

## Union Pacific\*



4-8-8-4 'Big Boy' Locomotive, UP #4000  
 4-8-8-4 'Big Boy' Locomotive, Primed For Grime UP #4003  
 4-8-8-4 'Big Boy' Locomotive, UP #4019  
 4-8-8-4 'Big Boy' Locomotive, UP #4020  
 4-8-8-4 'Big Boy' Locomotive, UP #4024

### without Sound

ATHG-2195  
 ATHG-2196  
 ATHG-2197  
 ATHG-2198  
 ATHG-2199

### with Sound

ATHG-2203  
 ATHG-2204  
 ATHG-2205  
 ATHG-2206  
 ATHG-2207

Era: 1946+ (Alternate History)

4-8-8-4 locomotives were owned exclusively by the Union Pacific. Rumored to be named the "Wasatch" class, they acquired the name "Big Boy" after an ALCO factory worker scrawled the text on the first unit's smokebox during construction. They ran from 1941 to 1959.

### ROAD NUMBER SPECIFIC FEATURES:

- **#4000** As-delivered, coal burners, cooling pipes
- **#4003** Primed For Grime finish to represent in-service look, coal burner, cooling pipes
- **#4019** Smoke lifters, coal burner, cooling pipes
- **#4020** As-delivered, coal burners, cooling pipes
- **#4024** Legendary Liveries Greyhound scheme with yellow trim, smoke lifters, oil burner, no cooling pipes

**PRIMED FOR GRIME \$699.99 w/o SOUND | \$799.99 w/ Tsunami<sup>2</sup> SOUND**  
**\$689.99 w/o SOUND | \$789.99 w/ Tsunami<sup>2</sup> SOUND**

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Orders Due: 01.24.25

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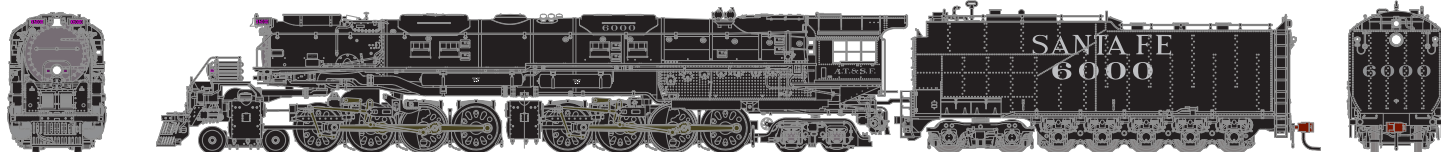


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## Santa Fe



Era: 1944+ (Alternate History)

4-8-8-4 'Big Boy', ATSF #6000

**without Sound**  
ATHG-2200

**with Sound**  
ATHG-2208

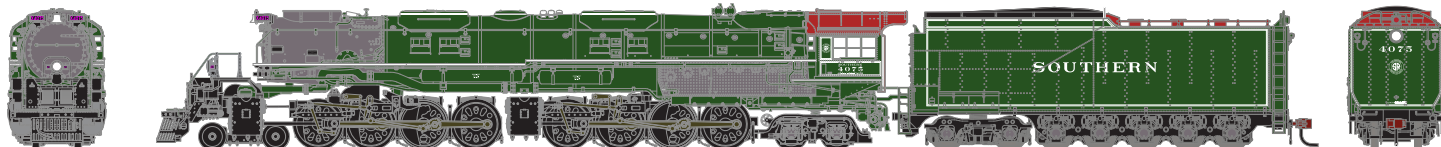
**ATSF FEATURES:**

- Oil burner, cooling pipes, black firebox and smokebox sides

With their stable performance at speed and ability to handle large trains, Santa Fe found the 4-8-8-4 concept to be appealing. They took delivery of their 6000 class in 1944 to help handle wartime traffic. ATSF had experimented with compound articulated locomotives in the 1910s, but they were never entirely successful. Buying UP's design "off-the-shelf" from ALCO was the logical choice, then.\*

\*Alternate history- some facets have been massaged

## Southern



Era: 1944+ (Alternate History)

4-8-8-4 'Big Boy', SOU #4075

**without Sound**  
ATHG-2201

**with Sound**  
ATHG-2209

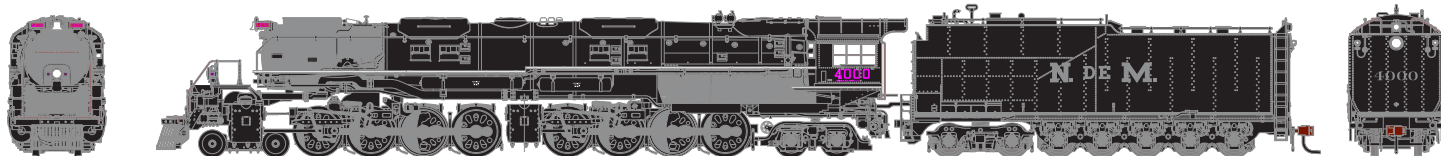
**SOU FEATURES:**

- Coal Burner, no cooling pipes

Southern was also hoping to alleviate wartime traffic constraints when they went to ACLO for 4-8-8-4 locos in 1944. Pleased with their 2-8-8-2 "Chesapeake" class, the Big Boy wheel arrangement was a natural progression and would prove itself on the steep grades throughout the southeast.\*

\*Alternate history- some facets have been massaged

## Ferrocarriles Nacionales de México



Era: 1944+ (Alternate History)

4-8-8-4 'Big Boy', NdeM #4000

**without Sound**  
ATHG-2202

**with Sound**  
ATHG-2210

**NdeM FEATURES:**

- Oil Burner, no cooling pipes

Ferrocarriles Nacionales de México, Mexico's state-owned railroad from 1938 to 1998, was somewhat famous for acquiring second-hand locos from the US- and operating them long after they had been retired beyond the border. In 1962, they were able to pick up several Big Boy locos from the UP. After a conversion to oil in the San Luis Potosi shops, the ALCO giants gave many more years of good service to the road.\*

\*Alternate history- some facets have been massaged

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## LOCOMOTIVE SOUND-EQUIPPED MODELS ALSO FEATURE

- On-board DCC decoder with SoundTraxx Tsunami2 sound
- Dual speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, whistle, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

## PROTOTYPE SPECIFIC INFORMATION

Union Pacific wanted something that could make the same speeds as the Challengers but could carry the entire 4,290-ton train over the Wasatch Mountains without a helper. The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive, thus making a 4-8-8-4.

