Our **Blueprint Series** freight car kits include individual ladders and grabs, correct ends, roofs and other body components, full underframe detail and carefully researched and applied decoration.

Our **Blueprint Series** passenger car kits include full underbody detail, individual grabs, correct air conditioning components (where applicable), correct trucks, roofs and sides, full interiors and carefully researched and applied decoration.

### BLUEPRINT SERIES FREIGHT CAR KITS

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<td>PULLMAN PLAN 3410 12-1 SLEEPER</td>
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<td>BP-38</td>
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<tr>
<td>HO FREIGHT CAR DETAIL PARTS</td>
<td>BP-39</td>
</tr>
<tr>
<td>HO PASSENGER CAR DETAIL PARTS</td>
<td>BP-40</td>
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</table>

Our **Yardmaster Series** freight car kits are designed for fast assembly and include cast on ladders and grabs, one-piece underframe with full brake detail and carefully researched and applied decoration.

### YARDMASTER SERIES FREIGHT CAR KITS

<table>
<thead>
<tr>
<th>Kit Description</th>
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<tbody>
<tr>
<td>HO 1937 AAR 40' BOXCAR</td>
<td>YM-1</td>
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<tr>
<td>HO YARDMASTER SPECIAL EDITION KITS</td>
<td>YM-4</td>
</tr>
</tbody>
</table>
In many ways, wood reefers were the classic steam era freight car. These colorful cars provided a welcome contrast to long strings of red boxcars and black hoppers. Some of the most unique cars were those built for Union Refrigerator Transit (URTX) and the Chicago & North Western controlled North Western Refrigerator Lines (NWX).

The URTX cars were built in large numbers in the 1920’s. Painted bright yellow with red ends and roof these cars carried a wide variety of “billboard” paint schemes. These schemes were applied to cars that were leased to private owners and served as rolling advertisements for their products. The billboard era lasted until July 1934. On this date, the Interstate Commerce Commission (ICC) regulation #201 came into effect. This ruling stated that after this date no more cars could be painted with the lessee’s name in lettering any larger than 12”. As of January 1937, cars painted in billboard schemes could not be accepted for interchange between railroads and by the beginning of World War II all these cars had been painted back into the original owner’s standard colors. These cars also saw service on the Soo Line, Milwaukee, Green Bay & Western, Nickel Plate and others.

In the 1920’s ACF built approximately 3000 wood reefers for the North Western Refrigerator Lines (NWX). Painted gray and red these cars also served as the “canvas” on which many of the famous billboard reefers were painted. After the heyday of the billboard era they formed the backbone of North Western Refrigerator Express’s fleet. Morrell Refrigerator Line (MRX), Western Refrigerator Lines (WRX), and others owned additional cars of this same design. Many of these cars lasted into the 1960’s making for a long service life through the most popular modeling eras.

**Kit features:**
- Separate door bars, grab irons, ladders and cut bars
- Two optional styles of roof hatch
- Fully detailed underbody
- Accurate paint & lettering

**NOTE:** When originally offered these cars came in three packs with three road numbers and in individual cars with a fourth road number. As these cars are re-released they will be offered in four packs with four different numbers and individual cars with mixed numbers.
ROAD PACIFIC EGG PRODUCERS

PACIFIC EGG PRODUCERS - “The Egg With The Reputation” - of New York, Chicago and Seattle (this car will fit on ANY layout!) leased a group of cars from URTC in 1927.

ROAD JERPE (NWX)

Built in July 1928, these cars were leased to the Jerpe Commission Company of Omaha, Nebraska and used to ship dairy products.

ROAD KRAFT

Kraft leased a number of URTC cars in the 1920’s and 30’s and used several different lettering arrangements. This car is from 1927.

ROAD GEORGE D. TRACY

ANOTHER NWX LEASED CAR FROM 1928. THIS CAR WAS LEASED TO GEORGE D. TRACY COMPANY OF TRACY, MICHIGAN.

ROAD J. LYNARD POULTRY

Leased from NWX, these cars were delivered in 1928 carrying advertising for the J. Lynard Poultry Company of Owatonna, Minnesota.

