



FMC 5077 Centered Double Door Boxcar

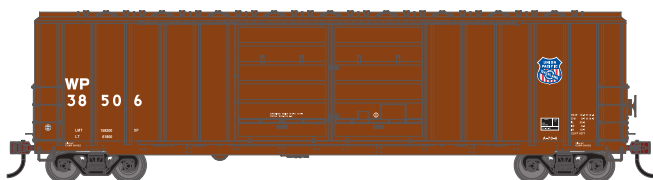
HO

* Union Pacific Licensed Product

Orders Due: 07.25.25

ETA: DECEMBER 2026

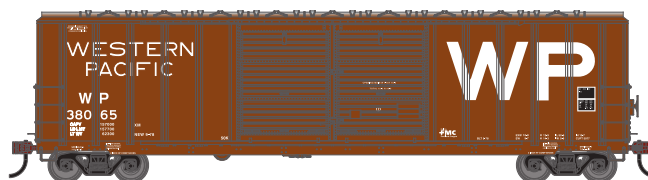
Union Pacific / WP*



ATH-2910	WP #38506
ATH-2911	WP #38515
ATH-2912	WP #38519

Era: 1997+

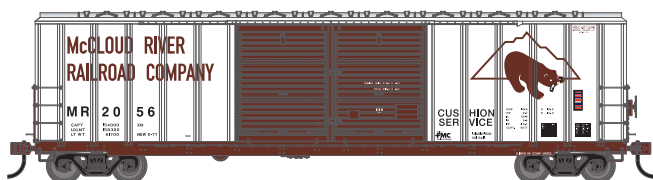
Western Pacific*



ATH-2913	WP #38065
ATH-2914	WP #38047
ATH-2915	WP #38081

Era: 2008+

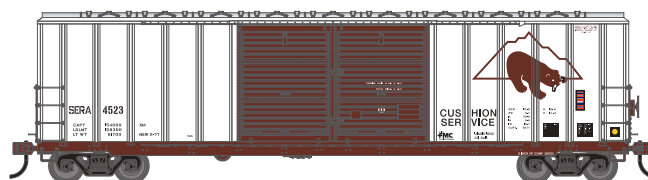
McCloud River Railroad



ATH-2916	MR #2056
ATH-2917	MR #2200
ATH-2918	MR #2387

Era: 1977+

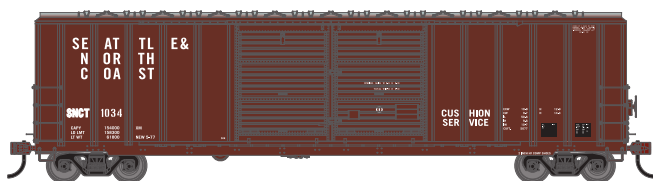
Sierra Railroad



ATH-2919	SERA #4523
ATH-2920	SERA #4558
ATH-2921	SERA #4583

Era: Early 2000's+

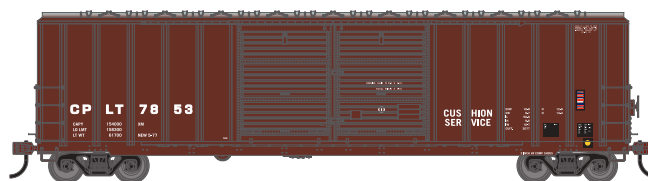
Seattle & North Coast



ATH-2922	SNCT #1034
ATH-2923	SNCT #1059
ATH-2924	SNCT #1070

Era: 1977-1984

Camino, Placerville & Lake Tahoe RR



ATH-2925	CPLT #7853
ATH-2926	CPLT #7867
ATH-2927	CPLT #7896

Era: 2000+

All Road Names

MODEL FEATURES:

- Newly tooled bodies with road specific doors
- Photo etched cross-over platform
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Minimum radius: 18"

- Separately applied grab irons, end ladders and brake wheel
- Full under body brake detail and piping
- 33" machined metal wheels with RP25 contours
- Painted and printed for realistic decoration

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.

\$54.99 INDIVIDUAL

*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

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