In 1941, UP placed an order for 20 4-8-8-4's, numbered 4000 through 4019, with the American Locomotive Works. According to legend, an unidentified machinist at the ALCO plant is responsible for the name "Big Boy", having scrawled the name in chalk on a partially completed locomotive.

The Big Boys were exactly what the railroad wanted. They were coal burners with 68-inch drivers, 135,375 pounds of tractive effort and 6,000 horsepower. They started service on the line from Ogden to Green River, Wyoming and their operating range soon increased to cover the line all the way to Cheyenne.

Traffic during WWII resulted in five more Big Boys, numbered 4020 through 4024, being built in 1944. These versions were slightly heavier than the original order due to wartime materials restrictions. Despite the influx of diesel locomotives following WWII, the Big Boys and Challengers remained the prime power on the Overland Route. They also saw service as helpers, leading gas turbines and diesels over Sherman Hill. They remained active through the 1950s and weren't retired until the early 1960s. By then, the first 20 units had been run well over one million miles.

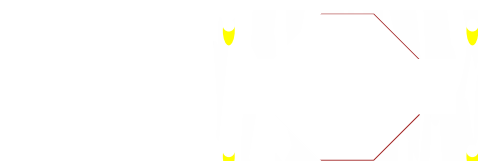
## 4-8-8-4 LOCOMOTIVE FEATURES:

- Illuminated number boards and headlights
- Headlight turns off in reverse
- Illuminated directional back-up light in the tender
- Correctly operating eccentric cranks
- Adjustable top cab vent and cab windows
- Pivoting front and rear engines for negotiating 22" radius curves
- Current pick-up on all driver and wheels
- Boiler backhead with full details and printed gauges
- Synchronized chuff, whistle, bell, blow-down, air compressor, dyno and pop-off valve sounds
- User-controlled whistle, short whistle, bell, squeal, coupler crash, injector, water stop and light dimmer
- Individually-applied detail parts, including brass-painted bell and whistle, piping, valves, generator, steps, air pump, air tanks, reverser and coupler lift bar
- Front coupler pocket can be inserted to mount operating coupler
- Dual speakers for great sound quality
- Upgraded headlight lighting with brighter LED
- Improved loco-to-tender connection harness for increased durability and serviceability
- Minimum recommended radius: 22"



## LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"



## 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

**PRIMED FOR GRIME \$699.99 w/o SOUND | \$799.99 w/ Tsunami2 SOUND**  
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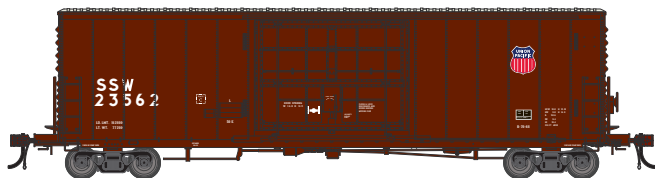
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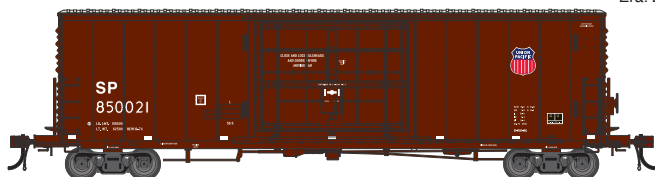
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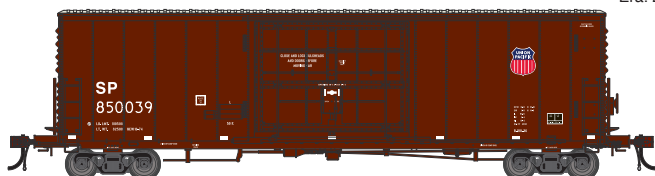
### Union Pacific\*



Era: 2000s+



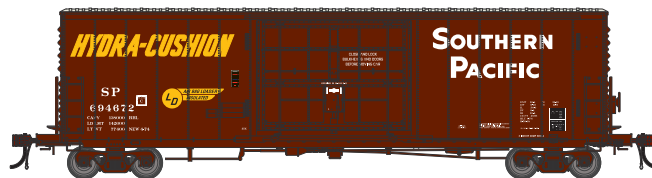
Era: 2000s+



Era: 2000s+

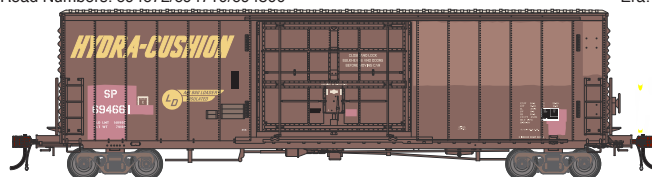
ATHG-2211 SSW #23562  
ATHG-2212 SP #850021  
ATHG-2213 SP #850039

