

BRAND NEW MODEL!

Grand Trunk Western
Texarkana Rebuilt XB-172 Box Car



Photo depict car in-service; these SKUs will depict the cars as-rebuilt with fresh paint

Photo: Dave Graham

ATHG26866	GTW #384508	Era: 1985+
ATHG26867	GTW #384513	
ATHG26868	GTW #384516	
ATHG26869	GTW #384529/384533	
	7153 Cu Ft.	



Photo depict car in-service; these SKUs will depict the cars as-rebuilt with fresh paint

Photo: R. Bee

ATHG26870	GTW #384558	Era: 1986+
ATHG26871	GTW #384571	
	7032 Cu Ft.	



Photo: Dave Graham

ATHG26872	GTW Fade #384501	Era: 1990's+
ATHG26873	GTW Fade #384512	
	7153 Cu Ft.	

\$59.99 INDIVIDUAL | \$109.99 2-PACK

These items are subject to Horizon's MAP policy

Orders Due: 03.31.23
ETA: JULY 2024

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Canadian National
Texarkana Rebuilt XB-172 Box Car



Photo: Dave Graham

ATHG26874 GTW CN Blue #384534
ATHG26875 GTW CN Blue #384538
7032 Cu Ft.

Era: 2003+



Photo: Luc Sabourin

ATHG26876 GTW CN Brn #384507/384514
7153 Cu Ft.

Era: 2004 +

Note: Car shown later in life with yellow FRA reflectors. Models will have white reflectors to match as-repainted appearance.

Santa Fe
XB-172 Box Car



Photo: Charles Slater

ATHG26877 ATSF #600503
ATHG26878 ATSF #600518
ATHG26879 ATSF #600521/600533

Era: 1974-1985

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Wisconsin Southern

ATHG26880 WSOR Brown #500236
 ATHG26881 WSOR Brown #500240

Midwest Railcar

ATHG26882 MWCX Brown #500238
 ATHG26883 MWCX Brown #500240



MODEL FEATURES:

- Brand new tooling; first time in plastic
- Newly-tooled Genesis Buckeye Steel Castings S-2-C truck with correct ride height
- Correct x-panel roof
- Complete underbody brake gear
- Detailed Keystone cushion underframe and draft gear
- Separate ladders, brake wheel, coupler cut levers, train air lines and crossover platforms
- Highly-detailed, single 10' sliding door or dual 8' plug doors with separate door rods and handles
- Highly-detailed artwork including door operating instructions, end data, and trust data as appropriate
- Minimum radius 18" Recommended 22"

PROTOTYPE AND BACKGROUND INFO:

In 1974 and 1975, Santa Fe built a series of 60ft, high-cube boxcars in its Topeka Shops. The cars were placed in the number series ATSF 600500-600599 and featured single 10ft sliding doors. In 1985, much of the ATSF 600500-600599 roster was purchased by the GTW and sent to QSR / General Electric Rail Services in Texarkana AK to be rebuilt for engine service on the GT system. Interestingly, these cars were never stenciled with a return designation like other GTW engine and auto parts boxcars were. Most were to be returned to Flint. These cars roamed the entire GTW system and into Canada on the CN. The first group (384500-384557) was rebuilt for General Motors engine service in late 1985 and into 1986. The modifications involved were simple- two 8ft plug doors with reinforced door posts replaced a single 10ft slide door. The second group (384558-384576) was rebuilt for Ford Motor Company engine service in 1986. The modifications involved installation of two 8ft plug doors with reinforced door posts, as well as rub rails and liners, reducing the cubic footage to 7032 cu ft. These Plate "F" cars wore the classic GT "The Good Track Road" paint scheme from when they left Texarkana, and some still carry this scheme today- albeit battered and faded. In 2003 and 2004, CN rolled out their URL Paint scheme and a handful of the 77 cars would be repainted into the blue CN URL paint scheme. In the mid 2000s, there was a severe downturn in the auto industry, with several plants closing. As a result, some of these cars were deemed as surplus and were sold off to Midwest Railcar and Wisconsin Southern for general service. In 2009, the pools changed except for the cars going to Canada. Oshawa Ontario's GM plant would consistently see these cars starting in the mid-90s and through all downturns in the auto industry until its plant closure in 2018. After the plant temporarily closed the GT cars were reassigned to Chrysler axle service. Post-2009, these cars would often make their way either down to Texas or into Mexico for parts and would be sent up to either Detroit MI or Oshawa ON.



PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

As for the remaining ATSF cars that were not purchased by the GTW, they were purchased by the Mid-Michigan Railroad, a 1987 shortline startup which operated 39.8 miles of track in Michigan. After this, the cars could be seen patched for BAEX and later PSMX (The Andersons and Pennsylvania Salt Manufacturing, respectively).

**PRIME FOR GRIME \$64.99 INDIVIDUAL
 \$59.99 INDIVIDUAL | \$109.99 2-PACK**

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