ROAD JH NEIL CNW

Another of the 1928 built NWX-leased dairy cars, this time by the J.H. Neil Creamery Company of Tama, Iowa.

ROAD LAND O’LAKES

Land O’Lakes’ cars were built for URTC by ACF in 1927.

ROAD NEVADA POULTRY

Another member of the ACF class of ’28, this car was leased to the Nevada Poultry Company of Nevada, Iowa.

ROAD JEWELL PRODUCE

Also built in July 1928, these cars were leased to the Jewell Produce Company of Jewell, Iowa and used for dairy shipments.

ROAD LAKESHIRE CHEESE

Another classic URTC billboard, these cars were built in 1927 and leased by Lakeshire Cheese of Plymouth, Wisconsin.

ROAD HARDINGS CREAMERY

The Harding Cream Company had plants in Omaha, Kansas City and Des Moines. They leased cars from URTC in 1927.

ROAD FAIRMONT CREAMERY

The Fairmont Dairy line had its own reporting marks – F.D.I. This car dates from 1925.

ROAD MORRELL MEATS

Morrell Meats leased a number of cars from URTC in the late 1920’s and early 1930’s. They ran under both URTC and MRX reporting marks and advertised several Morrell products in a billboard lettering style. These cars are yellow-orange with red ends and roof and black lettering.

ROAD SCHLITZ (URTC)

Leased from URTC in the early 1930’s.

ROAD PREMIER PABST BLUE RIBBON

This car was leased from NWX in the early 1930’s.

(Licensed by Pabst Brewing Company)
**BLUEPRINT SERIES**

**BP-5**

**www.branchline-trains.com**

---

**HO 40’ ACF/URTX WOOD REEFERS**

**ROAD BLATZ - OLD HEIDELBERG**

Leased from URTX in the 1930’s
(Licensed by Pabst Brewing Company)

---

**ROAD BORDEN’S FINE CHEESE**

These Borden’s cars were very late in the billboard era being painted in 1934.

---

**ROAD HEILEMAN’S BEER**

This car was leased from URTCo and features a full color version of the famous Heileman grenadier nearly full height on the car side.
(Licensed by Pabst Brewing Company)

---

**ROAD N. DORMAN CO. CHEESE**

The N. Dorman Cheese Company of New York and Monroe, Wisconsin also leased its cars from URTC in the 1930’s but ran them under their own QREX reporting marks.

---

**ROAD NUCOA FOODS**

Leased from URTX in the 1930’s this Nucoa foods car proclaimed itself to be from New York, Chicago and San Francisco.

---

**ROAD PABST-ETT (URTC)**

Leased from URTX in 1931 this car advertises Pabst-ett malt syrup and Blue Ribbon Beer in large blue letters.
(Licensed by Pabst Brewing Company)

---

**ROAD WILSON’S MILK**

Wilson’s milk of Indiana operated some URTC-leased cars in the 1930’s.

---

**ROAD IOWA STATE CREAMERIES**

Iowa State Creamery leased this car from NWX in 1932.

---

**UNION REFRIGERATOR TRANSIT CO.**

(NORTHWESTERN)
Starting in 1945 North American railroads built large numbers of 40' boxcars to the AAR standard designs. These were built both to replace worn out equipment and to accommodate the postwar business boom. These cars were built with various combinations of roofs, ends and doors with car bodies with six, seven and eight foot door openings.

Our 40' AAR boxcar kit gives modelers the most accurate model of these cars yet with all the major variations of the prototype included. Our cars are made in the USA and feature:

* State of the art highly detailed tooling
* Add-on details (ladders, grab irons, etc.).
* 4 different end styles – 4/4, Early and Late Improved Dreadnaught or ‘Dartnot’
* 2 different roofs – straight or diagonal panel
* 3 different door openings – 6’, 7’ and 8’
* Superior or Youngstown doors
* Seven or eight rung ladders
* Easy to assemble fully detailed underframe
* Free rolling trucks with blackened metal wheelsets
* Carefully researched prototypical paint schemes
* Branchline quality painting & printing

**BLUEPRINT SERIES**

**BP-6**

www.branchline-trains.com
**ROAD NAME**
**SPOKANE PORTLAND & SEATTLE**
BUILT 1946, DELIVERY SCHEME.