### Southern Pacific\*

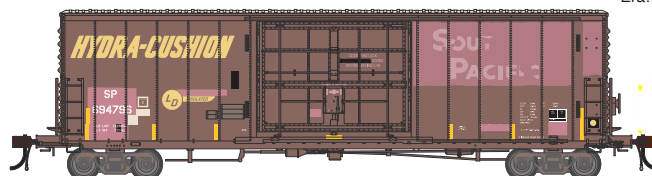


Road Numbers: 694672/694710/694800

Era: 1970s+



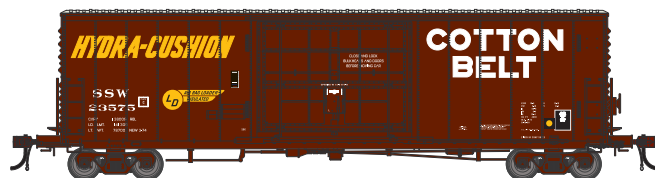
Era: 2000s+



Era: 2000s+

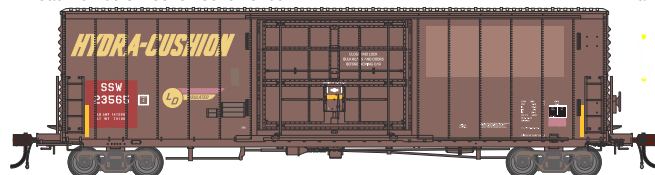
ATHG-2214 SP #694672  
ATHG-2215 SP #694710  
ATHG-2216 SP #694800  
ATHG-2217 SP #694661 (Primed for Grime)  
ATHG-2218 SP #694796 (Primed for Grime)

### Cotton Belt\*

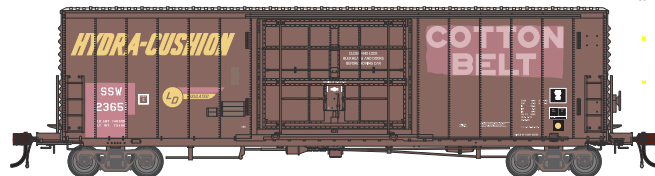


Road Numbers: 23575/23649/23705

Era: 1970s+



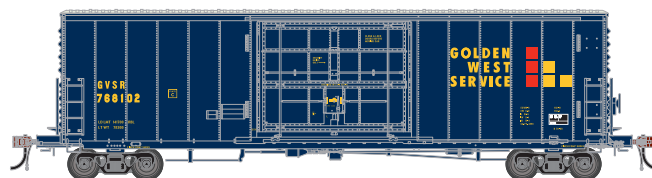
Era: 2000s+



Era: 2000s+

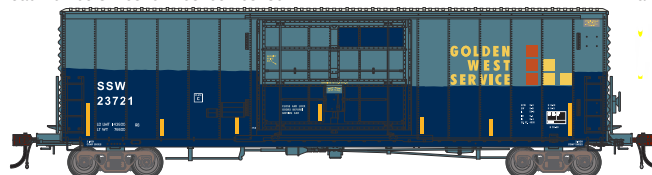
ATHG-2219 SSW #23575  
ATHG-2220 SSW #23649  
ATHG-2221 SSW #23705  
ATHG-2222 SSW #23565 (Primed for Grime)  
ATHG-2223 SSW #23651 (Primed for Grime)

### Golden West Service\*

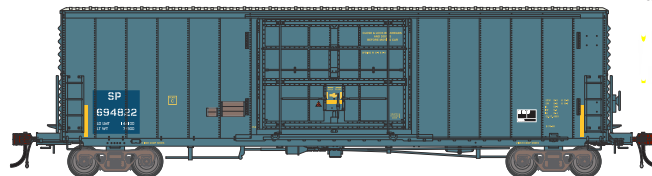


Road Numbers: 768102/768109/768130

Era: 1990s+



Era: 2014+



Era: 2006+

ATHG-2224 GVSR #768102  
ATHG-2225 GVSR #768109  
ATHG-2226 GVSR #768130  
ATHG-2227 SSW #23721 (Primed for Grime)  
ATHG-2228 SP #694822 (Primed for Grime)

**PRIMED FOR GRIME \$54.99 INDIVIDUAL \$49.99 INDIVIDUAL**

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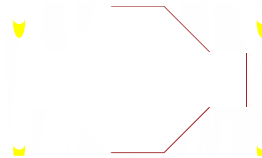


## PROTOTYPE AND BACKGROUND INFO:

Change to Starting in the 1960s, insulated box cars became common on most railroads. This type of car was useful for hauling canned goods or other commodities that needed to be protected from temperature extremes. The model depicted by this Athearn Genesis car was built by Pacific Car & Foundry and features different side panel construction and door types per prototype. The cars also feature a detailed cushion underframe and full brake rigging.

## MODEL FEATURES:

- Separate wireform grab irons, etched metal coupler platforms
- Full underframe detail: air brake reservoir, control valve, and brake cylinder with plumbing and brake rod details
- Weighted for optimum performance
- Separately applied wire grab irons where applicable
- Trucks with animated rotating bearing caps
- Coupler lift bars, trainline hoses, brake hoses, and hardware
- Body-mounted, McHenry® scale knuckle couplers
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Accurately painted and printed for prototypical realism
- Highly detailed, injection-molded body
- Minimum radius: 18" — Recommended radius: 22"



## PRIMED FOR GRIME MODELS FEATURE

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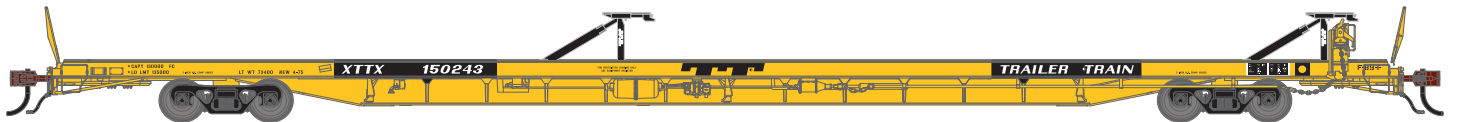
## Trailer Train



