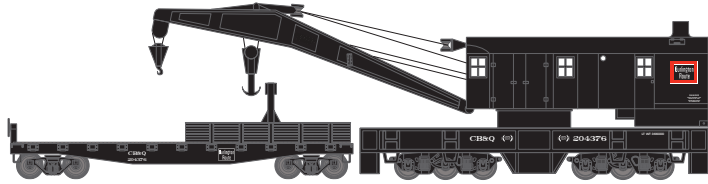




200-Ton Crane and Boom Car

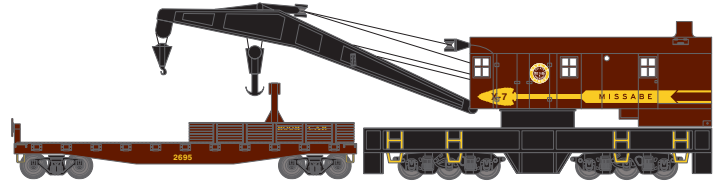
HO

Chicago, Burlington & Quincy



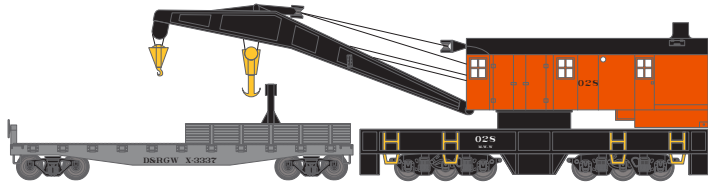
ATH75421 CBQ #204376 / #204376 Era:1960's+

Duluth, Missabe and Iron Range



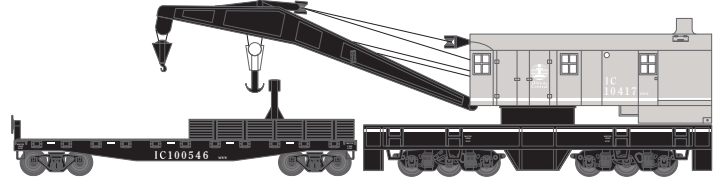
ATH75422 DMIR #X-7 / #2695 Era: 1970's+

Rio Grande*



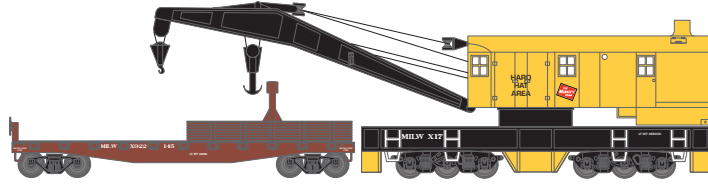
ATH75423 DRGW #28 / #X-3338 Era: 1970's+

Illinois Central



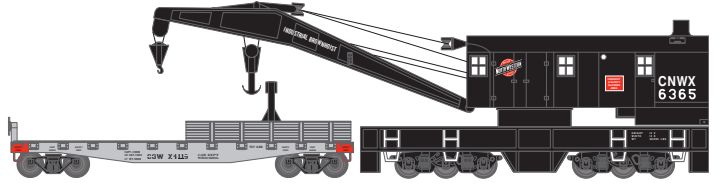
ATH75424 IC #100417 / #100546 Era: 1980's+

Milwaukee Road



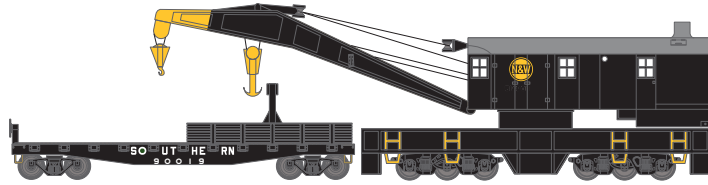
ATH75425 MILW #X17 / #922145 Era: 1970's+

Chicago and North Western*



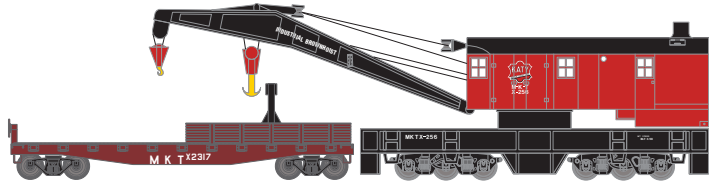
ATH75426 CNW/CGW #6365 / #X4119 Era: 1980's+

Norfolk & Western



ATH75427 NW/SOU #514900 / #930019 Era: 1982+

Missouri-Kansas-Texas*



ATH75428 MKT #X-256 / #X2317 Era: 1960's+

MODEL FEATURES:

- Rotating boom
- Boom and Blocks raise and lower
- Flat car with boom support arms
- 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:

The first railroad cranes relied on locomotives for positioning around the work site. Big cranes required water tenders to power their steam boilers to operate and rotate the boom before being converted to diesel in the late 1970's and 1980's. Some cranes were constructed as diesel towards the end of the steam era. Standard pulling operations for a 200 ton crane required at least 5 idler cars between the locomotive and the crane when in transit from one location to another. This was for more braking power, as these cranes were often just as heavy, or perhaps heavier, than a single locomotive of the time.

\$94.99 CRANE with BOOM CAR

Orders Due: 10.28.22

ETA: November 2023



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