



# THE PC&F 4124 cu.ft. BOXCAR



\*NOTE: 3D CAD render is subject to revisions before final production.

- THESE UNIQUE MODERN 40' BOXCARS ARE FINALLY AVAILABLE AS A READY TO RUN PLASTIC MODEL
- LONG SERVICE LIVES SPANNING OVER 40 YEARS OF SERVICE WITH MANY STILL ROLLING TODAY
- FEATURES THREE FANTASTIC FREELANCE ROADS SPORTING A VARIETY OF PAINT SCHEMES

MSRP

Single: **\$59.95 USD**  
6-Pack: **\$359.70 USD**

Single: **\$74.95 CAD**  
6-Pack: **\$449.70 CAD**

## **Rapido is pleased to announce the PC&F 4124 cu.ft. Boxcar in three iconic freelance roads!**

In the early 1970s, the Southern Pacific needed a new fleet of heavy-duty boxcars for copper loading service in Arizona and turned to the PC&F. Their solution was this unique fleet of 40' 6" 100-ton boxcars, a rare length not commonly built since the 1950s!

These cars feature a modern Hydra-Cushion underframe, 100-ton roller bearing trucks, 10' doors and DF-2 loaders. The car capacity is 4,124 cubic feet. While their primary purpose was copper anode service in the southwest US, these were often seen all across the country in a wide variety of other services for the SP and freelance roads.

When not in copper anode service, these cars take on a wide variety of backhaul goods — making them truly versatile cars!

## **The PC&F 4124 cu.ft. Boxcars Feature:**

- Separately applied metal grab irons
- Etched metal coupler platforms
- Scale sized draft gear with Hydra-Cushion underframe
- Full underbody brake rigging
- Real rubber air hoses
- Multiple door styles (Youngstown or Superior)
- Separately applied etched metal coupler cut levers
- Separate door tracks
- Factory-installed Rapido semi-scale knuckle couplers
- 100-ton trucks with turned metal 36" wheels
- Suggested minimum radius: 18"
- Available as single car or six-packs unless noted

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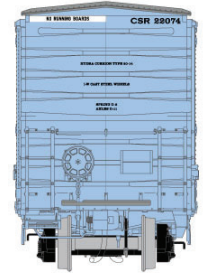
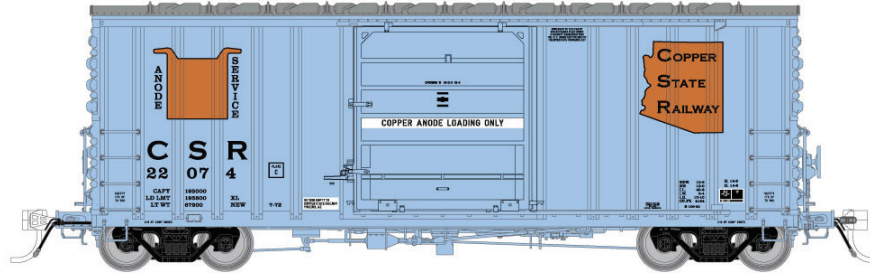
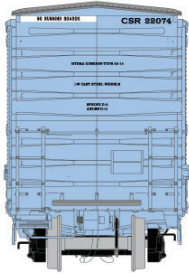
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# THE PC&F 4124 cu.ft. BOXCAR



## Copper State Railway "Built for copper, ready for anything."



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

### Copper State Railway (Blue/Copper)

Car Numbers: 22003, 22024, 22039, 22055, 22061, 22074

Item # 164012 — 6-pack

Item # 164012A — Single Car

The Copper State Railway's PC&F 4124 boxcars were purchased with a clear purpose: move copper anodes, the dense, high-value product at the heart of Arizona's mining economy. Their 4,124-cu-ft capacity, smooth-sided construction, and rugged PC&F build made them ideal for handling refined anodes moving between smelters, processors, and CSR's interchange partners. These cars quickly became a signature part of the railroad's identity, wearing both the classic metallic copper CSR logo and a striking metallic copper anode emblem that set them apart from the rest of the fleet.

As CSR expanded—from the Phoenix terminal to the Magma Arizona line and later the Lost Dutchman Railroad—these cars proved far more versatile than their original assignment. When not needed for anode service, they slipped seamlessly into general merchandise work, showing up on the Mesa and Chandler branches, in Phoenix-area warehouse districts, and on interchange traffic with BNSF, UP, and the Copper Basin Railway. Their compact 40' footprint made them especially useful for industries that still preferred smaller loading docks well into the 1990s and early 2000s, giving the PC&F 4124s a long and varied career across the CSR system.

Rapido's model captures this dual-purpose character with crisp CSR graphics, accurate PC&F details, and the distinctive metallic copper elements that tie the car directly to the railroad's mining heritage. Whether spotted at a Phoenix metals facility, rolling west toward Wellton, or working LD-heritage trackage near Two Guns, the CSR PC&F 4124 boxcar is a believable, era-appropriate addition to any modern regional or freelance roster—and a small but essential piece of the Copper State Railway story.