ATHG-2229	XTTX 'Brown' #153141
ATHG-2230	XTTX 'Brown' #153149
ATHG-2231	XTTX 'Brown' #153156
ATHG-2232	XTTX 'Brown' #153162

Era: 1965+

## Trailer Train



ATHG-2233	XTTX 'Yellow' #150243
ATHG-2234	XTTX 'Yellow' #150245
ATHG-2235	XTTX 'Yellow' #150249
ATHG-2236	XTTX 'Yellow' #150252

Era: 1982+

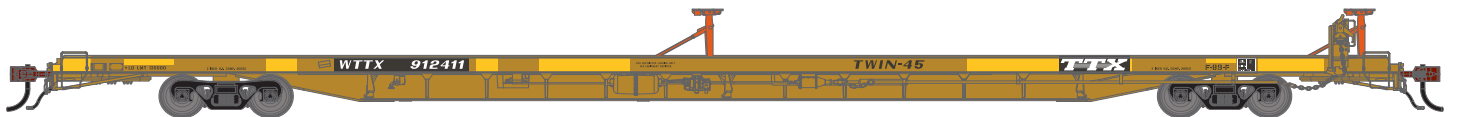
## Santa Fe



ATHG-2237	ATSF #292107
ATHG-2238	ATSF #292114
ATHG-2239	ATSF #292120
ATHG-2240	ATSF #292138

Era: 1982+

## Trailer Train



ATHG-2241	WTTX 'Twin 45' #912411
ATHG-2242	WTTX 'Twin 45' #912414
ATHG-2243	WTTX 'Twin 45' #914054
ATHG-2244	WTTX 'Twin 45' #930102

Era: 1991+

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## PROTOTYPE HISTORY:

Introduced in the early 1960s, the Trailer Train (now TTX Company) F89-F flatcar has been a mainstay of contemporary railroading. A product of Bethlehem Steel Company's (BSC) Johnstown, PA plant, over 9,000 of these (89' 8" over the strikers) cars were built throughout the 1960s. Visually distinctive from other long flatcars of their era thanks to their "C" channel side sills, these versatile cars were adapted for many types of service and loadings over the years, ranging from Trailer-On-Flatcar (TOFC), to autoracks, to structural steel loading. While the majority went to Trailer Train, many were built for various railroads, typically for autorack service. Many were "de-racked" in later years, being reassigned and equipped for other service - TOFC, vehicle loading, pipe service, etc.

It wasn't unusual for these cars to see several different loading configurations throughout their careers, in order to meet the changing needs of shippers. In service with Trailer Train, the three or four-letter reporting marks indicated the cars' intended service and corresponding equipment. For example, an "XTTX" car was equipped with four collapsible hitches, capable of carrying various combinations of 28', 40', or 45' trailers. A car in the "RTTX" configuration featured a pair of fixed hitches at the ends, and a retractable hitch amidships, allowing it to carry a pair of long (up to 45') trailers back-to-back, or three 28' "pup" trailers.

This Athearn Genesis model was designed from the start to incorporate as many prototype details and variations as possible, based upon field measurements and builder diagrams, in order to appeal to modelers of multiple eras. Many new hitches, body variants, and other separate details were created, allowing us to accurately offer these cars in their different configurations over the years, from four-hitch "XTTX" cars, to the distinctive drawbar-connected "TTTX" Triple-57 "Long Runner" bulge-deck conversions introduced in 1987. And you can rest assured of its smooth performance, thanks to a heavy die-cast frame for reliable tracking, and our famed Genesis 70-ton ASF Ride-Control trucks with spinning bearing cap details, and .110" tread metal wheels.

Operationally, these cars are appropriate for any layout set from the 1960s to the present day. In TOFC service, F89-Fs could be found mixed into manifest trains, or as part of dedicated TOFC trains. It also wasn't uncommon to find them mixed into stack trains, alongside such cars as Gunderson Maxi-Is or Maxi-IIIs, which are also available from Athearn. The new F89-F also goes great with Athearn's extensive line of 40', 45', and 53' trailers, not to mention our various 20', 40', 45', 48', and 53' containers mounted on chassis, all of which are available in many different paint schemes to appeal to modelers of all eras.

## F89-F 89'8" TOFC Flat MODEL FEATURES:

- Die-cast underframe
- Raised and lowered hitches included
- Detailed deck
- Decorated models fully-assembled and ready to run out of the box
- Separately applied wire grab irons on and ladders
- 70-Ton roller bearing trucks with animated rotating bearing caps installed
- Wheels with RP25 contours operate on Code 55, 70, 75, 80, 83, and 100 rail
- Minimum radius: 22"—Recommended radius: 24"+
- XTTX version: cars have 4 hitches to handle different trailer lengths. Extra raised and collapsed hitches included to model any configuration.
- Weighted for trouble-free operation
- Use for dedicated intermodal trains or mixed freight
- Wire formed brake plumbing
- Highly-detailed, injection-molded body
- Separately applied brake ratchet
- Machined metal wheels
- Body-mounted McHenry operating scale knuckle couplers

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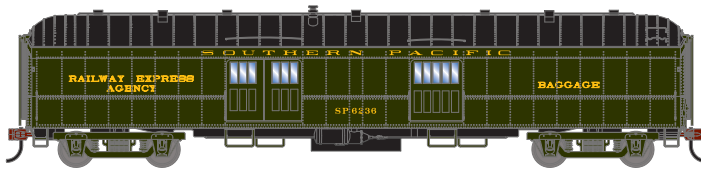