**SOUTH CENTRAL**
**TEXAS & PACIFIC**
BUILT 1951, DELIVERY SCHEME.

**CENTRAL & OREGON**
**UNION PACIFIC**
BUILT 1947, DELIVERY SCHEME.

**KANSAS & NEBRASKA**
**SANTA FE**
BUILT 1945, DELIVERY SCHEME. CLASS BX-44.

**NOTE** — EACH OF THE FOUR ROAD NUMBERS OF THIS CAR WILL HAVE SLIGHTLY DIFFERENT LETTERING PLACEMENTS AND PAINT TREATMENTS TO REFLECT CARS DELIVERED IN VARIOUS GROUPS BETWEEN 1951 AND 1953.
ROAD NAME  
BUFFALO CREEK FLOUR  
BUILT 1956, DELIVERY SCHEME.

ROAD NAME  
LEHIGH VALLEY  
BUILT 1950, DELIVERY SCHEME.

ROAD NAME  
TOLEDO PEORIA & WESTERN  
BUILT 1951, DELIVERY SCHEME.

ROAD NAME  
PENN Sylvania  
BUILT 1947, 1952 REPAINT.

ROAD NAME  
PENNSYLVANIA  
BUILT 1951, 1957 REPAINT.

ROAD NAME  
GRAND TRUNK WESTERN  
BUILT 1953, DELIVERY SCHEME.

ROAD NAME  
LEHIGH VALLEY  
BUILT 1950, DELIVERY SCHEME.

ROAD NAME  
TOLEDO PEORIA & WESTERN  
BUILT 1951, DELIVERY SCHEME.

ROAD NAME  
BUFFALO CREEK FLOUR  
BUILT 1956, DELIVERY SCHEME.

ROAD NAME  
LEHIGH VALLEY  
BUILT 1950, DELIVERY SCHEME.

ROAD NAME  
TOLEDO PEORIA & WESTERN  
BUILT 1951, DELIVERY SCHEME.

ROAD NAME  
GRAND TRUNK WESTERN  
BUILT 1953, DELIVERY SCHEME.

ROAD NAME  
LEHIGH VALLEY  
BUILT 1950, DELIVERY SCHEME.

ROAD NAME  
TOLEDO PEORIA & WESTERN  
BUILT 1951, DELIVERY SCHEME.

ROAD NAME  
GRAND TRUNK WESTERN  
BUILT 1953, DELIVERY SCHEME.

ROAD NAME  
LEHIGH VALLEY  
BUILT 1950, DELIVERY SCHEME.

ROAD NAME  
TOLEDO PEORIA & WESTERN  
BUILT 1951, DELIVERY SCHEME.
HO 40' AAR POSTWAR BOXCARS - 8' DOORS

**ROAD NAME**
**UNDECORATED**
INCLUDE ALL OPTIONAL PARTS.

**ROAD NAME**
**DETOIT TOLEDO & IRONTON**
BUILT 1950, DELIVERY SCHEME.

**ROAD NAME**
**ERIE**
BUILT 1957, DELIVERY SCHEME.

**ROAD NAME**
**ILINOIS CENTRAL**
BUILT 1957, DELIVERY SCHEME.

**ROAD NAME**
**KANSAS CITY SOUTHERN**
BUILT 1956, DELIVERY SCHEME.

**ROAD NAME**
**MISSOURI PACIFIC**
BUILT 1956, DELIVERY SCHEME.

**ROAD NAME**
**PENNSYLVANIA**
BUILT 1951, DELIVERY SCHEME.

**ROAD NAME**
**READING**
BUILT 1948, DELIVERY SCHEME.

**ROAD NAME**
**MAINE CENTRAL**
BUILT 1948, 1970 REPAINT.

**ROAD NAME**
**READING**
BUILT 1956, DELIVERY SCHEME.

**ROAD NAME**
**MAINE CENTRAL**
BUILT 1948, 1970 REPAINT.

**ROAD NAME**
**READING**
BUILT 1948, 1970 REPAINT.

**ROAD NAME**
**PENNSYLVANIA**
BUILT 1951, 1956 REPAINT.
At the end of World War II the railroads started ordering large numbers of 50’ boxcars to the American Association of Railroads (AAR) standard design first seen late 1940’s. The cars were built with several versions of postwar improved dreadnaught ends, and diagonal panel roofs of either standard or overhanging design. In addition, car bodies were built with different arrangements of side sills on the bottom of the car sides. These 50’ boxcars were built in large numbers and many lasted well into the 1970’s and 80’s.

