501 ATH-1762 UO #1503 ATH-1763 UO #1504 Galveston Wharves

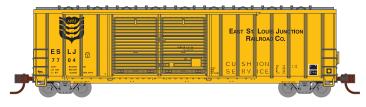


ATH-1764 GWF #1144 ATH-1765 GWF #1179 ATH-1766 GWF #1200 Era: 1977+

East St-Louis Junction

Era: 1977+

Era: 1979+



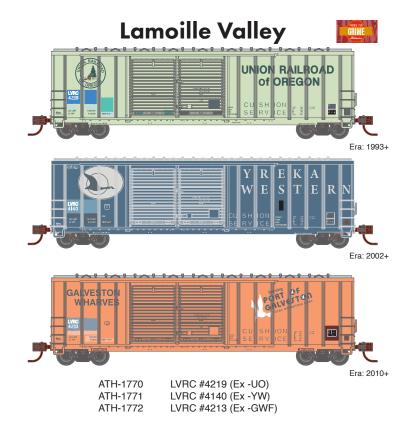
ATH-1767 ESLJ #7704 ATH-1768 ESLJ #7716 ATH-1769 ESLJ #7744 Era: 1977+

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All Road Names

PROTOTYPE HISTORY:

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.

MODEL FEATURES:

- · Scale profile brake wheel
- Fully-assembled and ready-to-run out of the box
- · Highly detailed, injection molded body
- Screw mounted trucks
- · Weighted for trouble free operation
- · Operates on Code 55 and 80 rail

- · Roller bearing trucks
- · Accurately painted and printed
- Machined metal wheels
- · McHenry knuckle couplers
- · Clear plastic jewel box for convenient storage
- Minimum radius: 9 ¾"



PRIMED FOR GRIME MODELS FEATURE

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

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