# 60ft Pullman Common Standard Baggage Car HO

**BRAND NEW MODEL!**

## Southern Pacific\*

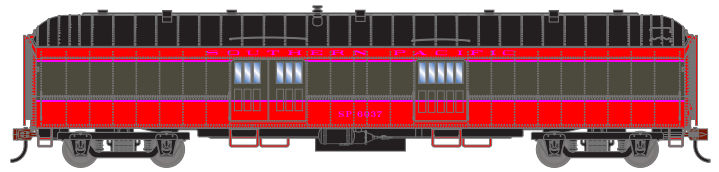


Era: 1949+

ATH-2637 SP #6236  
ATH-2638 SP #6047 / 6052

SP Features: Wooden doors, underbody battery box and air cylinder

## Southern Pacific\*

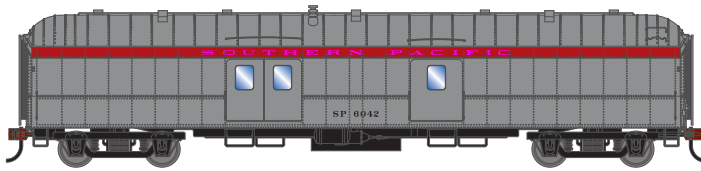


Era: 1959+

ATH-2639 SP #6037  
ATH-2340 SP #6237

SP Features: Wooden doors, underbody battery box and air cylinder

## Southern Pacific\*



Era: 1959+

ATH-2641 SP #6042  
ATH-2642 SP #6046

SP Features: Ply-metal doors, underbody battery box and air cylinder

## Union Pacific\*

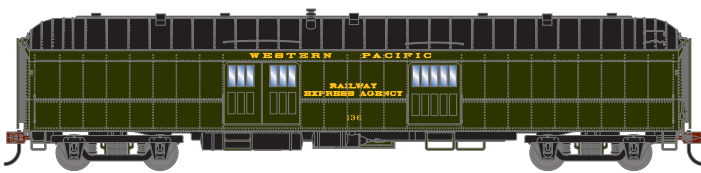


Era: 1910+

ATH-2643 UP #1161  
ATH-2644 UP #1162 / 1165

UP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

## Western Pacific\*

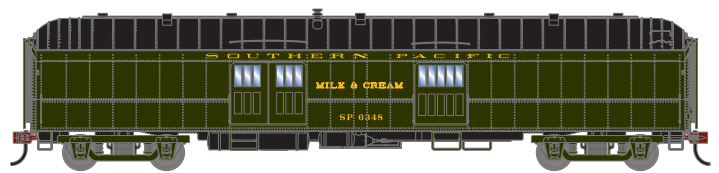


Era: 1924+

ATH-2645 WP #136  
ATH-2646 WP #137 / 140

WP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

## Southern Pacific\*



Era: 1954+

ATH-2647 SP #6348

SP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder  
Lettered for Milk & Cream service

## Southern Pacific\*



Era: 1954+

ATH-2648 SP #6016

SP Features: Wooden doors, underbody battery box and air cylinder  
Lettered for Milk & Cream service

**\$89.99 INDIVIDUAL | \$149.99 2-PACK**

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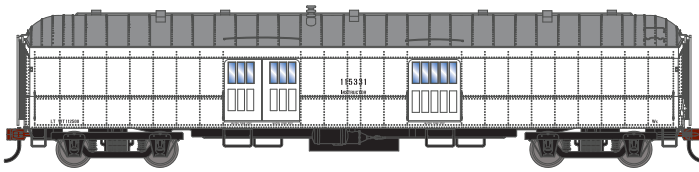
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# 60ft Pullman Common Standard Baggage Car HO

**BRAND NEW MODEL!**

## Maintenance of Way

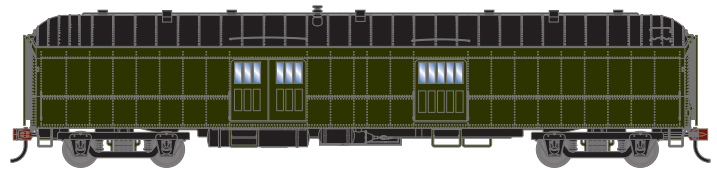


ATH-2649 MOW #115331

Era: 1955+

MOW Features: Wooden doors, underbody battery box and air cylinder

## Unlettered



ATH-2650 Green

Era: 1910+

Unlettered Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

### PROTOTYPE AND BACKGROUND INFO:

In the early 20th century, there was a need to replace wooden passenger and head-end cars with steel construction. Wood construction had two major issues. It is a combustible product, especially when placed near a heat source, such as a stove used for heating. It also lacks the strength of steel. Wreckage of wooden passenger and head-end cars has resulted in many deaths. Wood lacks the strength to prevent the "telescoping" of rail cars during a wreck, significantly increasing the casualties.

In 1905, the Southern Pacific began developing an experimental steel passenger car, built on I-Beams and cast body bolsters. Steel side sills and vertical posts, along with a horizontal belt rail formed the framework for a strong girder type of construction. Metal plates were attached to the girder sides. An arched roof consisting of overlapping rolled steel plates provided great lateral strength between the car sides. Further development of the design included weight reduction, the use of a cement flooring, and insulation application.

During this developmental period, the Southern Pacific was controlled by E. H. Harriman, who also had or acquired control of the Union Pacific, Illinois Central, and the Chicago & Alton. These railroads, often referred to as the Harriman "Associated Lines", adopted a "Common Standard" design of these cars and other railroad equipment. This "Common Standard" design eliminated the duplication of engineering time while lowering the cost of purchased equipment. With few exceptions, the 60' Common Standard Baggage Cars were built by Pullman Standard.