Our 50’ AAR boxcar kit gives modelers the first accurate model of these cars with all the major variations of the prototype. Our cars are made in the USA and feature:

- State of the art highly detailed tooling
- Details such as ladders and grab irons as add-on parts
- 4 ends - early and late Improved Dreadnaught, “Dartnot”, and Despatch (NYC)
- 3 roofs - diagonal panel (DP), overhanging DP, and Despatch (NYC)
- 3 different side sills styles - straight, tabbed and fishbelly
- 8’ Superior or Youngstown doors
- Fully detailed underframe
- Free rolling trucks with metal wheelsets
- Carefully researched prototypical paint schemes

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<tr>
<th>ROAD NAME</th>
<th>SINGLE</th>
<th>4 PACK</th>
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<td>NORTHERN PACIFIC</td>
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<td>10054</td>
<td>WABASH</td>
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<td>10124</td>
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<td>TEXAS &amp; PACIFIC</td>
<td>1006</td>
<td>10064</td>
<td>BALTIMORE &amp; OHIO</td>
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<td>CHICAGO &amp; EASTERN ILLINOIS</td>
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<td>SANTA FE</td>
<td>1001</td>
<td>10014</td>
<td>NEW YORK CENTRAL</td>
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<td>10094</td>
<td>ERIE LACKAWANNA</td>
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</table>
HO 50’ POSTWAR BOXCARS - 8' DOORS, RIVETED SIDES

ROAD NAME: BURLINGTON (CB&Q) | SINGLE 1019 | 4 PACK 10194
BUILT 1955, DELIVERY SCHEME.

ROAD NAME: GRAND TRUNK WESTERN | SINGLE 1023 | 4 PACK 10234
BUILT 1953, DELIVERY SCHEME.

ROAD NAME: PEORIA & EASTERN (NYC) | SINGLE 1024 | 4 PACK 10244
BUILT 1959, DELIVERY SCHEME.

ROAD NAME: CHESAPEAKE & OHIO | SINGLE 1030 | 4 PACK n/a
BUILT 1957, 1970'S REPAINT.

ROAD NAME: GENERAL AMERICAN (GAEX) | SINGLE 1020 | 4 PACK 10204
BUILT 1951, DELIVERY SCHEME.

ROAD NAME: BURLINGTON (CB&Q) | SINGLE 1021 | 4 PACK 10214
BUILT 1951, DELIVERY SCHEME.

ROAD NAME: MONON | SINGLE 1025 | 4 PACK 10254
BUILT 1951, DELIVERY SCHEME.

ROAD NAME: CHESSIE (C&O) | SINGLE 1029 | 3 PACK 10293
BUILT 1956, DELIVERY SCHEME.

ROAD NAME: ROCK ISLAND | SINGLE 1029 | 3 PACK 10293
BUILT 1951, DELIVERY SCHEME.
Starting in 1955 ACF modified the AAR boxcar design by incorporating a larger nine-foot door opening. These cars were constructed with both welded and riveted sides. Cars were built to these designs until 1962, and many lasted well into the 1980’s. The 9’ door cars were built with either tabbed or fishbelly side sills. All featured late improved dreadnaught ends and diagonal panel roofs.

