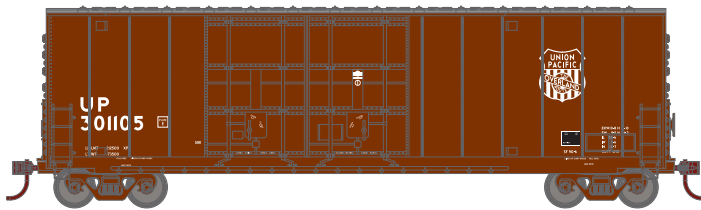




# 50ft High Cube Double Plug Door Box Car

# HO

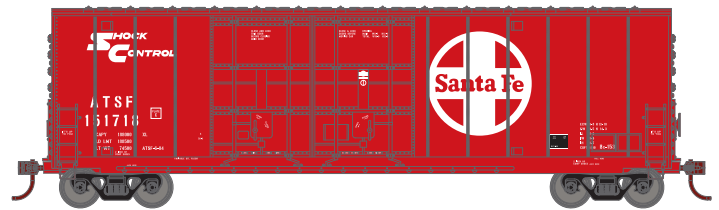
## Union Pacific\*



ATH88193	UP #301105
ATH88194	UP #301117
ATH88195	UP #301124

Era: 1990's+

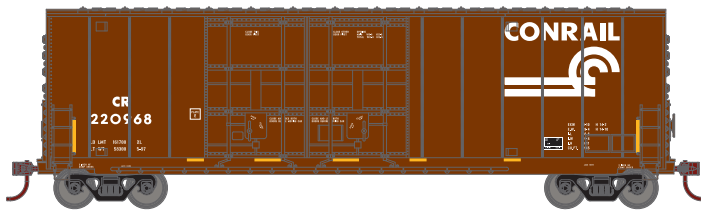
## Santa Fe



ATH88196	ATSF #151718
ATH88197	ATSF #151757
ATH88198	ATSF #151775

Era: 1980's+

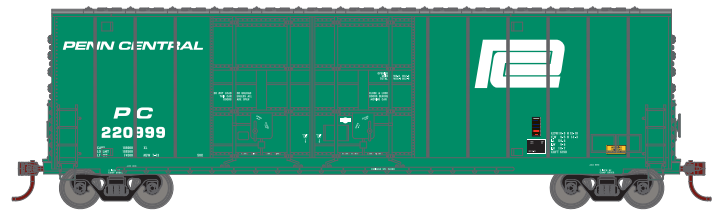
## Conrail



ATH88199	CR #220968
ATH88200	CR #220976
ATH88201	CR #220991

Era: 2000's+

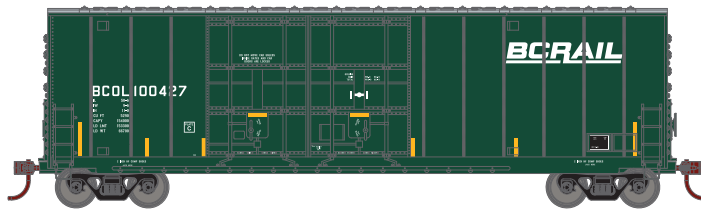
## Penn Central



ATH88202	PC #220999
ATH88203	PC #221000
ATH88204	PC #221003

Era: 1970's+

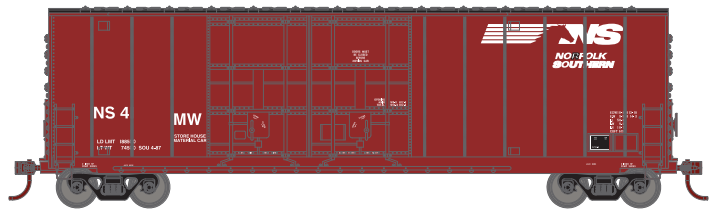
## BCRail



ATH88205	BCOL #100427
ATH88206	BCOL #100438
ATH88207	BCOL #100449

Era: 2000's+

## Norfolk Southern



ATH88208	NS #41
ATH88209	NS #57
ATH88210	NS #58

Era: 1990's+

### MODEL FEATURES:

- Separately applied brake wheel
- Underbody with brake system details
- 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:

Railroad boxcars are perhaps not only the best-recognized pieces of equipment ever put into service but also one of the most identifiable symbols of the industry itself. During the early years of the industry freight was hauled on simple flatcars or early gondolas. The car's development continued to improve over the years such as switching from basic wood construction with steel outside-bracing. To better enhance crew safety, in 1968 the AAR legislated the removal of roof walks. Boxcars needed to be "modernized" to adhere to the AAR mandate. This was to be completed by 1978 for cars in interchange service. Some of these cars had side and end ladders cut down, in some cases, modification included lowering the brakewheel. What made boxcars great, at least in the eyes of the railroads, was, their ability to haul about anything! Railroads thrive on redundancy to maximize efficiency.

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