Generally, the "Common Standard" baggage cars were designed to haul the baggage of the passengers riding the train, typically suitcases and trunks. Less typical examples of passenger baggage would be skis and golf clubs, notably for the seasonal trains. Parcels were also transported as required. Other examples of less common baggage could include: pets (in crates), newspapers, company mail (paychecks, vouchers, tickets, coupon books, and meal checks), caskets with human remains, along with milk and cream (typically in 5 or 10 gallon milk cans).

### MODEL FEATURES:

- Arched overlapping roof panels with simulated rivets
- Pintsch gas vents and piping
- Roof vents, rectangular, staggered arrangement
- Stove smokestack
- Drip strips over side and end doors
- Formed wire grabs and ladder rests
- Magnetically attached roof for easier removal
- Wooden doors or ply-metal doors per prototype
- Diaphragm on ends
- Stirrup steps
- Two underframe versions: "As-Built" underframe with toolbox, gas tanks (2), or "Modernized" underframe with battery box per prototype
- Brake cylinder & triple valve
- Air tank
- McHenry scale knuckle-spring couplers
- Four-wheel trucks
- Window glazing
- Interior
- Weighted for optimal performance
- 18" minimum radius

**\$89.99 INDIVIDUAL I \$149.99 2-PACK**

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

**Orders Due: 01.24.25**

ETA: AUGUST 2026

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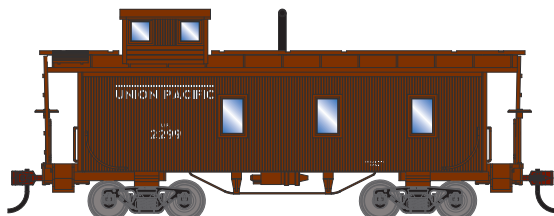
 **VISIT** Your Local Retailer  
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## 3-Window Caboose

**HO**

### Union Pacific\*

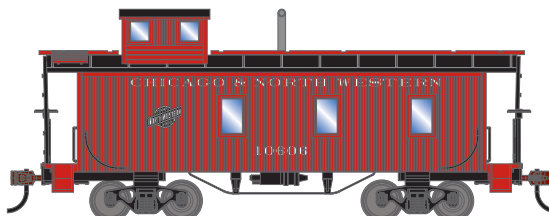


ATH-2591  
ATH-2592

UP #2299  
UP #2517

Era: 1925+

### Chicago and North Western\*

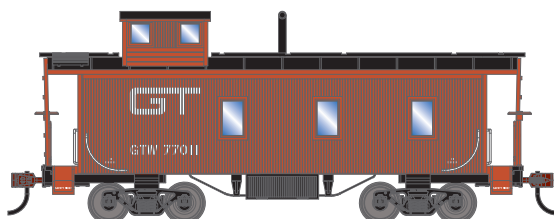


ATH-2593  
ATH-2594

CNW #10606  
CNW #10711

Era: 1930s+

### Grand Trunk Western

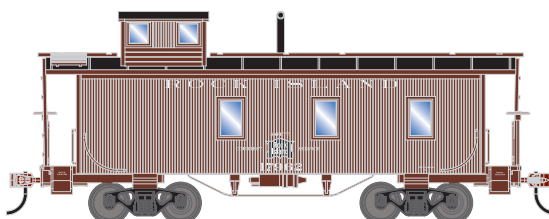


ATH-2595  
ATH-2596

GTW #77011  
GTW #77136

Era: 1960s+

### Rock Island

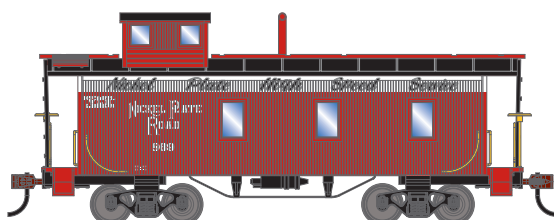


ATH-2597  
ATH-2598

RI #17962  
RI #17964

Era: 1920s+

### Nickel Plate Road

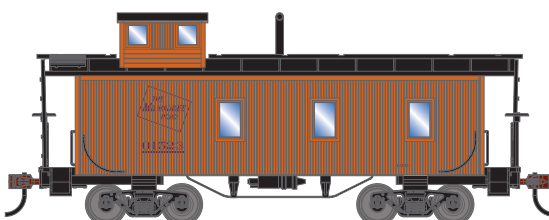


ATH-2599  
ATH-2600

NKP #869  
NKP #885

Era: 1930s+

### Milwaukee Road



ATH-2601  
ATH-2602

MILW #01523  
MILW #01524

Era: 1923+

## All Road Names

#### MODEL FEATURES:

- Simulated wood sheathing
- Wire truss rods (as appropriate)
- Clear window glazing
- Painted steps (as appropriate)
- Machined RP25 profile 33" metal wheels
- McHenry® operating scale knuckle couplers
- Appropriate to each prototype: Detailed Arch bar or Bettendorf trucks with brake shoe detail
- Fully-assembled and ready for your layout
- Razor-sharp painting and printing
- Minimum radius: 18"

#### PROTOTYPE SPECIFIC INFORMATION

Perhaps one of the most recognizable icons of American railroading, the caboose completed the train. Caboose provide shelter for crew at the end of a train, who were long required for switching and shunting, and to keep a lookout for load shifting, damage to equipment and cargo, and overheating axles.

