

Athearn®

2013 • EDITION I



To our Athearn customers,

Welcome to the first printed Athearn consumer catalog in more than a decade. Inside, you'll find the all-new Genesis ES44AC "GEVO," additional roadnames for the Genesis GP38-2 and photos of the Ready To Roll Norfolk Southern Heritage AC4400 in ES44AC colors. Nearly all of the items in this catalog are scheduled to arrive during the first half of 2013.

From the beginning, we set out to create a comprehensive reference guide you'll want to keep in your railroad room for years to come. Every model includes historical background about the prototype as well as each roadname and oftentimes road number. You'll find information like in-service dates, factory order quantities and delivery dates, lineage through mergers, pool service and much more. We also call out the specific prototype details included on our models.

Over the next two years, we'll take the cover off of nearly 20 new locomotives and freight cars. We'll be unveiling them at upcoming train shows with decorated samples for you to see and touch. Be sure to stop and visit with us at Trainfest, OKC Train Show, The Railroad Hobby Show, World's Greatest Hobby Shows, SuperTrain and The National Train Show.

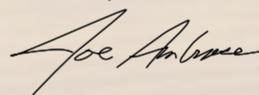
This past year, we've updated our website and advertising with a fresh new look that incorporates the long-time Athearn heritage. As we move into 2013, we will be delivering most of the Ready To Roll, Roundhouse and N scale items affected by the factory closure in 2012. These models are now being manufactured at the facility that produces most of our Genesis line, so you can be assured the quality and attention to detail will be top-notch. We've been able to hold the retail price for many items, and we've even reduced several retails as well.

Finally, we remain committed to supporting your local Athearn retailer. We recently launched a program for brick-and-mortar stores with exclusive Athearn models. The Genesis Southern Pacific Police Caboose is the first release in this new series. Visit our website for a list of participating retailers.

We appreciate your support and commitment to our products. Thank you also for your patience as we worked through our supply chain issues this past year. We are happy that those problems are behind us and you are still with us.

Now, we invite you to grab a pen, find a comfortable chair and start creating your Athearn wish list.

Sincerely,



Joe Ambrose
CEO
Horizon Hobby, Inc.



2013 • EDITION I

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ES44AC EARLY GEVO TRAINFEST ANNOUNCEMENT

In 2002, GE released the first of a new series of locomotives that would replace the popular Dash-9 series. The ES44DC and ES44AC, often called GEVOs for General Electric Evolution series, were designed to meet the stricter diesel locomotive emissions standards imposed by the EPA Tier II regulations. To meet the new standards, GE developed the 12-cylinder GEVO 12 engine. Both the bore and stroke were increased to produce the same 4400 horsepower as the older 7FDL16 16-cylinder engine. The new engine drives an alternator producing AC current that is rectified to DC current. On the ES44DC, this powers the traction motors. On the ES44AC, the DC current is “chopped” back into AC to power the traction motors. The two models share a common 73’ 2” frame and external appearance.

The ES44DC and ES44AC external details have changed with almost every year’s new orders. These models are of the early version from 2005 and 2006 and include the nose door on the left side, two closely-spaced dynamic brake vents, X-panels on the electrical cabinet with a capacitor box on the walkway just behind it, side grab irons on the long hood and flush-mounted top radiator grilles and radiator compartment doors.

ETA: JUNE 2013
RETAIL: \$199.98
RETAIL WITH DCC AND SOUND: \$299.98

Model features:

- Low front headlight
- Large antenna dome
- Small GPS dome
- Two dynamic brake exhaust vents with close spacing and flush housing
- Capacitor box
- Short auxiliary cab rear left-side doors
- Right side forward electrical cabinet with X-Panel
- Nathan K5HL horn
- Engine compartment side grab irons
- Flush radiator compartment doors
- Hand brake panel grille
- Flush heat exchanger housing and top radiator grilles
- 5000-gallon fuel tank

BNSF PAINT SCHEME: HERITAGE III



BNSF was formed in 1996 from the merger of Santa Fe and Burlington Northern. Originally known as the Burlington Northern Santa Fe Railway, the name was changed to BNSF Railway in 2005. At the time of the merger, BNSF was the largest railroad in North America. It remains North America’s largest coal hauler.

BN was the first railroad to place modern AC locomotives into regular service with the SD70MAC. BNSF continued BN practices and was the first railroad to receive ES44ACs beyond the five test units. BNSF placed five additional orders in 2005 and 2006, totaling 385 ES44ACs with another 300 ES44ACs on five orders between 2007 and 2009. As soon as the third order was complete, GE started on the fourth BNSF order for 200 ES44ACs, numbered 5844 through 6043, and built them between October 2005 and July 2006. ES44ACs 5862, 5906 and 5933 are from this order.

The models feature the distinctive BNSF four-window cab side windows, nose-mounted headlights and cab-mounted number boards. BNSF ES44ACs were bought for coal service and frequently appear in other capacities. Hauling Powder River Coal, they frequently run on CSX, NS, KCS and CN lines.

Model Features:

- Short front plow
- Nose door window
- High number boards
- 4-window cab side windows
- Desktop control stand
- Sunshades
- Salem air filter
- Electronic parking brake
- Hi-adhesion trucks
- High rear sand filler
- Low rear vertical headlight

Without Sound	With DCC and Sound	Road #	New #
ATHG69703	ATHG69753	5817	
ATHG69704	ATHG69754	5862	
ATHG69705	ATHG69755	5906	
ATHG69706	ATHG69756	5933	



ES44AC EARLY GEVO TRAINFEST ANNOUNCEMENT

CANADIAN PACIFIC PAINT SCHEME: LARGE CANADIAN PACIFIC LETTERING



CP was the first Canadian transcontinental railroad to be completed. Sixty ES44ACs arrived in late 2005 on two orders; plus, CP acquired single orders in 2006, 2007 and 2008 for a total of 140 units. The first order was for forty ES44ACs numbered 8700 through 8739, and the second included twenty numbered 8740 through 8759. ES44ACs 8711 and 8738 were from the first order, while 8745 and 8759 were from the second order. The models feature GE steerable trucks, nose-mounted headlights and number boards. CP ES44ACs are in systemwide service, including regular service on the former Soo Line. They are also often seen on CSX, NS, BNSF and UP.

Model Features:

- Tall front plow
- Dual trainline hoses
- Additional MU stand front and rear
- Nose door window
- Nose door grab iron
- Low front headlight
- Low number boards
- 3-window cab side windows
- Desktop control stand
- No sunshades
- Sinclair antenna
- Prime air filter
- Air filter
- Steerable trucks
- Low rear sand filler
- Rear high vertical headlights
- Long hood end access door

Without Sound	With DCC and Sound	Road #	New #
ATHG69707	ATHG69757	8711	
ATHG69708	ATHG69758	8738	
ATHG69709	ATHG69759	8745	
ATHG69710	ATHG69760	8759	

UNION PACIFIC PAINT SCHEME: BUILDING AMERICA



UP was founded in 1862 as the eastern half of the Transcontinental Railroad. UP was the first railroad to receive five test ES44ACs in early 2003. Two orders totaling 201 ES44ACs followed in 2005. The third UP order was for 100 ES44ACs, numbers 5248 through 5347, and delivered between February and August 2006. The models are from the third UP order. Orders in 2007, 2008 and 2009 bring the UP total to 756 ES44ACs, with 127 additional units being delivered in 2012. UP bought the ES44ACs for general freight service, and they can be seen systemwide on stack trains, grain trains, manifest trains, Powder River Coal trains and more. They frequently run on CSX, NS, KCS and CP lines.

Model Features:

- Tall front plow
- Bolt-on front sander door
- Low front headlight
- High number boards
- 3-window cab side windows
- Modernized AAR control stand
- Dual cab side blue flag brackets
- Sunshades
- Prime air filter
- Air dryer
- Electronic parking brake
- Hi-adhesion trucks
- Low rear sand filler
- Rear high vertical headlights

Without Sound	With DCC and Sound	Road #	New #
ATHG69711	ATHG69761	5252	
ATHG69712	ATHG69762	5267	
ATHG69713	ATHG69763	5273	
ATHG69714	ATHG69764	5289	



GP38-2 TRAINFEST ANNOUNCEMENT

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 GP38-2's 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 the past 40 years, the GP38-2 has worked mainline freights, locals, switching jobs, yard service, helpers, snow fighting trains and hump power. Many remain in service today.