Our 50’ AAR boxcar kit gives modelers the first accurate model of these cars with all the major variations of the prototype. Our cars are made in the USA and feature:

* State of the art highly detailed tooling
* Add-on ladders, grabs and detail parts
* Correct late improved Dreadnaught ends
* Correct diagonal panel roof
* Tabbed or fishbelly side sills
* 9 foot Youngstown doors
* Fully detailed underframe
* Free rolling trucks with metal wheelsets
Starting in 1955 ACF modified the AAR boxcar design by incorporating a larger nine-foot door opening. These cars were constructed with both welded and riveted sides. Cars were built to these designs until 1962, and many lasted well into the 1980’s. The 9’ door cars were built with either tabbed or fishbelly side sills. All featured late improved dreadnought ends and diagonal panel roofs.

Our 50’ AAR boxcar kit gives modelers the first accurate model of these cars with all the major variations of the prototype. Our cars are made in the USA and feature:

* State of the art highly detailed tooling
* Add-on ladders, grabs and detail parts
* Correct late improved Dreadnought ends
* Correct diagonal panel roof
* Tabbed or fishbelly side sills
* 9 foot Youngstown doors
* Fully detailed underframe
* Free rolling trucks with metal wheelsets
* Prototypical paint schemes
The AAR design team also recommended a double door 50’ boxcar featuring a fifteen-foot door opening, five riveted side panels to the left of the doors and eight to the right, and fishbelly side sills for extra re-enforcement under the larger door opening. These cars were commonly used in auto parts and lumber traffic where the extra door opening made it easier to load and unload the cargo.

Like the single door versions, our 50’ double door boxcar kit gives modelers the first accurate model of these cars. Our cars feature:

* State of the art highly detailed tooling
* Add-on ladders, grabs and detail parts
* Early or late Improved Dreadnought, “Dartnot”, and Despatch ends
* Diagonal panel (DP), overhanging DP, or Despatch roofs
* Correct fishbelly design side sills
* 7” and 8” Youngstown doors over a 15’ door opening
* Fully detailed underframe
* Free rolling trucks with metal wheelsets
* Prototypical paint schemes

NOTE: When originally offered these cars came in three packs with three road numbers and in individual cars with a fourth road number. As these cars are re-released they will be offered in four packs with four different numbers and individual cars with mixed numbers.
HO 50’ POSTWAR BOXCARS - DOUBLE DOORS

**ROAD: SANTA FE**
- Single Pack: 1119
- 4 Pack: 11193
- Built 1951, Delivery Scheme.

**ROAD: PENN CENTRAL**
- Single: 1123
- 4 Pack: 11234

**ROAD: MONON**
- Single: 1120
- 4 Pack: n/a
- Built 1948, Delivery Scheme.

**ROAD: ERIE LACKAWANNA**
- Single: 1124
- 4 Pack: n/a

BLUEPRINT SERIES
BP-15
www.branchline-trains.com
Starting in the mid 1950’s the AAR design was adapted to create a plug door, insulated boxcar. These cars could be used to carry food products or other perishable commodities where temperature control was important but where refrigeration was not required. Typically these cars had 8/8 panel riveted sides, a roughly eight foot door opening (there were some variations of an inch or two) straight side sills and overhanging diagonal panel roofs. These cars were built for roads nationwide and painted in fairly colorful paint schemes.

Our 50’ plug door boxcar kit gives modelers an accurate model of these cars. Our cars are made in the USA and feature:

* Separate ladders, grabs and latch bars
* Correct late Improved Dreadnaught ends
* Correct overhanging diagonal panel roof
* Correct straight side sill body design
* Free standing door latch detail
* Fully detailed underframe
* Free rolling trucks with metal wheelsets
* Prototypical paint schemes
* Branchline quality painting & printing

**NOTE:** When originally offered these cars came in three packs with three road numbers and in individual cars with a fourth road number. As these cars are re-released they will be offered in four packs with four different numbers and individual cars with mixed numbers.

<table>
<thead>
<tr>
<th>ROAD</th>
<th>SINGLE</th>
<th>3PACK</th>
<th>4PACK</th>
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<tbody>
<tr>
<td>FRUIT GROWERS EXPRESS</td>
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<td>WESTERN FRUIT EXPRESS</td>
<td>1711</td>
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**ROAD**

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</table>

**BLUEPRINT SERIES**

BP-16 www.branchline-trains.com
In 1954 General American Transportation introduced its own design for a 50' plug door insulated boxcar. These cars used a unique side design adapted from General American’s earlier 40' steel reefers. This design employed two large horizontal sheets on either side of the door riveted together giving these cars a unique appearance. 925 cars were built in 1954 and an additional 100 cars were built in 1959.

General American’s cars were leased to various railroads but they retained their own GARX reporting marks. The leasing railroads often applied their own heralds to the right of the door.

Our GARX boxcar kit gives modelers the first accurate model of these unique cars. Our cars are made in the USA and feature:
- Separate ladders, grabs and latch bars
- Correct late Improved Dreadnaught ends
- Correct overhanging diagonal panel roof
- Horizontal rivet strip body design with straight side sills
- Easy to assemble fully detailed underframe
- Free rolling trucks with metal wheelsets
- Prototypical paint schemes

NOTE: When originally offered these cars came in three packs with three road numbers and in individual cars with a fourth road number. As these cars are re-released they will be offered in four packs with four different numbers and individual cars with mixed numbers.
Between 1972 and 1981 Berwick Forge & Fabricating built a large number of modern 50’ sliding door boxcars. These cars were sold to more than 35 railroads initially, with many being purchased second hand later on. The cars were built with Berwick’s non-terminating sine wave end, “X-panel” roofs and exterior car body ribs.

Many of the Berwick cars were owned by the National Railway Utilization Company (NRUC) and leased to shortlines nationwide. These cars were part of the Incentive Per Diem (IPD) fad of the 1970’s in which the car owners could charge an additional daily mileage fee on new boxcars in addition to the normal daily mileage and per diem fees. These cars could be seen throughout the country in the NRUC’s light blue paint scheme carrying the names of shortlines that few had heard of such as Pickens, Middletown and New Jersey, St. Lawrence and Peninsula Terminal. After the recession of the late 1970’s and early ’80’s killed the market for these cars they were sold off to a number of second hand users. Berwick’s 50’ boxcars still continue in service today.

Branchline’s Berwick boxcar kits include:
- Full under body detail with full brake rigging
- Overhanging X-panel roof
- Non-terminating sine wave ends
- Separate wire grabs
- Fully detailed end ladders and brake gear
- Blackened metal wheels
- E-Z Mate knuckle spring couplers.
- Accurate paint and lettering

**NOTE:** When originally offered these cars came in three packs with three road numbers and in individual cars with a fourth road number. In some cases the three packs are sold out so remaining single cars are available in one road number only.

### ROAD SCHEDULE

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<thead>
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<td>BANGOR &amp; AROOSTOOK</td>
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<td>GENESEE &amp; WYOMING</td>
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<td>PENINSULA TERMINAL</td>
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**BP-18**

www.branchline-trains.com
**HO 50' BERWICK BOXCARS**

- **Road: Pickens (NRUC)**
  - Built 1979, Delivery Scheme
  - Single: 2121
  - Pack: 21213

- **Road: Railbox**
  - Built 1980, Delivery Scheme
  - Single: 2122
  - Pack: n/a

- **Road: RAILBOX**
  - Built 1977, 1990's Repaint
  - Single: 2123
  - Pack: n/a

- **Road: St Lawrence (NRUC)**
  - Built 1979, Delivery Scheme
  - Single: 2124
  - Pack: n/a

- **Road: Wisconsin Central**
  - Built 1978, 1983 Repaint
  - Single: 2125
  - Pack: n/a

- **Road: Illinois Central**
  - Built 1979, 1997 Repaint
  - Single: 2129
  - Pack: n/a

- **Road: Illinois Central Gulf**
  - Built 1979, 1997 Repaint (Ex-NRUC)
  - Single: 2131
  - Pack: n/a

- **Road: Chicago & North Western**
  - Built 1978, 1983 Repaint (Ex-NRUC)
  - Single: 2127
  - Pack: n/a

- **Road: Detroit Toledo & Ironton**
  - Built 1972, Delivery Scheme
  - Single: 2132
  - Pack: n/a

**BLUEPRINT SERIES**

www.branchline-trains.com
These cars are limited run, special edition schemes. As a result they are limited to stock on hand.