## \$39.99 INDIVIDUAL

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\* Union Pacific Licensed Product





## 40ft Superior Door Box Car

HO

### Union Pacific\*



ATH-2619  
ATH-2620  
ATH-2621

UP #100678  
UP #100843  
UP #101489

Era: 1948+

### Erie Lackawanna



ATH-2622  
ATH-2623  
ATH-2624

EL #73709  
EL #73717  
EL #73724

Era: 1960s+

### Elgin, Joliet & Eastern

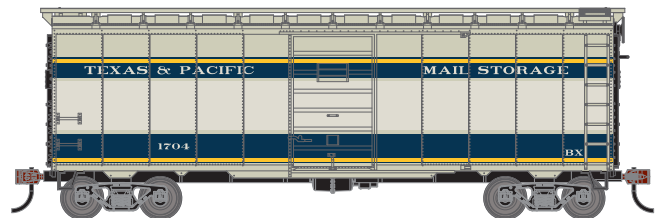


ATH-2625  
ATH-2626  
ATH-2627

EJE #60999  
EJE #61010  
EJE #61116

Era: 1957+

### Texas & Pacific



ATH-2628  
ATH-2629  
ATH-2630

TP #1704  
TP #1710  
TP #1722

Era: 1940s+

### Akron, Canton and Youngstown Railroad

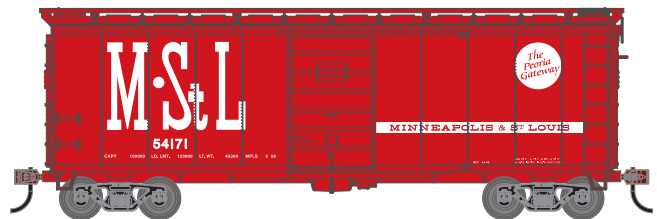


ATH-2631  
ATH-2632  
ATH-2633

ACY #3262  
ACY #3277  
ACY #3298

Era: 1966+

### Minneapolis & St Louis Railway



ATH-2634  
ATH-2635  
ATH-2636

MSTL #54171  
MSTL #54199  
MSTL #54207

Era: 1958+

## All Road Names

#### MODEL FEATURES:

- Single Superior style door
- Separately applied roof walk and brake wheel
- Body-mounted McHenry operating scale knuckle couplers
- Bettendorf trucks with 33" machined metal wheels and RP25 contours operate on all popular brands of track
- Minimum radius: 18"

**\$39.99 INDIVIDUAL**

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

**Orders Due: 01.24.25**

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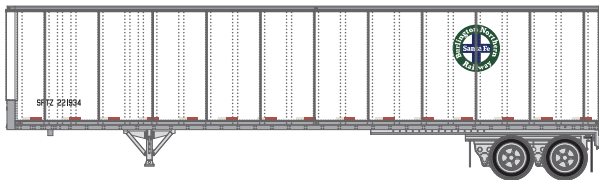
\* Union Pacific Licensed Product



# 45ft Fruehauf Z-Van Smooth Side Trailer

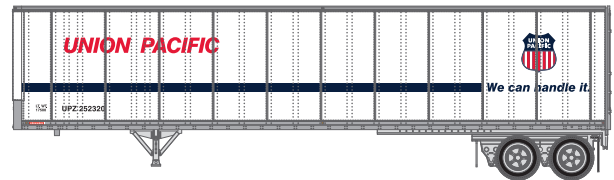
HO

## Burlington Northern Santa Fe



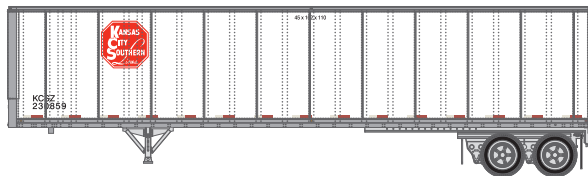
ATH-2603 SFTZ #221934 Era: Late 1990s+  
ATH-2604 SFTZ #221937

## Union Pacific\*



ATH-2605 UPZ #252320 Era: 1980s+  
ATH-2606 UPZ #252337

## Kansas City Southern



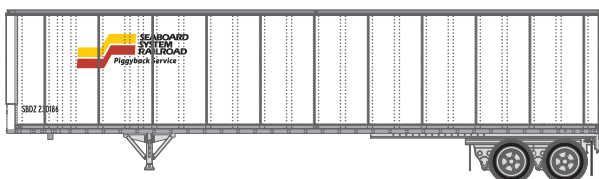
ATH-2607 KCSZ #230859 Era: Late 1990s+  
ATH-2608 KCSZ #230868

## Illinois Central



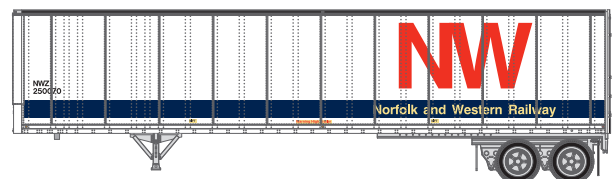
ATH-2609 ICRZ #631051 Era: Late 1980s+  
ATH-2610 ICRZ #631730

## Seaboard System



ATH-2611 SBDZ #230186 Era: 1980s+  
ATH-2612 SBDZ #230549

## Norfolk and Western



ATH-2613 NWZ #250070 Era: Late 1970s+  
ATH-2614 NWZ #250249

## Minnesota Dakota and Western



ATH-2615 BMDZ #633322 Era: Late 1990s+  
ATH-2616 BMDZ #633615

## Milwaukee Road



ATH-2617 MILZ #630152 Era: 1980s+  
ATH-2618 MILZ #630391

### PROTOTYPE AND BACKGROUND INFO:

The Z-van was originally available in a 40' length; 45' was offered later. Many of the 40' trailers were subsequently extended to 45'. Refrigeration equipment was available, as well as different landing gear and door rod configurations. Construction began with the ribbed-side versions, then proceeded to beaded-side construction, with the smooth side version representing the most modern construction method.

With three distinct body styles, the Athearn model makes a realistic addition to road or rail scenes from the 1970s to the 2000s.