RETAIL: \$179.98
RETAIL WITH DCC AND SOUND: \$279.98

CANADIAN NATIONAL

ETA: DECEMBER 2012



CN pioneered the usage of wide-nose or safety cabs seen on almost all new freight locomotives built over the past fifteen years. The cab was first used on CN GP38-2W 5560, built in June 1973. The units were originally numbered 5561 through 5620. They were renumbered 4761 through 4820 in the late 1980s.

The models of these locomotives have the features of early GP38-2s with square air filter box and chicken wire radiator grilles, plus several distinctive Canadian National features. All four road numbers are still in service.

Model Features:

- Phase 1b
- Front and rear Canadian low plow with white "V" stripe
- Canadian cut levers
- Ladder steps
- Canadian-ribbed anticlimber
- Operating Canadian "lampshade" ditch lights
- Canadian safety cab with interior, including single control stand
- Bell mounted between the number boards
- Triangular cluster of red, white and green class lights
- Sinclair ice skate antenna
- Sunshades
- Early ECAFB
- Short Canadian-style blower housing
- Snow shields over the air intakes
- Early inertial air intake grilles
- Standard raised exhaust
- Non-dynamic brake
- Curved radiator fan grab iron
- Closely-spaced radiator fans
- Chicken wire radiator grilles
- Blomberg-M trucks
- No speed recorder
- Salem air filter
- 2600-gallon fuel tank
- Nathan K3 horn mounted to the rear of the engine compartment roof
- Vertical Canadian rear headlights
- Rear drop step

Without Sound	With DCC and Sound	Road #	New #
ATHG40500	ATHG40600	4769	
ATHG40501	ATHG40601	4775	
ATHG40502	ATHG40602	4789	
ATHG40503	ATHG40603	4809	

MISSOURI PACIFIC

ETA: DECEMBER 2012



MoPac purchased the most GP38-2s at 274. The fifth MP order for 10 GP38-2s was delivered in late 1974 as road numbers 2111 through 2120. They were the first GP38-2s delivered in the new four-digit road number series.

A dozen more were delivered on the sixth MP order in early 1975 as road numbers 2121 through 2132. These MoPac GP38-2s are basic with side-mounted bell and extra jacking pads added at the ends of the frame by the step wells. Many of MoPac GP38-2s were modified with the four-stack "free-flow" exhaust system, and some had spark arrestors added as well. Parts are included to allow the modeler to create these modifications. MoPac used GP38-2s in all types of service, including mainline freight, locals and switching jobs. After the 1982 merger with Union Pacific, pairs of blue MoPac GP38-2s were assigned to local service on all parts of the UP system.

Model Features:

- Phase 1b2
- Front snowplow
- Early coupler cut levers
- Standard steps
- Front and rear drop step
- 81" nose with ratchet brake
- Cab headlight
- Firecracker antenna
- Cab interior with single control stand
- Riveted cab side
- Sunshades
- Mirror/wind wings fore of cab side windows
- Early battery box doors
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Intermediate inertial air intake grilles
- Non-dynamic brake
- Outermost early flush exhaust installed with movable glue
- Additional two exhaust stacks and four spark arrestors included in poly bag
- Curved radiator fan grab iron
- Closely-spaced radiator fans
- Chicken wire radiator grilles
- Blomberg-M trucks
- Speed recorder
- Four extra jacking pads
- 2600-gallon fuel tank
- Salem air filter
- Leslie 3-chime horn
- Side-mounted bell

Without Sound	With DCC and Sound	Road #	New #
ATHG40504	ATHG40604	2114	
ATHG40505	ATHG40605	2117	
ATHG40506	ATHG40606	2121	
ATHG40507	ATHG40607	2126	



GP38-2 TRAINFEST ANNOUNCEMENT

SOUTHERN

ETA: DECEMBER 2012



Southern was the second largest buyer of GP38-2s with 257. Forty-five were delivered on the second Southern order between February and March 1972 as road numbers 5010 through 5054. The models have the features of the early GP38-2s with the split radiators and resulting wider spacing of the radiator fans, oil-bath air filters and chicken-wire radiator grilles. They also have many distinctive Southern features, including high nose, switcher style steps with the upper steps recessed to allow a crewman to stand on the bottom step, long hood forward operation and more.

Model Features:

- Phase I
- MU catch box front and rear
- Early coupler cut bars
- Switching steps
- Front and rear drop steps
- 81" high nose with ratchet brake
- Two Nathan P-5 horns
- Riveted side cab
- Cab interior with single control stand facing long hood forward
- Sun visor
- Firecracker antenna
- Early battery box doors
- Non-operating walkway lights on the long hood
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Intermediate inertial air intake grilles
- Oil-bath air filters
- Raised exhaust stacks
- Dynamic brake
- Curved radiator grab irons
- Widely-spaced radiator fans
- Chicken-wire radiator grilles
- Blomberg-M trucks
- Speed recorder
- Salem air filters
- 2600-gallon fuel tank
- Bell mounted on the end of the long hood

Without Sound	With DCC and Sound	Road #	Features	New #
ATHG40508	ATHG40608	5016		
ATHG40509	ATHG40609	5025		
ATHG40510	ATHG40610	5034	①	
ATHG40511	ATHG40611	5051	②	

① CNO&TP sublettering on the cab
② GS&F sublettering on the cab

SOUTHERN PACIFIC

PAINT SCHEME: BLOODY NOSE

ETA: DECEMBER 2012



SP was a latecomer to buying medium horsepower four-axle road switchers, preferring to use rebuild GP9s in that role. SP purchased just one order of 45 GP38-2s delivered between May and July 1980 as road numbers 4800 through 4844. A traffic downturn put the GP38-2s into storage for the first two years. Afterwards, they could be found on secondary freights and locals from Portland, OR, to Texas.

The models of these GP38-2s have details for late production prototypes with an 88" nose, corrugated radiator grilles and notched step wells to allow a crewman on the steps to easily operate the uncoupling lever. They also have the FRA-mandated noise reduction equipment with Q-fans on the radiators and the "shotgun" stacks that are not extended above the hood roof. Finally, they also feature numerous SP specific details.

Model Features:

- Phase IIc
- Large snowplow
- Late coupler cut levers
- Square anticlimber
- Notched steps
- 88" nose with brake wheel and SP lights
- SP light package with Gyraltight cab headlights
- Cab with welded side plates
- L-shaped window on the engineer's side
- Cab interior with single control stand
- Nathan P3 horn on stand with "staggered" chimes
- Antenna ground plane with whip antenna and conduit
- Air conditioner
- Oval cab vent
- Sunshades
- Intermediate battery box doors
- Late ECAFB
- Standard Dash-2 ribbed blower housing
- Late inertial air intake grilles
- Extended range dynamic brake
- "Shotgun" exhaust stacks
- Single speed 48" Q-fans

Model Features:

- Angled radiator grab iron
- Corrugated radiator grilles
- SP-style walkway toolbox extension at the end of the blower duct
- SP jack pads
- Blomberg-M trucks
- Speed recorder
- Prime dual air filters
- Frame-mounted bell
- 3600-gallon fuel tank
- SP rear headlights
- No rear number boards
- Class lights
- Rear drop step

Without Sound	With DCC and Sound	Road #	Features	New #
ATHG40512	ATHG40612	4800	①	
ATHG40513	ATHG40613	4812	②	
ATHG40514	ATHG40614	4822	③	
ATHG40515	ATHG40615	4837	④	

① "Los Angeles" homeport under cab
② "Houston" homeport under cab
③ "Roseville" homeport under cab
④ "Roseville" homeport under cab

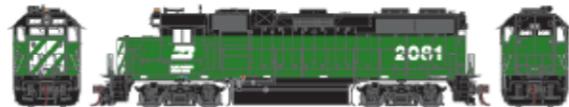


GP38-2 SECOND RUN TRAINFEST ANNOUNCEMENT

RETAIL: \$189.98
RETAIL WITH DCC AND SOUND: \$289.98

BURLINGTON NORTHERN

PAINT SCHEME: BLOODY NOSE
ETA: JUNE 2013



The 1970 merger of the Great Northern, Northern Pacific, Burlington and Spokane Portland & Seattle created Burlington Northern. In May 1972, EMD built ten GP38-2s for BN numbered 2078 through 2087. The units had the original GP38-2 body style fans, plus the standard BN rotary beacon. Other than removing the beacons and marker lights and adding ditch lights in the 1990s, the units remained much the same until after the BNSF merger in 1996.