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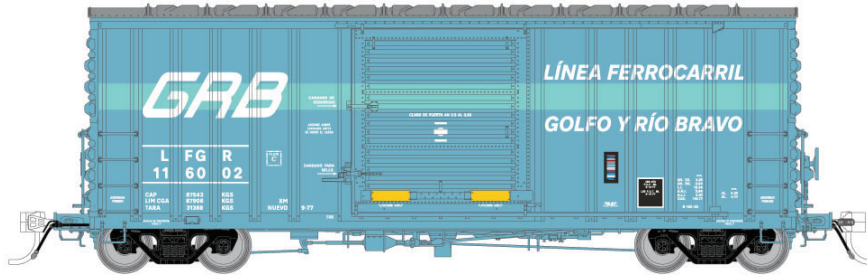
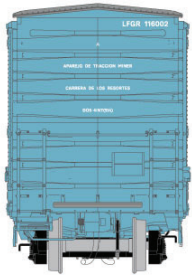
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# THE PC&F 4124 cu.ft. BOXCAR



## Línea Ferrocarril Golfo y Río Bravo “La Costera del Golfo: Freight for a Century-Old Coastal Lifeline.”



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### Línea Ferrocarril Golfo y Río Bravo (Light Blue/Turquoise)

Car Numbers: 116002, 116011, 116032, 116045, 116053, 116074

Item # 164013 — 6-pack

Item # 164013A — Single Car

The Línea Ferrocarril Golfo y Río Bravo—known across Tamaulipas and Veracruz as La Costera del Golfo—is a hardworking coastal regional railroad shaped by salt air, tropical storms, sugarcane fields, and the humid arc of the Gulf of Mexico. From Matamoros to Altamira and south toward Tuxpan and Poza Rica, the GRB moves the commodities that define the region: sugarcane products, cement, grain, packaged agricultural goods, and port-related freight. To handle these dense, high-volume loads, the railroad relies heavily on its fleet of 100-ton PC&F 4124 boxcars, compact 40-foot high-cubes perfectly suited to older docks, tight industrial spurs, and the short-haul, high-frequency operating rhythm that keeps the coastal economy moving.

These boxcars are everywhere on the GRB. They haul bagged cement from GranCem La Pesca, boxed produce from Empaque del Valle, palletized agricultural products from the Soto la Marina Cooperative, and packaged goods moving between inland towns and the port of Altamira. But their reach extends far beyond Mexico. The GRB’s direct interchange at Matamoros feeds steady northbound traffic into Texas, where bagged cement, boxed produce, and palletized agricultural goods are handed to U.S. Class I partners for movement deep into the interior. Many American industries—food processors, agricultural distributors, packaging plants, and regional warehouses—still rely on 40-foot docks well into the 1990s and early 2000s, making the GRB’s compact PC&F 4124s a natural fit on U.S. layouts from Houston and San Antonio to Kansas City, Memphis, and Chicago.

Even as the GRB evolved—surviving federalization in 1987, privatization in 1995, and its 2023 rebirth as Ferrocarril Noreste del Golfo under the Ruta de las Palmas banner—the PC&F 4124s remained essential. Rapido’s model captures this continuity with crisp lettering, accurate PC&F details, and the stylized GRB emblem that ties the car to its coastal heritage. Whether spotted in Matamoros, rolling across the Pánuco River, or interchanged deep into the U.S. interior, the LFGR PC&F 4124 boxcar brings the atmosphere, industry, and operational flavor of the Gulf Coast to any layout.

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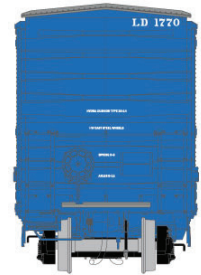
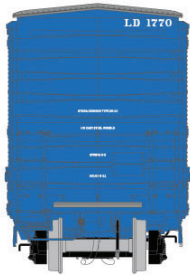
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# THE PC&F 4124 cu.ft. BOXCAR



## Lost Dutchman "Heritage heart. Desert duty."



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### Lost Dutchman (Blue/Yellow/White)

Car Numbers: 1770, 1776, 1777, 1781, 1785, 1792

Item # 164014 — 6-pack

Item # 164014A — Single Car

The Lost Dutchman Railroad exists in a wonderfully plausible alternate history where Southern Pacific spun off its Tempe-area branches in 1967, creating a bridge-line and tourist carrier with a personality all its own. Owned by an eccentric Cajun billionaire—with minority stakes held by SP and the Great Northern—the LD blends serious freight operations with a deep appreciation for heritage equipment. In this world, the PC&F 4124 boxcar fits perfectly. Its modern 40' design, smooth sides, and rugged construction made it ideal for the LD's mix of cotton, citrus, copper, and manufactured goods moving between Tempe, Mesa, Chandler, and the line's northern extension toward Hayden Mills, Eden Perdu, and Two Guns.

While the Lost Dutchman purchased these cars primarily for copper anode and metals-related service, their compact size and versatile loading profile made them valuable system-wide. They could be found serving the Kyrene industrial park, working the Creamery and Terrace branches, or moving paper and packaging from Baker Paper Mill No. 6 at Eden Perdu. Their 40' footprint was especially useful on the LD's older industrial spurs—tight clearances, short docks, and 19th-century alignments that still shaped Tempe's freight landscape. As a bridge line with SP and Santa Fe interchange, LD's PC&F 4124s also wandered far from home, showing up in Tucson, Phoenix, and even on Chicago-bound traffic routed through Two Guns.

Rapido's model captures the Lost Dutchman's distinctive personality with crisp lettering, PC&F-correct details, and the railroad's signature LD emblem, a mark seen across the system on freight cars and devices manufactured at Clannad. The car's clean, modern appearance contrasts beautifully with the LD's preserved steam, classic paint schemes, and tourist operations—exactly the blend of old and new that defines the railroad. Whether spotted at Tempe Yard, working the Kyrene locals, or rolling north toward the Santa Fe interchange at Two Guns, the Lost Dutchman PC&F 4124 boxcar is a believable, era-rich addition to any layout set in the copper-and-citrus heart of Arizona.

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