### MODEL FEATURES:

- Separately applied mud flaps
- Rubber tires
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration

**\$37.99 INDIVIDUAL**

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

**Orders Due: 01.24.25**

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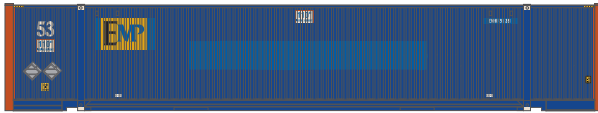
\* Union Pacific Licensed Product



## 53ft Jindo Container

**HO**

### EMP (Ex- Pacer Stacktrain)



Era: 2010s+

ATH-2657 EMHU # 203345 / 203357 / 203381

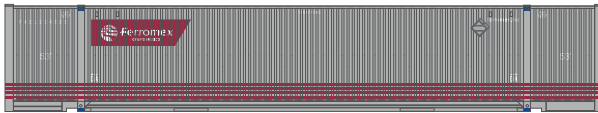
### R+L Carriers



Era: 2010s+

ATH-2658 RNLU # 100043 / 100099 / 100249

### Ferromex



Era: Late 2010s+

ATH-2659 FXEU # 232567 / 232586 / 234826

### Triple Crown



Era: 2024+

ATH-2660 TCZU # 586332 / 601489 / 653462

### Trailer Bridge



Era: 2010s+

ATH-2661 TRBU # 534180 9 / 534382 2 / 534450 0

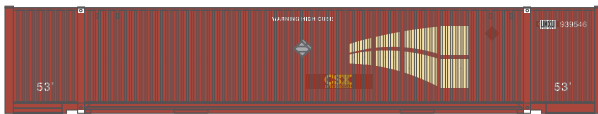
### COFC Logistics (White)



Era: 2010s+

ATH-2662 CFQU # 821314 / 821415 / 821555

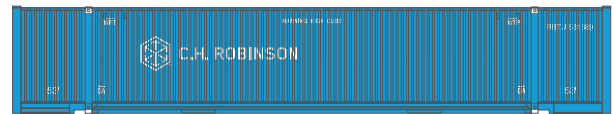
### UMAX - Ex -CSX/Stax



Era: 2010s+

ATH-2663 UMXU # 939189 / 939402 / 939546

### C.H. Robinson (New logo)



Era: 2010s+

ATH-2664 RBTU # 531274 / 531553 / 531689

#### PROTOTYPE AND BACKGROUND INFO:

An intermodal container is a large standardized shipping container, designed and built for intermodal freight transport. These containers can be used across different modes of transport – from ship to rail to truck – without unloading and reloading their cargo. Intermodal containers are primarily used to store and transport materials and products efficiently and securely in the global containerized intermodal freight transport system.

#### MODEL FEATURES:

- All new road numbers
- Fully assembled
- Easily stackable
- Each container is individually numbered

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

**\$47.99 3-PACK****Orders Due: 01.24.25**

ETA: AUGUST 2026

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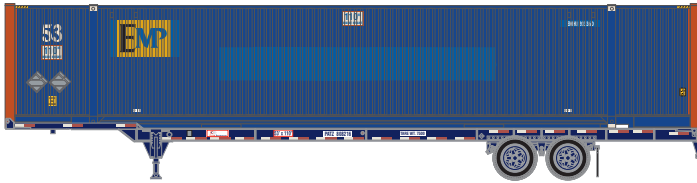




## 53ft Chassis with 53ft Jindo Container

# HO

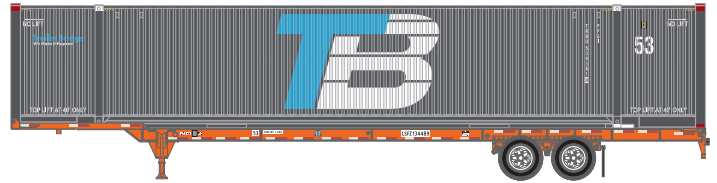
### Pacer StackTrain with EMP Container



ATH-2651 PATZ # 808216 / EMHU # 203360

Era: 2010s+

### BNSF "Circle Cross" with Trailer Bridge Container



ATH-2652 LSFZ # 134489 / TRBU # 534381 1

Era: 2010s+

### Union Pacific / DCLI with COFC Container



ATH-2653 UPHZ # 168004 / CFQU # 821402

Era: 2010s+

### CSX with UMXU Container



ATH-2654 TSXZ # 999150 / UMXU # 939336

Era: 2010s+

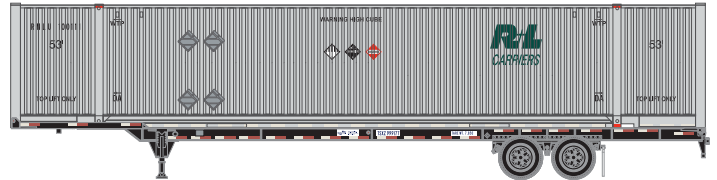
### JB Hunt with Triple Crown Container



ATH-2655 JBHZ # 127890 / TCZU # 601555

Era: 2010s+

### Seacastle with R+L Container



ATH-2656 TSXZ # 999177 / RNLU # 100111

Era: 2010s+

#### PROTOTYPE AND BACKGROUND INFO:

An intermodal container is a large standardized shipping container, designed and built for intermodal freight transport. These containers can be used across different modes of transport – from ship to rail to truck – without unloading and reloading their cargo. Intermodal containers are primarily used to store and transport materials and products efficiently and securely in the global containerized intermodal freight transport system.

#### 53ft CONTAINER MODEL FEATURES:

- All new road numbers
- Fully assembled
- Easily stackable
- Each container is individually numbered

#### 53FT CHASSIS MODEL FEATURES:

- Fully assembled
- Razor-sharp printing and painting
- Contemporary paint schemes

## \$44.99 PER SET

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

Orders Due: 01.24.25

ETA: AUGUST 2026

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