

## Wisconsin and Southern



Era: 2023+



Era: 2023+

SD60M, WAMX #6022  
SD60M, WAMX #6023

without Sound	with Sound
ATHG-2339	ATHG-2354
ATHG-2340	ATHG-2355

### WAMX FEATURES:

- Former UP units
- K3LA horn
- Front ditch lights

WAMX has several former UP SD60Ms on the property, which were built in 1989-1990. In 2023, two units were painted in a new paint scheme at the road's Horicon, WI, shop. The units feature slightly different lettering designs.

### ROAD NUMBER SPECIFIC FEATURES:

- **#6022** Closely-spaced lettering
- **#6023** Widely-spaced lettering

**\$274.99 w/o SOUND | \$374.99 w/ Tsunami<sup>2</sup> SOUND**



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

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## Soo Line



Era: Early 1990s+

SD60M, SOO #6059  
SD60M, SOO #6061

<b>without Sound</b>	<b>with Sound</b>
ATHG-2341	ATHG-2356
ATHG-2342	ATHG-2357

**SOO FEATURES:**

- Front ditch lights
- Strobe
- New road numbers

Soo Line 6059-6062 were the only “wide-cab” (full-width nose) units delivered to the road before it was fully owned by CP.

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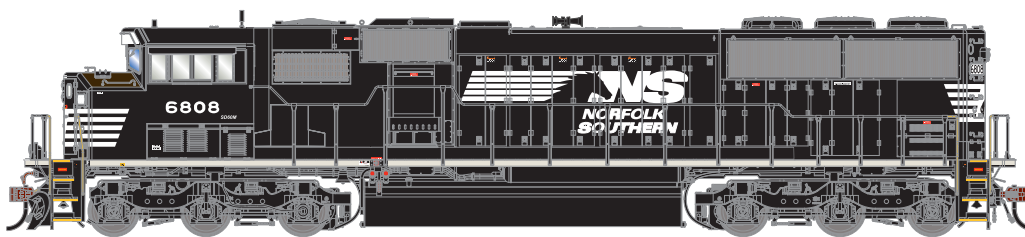
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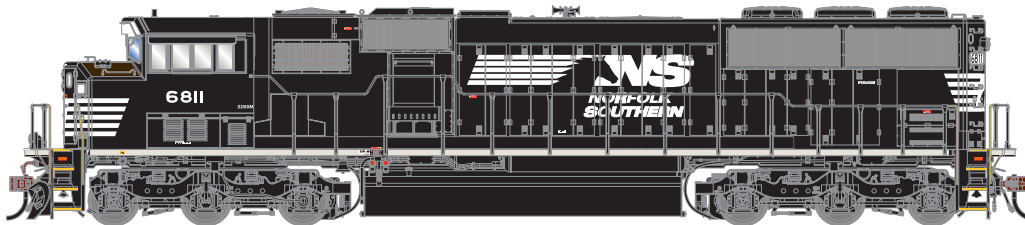
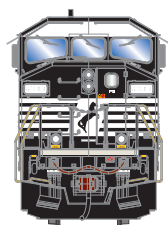
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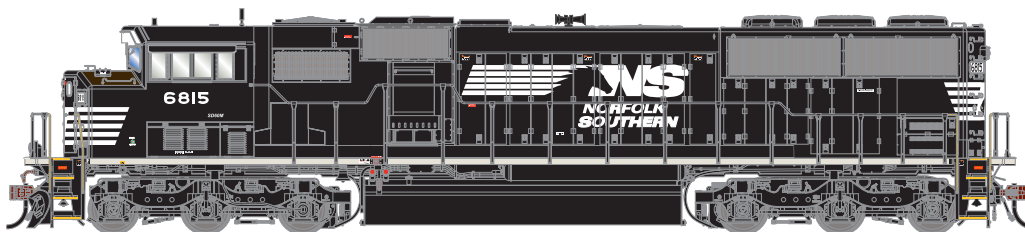
## Norfolk Southern



Era: 2014+



Era: 2014+



Era: 2014+

SD60M, NS #6808  
SD60M, NS #6811  
SD60M, NS #6815

without Sound	with Sound
ATHG-2343	ATHG-2358
ATHG-2344	ATHG-2359
ATHG-2345	ATHG-2360

### NS FEATURES:

- Front ditch lights\*
- Logo placement and warning labels per prototype road number
- Different horn types per road number

\*Non-alternating (they do not flash on these ex-BN units)

Nine SD60M “Triclops” units were picked up by NS second-hand in 2014. These are former BNSF units that were originally built in 1989 for the BN.

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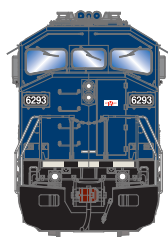
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\* Union Pacific Licensed Product

## OmniTrax



SD60M, OMLX #6293



**without Sound**

ATHG-2346

**with Sound**

ATHG-2361

**OMLX FEATURES:**

- Former UP units
- K3LA horn
- Front ditch lights



Era: Late 2022+

OMLX 6293 is the former UP 6142 / 2297, built in 1989. The unit was repainted in 2022 and is currently assigned to the Illinois Railway. This is a 113-mile shortline railroad, running over former BNSF tracks, including four separate lines.

**\$274.99 w/o SOUND | \$374.99 w/ Tsunami<sup>2</sup> SOUND**

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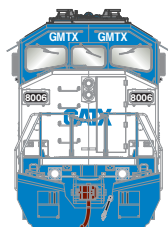
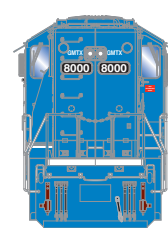
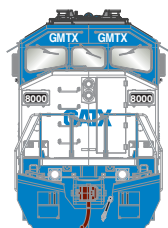
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## GATX Rail Locomotive Group



Era: 2023+

	without Sound	with Sound	GATX FEATURES:
SD60M, GMTX #8000	ATHG-2347	ATHG-2362	• Front ditch lights
SD60M, GMTX #8006	ATHG-2348	ATHG-2363	• K3LA horn
SD60M, GMTX #8011	ATHG-2349	ATHG-2364	• Early cab with straight nose contour

GATX Rail Locomotive Group is a railcar lessor that owns fleets in North America, Europe, and Asia. In 2020, they rostered 645 locomotives of various types, from end-cab switchers to big road power. Locos are marked with GMTX or LLPX reporting marks. What if UP sold off a few of their older units, and GMTX picked them up for the lease fleet? Here's our take on what they would have looked like.

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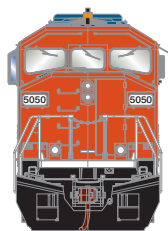
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## Grand Trunk Western



Era: 1990+ (Alternate History)

SD60M, GTW #5050  
SD60M, GTW #5059

<b>without Sound</b>	<b>with Sound</b>
ATHG-2350	ATHG-2365
ATHG-2351	ATHG-2366

**GTW FEATURES:**

- Front ditch lights
- 1990s appearance and markings
- K3LA horn

Grand Trunk Western Railroad was the American subsidiary of the Grand Trunk Railway. In December 1991, Canadian National announced a program to consolidate all of its U.S. railroads under the CN North America brand. After this date, GTW's logos and colors were gradually replaced by CN's. However, it's not a stretch to imagine an independent GTW surviving into the modern era. If this had happened, it's possible that SD60M "Triclops" units would have joined the roster.

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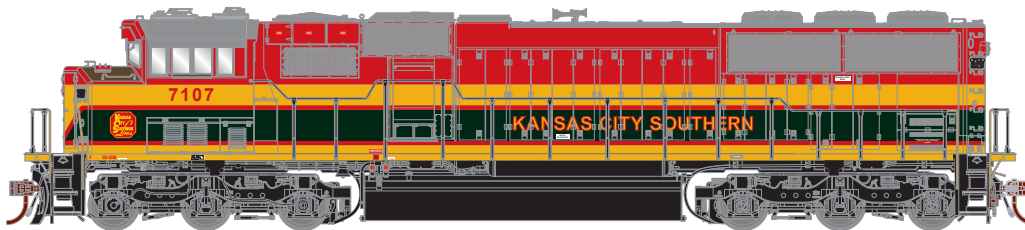
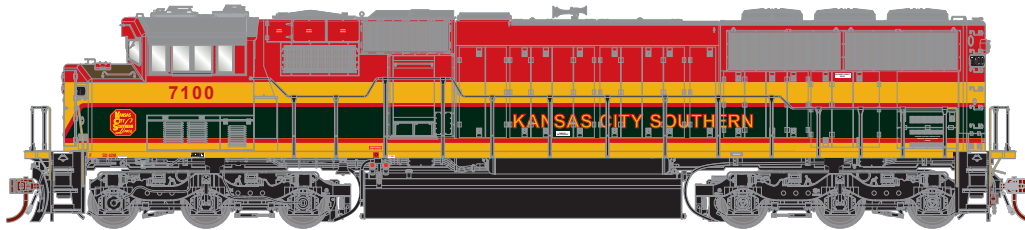
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## Kansas City Southern



Era: 2010s+ (Alternate History)

SD60M, KCS #7100  
SD60M, KCS #7107

without Sound	with Sound
ATHG-2352	ATHG-2367
ATHG-2353	ATHG-2368

**KCS FEATURES:**

- Front ditch lights
- UP details
- K3LA horn

KCS unveiled its new “Retro belle” scheme for freight diesels in 2007. Many new units were painted in this scheme; as time went on, it began to show up on older power as well. What if UP decided to sell off some of their older units in the mid 2010s, and KCS picked them up? Here’s what they might have looked like when emerging from Mid-America Car in Kansas City, MO.

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## SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, 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



## 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?”

## SD60M “Tri-Clops” SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- MU stands
- Windshield wipers
- Wire grab irons
- Lit number boards
- Lit class lights, if equipped
- Lit signal lights and/or beacons, if equipped
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- EMD HTC trucks with animated bearing caps
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Fine-scale Celcon handrails for scale appearance
- McHenry® scale knuckle couplers - Kadee® compatible
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- LED Lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Accurately painted and printed paint schemes
- Packaging securely holds for the model for safe storage
- Minimum radius: 18” Recommended radius 22”
- FlexibleTrainline and MU hoses
- Walkway tread
- Lift rings
- Sanding lines



## PROTOTYPE AND BACKGROUND INFO:

In 1984, EMD unveiled the first four SD60 demonstrator locomotives. The SD60 was equipped with a 3,800 horsepower, 16 cylinder, turbocharged 710G3A prime mover. Five years later, EMD began offering the SD60 with the wide nose “safety” cab with the infamous “Tri-Clops” 3-piece windshield, thus creating the SD60M. The term “Tri-clops” is a popular railfan nickname that refers to the original 3-window cab design.

Union Pacific was the first road to order these new SD60M locomotives followed by Burlington Northern and SOO Line. BN’s SD60M locomotives went on to the merged BNSF while the SOO Line units went to Canadian Pacific. Some of the BNSF units found more mileage with Norfolk Southern and in lease service for CEFX.

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## CPKC



Era: 2024+

GP38-2, CPKC #4412

**without Sound**  
ATHG-2369

**with Sound**  
ATHG-2381

### CPKC FEATURES:

- Ex-SOO
- Mid-production body with corrugated grilles and standard fans
- Lit number boards and front class lights
- 3600 gallon fuel tank
- Stratolite beacon (Effect in DCC)
- Blomberg M trucks
- 3-chime horn
- Flush standard exhaust stacks

CPKC 4412 is one of the first units that has been repainted into the new Canadian Pacific Kansas City Limited paint scheme. It was built by EMD in October 1976 for Soo Line and retained its original number when it became part of the CP Rail system.

"Canadian Pacific Kansas City Limited, doing business as CPKC (known as Canadian Pacific Railway Limited until 2023), is a Canadian railway holding company. Through its primary operating railroad subsidiaries, Canadian Pacific Railway (CP) and Kansas City Southern Railway (KCS), it operates about 32,000 kilometres (20,000 mi) of rail in Canada, Mexico, and the United States, and is the only single-line rail corporation ever to connect the three countries." Wikimedia Foundation. (2025, January 19). Canadian Pacific Kansas City. Wikipedia. [https://en.wikipedia.org/wiki/Canadian\\_Pacific\\_Kansas\\_City](https://en.wikipedia.org/wiki/Canadian_Pacific_Kansas_City)

So far as of January 2025, only two EMD road switcher units have been painted in the new scheme, but more are to follow.

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## Genesee & Wyoming



GP38-2, OHCR #2014

**without Sound**  
ATHG-2370

**with Sound**  
ATHG-2382

### OHCR FEATURES:

- Front and rear ditch lights
- 3-chime horn on bracket
- Narrow-spaced radiator fans
- Non-Dynamic
- Early Phase 1 body with chicken wire grilles

Era: 2024+

The Ohio Central is a part of the Genesee & Wyoming family and # 2014 is one of the first units to wear G&W's new anniversary paint scheme. It was built by EMD in 1973 for the Atlanta & St. Andrews Bay RR.

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## Santa Fe - Kodachrome



Era: 1980s+

Era: 1980s+

GP38-2, ATSF #2371  
GP38-2, ATSF #2372

<b>without Sound</b>	<b>with Sound</b>
ATHG-2371	ATHG-2383
ATHG-2372	ATHG-2384

**ATSF FEATURES:**

- Ex-TP&W
- Leslie 3-chime horn
- Phase-2 body with corrugated radiator grills
- Closely-spaced radiator fans
- Non-Dynamic

These two ATSF GP38-2's were originally purchased by the Toledo, Peoria & Western from EMD in May 1977 in a group of 11 units. When they joined the Santa Fe fleet they were initially numbered in the 3561-series. Within a year or so they were renumbered into the 2370-series, 6 of which received the ill-fated "Kodachrome" SPSF paint scheme.

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## Santa Fe - Yellow Bonnet



GP38-2, ATSF #2377

**without Sound**  
ATHG-2373

**with Sound**  
ATHG-2385

### ATSF FEATURES:

- Ex-TP&W
- Leslie 3-chime horn
- Phase-2 body with corrugated radiator grills
- Closely-spaced radiator fans
- Non-Dynamic

Era: 1980s+

ATSF GP38-2 #2377 was originally purchased by the Toledo, Peoria & Western from EMD in May 1977 in a group of 11 units. When it joined the Santa Fe fleet it was initially numbered 3568 in the 3561-series. Within a year or so they were renumbered into the 2370-series.

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## Buckingham Branch



Era: 2024+

Era: 2024+

GP38-2, BB #15  
GP38-2, BB #17

<b>without Sound</b>	<b>with Sound</b>
ATHG-2374	ATHG-2386
ATHG-2375	ATHG-2387

### BB FEATURES:

- Ex-NS & Southern
- 5-chime horn mounted on the rear
- Ph. 1a. body w/ Chicken wire Radiator Grills
- Closely-spaced radiator fans
- Front and rear ditch lights
- Dynamic brakes

These two 1973-built GP38-2's began life as high hood units for the Southern Ry and then became part of the Norfolk Southern fleet. Buckingham Branch bought them and converted them to low-hood units.

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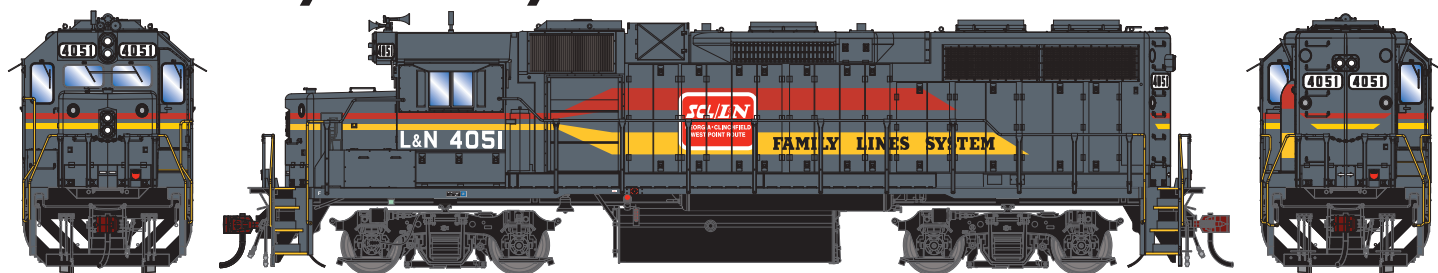
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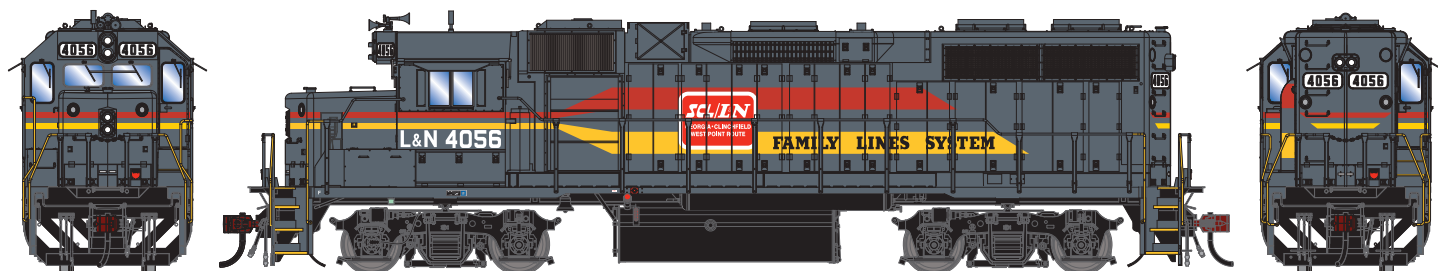
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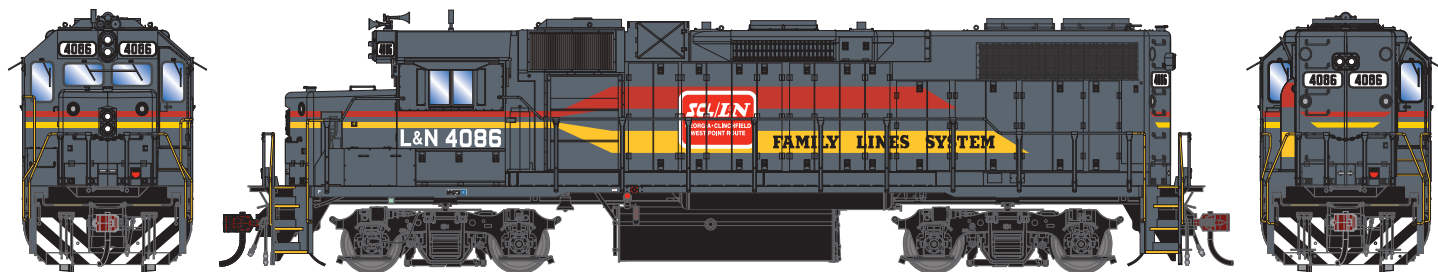
## Family Lines System - Louisville & Nashville



Era: Mid 1970s - Mid 1980s



Era: Mid 1970s - Mid 1980s



Era: Mid 1970s - Mid 1980s

GP38-2, LN #4051  
GP38-2, LN #4056  
GP38-2, LN #4086

<b>without Sound</b>	<b>with Sound</b>
ATHG-2376	ATHG-2388
ATHG-2377	ATHG-2389
ATHG-2378	ATHG-2390

### BB FEATURES:

- Nathan P3 horn
- Dynamic Brakes
- Upper Gyalight in number board housing (Functions in DCC only)

These 3 GP38-2's were built for the Louisville & Nashville by EMD in 1972 for general freight service. The L&N would become part of the Family Lines System during the 1970's and these models represent their appearance during their time working for that system.

### ROAD NUMBER SPECIFIC FEATURES:

- #4051 Ph.1 body with chicken wire radiator grilles and closely spaced radiator fans
- #4056 Ph.1 body with chicken wire radiator grilles and closely spaced radiator fans
- #4086 Ph. 1a. body with chicken wire radiator grilles widely spaced radiator fans, pilot stripes

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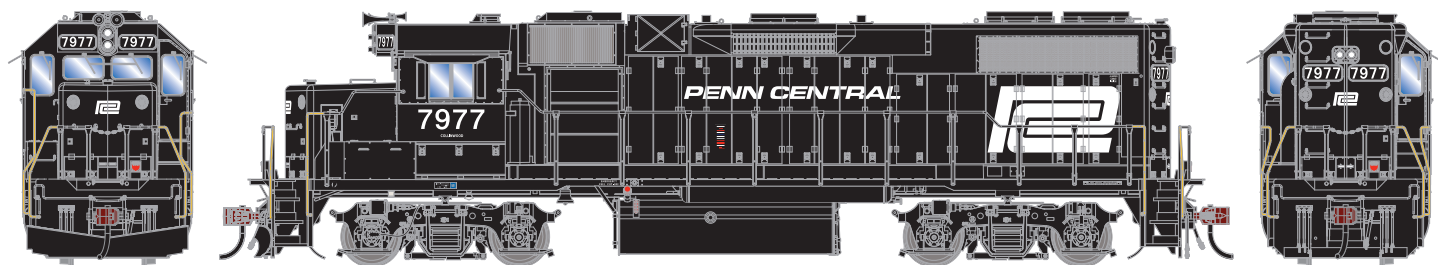
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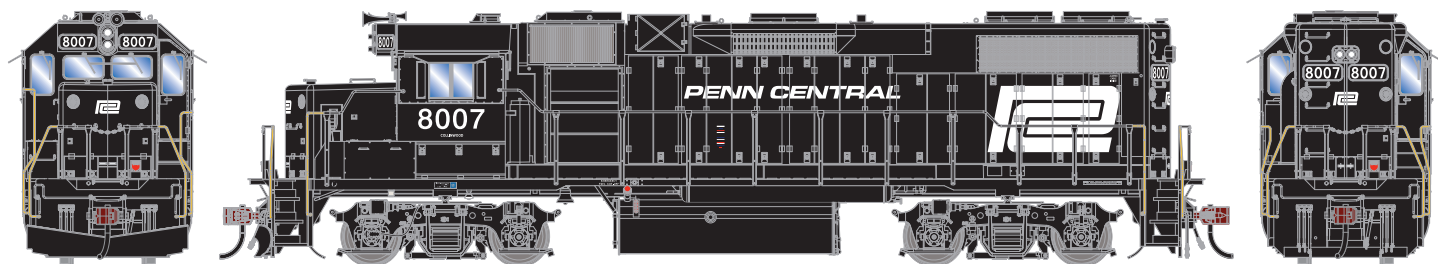
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## Penn Central



Era: 1970s+



Era: 1970s+

GP38-2, PC #7977  
GP38-2, PC #8007

<b>without Sound</b>	<b>with Sound</b>
ATHG-2379	ATHG-2391
ATHG-2380	ATHG-2392

**PC FEATURES:**

- Leslie 3-chime horn
- Ph. la. body with Chicken wire Radiator Grilles
- Closely-spaced radiator fans
- Front and rear snow plows
- Dynamic Brakes

In the summer of 1972 Penn Central began assembling its fleet of 223 GP38-2's with the delivery of #'s 7940-8039. This fleet of units was used system-wide in virtually every type of freight service and would go on to serve as an important part of Conrail's locomotive fleet.

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## All Road Names

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- 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

By the early 1970s, many first generation diesels were reaching the end of their service lives. The most common replacement locomotive became the GP38-2. EMD began production of the 16-cylinder, non-turbocharged, 2000 horsepower engine in 1972. Unlike the GP38's engine, which drove a generator to supply power to the traction motors, the GP38-2s prime mover drove an alternator which produced AC electrical current that was rectified to DC to power the four traction motors. Another major change for the GP38-2 was the introduction of the "dash 2" modular electrical cabinet. For more than 40 years, the GP38-2 has worked main line freights, locals, switching jobs, yard service, helpers, snow fighting trains, and hump power. Many remain in service today.

### GP38-2 SERIES LOCOMOTIVE NEW FEATURES:

- Operating Class Lights (Where equipped based on prototype)
- Operating Number boards (Where equipped based on prototype)

### GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Body-mounted McHenry® operating scale knuckle couplers
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Packaging securely holds the model for safe storage
- Minimum radius: 18"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



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# Deformed 2494 RailGon Gondola

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### Railgon - Factory Lettering



ATH-2717 GONX #310002  
ATH-2718 GONX #310019  
ATH-2719 GONX #310059 / 310075 / 310078

Era: 1990s+



### Railgon - Factory Lettering, FRA Reflectors



ATH-2720 GONX #310274  
ATH-2721 GONX #310323  
ATH-2722 GONX #310325 / 310334 / 310340

Era: 2005+



### Railgon - White Lettering



ATH-2723 GONX #310006  
ATH-2724 GONX #310280

Era: Early 2000s+



### Railgon - Partial Repaint



ATH-2725 GONX #310195  
ATH-2526 GONX #310789

Era: Mid 2010s+



### Railgon - White Stencil Lettering



ATH-2727 GONX #310012  
ATH-2728 GONX #310025  
ATH-2729 GONX #310070 / 310082 / 310097

Era: Early 2000s+



### Railgon - White Stencil Lettering, FRA Reflectors



ATH-2730 GONX #310025  
ATH-2731 GONX #310036  
ATH-2732 GONX #310062

Era: Mid 2010s+



### Railgon - White Stencil Lettering, FRA Reflectors



ATH-2733 GONX #310268  
ATH-2734 GONX #310940

Era: Mid 2010s+



### CSX - Repaint



ATH-2735 CSXT #481704  
ATH-2736 CSXT #481783  
ATH-2737 CSXT #481792

Era: 2000s+

### CSX - Patched



ATH-2738 CSXT #481741  
ATH-2739 CSXT #481754

Era: Late 1990s+



### CSX - Patched, FRA Reflectors



ATH-2740 CSXT #481722  
ATH-2741 CSXT #481772  
ATH-2742 CSXT #481781 / 481794 / 481795

Era: 2005+



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\$34.99 INDIVIDUAL | \$84.99 3-PACK

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ETA: OCTOBER 2026

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# Deformed 2494 RailGon Gondola

# HO

## BRAND NEW MODEL!

### INTRODUCING THE CARCKNOCKER LINE



#### Data Only - Faded Black



ATH-2743  
ATH-2744

Data Only - Single  
Data Only - 3-Pack

Era: Late 1980s+



#### Data Only - Gloss Black



ATH-2745  
ATH-2746

Data Only - Single  
Data Only - 3-Pack

Era: 2005+

## All Road Names

#### PROTOTYPE HISTORY:

In the late 1970s, the dire condition of many railroads' gondola fleet was becoming apparent. Freight cars from the '40s and '50s were failing under the heavier loads and rough handling the gondolas typically endured. The TTX corporation stepped in to produce a system-wide pooled gondola service, ordering a fleet of 4000 new gondolas to be produced by five manufacturers. While the Athearn model is based on the Thrall-built version, all five are visually similar except for small details that require a trained eye to spot. Designers had identified the weaknesses of earlier gondola design, adding reinforced top cords with bolted corners, additional plate steel reinforcement to the ends, and bolting the exterior posts to the floor instead of welding; all features that allowed the gondolas to sustain rougher handling...and they needed it. The new paint smell didn't last long. While other freight cars that looked the way these gondolas did would be retired, the engineers had done a commendable job at keeping these cars safe to operate even in a deformed condition. At over 40 years old, these cars are still circulating on railroads today, beaten, patched, dirtied, but not forgotten.

#### MODEL FEATURES:

- Deformed body; hog-backed and bowed representing real-life abuse. Very few right angles exist on the model
- Bulged and dented body panels on the inside and out
- While the body and interior are bent, the trucks and couplers remain straight and true to NMRA standards.
- Improved and additional underbody details Athearn hasn't offered on the standard version of this gondola; brake rigging, air lines, and control systems can all be seen hanging below the gondola with separately applied details
- Etched brake wheel platform
- Separately applied bent wire grab irons, brake housing, and end reinforcement
- Weighted for trouble-free operation
- Body-mounted McHenry operating scale knuckle couplers
- Machined metal wheels and RP25 contours operate on all popular brands of track
- Weighted for optimum performance
- Minimum radius: 18" — Recommended radius: 22"



#### 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



#### CARCKNOCKER MODELS FEATURE

- Tooling specifically created to capture realistic visual imperfection in everyday railroading
- Deformed body panels, bent underframes, uneven surfaces / damage as appropriate
- While the body and interior are deformed, the trucks and couplers remain straight and true to NMRA standards

**PRIMED FOR GRIME \$39.99 INDIVIDUAL | \$99.99 3-PACK**  
**\$34.99 INDIVIDUAL | \$84.99 3-PACK**

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# North American T-28B Trojan Airplane

HO

BRAND NEW PLANE MODEL!

## U.S. Army Camouflage



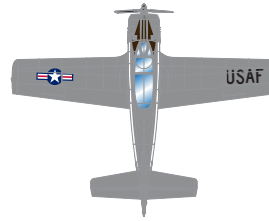
ATH-2800



N28XT

Era: Early 1950s+

## Air Force



ATH-2801



13768

Era: Early 1950s+

## Navy



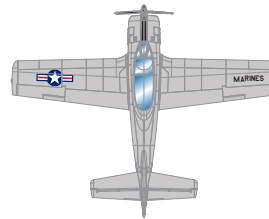
ATH-2802



NX228TS

Era: Early 1950s+

## Marines



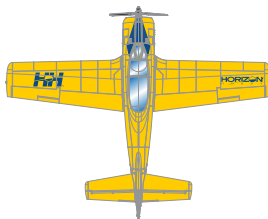
ATH-2803



NH300JH

Era: Early 1950s+

## Horizon Hobby



ATH-2804



N755JL

Era: 2000+

### MODEL FEATURES:

- Scaled from blueprints
- Detailed interior
- Detailed radial engine
- Detailed landing gear and brakes
- Model is designed for wheels-down static display
- Model can be disassembled for transportation

### PROTOTYPE HISTORY:

The T-28 Trojan was developed by North America Aviation as a replacement training aircraft for the T-6 Texan. The XT-28 (NA-159 Company designation) was first flown on September 24th, 1949. The aircraft was quickly adopted as a primary trainer by the United States Air Force with the United States Navy and Marine Corps following soon after. While only operational with the USAF until the early 1960s, the U.S. Navy, Marine Corps and U.S. Coast Guard used the aircraft well into the early 1980s. The T-28 would have a storied career with other agencies such as the CIA as well as foreign countries and would be used as a primary flight trainer to ground attack and research craft. The last active duty T-28 was retired from official service in 1994. Many retired T-28s were sold to private civil operators and can be seen today flying as warbirds at air shows, while others are on display at aircraft and military museums through out the world.

The Athearn model most closely represents the T-28B model which features an improved 9-cylinder, 1,425 horsepower engine with a 10'1" three-bladed propeller and belly-mounted air-brake.

**\$34.99 INDIVIDUAL**

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

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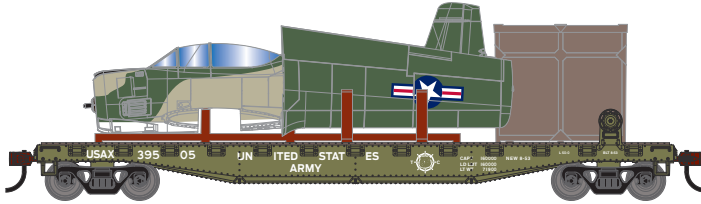


## 50ft Flat Car with T-28B Trojan Airplane

HO

**BRAND NEW PLANE MODEL!**

### U.S. Army with Camouflage Plane

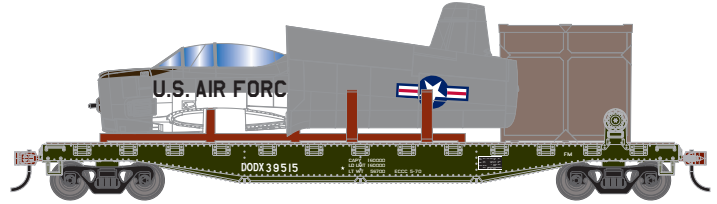


ATH-2795

USAX #39505 w/ N51705

Era: 1953+

### U.S. Department of Defense with Air Force Plane

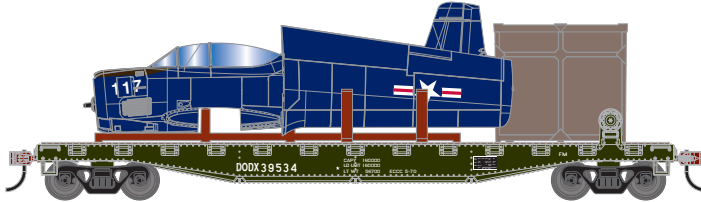


ATH-2796

DODX #39515 w/ 91494

Era: 1970+

### U.S. Department of Defense with Navy Plane

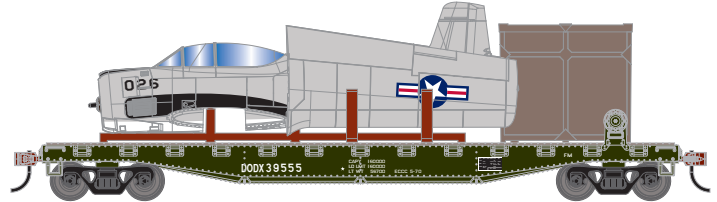


ATH-2797

DODX #39534 w/ NX228MC

Era: 1970+

### U.S. Department of Defense with Marines Plane

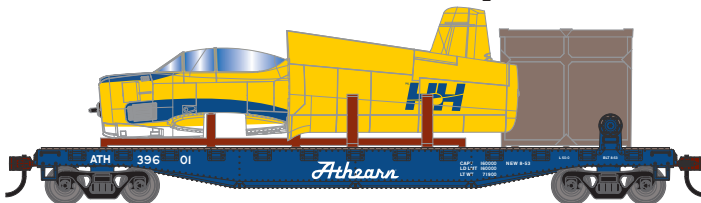


ATH-2798

DODX #39555 w/ NX5443U

Era: 1970+

### Athearn with Horizon Hobby Plane



ATH-2799

ATH #39601 w/ N2004CA

Era: 2000+

#### FLAT CAR MODEL FEATURES:

- Separate brake wheel
- Body-mounted McHenry® operating scale knuckle couplers
- Machined wheels with RP25 contours
- Weighted for optimum performance
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Minimum radius: 18"

#### AIRPLANE MODEL FEATURES:

- Scaled from blueprints
- Detailed interior
- Detailed radial engine
- Detailed landing gear and brakes
- Model is disassembled for transportation
- Model can be removed and assembled for wheels-down static display

**\$64.99 FLAT CAR with PLANE**

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

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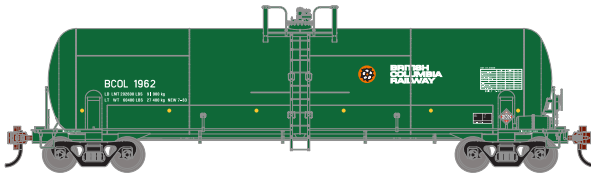




# 20,900 Gallon Acid Tank Car

HO

## British Columbia Rail

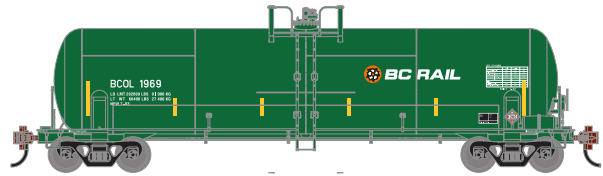


ATH-2759 BCOL #1962  
ATH-2760 BCOL #1964  
ATH-2761 BCOL #1963 / 1969 / 1970

Era: 1972+

Road Numbers 1969 / 1970 include lettering for 'BC RAIL'

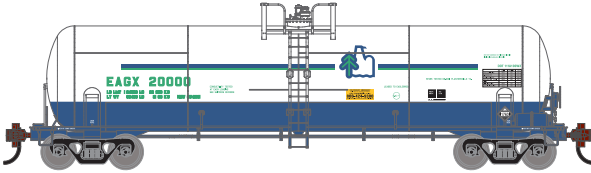
## British Columbia Rail



Road Numbers 1969 / 1970

Era: 1972+

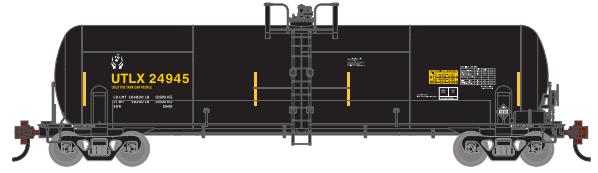
## Eaglebrook



ATH-2762 EAGX #20000  
ATH-2763 EAGX #20003  
ATH-2764 EAGX #20009 / 20010 / 20015

Era: 2001+

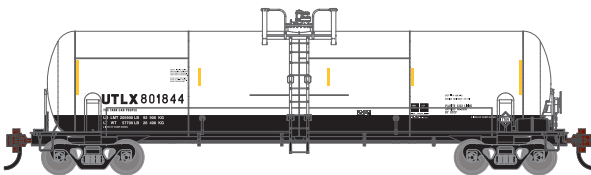
## Union Tank Car - Black



ATH-2765 UTLX #24945  
ATH-2766 UTLX #24950  
ATH-2767 UTLX #24946 / 24951 / 24953

Era: 2008+

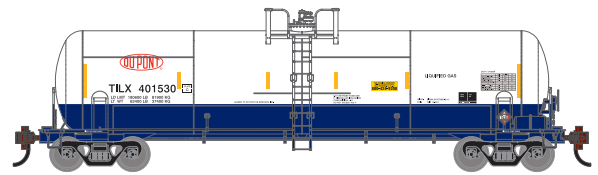
## Union Tank Car - White



ATH-2768 UTLX #801844  
ATH-2769 UTLX #801849  
ATH-2770 UTLX #801845 / 801850 / 801853

Era: 2005+

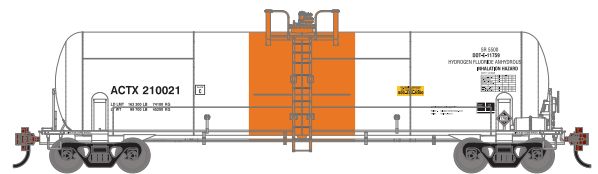
## Trinity Industries Leasing - Dupont



ATH-2771 TILX #401530  
ATH-2772 TILX #401546  
ATH-2773 TILX #401537 / 401602 / 401610

Era: 2010+

## Honeywell International Incorporated



ATH-2774 ACTX #210021  
ATH-2775 ACTX #210034  
ATH-2776 ACTX #210022 / 210027 / 210030

Era: 2006+

### MODEL FEATURES:

- Separately applied brake wheel and ladders
- 100-ton Roller Bearing trucks with 36" wheels
- Body-mounted McHenry® operating scale knuckle couplers
- Fully assembled and ready-to-run
- Highly-detailed, injection molded body
- Painted and printed for realistic decoration
- Weighted for optimum performance
- Machined metal wheels with RP25 contours
- Minimum radius: 18"

**\$54.99 INDIVIDUAL | \$129.99 3-PACK**

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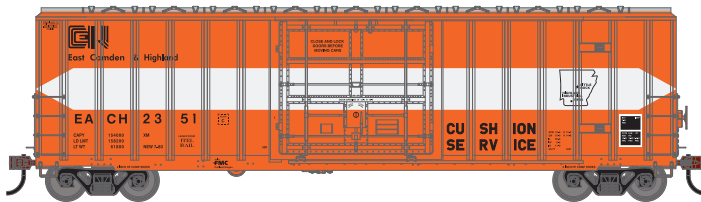
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# 50ft FMC 5327 Plug Door Box Car

HO

## East Camden & Highland

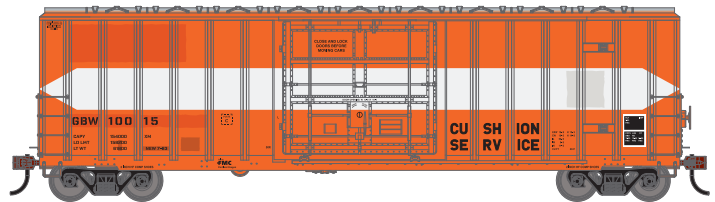


ATH-2777  
ATH-2778  
ATH-2779

EACH #2351  
EACH #2425  
EACH #2492 / 2527 / 2681

Era: 1979-1984

## Green Bay and Western

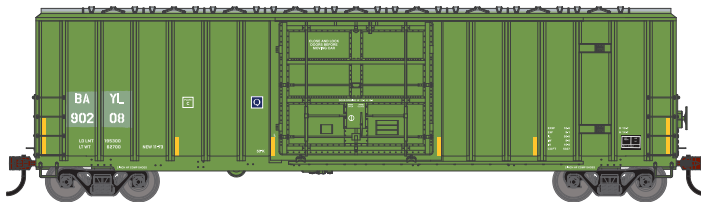


ATH-2780  
ATH-2781  
ATH-2782

GBW #10015  
GBW #10021  
GBW #10063 / 10082 / 10094

Era: 1981-1991

## Bay Line RR



ATH-2783  
ATH-2784  
ATH-2785

BAYL #90208  
BAYL #90213  
BAYL #90227 / 90232 / 90249

Era: 2001+

## Wisconsin Central

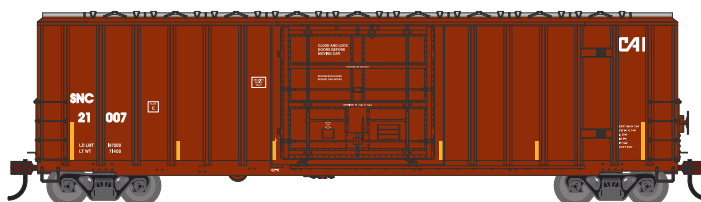


ATH-2786  
ATH-2787  
ATH-2788

WC #21025  
WC #21077  
WC #21163 / 21209 / 21271

Era: 1992+

## Saratoga & North Creek Railway

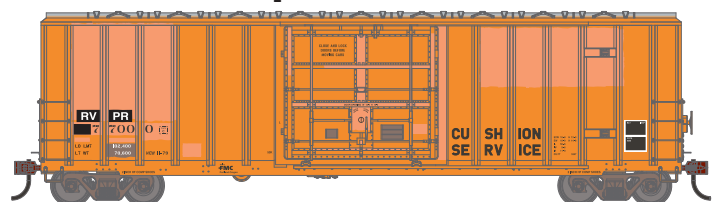


ATH-2789  
ATH-2790  
ATH-2791

SNC #21007  
SNC #21092  
SNC #21126 / 21159 / 21188

Era: 2010+

## Riverport Railroad



ATH-2792  
ATH-2793  
ATH-2794

RVPR #77000  
RVPR #77027  
RVPR #77031 / 77041 / 77057

Era: 2006+

### MODEL FEATURES:

- Photo-etched cross-over platform
- Separately applied grab irons, end ladders and brake wheel
- 33" machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- All models are representative of prototypical paint schemes
- Minimum radius: 18"

### PROTOTYPE AND BACKGROUND INFO:

It was the mid -1970s, and the incentive per diem box car boom was just beginning. New, brightly painted box cars seemed to appear overnight. Many were lettered for various short lines. FMC (Food Machinery Corporation) was a significant builder of many of these cars. The 50' outside post, non-terminating end box car, became the foundation for new per diem cars built in the 1970s. The 50' FMC cars also varied in door configuration and style to better suit each customer. These models can still be seen today in the modern railroading scene.

### 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



**PRIME FOR GRIME \$46.99 INDIVIDUAL | \$119.99 3-PACK**  
**\$41.99 INDIVIDUAL | \$104.99 3-PACK**

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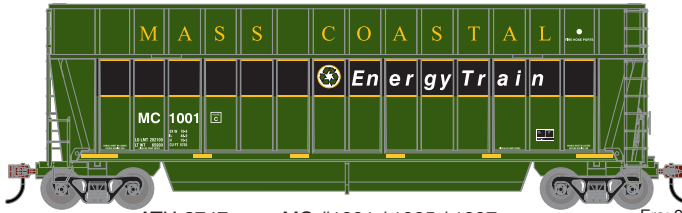


# Berwick Bathtub Gondola

HO

with EXTENDED SIDES!

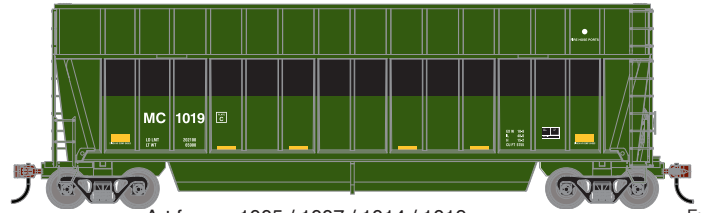
## Massachusetts Coastal



ATH-2747 MC #1001 / 1005 / 1007  
ATH-2748 MC #1004 / 1014 / 1019

(No Load)

## Massachusetts Coastal

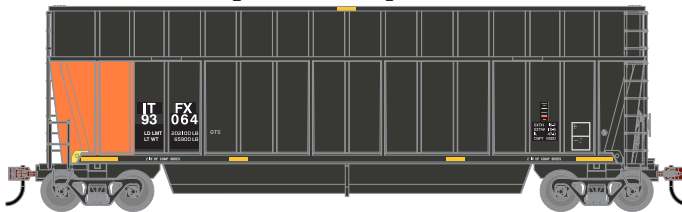


Art for car 1005 / 1007 / 1014 / 1019

(No Load)

Era: 2008+

## Infinity Transportation



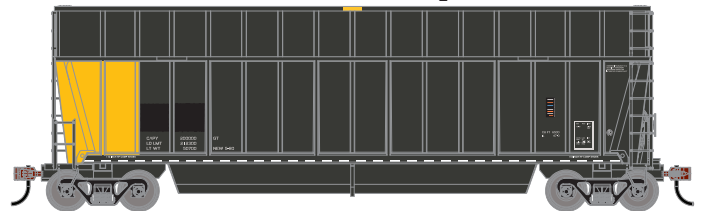
ATH-2749 ITFX #93064 / 93131 / 93150  
ATH-2750 ITFX #93179 / 93192 / 93206

(No Load)



Era: 2013+

## Data Only



ATH-2751 Data Only - 5-Pack

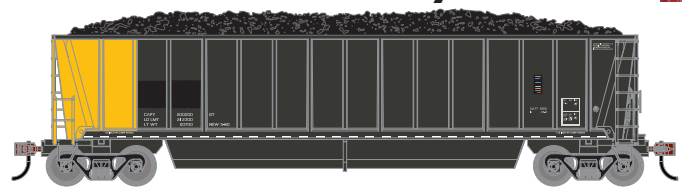
(No Load)



Era: 2008+

with STANDARD SIDES!

## Data Only



ATH-2752 Data Only - 5-Pack

(Load Included)



Era: 2008+

## Procor



ATH-2753 UNPX # 102675 / 102681 / 102685 / 102691 / 102696  
ATH-2754 UNPX # 102701 / 102706 / 102712 / 102716 / 102722

(Load Included)

Era: 2006+

## Sultran

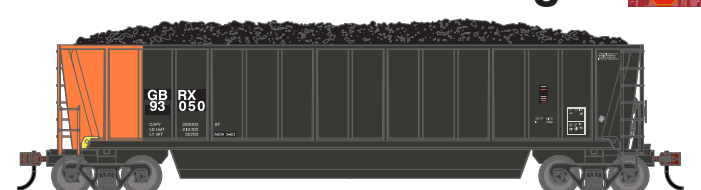


ATH-2755 SULX # 1505 / 1507 / 1525 / 1537 / 1578  
ATH-2756 SULX # 1617 / 1633 / 1638 / 1644 / 1669

(Load Included)

Era: 2007+

## Greenbrier Leasing



ATH-2757 GBRX # 93004 / 93027 / 93050 / 93074 / 93099  
ATH-2758 GBRX # 93120 / 93146 / 93172 / 93197 / 93223

(Load Included)

Era: 2004+



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\$109.99 3-PACK | \$179.99 5-PACK

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## All Road Names

### PROTOTYPE HISTORY:

With the advent of rotary dumpers, the bathtub gondola allowed the railroads to haul more bulk cargo per carload than conventional open top hoppers. The absence of unloading gates and other appliances that affect internal capacity allowed for additional capacity per car. This improved transportation efficiency for these assigned service cars. The term "Bathtub" gondola is due to the internal shape of the car.

As these steel cars were replaced with lighter aluminum gondolas that could carry yet heavier loads, they entered their second life. While a great number continued to haul coal for other railroads that didn't require the newest fleet of coal haulers, the low cost of the used freight cars made them an attractive for other uses. Some were retained for MOW fleets. Others found their way to trash and scrap service. Function over aesthetics rule this industry and these cars received extensions adding half again to the cars volume and reinforcements to hold the car together when haphazardly loaded to haul lighter, but bulkier loads.

### MODEL FEATURES:

- Separately applied grab irons, end ladders, and brake wheel
- Weighted for trouble-free operation
- Body-mounted McHenry operating scale knuckle couplers
- Machined metal wheels and RP25 contours operate on all popular brands of track
- Weighted for optimum performance
- Minimum radius: 18" — Recommended radius: 22"



### 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 \$124.99 3-PACK | \$199.99 5-PACK**  
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