

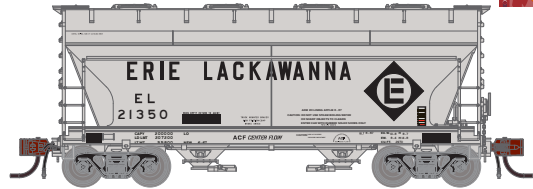
Chicago & North Western*



ATHG-1281 CNW #175017
 ATHG-1282 CNW #175106
 ATHG-1283 CNW #175121 / 175155 / 175189

Era: 1980s+

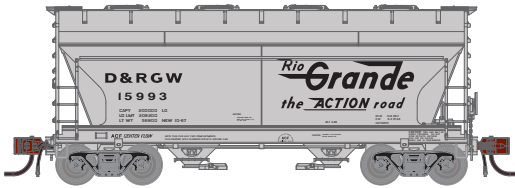
Erie Lackawanna



ATHG-1284 EL #21350
 ATHG-1285 EL #21377
 ATHG-1286 EL #21378 / 21380 / 21385

Era: Mid 1970s+

Rio Grande*



ATHG-1287 DRGW #15993
 ATHG-1288 DRGW #15995
 ATHG-1289 DRGW #15996 / 15997 / 15999

Era: 1967+

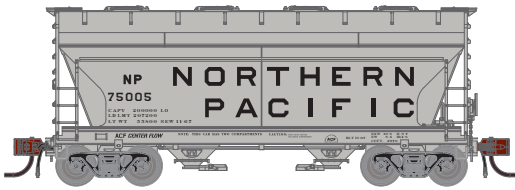
Monon



ATHG-1290 MON #52032
 ATHG-1291 MON #52068
 ATHG-1292 MON #52071 / 52087 / 52095

Era: 1969+

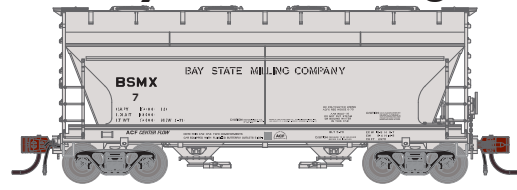
Northern Pacific



ATHG-1293 NP #75005
 ATHG-1294 NP #75012
 ATHG-1295 NP #75029 / 75060 / 75071

Era: 1967+

Bay State Milling



ATHG-1296 BSMX #7
 ATHG-1297 BSMX #9
 ATHG-1298 BSMX #10 / 12 / 15

Era: 1970+

MODEL FEATURES:

- Photo-etched metal roof walk
- Detailed outlets
- Round or trough hatches
- Separate brake cylinder, valve and air reservoir with brake plumbing
- Body-mounted McHenry® operating scale knuckle couplers
- Separately applied wire grab irons and brake wheel
- Machined metal wheels
- Screw mounted truck
- Weighted for optimum performance
- Minimum radius: 9¾"



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

PROTOTYPE SPECIFIC INFORMATION

The 2-bay covered hopper first entered service in the 1950s. The cars handle loads such as cement, sand and similar denser bulk commodities. In the 1960s, American Car and Foundry introduced the Centerflow design. The car's rounded body provided structural strength without the added weight of bracing, as well as making gravity unloading easier. This 2-bay car came in a 2,970-cubic foot capacity.

PRIME FOR GRIME \$36.99 INDIVIDUAL | \$94.99 3-PACK
\$31.99 INDIVIDUAL | \$79.99 3-PACK

Orders Due: 12.29.23

ETA: APRIL 2025

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