Model Features:

- Phase I
- Standard EMD low snowplow
- Early coupler cut levers
- Standard steps
- Front and rear drop steps
- 81" nose with ratchet brake
- Cab headlight
- Operating rotary beacon
- Leslie S3L horn
- Firecracker antenna
- Cab interior with single control stand
- Welded cab side
- Sunshades
- No mirrors/wind wings
- BN early battery box doors
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Early inertial air intake grilles
- Dynamic brake
- Raised exhaust stacks
- Curved radiator grab irons
- Widely-spaced radiator fans
- Chicken-wire radiator grilles
- Blomberg-M trucks
- Speed recorder
- 3600-gallon fuel tank
- Salem air filter type
- Frame-mounted bell

Without Sound	With DCC and Sound	Road #	New #
ATHG40516	ATHG40616	2081	
ATHG40517	ATHG40617	2083	
ATHG40518	ATHG40618	2084	
ATHG40519	ATHG40619	2087	

MILWAUKEE ROAD

PAINT SCHEME: BLOODY NOSE
ETA: JUNE 2013



The Milwaukee Road operated west from Chicago across the northern states to Tacoma, WA, and had extensive track in Iowa, South Dakota and Wisconsin. One Wisconsin line extended north into the Upper Peninsula of Michigan, accessing the Marquette Iron Range. Milwaukee placed two orders for GP38-2s. The first order for six numbered 350 through 355 was built in June 1973 and had the "early" GP38-2 body style, as well as all-weather windows on the engineer's side, rotary beacon, front plow and a small rear plow. The second order for ten was built in September 1974 as numbers 356 through 365. The only change was the addition of dynamic brakes. The units were usually assigned to secondary freights and locals throughout the eastern part of the Milwaukee Road.

Model Features:

- Phase I
- Early coupler cut levers
- Standard front low plow
- Rear "weedcutter" plow
- Standard steps
- 81" nose with ratchet brake
- Cab interior with single control stand
- All-weather cab window on engineer's side
- No sunshades or mirrors/wind wings
- Operating beacon
- Leslie S3L horn
- Antenna type? G40330.02 / Black
- Cab vent
- Early Dash-2 battery box
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Intermediate inertial air intake grilles
- Curved radiator fan grab iron
- Closely-spaced radiator fans
- Single-panel, chicken-wire radiator grilles
- Blomberg-B trucks
- Speed recorder
- 1700-gallon fuel tank
- Salem air filter
- Frame-mounted bell

Without Sound	With DCC and Sound	Road #	Features	New #
ATHG40520	ATHG40620	351		
ATHG40521	ATHG40621	355	①	
ATHG40522	ATHG40622	358		
ATHG40523	ATHG40623	364	②	

① Non-dynamic brake (bullets apply to 351 and 355)
Standard raised exhaust stacks

② Dynamic brake (bullets apply to both 358 and 364)
Early flush exhaust stacks

NORFOLK SOUTHERN

PAINT SCHEME: HORSEHEAD
ETA: JUNE 2013



NS was created by the merger of Norfolk & Western and Southern in 1982. In 1999, NS acquired about 58 percent of Conrail which was divided between NS and CSX. As part of the merger, NS inherited a fleet of GP38-2s from Southern. The units had the original GP38-2 body style, plus standard Southern features including high nose, horns on both ends and bell mounted on the end of the long hood that was the front. The units were built with oil-bath air filters, which were changed to paper air filters later in their careers. This resulted in the dynamic brake bulge being cut back and the angle paper air filter box installed at the front of the bulge. NS added operating front and rear ditch lights, plus changed the horns.

(continued)



GP38-2 SECOND RUN TRAINFEST ANNOUNCEMENT

Model Features:

- Phase I
- MU catch box front and rear
- Early coupler cut bars
- Switching steps
- Operating ditch lights front and rear
- Front and rear drop steps
- 81" high nose with ratchet brake
- Two Nathan P-3 horns
- Riveted side cab
- Cab interior with single control stand facing long hood forward
- Sun visor
- Firecracker antenna
- Early battery box doors
- Non-operating walkway lights on the long hood
- Early ECAFB
- Standard Dash-2 ribbed blower housing type
- Intermediate inertial air intake grilles
- Raised exhaust stacks
- Modified dynamic brake housing
- Curved radiator grab irons
- Widely-spaced radiator fans
- Chicken-wire radiator grilles
- Blomberg-M trucks
- Speed recorder
- Salem air filters
- 2600-gallon fuel tank
- Bell mounted on the end of the long hood

Without Sound	With DCC and Sound	Road #	New #
ATHG40524	ATHG40624	5015	
ATHG40525	ATHG40625	5029	
ATHG40526	ATHG40626	5032	
ATHG40527	ATHG40627	5057	

ROCK ISLAND

PAINT SCHEME: BANKRUPTCY BLUE
ETA: JUNE 2013



The Rock Island was caught in limbo from 1964 until 1974, as the ICC delayed its ruling on the division of the road between SP and UP. When the ICC ruled in favor of the mergers, Rock Island was bankrupt. The reorganization included a new image with a fresh blue and white paint scheme and new name, "The Rock."

The only locomotives delivered in the Rock paint scheme were three orders for 68 GP38-2s. The first order was for 15 built during the summer of 1976 as numbers 4300 through 4314.

The second order followed in the fall with 41 units numbered 4315 through 4355. Both orders had the "early" GP38-2 body styles. The two orders differed slightly as the first order came with plows on the front and rear, while the second order did not have plows. Most of the Rock GP38-2s were named to honor the states and cities the railroad served as well as the railroad's supporters.

Model Features:

- Late coupler cut bars
- 81" nose with ratchet brake
- Standard steps
- Front and rear drop steps
- Nathan 5-chime horn
- Riveted side
- Cab interior with single control stand
- Sunshades
- Mirrors/wind wings fore and aft of cab side windows
- Firecracker antenna
- Rectangular vent on engineer's side of the cab
- Early Dash-2 battery box
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Intermediate inertial air intake grilles
- Non-dynamic brake
- Early flush exhaust
- Curved radiator fan grab iron
- Blomberg-B truck
- Speed recorder
- Four extra jacking pads
- 2600-gallon fuel tank
- Salem air filter
- Frame-mounted bell

Phase Ia (#4303 "Iowa" and #4307 "Railway Age")

- Standard EMD front and rear low plows
- Closely-spaced radiator fans
- Single-panel, chicken-wire radiator grille
- Railway Age railroad industry magazine wrote many editorials in support of the Rock

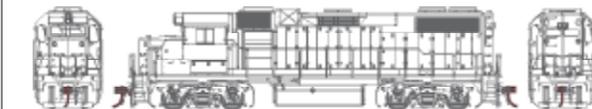
Phase Id (#4315 "David P. Morgan" and #4307 "City of Blue Island")

- MU catch box front and rear
- Corrugated radiator grilles
- David P. Morgan: Trains magazine editor and major supporter of the Rock in the press
- City of Blue Island: Honors Blue Island, IL, which was the location of the Chicago Rock yard and engine shop

Without Sound	With DCC and Sound	Road #	New #
ATHG40528	ATHG40628	4303	
ATHG40529	ATHG40629	4307	
ATHG40530	ATHG40630	4315	
ATHG40531	ATHG40631	4329	

UNDECORATED

ETA: DECEMBER 2013



Model Features:

- MU hoses
- Train line
- Early coupler cut levers
- Front and rear drop steps
- Handrails
- Standard 81" nose with ratchet brake
- Cab interior with single control stand
- Riveted cab side
- Sunshade track
- Four mirrors/wind wings
- Early Dash-2 battery box door
- Long hood with closely-spaced radiator fan openings
- Early ECAFB
- Standard Dash-2 ribbed blower housing
- Two standard raised exhaust stacks
- Curved radiator fan grab iron
- Radiator fans
- Single-panel, chicken-wire radiator grilles
- Blomberg-M Truck sideframes
- Speed recorder
- Prime air filter
- 2600-gallon fuel tank
- Bell

Without Sound	With DCC and Sound	New #
ATHG40532	ATHG40632	



NS HERITAGE UNITS TRAINFEST ANNOUNCEMENT



ERIE

THE YEAR'S MOST-ANTICIPATED ANNOUNCEMENT

To commemorate their 30th anniversary, Norfolk Southern painted 20 new locomotives in unique paint schemes that reflect the heritage of their predecessors. We're updating our SD70ACe to honor these 10 locomotives as well as #1030. We're also applying the 10 ES44AC paint schemes to our AC4400. Currently, the heritage locomotives are hauling freight across the Norfolk Southern 20,000-mile, 22-state network and beyond.

SD70ACe RETAIL: \$199.98
SD70ACe RETAIL WITH DCC AND SOUND: \$299.98

AC4400 RETAIL: \$129.98



SAVANNAH & ATLANTA



NEW YORK CENTRAL



READING LINES



VIRGINIAN



WABASH



CENTRAL OF NEW JERSEY



ILLINOIS TERMINAL



NS HERITAGE UNITS TRAINFEST ANNOUNCEMENT



PENN CENTRAL



LACKAWANNA



NORFOLK SOUTHERN 1030
WITH 1982 AND 2012 NUMBERBOARDS

SD70ACe

Without Sound	With DCC and Sound	Roadname	Road #	New #
ATHG68701	ATHG68801	Savannah & Atlanta	1065	✓
ATHG68702	ATHG68802	New York Central	1066	✓
ATHG68703	ATHG68803	Reading	1067	✓
ATHG68704	ATHG68804	Erie	1068	✓
ATHG68705	ATHG68805	Virginian	1069	✓
ATHG68706	ATHG68806	Wabash	1070	✓
ATHG68707	ATHG68807	Central of New Jersey	1071	✓
ATHG68708	ATHG68808	Illinois Terminal	1072	✓
ATHG68709	ATHG68809	Penn Central	1073	✓
ATHG68710	ATHG68810	Lackawanna	1074	✓
ATHG68700	ATHG68800	NS 30 th Anniversary	1030	✓



AC4400 IN ES44AC COLORS

Without Sound	Roadname	Road #	New #
ATH77664	Monongahela	8025	✓
ATH77665	Conrail	8098	✓
ATH77666	Southern	8099	✓
ATH77667	Nickel Plate Road	8100	✓
ATH77668	Central of Georgia	8101	✓



AC4400 IN ES44AC COLORS

Without Sound	Roadname	Road #	New #
ATH77669	Pennsylvania	8102	✓
ATH77670	Norfolk & Western	8103	✓
ATH77671	Lehigh Valley	8104	✓
ATH77672	Interstate	8105	✓
ATH77673	Norfolk Southern	8114	✓



GENESIS STEAM

Genesis is the top-of-the-line Athearn® brand. Genesis® HO-scale steam and diesel locomotives and rolling stock take model realism to the highest level. They are world-famous for highly developed features, prototypical detailing and real life sound. Genesis locomotives are available with your choice of DCC-ready or dual-function DC/DCC decoder, soundboard and speaker. This level of authenticity is simply unparalleled.

Steam locomotive features:

- Lighted number boards
- Individually-applied detail parts, including brass-painted bell and whistle, piping, valves, generator, steps, air pump, air tanks, reverser and coupler lift bar
- Metal handrails
- Builder's plates
- Front coupler pocket can be inserted to mount operating coupler
- Non-operating classification lights
- Firebox with rivet detail
- Adjustable cab windows
- Boiler backhead with full details and printed gauges
- Blackened metal wheels

Sound features:

- Tender-mounted DCC decoder with SoundTraxx® Tsunami® sound
- Sound units operate in both DC and DCC
- Synchronized chuff, whistle, bell, blow-down, air compressor, dynd and pop-off valve sounds
- User-controlled whistle, short whistle, bell, squeal, coupler crash, injector, water stop and light dimmer
- Some functions are limited in DC
- Chuff, whistle and bell sounds work in DC
- All functions NMRA-compatible in DCC mode
- Slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart is included in the box



UNION PACIFIC FEF-2 AND FEF-3

In 1939, 15 FEF-2 class 4-8-4s, numbers 820 through 834, were acquired. They shared a family resemblance to the big Challengers and Big Boys. The FEF-2s were built as coal burners with single exhaust stacks, drop coupler pilots and "centipede" tenders that carried 25 tons of coal and 23,500 gallons of water. When they were rebuilt, they received double or triple exhaust stacks.

During the traffic crunch of World War II, ten more 4-8-4s of class FEF-3, numbers 835 through 844, were acquired. The FEF-3 boiler was slightly longer than the FEF-2; plus, the FEF-3 featured double exhaust stacks, cast pilots and cabinets on the tender. Within six months of delivery, they were fitted with "elephant ear" smoke deflectors. Several FEF-3s also received triple exhaust stacks.

All of the 4-8-4s were converted to burn oil after the Second World War. They also wore two-tone gray paint from April 1946 until the mid-1950s. While UP streamliners were all diesel powered, the FEFs worked the secondary trains such as the Pony Express and Overland as well as mail trains. At the time, those trains were usually quite long and consisted of heavyweight cars, requiring all of the power the FEFs could deliver.

ETA: OCTOBER 2013
RETAIL PRICE: \$549.98

Model features:

- Oil or coal burning
- Single, double or triple smokestack
- Single headlight or headlight with red signal light above
- Drop coupler or swing coupler pocket
- One or two generators
- With or without feedwater heater
- See-through running boards with safety tread pattern
- Eccentric cranks operating on both sides in the correct direction
- Opening cab doors and hatch
- Minimum radius: 22"

Sound features:

- Factory-installed DCC soundboard and speaker in the tender
- Operates in both DC and DCC



Instead of retiring FEF-3 844 in the early 1960s, UP kept it for excursion service and renumbered it to 8444 in 1962 to make way for GP30 844. From the mid-1950s until 1987, FEF-3 8444 was painted in the black paint scheme. In September 1987, it was repainted into the two-tone gray scheme with yellow stripe and lettering. After returning to Cheyenne from the Los Angeles Union Station 50th Anniversary celebration in June 1989, FEF-3 8444 was renumbered back to 844. The two-tone gray paint lasted until September 1991. This release features FEF-3 8444 as it appeared from September 1987 to June 1991 with two-tone gray paint and yellow trim.

Beginning in late 1991, 844 was given a complete overhaul that lasted five years. The 844 was returned to service in black paint on September 20, 1996. A boiler tube failure in 1999 took 844 out of service for rebuilding until May 5, 2005. The model represents the first post-1999 version in black paint.

Features:

- Oil burner
- Double smokestacks
- Red signal light
- Swing coupler pocket
- Feedwater heaters
- Two generators
- Modified for excursion service tender with ATS cabinet



Built in September 1939, FEF-2 825 is modeled in its as-delivered version with single stack and coal tender.

Features:

- Coal fired
- Single smokestack
- Drop coupler
- Single generator
- Ash pan
- ATS cabinet included in the box



FEF-2 832 was built as a coal burner in October 1939 and rebuilt in the early 1940s with a triple stack. It remained this way until 1946.

Features:

- Coal fired
- Triple smokestack
- Drop coupler
- Single generator
- Ash pan
- ATS cabinet included in the box



Rebuilt in 1946, FEF-3 837 was changed to an oil burner with triple stack, red signal light, feedwater heater and two-tone gray paint which lasted until the mid-1950s.

Features:

- Smoke lifters
- Oil burner
- Triple smokestack
- Swing coupler pocket
- Feedwater heater
- Single generator
- ATS cabinet on the tender



FEF-3 842 was also built in December 1944 as a coal burner with double stack and black paint.

Features:

- Smoke lifters
- Coal fired
- Double smokestack
- Swing coupler pocket
- Single generator
- Ash pan
- ATS cabinet on the tender

Item Number	Road No.	New
ATHG97270	825	
ATHG97271	832	
ATHG97272	837	
ATHG97273	842	
ATHG97274	844	
ATHG97275	8444	

GENESIS 4-6-6-4 CHALLENGER

From 1918 through 1924, UP acquired a group of 65 compound 2-8-8-0 locomotives to tackle the grades of Wyoming and Utah. The 2-8-8-0s could handle the tonnage, but were not very fast. The 2-10-2s, 4-10-2s and 4-12-2s were also used but could not handle as much tonnage as the 2-8-8-0s.

By the 1930s, speed and pulling power were becoming equally important. UP finally found a solution by splitting the 4-12-2 design into a simple articulated locomotive, the 4-6-6-4 Challenger. Forty light Challengers were delivered between 1936 and 1937. Equipped with 69-inch drivers, they were much faster than the 2-8-8-0s and only marginally less powerful. The Challengers were designed to run 80 miles per hour and rated at 4,290 tons across Wyoming.

In 1942, another order of twenty Challengers numbered 3950 through 3969 was delivered. They differed from the early Challengers by being 25 tons heavier with 21" cylinders. The new Challengers used Centipede Tenders and had a similar appearance to the FEF-3 4-8-4s and Big Boys. Twenty-five nearly identical Challengers followed in 1943 as numbers 3970 through 3999, and the final 20 arrived in 1944 as numbers 3930 through 3949. All were delivered as coal burners.

In 1945, ten Challengers, numbers 3975 through 3984, were converted to oil burners for service on the line to Portland, OR. In 1952, eight of the 1944-built Challengers were converted to oil burners and renumbered 3700 through 3707. At the same time oil burners 3975 through 3984 were renumbered 3708 through 3717.

ETA: MARCH 2013
RETAIL PRICE: \$599.98

Model features:

- Oil or coal burning
- Drop coupler or swing coupler pocket
- See-through running boards with safety tread pattern
- Eccentric cranks operating on both sides in the correct direction
- Opening cab doors and hatch
- Minimum radius: 22"

Sound features:

- Factory-installed DCC soundboard and speaker in the tender
- Operates in both DC and DCC

UNION PACIFIC PREVIOUS RUN: NOVEMBER 2006



The 3985 was kept by Union Pacific and rebuilt into operations in the early 1980s and still operates as part of the UP Heritage Fleet in excursion service.



This is the first time the Challenger has been offered in the renumbered 3700 series. The 3700 numbers were in service from 1952 until the early 1960s.



RIO GRANDE PREVIOUS RUN: JANUARY 2006



During World War II, the War Production Board allocated six Challenger locomotives identical to the UP 1943 order to the Rio Grande. These were numbered 3800 through 3805 and classed as L-97. Rio Grande was not impressed with the Challenger and sold them to the Clinchfield in 1947.

CLINCHFIELD PREVIOUS RUN: JUNE 2005



Clinchfield acquired their Challengers from the Rio Grande, designated them as class E-1 and assigned numbers 670 through 675.

Item Number	Road No.	Roadname	New #
ATHG97223	3707	UP	
ATHG97224	3710	UP	
ATHG97225	3977	UP	
ATHG97226	3982	UP	
ATHG97227	3985	UP	
ATHG97228	3800	Rio Grande	✓
ATHG97229	675	Clinchfield	✓

3982 features: Smoke lifters
3710 features: Smoke lifters
3997 features: Greyhound with Yellow Stripe

GENESIS UNION PACIFIC 4-8-8-4

The Challengers were the Union Pacific solution for a combination of speed and power over most of the Overland Route. On the grade over the Wasatch Mountains in Utah, they were limited to 3,100 tons eastbound.

The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive making the 4-8-8-4 design. The basic Challenger design was lengthened, given a larger firebox and larger cylinders, while the driver diameter was reduced one inch to 68 inches. Like the Challengers, they were designed to burn the semi-bituminous coal from Wyoming mines. The tender used was the successful "centipede" design from the 1939-built FEFs. The coal and water capacity was based on calculations of usage on a run through Echo Canyon with yard delays and meets factored in.

In 1941, UP placed an order with ALCO for twenty 4-8-8-4s, numbered 4000 through 4019. According to legend, an unidentified machinist is responsible for the name "Big Boy," having written it in chalk on a partially completed locomotive. Although there is some evidence that UP intended to call its newest and largest locomotives "Wasatch" in honor of the grade they were built to overcome, the Big Boy name stuck. Traffic during World War II resulted in five more Big Boys, numbers 4020 through 4024, being built in 1944.

A typical freight train powered by a Big Boy took four hours to go the 75 miles from Ogden, UT, to Evanston, WY, consuming 20 tons of coal and 12,000-to-13,000 gallons of water. Because Cheyenne was their home shop for heavy work, the Big Boys regularly ran from Ogden to Cheyenne. When released from the shop, it was customary to use the Big Boy as a helper for Sherman Hill for a few runs before releasing it back into the freight pool.

Before long, the run from Ogden to Cheyenne was the normal Big Boy operating area. Each Big Boy ran about 7,000 miles each month throughout their careers. Several achieved one million miles of service. Producing about 6,000 horsepower, the Big Boys were very well suited to hustling hot Pacific Fruit Express trains over the grades of Utah and Wyoming.

ETA: JUNE 2013
RETAIL PRICE: \$599.98

Model features:

- Oil or coal burning
- Drop coupler or swing coupler pocket
- See-through running boards with safety tread pattern
- Eccentric cranks operating on both sides in the correct direction
- Opening cab doors and hatch
- Minimum radius: 22"

Sound features:

- Factory-installed DCC soundboard and speaker in the tender
- Operates in both DC and DCC



During World War II, traffic on the UP subsidiary Los Angeles & Salt Lake route to Southern California was near the line's peak capacity. Several Big Boys operated for a while from Salt Lake City to Milford, UT, to see if their power could ease the traffic crunch. Since the LA&SL locomotives used oil instead of coal, a clamshell coal loader was used at Lynndyl, UT, to supply coal to the Big Boys. The biggest problem encountered was the lack of water and very poor quality of the water found in the desert. Just after the end of the war, Big Boy number 4005 was converted to an oil burner as a test. The test ended in 1948, and 4005 was converted back to coal. When 4005 was retired, it was placed on display at the Forney Transportation Museum in Denver, CO.



The 4012 logged over one million miles on the UP before being donated to the National Park Service's Steamtown National Historic Site in Scranton, PA, for public exhibition.



When the career of 4014 ended in 1962, it was placed on permanent display at the Los Angeles County Fairplex in Pomona, CA.



After being on display nearly 50 years at the Museum of the American Railroad in Dallas, Big Boy 4018 was moved 55 miles by rail to Frisco, TX, in late 2012. This was the first Big Boy to roll on the mainline in nearly five decades. The museum is relocating to an all-new, 12.5-acre facility.



For a short period of time, UP experimented with the installation of smoke lifters on Big Boy 4019. The smoke lifters were like those used on the FEF-3 class 4-8-4 and also known as smoke deflectors and "elephant ears." The model is a coal burner with smoke lifters.



"Welcome to Omaha." Travelers along westbound I-80 are greeted by 4023 after crossing the Missouri river into Nebraska.

Item Number	Road No.	Previous Run	New #
ATHG97203	4005	Sept 2006	
ATHG97204	4012	Feb 2007	✓
ATHG97205	4014	Feb 2007	✓
ATHG97206	4018	Feb 2007	✓
ATHG97207	4019	Feb 2007	
ATHG97208	4021	Feb 2007	✓
ATHG97209	4023	Feb 2007	✓



California Southern Model Railroad Club, Norwalk, CA



GENESIS DIESEL

- Fully-assembled and ready-to-run
- Scaled from prototype resources including drawings, field measurements, photographs and more
- Roadname and road number specific details where appropriate including:
 - Accurately-painted and -printed paint schemes
 - Snowplow
 - Anticlimber or drop step
 - Truck and bearing type
 - Speed recorder type and location
 - Appropriate short hood length
 - High short hoods for Norfolk & Western, Southern, Norfolk Southern
 - Headlight style and location
 - All-weather cab window: 2- or 3-window
 - Fabric or metal sunshades
 - Horn and antenna including location

- Air conditioner
- Battery box doors
- Correct radiator intake grilles
- Grilles and screens
- Radiator fan size and spacing
- Winterization hatch
- Fuel tank capacity
- Brake cylinder plumbing
- Highly-detailed, injection-molded plastic body
- Pilot detail
 - Era-specific coupler cut bars
 - Multiple unit (MU) hoses
 - Trainline hoses
- See-through cab windows
- Full cab interior
- Sliding and/or tinted cab side windows
- Walkway tread

- Fine Celcon handrails for scale appearance
- See-through radiator fans
- See-through dynamic brake fans
- Dynamic brake grid details
- Numerous photo-etched metal parts for scale realism including windshield wipers and lift rings
- Separately-applied wire grab irons
- Underframe details
 - Sander lines and air filter
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes and retention tanks
- McHenry-operating scale knuckle couplers
 - Kadee-compatible
- Available DCC-ready or with SoundTraxx Tsunami sound and DCC pre-installed
 - DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector

- Genesis driveline with 5-pole skew wound motor with precision-machined flywheels and multi-link drivetrain for trouble-free operation
- Incandescent bulbs for realistic appearance
- Bidirectional constant lighting so headlight brightness remains consistent
- Heavy die-cast frame for greater traction and more pulling power
- 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 Code 70, 83 and 100 rail
- Packaging securely holds the model for safe storage
- Replacement parts available

- Sound-equipped models also feature:
- Onboard DCC decoder with SoundTraxx Tsunami sound
 - Sound units operate in both DC and DCC
 - Some functions are limited in DC
 - Engine, horn and bell sounds work in DC
 - Program a multiple unit (MU) lashup with lead unit-only horn, bell and lights
 - All functions NMRA compatible in DCC mode
 - Slow speed control
 - Lighting effects such as alternating ditch lights, Gyralight, Mars light, Western-Cullen beacon, Prime Stratolite beacon, Xenon strobe light & more
 - Many functions can be altered via Configuration Value (CV) changes
 - CV chart is included in the box

*See individual models for more road number specific info

“F” UNITS

After the end of World War II, the replacement of steam power with diesels became a major focus for America’s railroads. The EMD F7 and predecessor F3 were by far the choice for replacing mainline freight locomotives. Available as cab and booster units, both models were powered by a 1500-horsepower, 16-cylinder, non-turbocharged 567 diesel engine.

F3 production began in October 1946 and lasted into February 1949 with 1,111 F3As and 696 F3Bs being built. The F7 included upgraded traction motors and was constructed between February 1949 and December 1953 with production totaling 2,366 F7As and 1,483 F7Bs. Increased to 1,750 horsepower, the F9 would be the final version of the F-unit. A total of 87 F9As and 154 F9Bs were built between January 1954 and April 1957.

In 1949, EMD stretched the basic F7A four feet to provide space for water tanks and created the FP7. The FP7 satisfied several requirements. It could operate solo on a passenger train. Since all axles were powered, it worked well on mountain grades and could be used in freight service. Since the standard F7B had space for both the steam generator and the water tanks, no FP7Bs were built. Several railroads purchased F7Bs with their FP7s. They remained in production until December 1953. A total of 324 FP7s were built.

ETA AND RETAIL PRICE: SEE INDIVIDUAL LISTINGS

BALTIMORE & OHIO

NEW PAINT SCHEME
ETA: JANUARY 2013



In 1963, B&O was acquired by Chesapeake & Ohio. Among the first changes were a common numbering system and similar paint schemes. B&O F7As were renumbered as 4480 through 4636 and F7Bs 5420 through 5519. For locomotives, the new paint scheme was a dark blue body with yellow frame stripe, plus black fuel tank and trucks. The lettering was yellow and consisted of either “B&O” or “C&O” on the sides along with the road number. Either the B&O “Capitol Dome” herald or the “C&O For Progress” herald was painted in yellow on the nose. This was the final B&O F-unit paint scheme and lasted well into the 1970s and the Chessie System-era.

Model features:

- No builder’s or ACI plates
- Kick plates
- De-skirted
- 36” dynamic brake fan
- Low radiator fans
- Triangular spark arrestors
- Extra grab iron
- Knob sand fill door
- Roof overhang except 5511
- Square end door window except 5511
- Rear lift lugs

F7As also include:

- Single headlight
- Angled number boards
- Windshield with gasket
- Rounded corner cab doors
- Standard-size cab windows
- No sunshades or mirrors
- Short drip strip
- Horizontal louvers
- M3 Nathan horn

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22519 • \$169.98	G22619 • \$269.98	F7A	4492	✓
G22520 • \$309.98	G22620 • \$489.98	F7A F7B	4535 5446	✓
G22521 • \$309.98	G22621 • \$489.98	F7A F7A	4542 5511	✓

4492 features: Horizontal grilles; No antenna
 4535 features: Horizontal grilles; Firecracker antenna
 5446 features: Horizontal grilles; Lift lugs on both ends; Backup light
 4542 features: Horizontal grilles; Firecracker antenna
 5511 features: Vertical grilles; Firecracker antenna; No roof overhang; Round end window; Lift lugs on both ends; Backup light

DELAWARE LACKAWANNA & WESTERN

NEW PAINT SCHEME
ETA: MARCH 2013



Lackawanna bought A-B sets for freight service and A-B-A sets for passenger service. The models of F7As 635A and 632A and F7B 632B are from the last Lackawanna order for freight A-B sets. These 1949-built freight units have a single headlight and wore the freight paint scheme with the two maroon stripes. The models of F7As 805A and 805C are from the final Lackawanna order for passenger F3s. Built in December 1947, they have dual headlights and are painted in the single maroon stripe passenger scheme. After the arrival of the Lackawanna E8A orders, the passenger F3s were mostly assigned to freight service.

Features:

- Single headlight
- Angled number boards
- Reflectorized numbers included in the box
- Oval builder’s plate
- No windshield gaskets
- Round corner cab doors
- Standard size cab windows
- No sunshades or mirrors
- Full-length drip strip
- Full skirts
- Horizontal louvers
- Two portholes
- 36” dynamic brake fan
- Low radiator fans
- Horizontal grilles
- Knob sand fill door
- Nail-type antenna
- Paired Leslie Tyfon A-200 air horns
- Roof overhang
- Square end door window

(continued)

GENESIS "F" UNITS

- 632A features:**
- Single headlight
 - Angled number boards
 - Reflectorized numbers included in the box
 - Oval builder's plate
 - Round corner cab doors
 - Standard size cab windows
 - No sunshades or mirrors
 - Full-length drip strip
 - Full skirts
- Horizontal louvers
 - Two portholes
 - 36" dynamic brake fan
 - Low radiator fans
 - Horizontal grilles
 - Knob sand fill door
 - Nail-type antenna
 - Paired Leslie Tyfon A-200 air horns
 - Roof overhang
 - Square end door window

- 632B features:**
- Oval builder's plate
 - Full skirts
 - 36" dynamic brake fan
 - Low radiator fans
- Horizontal grilles
 - Knob sand fill door
 - Roof overhang
 - Square end door window

- 805A features:**
- Double headlight
 - Angled number boards
 - Oval builder's plate
 - Round corner cab doors
 - Standard size cab windows
 - No sunshades or mirrors
 - Full-length drip strip
 - Full skirts
 - Four square screen-covered holes
- Two portholes
 - Low radiator fans
 - Chicken wire screens
 - Early steam generator
 - Knob sand fill door
 - Nail-type antenna
 - Paired Leslie Tyfon A-200 air horns
 - Roof overhang
 - Square end door window

- 805C features:**
- Double headlight
 - Angled number boards
 - Oval builder's plate
 - Round corner cab doors
 - Standard size cab windows
 - No sunshades or mirrors
 - Full-length drip strip
 - Full skirts
- Four square screen-covered holes
 - Two portholes
 - Low radiator fans
 - Chicken wire screens
 - Early steam generator
 - Knob sand fill door
 - Nail-type antenna
 - Paired Leslie Tyfon A-200 air horns

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22538 • \$169.98	G22638 • \$269.98	F7A	635A	✓
G22539 • \$309.98	G22639 • \$489.98	F7A F7B	632A 632B	✓
G22540 • \$309.98	G22640 • \$489.98	F7A F7A	805A 805C	✓

635A paint scheme: Freight
 632A and 632B paint scheme: Freight
 805A and 805C paint scheme: Passenger

GREAT NORTHERN

NEW PAINT SCHEME: BIG SKY BLUE
 ETA: MAY 2013



GN was the largest of the northern transcontinental railroads. In 1967, GN decided to completely change its image, and the orange and green *Empire Builder* paint scheme was replaced by Big Sky Blue. Light blue, gray and white were applied to both locomotives and passenger equipment. All-new locomotives delivered between the 1967 and the 1970 BN merger arrived in the new scheme. In addition, quite a few older locomotives were repainted Big Sky Blue. The F7s in this release have the details of the last years before the BN merger with backup lights, skirting removed and horns mounted over the first radiator fan to prevent freezing, as well as the roadname and logo placed on an etched-metal plate on the sides.

Big Sky Blue F7s and mixed green and orange F7s plus GP7s and FP9s in both paints schemes were commonplace on secondary freight trains across the GN system, including iron ore trains in Minnesota and grain trains on the prairies of Minnesota, North Dakota and Montana. Sets of four-to-six F-units were also the regular helper sets on Marias Pass on the southern edge of Glacier National Park in Montana. For several years after the Burlington Northern merger, they continued those assignments with just a road number change.

Features:

- De-skirted
- 48" dynamic brake fan except 369C
- Low radiator fans
- Farr grilles
- Winterization hatch except 384B
- Knob sand fill door
- No cab overhang
- Square end door window
- Rear lift lugs
- Backup lights

- F7A also includes:**
- No sunshades
 - Mirrors
 - Cab vent
 - Vertical louvers
 - Two portals
 - Nail-type antenna
- Nose lift lugs
 - Angled number boards
 - Oval builder's plate
 - No windshield gasket
 - Round corner cab doors

- 369C features:**
- Double headlight
 - Kick plates
 - Standard-size cab windows
 - Standard-size drip strip
 - Non-dynamic brake
- Cooling coil
 - Early steam generator
 - Leslie 3-chime horn
 - 384B cooling coil
 - Early steam generator

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22541 • \$169.98	G22641 • \$269.98	F7A	312A	✓
G22542 • \$309.98	G22642 • \$489.98	F7A F7B	314C 466B	✓
G22543 • \$309.98	G22643 • \$489.98	F7A F7B	369C 384B	✓

312A: Single headlight; Enlarged cab windows; Shortened drip strip; Leslie 3-chime horn
 314C: Single headlight; Enlarged cab windows; Shortened drip strip; Cooling coil;
 Leslie 3-chime horn
 466B: 48" dynamic brake fan
 369C and 384B were converted for passenger service in the late 1950s.

PENNSYLVANIA RAILROAD

NEW PAINT SCHEME: BRUNSWICK GREEN
 ETA: MARCH 2013



At its peak, Pennsy operated over 10,000 miles of track and employed nearly 250,000 workers. The last Pennsy order for freight F7s arrived in 1951 with 68 F7As and 28 F7Bs. The locomotives came in 28 A-B-A sets and six A-A sets. The models in this release include the first of the 28 A-B-A sets: F7A 9764A, F7B 9764B and F7A 9765A. The other set is the first of the A-A sets consisting of F7As 9820A and 9821A. The F7As featured distinctive Pennsy Trainfone antennas.

GENESIS "F" UNITS

Freight locomotives were delivered in Pennsy Dark Green Locomotive Enamel, often called "Brunswick Green". The number suffixes appear only in small lettering at the rear of the car body sides, and the F7B units only have the small number. The models from this release operated from delivery in 1951 until the mid-1960s, when the Trainfone antennas were removed and the road numbers were painted in a larger font.

Model features:

- Oval builder's plate
- Kick plates
- Full skirts
- 36" dynamic brake fan
- Low radiator fans
- Horizontal grilles
- Knob sand fill door
- Lift lugs
- Roof overhang

F7As and F7Bs* also include:

- Trainfone antenna
- Single headlight
- Nose lift lugs
- Rounded corner cab doors
- Windshield with gasket
- Standard-size cab windows
- No sunshades or mirrors
- Full-length drip strip
- Horizontal louvers
- Nathan 3-chime horn
- Lift lugs on both ends*

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22535 • \$169.98	G22635 • \$269.98	F7A	9765A	✓
G22536 • \$309.98	G22636 • \$489.98	F7A F7B	9764A 9764B	✓
G22537 • \$309.98	G22637 • \$489.98	F7A F7A	9820A 9821A	✓

SANTA FE

PAINT SCHEME: PASSENGER
 ETA: MARCH 2013



The Santa Fe Warbonnet paint scheme has become the most recognized in North American railroading for two reasons. The *Super Chief* was the Santa Fe flagship train and "Train of the Stars," which brought it regular media attention.

The other reason was about 1950 when Lionel released an O Gauge model of the Santa Fe F3A and F3B in Warbonnet colors. It would become the best-selling Lionel locomotives for many years.

In November 1946, Santa Fe took delivery of six A-B-B-A sets of F3s for passenger service. Between March and June 1948, another eight sets of passenger F3s were delivered. F3A 24L arrived in April 1948, and F3 A-B-B-A set 26LABC in May 1948. They were delivered with stainless steel body panels and Farr grilles. Although they came with single headlights, Santa Fe soon added a second headlight that was unique to Santa Fe, being larger than EMD factory standard. The F3As have twin single-chime horns and carry an Automatic Train Stop (ATS) shoe on the third axle of the engineer's side. Although the two F3As in each set carried "L" or "C" suffixes on the road numbers, this was only evident in the one-inch high numbers at the rear of the unit. The number boards carried just the base number such as "26" on both F3As. The F3Bs had the same one-inch road numbers and the "Chief's head" herald on the sides without a separate roadname. These F3s represent their 1950s-through-early-1960s configuration and are the perfect power for *Super Chief* and *El Capitan* trains.

Model features:

- Plating to represent stainless steel side panels
- Kick plates
- Full skirts
- Low radiator fans
- Farr grilles
- Knob sand fill door
- Full skirts
- No extra grab irons
- Roof overhang
- Square end door windows

F7As and F7Bs* also include:

- Large lower headlight added after delivery with stainless steel bezel
- Angled number boards
- Automatic Traction Stop (ATS) show, no windshield gaskets
- Square corner cab doors
- Small cab windows
- No sunshades or mirrors
- Full-length drip strip
- Horizontal louvers
- Twin single-chime Leslie Tyfon A-200 horns
- No antenna
- Late style steam generator*

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22532 • \$169.98	G22632 • \$269.98	F3A	24L	✓
G22533 • \$309.98	G22633 • \$489.98	F3A F3B	26L 26A	✓
G22534 • \$309.98	G22634 • \$489.98	F3A F3A	26C 26B	✓

SOO LINE

NEW PAINT SCHEME: PASSENGER
 ETA: MAY 2013



In November 1949, EMD built two FP7-F7B-F7B demonstrator sets. After working as demonstrators, the two sets were sold to Soo Line. EMD FP7 9051 and F7B 9052 became Soo Line 500A and 500B. EMD FP7 7001 and F7B became Soo Line 2500A and 2500B. The four-digit numbers designate these units as belonging to Wisconsin Central. Soo also bought two single FP7s in 1952, including FP7 505. Soo used the FP7s on passengertrains such as the *Laker*, and they also regularly saw service on freight trains.

Model features:

- Oval builder's plate
- Full skirts
- Non-dynamic brake
- Low radiator fans
- Knob sand fill door
- No antenna
- Roof overhang
- Square end door window
- Backup light
- Fans & exhaust stacks painted black

FP7s also include:

- Double headlight
- Angled number boards
- No windshield gasket
- Standard-size cab windows
- Cab sunshades
- No mirrors
- Full-length drip strip
- Horizontal louvers
- Two portholes

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22544 • \$189.98	G22644 • \$189.98	FP7	505	✓
G22545 • \$359.98	G22645 • \$519.98	FP7 F7B	500A 500B	✓
G22546 • \$359.98	G22646 • \$519.98	FP7 F7B	2500A 2500B	✓

505: Farr grilles; Round corner cab doors; Kick plates under the cab; Leslie Tyfon A200 horn
 500A: "A" not included in the number board; Horizontal grilles; Square corner cab doors; Kick plates; Leslie Tyfon A-200 horn
 2500A: "A" not included in the number board; Horizontal grilles; Round corner cab doors; Kick plates; Leslie Tyfon A-200 horn
 2500B: Horizontal grilles; Kick plates; Backup light on both ends; Scale 1 1/2" "W.C." under the grille towards the rear



CALIFORNIA ZEPHYR "F" UNITS

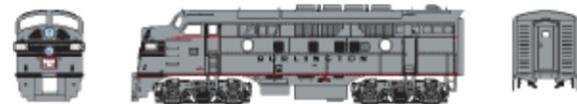
Jointly operated by the Burlington, Rio Grande and Western Pacific, the California Zephyr (CZ) passenger train was one of the most luxurious ways to travel to California. The train was scheduled to pass through the Rocky Mountains and Feather River Canyon during daylight hours, so passengers could experience the breathtaking views.

The CB&Q operated the train from Chicago to Denver, D&RGW between Denver and Salt Lake City and WP from Salt Lake City to Oakland. The train made its first runs on March 20, 1949. Our F-units represent the early years of the CZ and are the perfect complement to the recent Broadway Limited passenger car rerun.

ETA AND RETAIL PRICE: SEE INDIVIDUAL LISTINGS

CHICAGO BURLINGTON & QUINCY

PREVIOUS RUN: DEC 2006
ETA: JAN 2013



Original Burlington power for the CZ was three A-B-A sets of F3s. Built in October 1947, the CB&Q sets were delivered in the passenger colors of silver with black striping and lettering. The F3 sets were numbered 9960, 9961 and 9962. They were used on the CZ from startup until about 1955, when they were re-gearred to be used in freight service. Since the units were not immediately repainted into the freight paint scheme, mid-1950s CB&Q modelers can operate sets of F-units in freight service that look different from the standard freight versions.

Model features:

- Kick plates
- Full skirts
- Non-dynamic brake
- Tall radiator fans
- Chicken wire screens
- Early-style steam generator
- Knob sand fill door
- Roof overhang
- Square end door window

F7As also include:

- Double headlight
- Angled number boards
- Square corner cab doors
- Standard-size cab windows
- No windshield gasket, sunshades or mirrors
- Four square holes
- Paired Leslie Tyfon A-200 air horns

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22522 • \$169.98	G22622 • \$269.98	F3A	9960C	✓
G22523 • \$169.98	G22623 • \$269.98	F3A	9961C	✓
G22524 • \$309.98	G22624 • \$489.98	F3A F3B	9960A 9960B	✓
G22525 • \$309.98	G22625 • \$489.98	F3A F3B	9961A 9961B	✓

DENVER & RIO GRANDE WESTERN

PREVIOUS RUN: MAR 2004
ETA: JAN 2013



While CB&Q and WP bought three-unit sets, Rio Grande bought four-unit sets to get the power needed for the grades of the Rockies. Like many railroads, each set was numbered as one locomotive. Instead of a letter suffix identifying each unit, Rio Grande used a number. That meant locomotive number 554 consisted of F3As 5541 and 5544 with F3Bs 5542 and 5543.

Model features:

- Rectangular builder's plate
- Kick plates
- Full skirts
- Slotted dynamic brake
- Tall radiator fans
- Chicken wire screens
- Knob sand filler door
- Roof overhang
- Square end door window
- F3Bs also include early style steam generator

F3As also include:

- Double headlight with plated upper headlight reflector
- Angled number boards
- Anti-glare panel on the top of the nose
- No windshield gaskets
- Square corner cab doors
- Small cab windows
- No sunshades or mirrors
- Full-length drip strip
- Paired Leslie Tyfon A-200 air horns

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22526 • \$169.98	G22626 • \$269.98	F3A	5534	✓
G22527 • \$309.98	G22627 • \$489.98	F3A F3B	5541 5542	✓
G22528 • \$309.98	G22628 • \$489.98	F3A F3B	5543 5544	✓

WESTERN PACIFIC

NEW PAINT SCHEME
ETA: MAR 2013



The first release of the Athearn Genesis WP FP7s came with the later large "Western Pacific" roadname. This release features the as-delivered small "Western Pacific." Together, this gives modelers WP power from the CZ beginning to its end.

Model features:

- Kick plates
- Full skirts
- Knob sand fill door
- Early style steam generator
- Roof overhang
- Square end door window
- Rectangular builder's plate

FP7 also includes:

- Double headlight with plated upper reflector plate
- Angled number boards with number and letter
- Windshield with gasket
- Square corner cab doors
- Small cab windows
- No sunshades
- Mirrors
- Horizontal louvers
- Paired Leslie Tyfon A-200 air horns

Without Sound • Price	DCC and Sound • Price	Model	Road #	New #
G22529 • \$359.98	G22629 • \$519.98	FP7 F7B	804A 804B	✓
G22530 • \$359.98	G22630 • \$519.98	FP7 F7B	805A 805B	✓
G22531 • \$169.98	G22631 • \$269.98	F3B	803C	✓

804A & 804B: 36" dynamic brake fan; Low radiator fans; Horizontal grilles
805A & 805B: 36" dynamic brake fan; Low radiator fans; Horizontal grilles
803C: Slotted dynamic brake; Tall radiator fans; Chicken wire screens



GP7 AND GP9

In October 1949, EMD introduced the GP7. The GP7 was powered by a 16-cylinder, 1500-horsepower 567B diesel engine driving a D12 generator, which powered four D27 traction motors, exactly like the F7. The basic design followed the design of diesel switchers with the addition of a short hood instead of an end-cab. EMD also made the hoods full height to better accommodate the diesel engine and all of the mechanical and electrical components of a road engine.

A total of 2,724 GP7s and five GP7Bs were built between 1949 and 1954. In January 1954, EMD upgraded its product line with the 567C engine, D12B generator and D37 traction motors. The GP7 became the GP9, which was upgraded to 1,750 horsepower. The GP9 marked the end of the car body freight locomotive. GP stood for General Purpose, and the GP7 and GP9 lived up to that designation. A total of 4,092 GP9s and 165 GP9Bs were built between 1954 and 1963.

RETAIL PRICE WITHOUT SOUND: \$189.98
RETAIL PRICE WITH SOUND: \$289.98

Model features:

- Different size and shaped multiple unit (MU) stands
- Coupler cut bars
- Train line air hoses
- No, low or high drop steps
- Different headlight types
- Sliding side cab window
- Fabric, metal or no sunshades
- Mirror/wind deflectors fore and aft of cab windows unless noted
- Different battery box doors
- