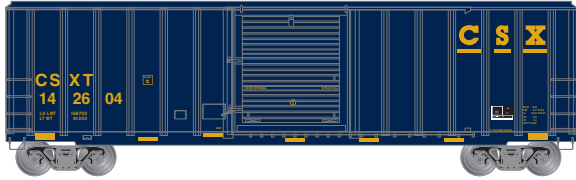




50ft FMC 5347 Boxcar

N

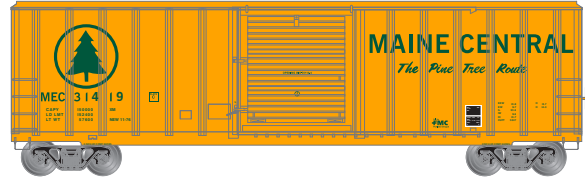
CSX



ATH25462 CSX #142604
ATH25463 CSX #142652

Era: 2006+

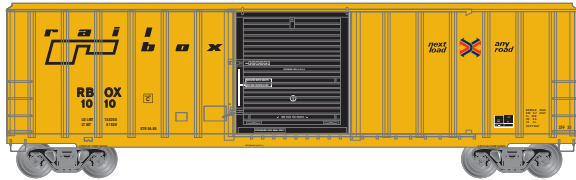
Maine Central



ATH25464 MEC #31419
ATH25465 MEC #31428

Era: 1976+

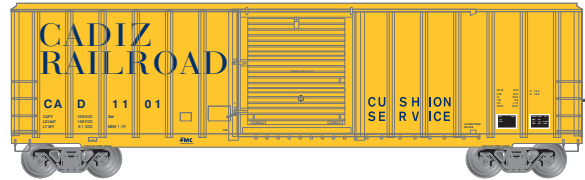
Railbox



ATH25466 RBOX #1010
ATH25467 RBOX #1046
ATH25468 RBOX #1005/1034/1048

Era: 1990's+

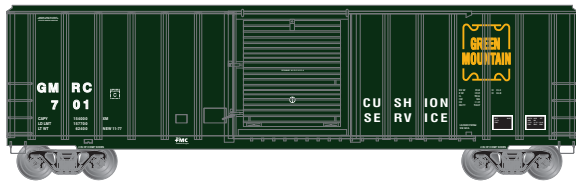
Cadiz Railroad



ATH25469 CAD #1101
ATH25470 CAD #1126

Era: 1979+

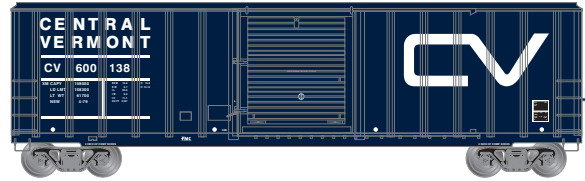
Green Mountain Railroad



ATH25471 GMRC #701
ATH25472 GMRC #722

Era: 1978+

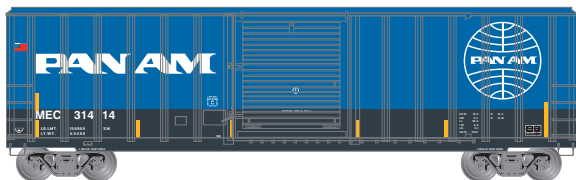
Central Vermont



ATH25473 CV #600138
ATH25474 CV #600157

Era: 1979+

Pam Am Railways



ATH25475 MEC #31414
ATH25476 MEC #31578

Era: 2006+

MODEL FEATURES:

- Scale profile brake wheel
- Roller bearing trucks
- Machined metal wheels
- Screw-mounted trucks
- McHenry® knuckle couplers
- Weighted for optimum performance
- Operates on Code 55 and 80 rail
- Minimum radius: 9 3/4"

PROTOTYPE AND BACKGROUND INFO:

It was the mid 1970's, 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 1970's. 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.

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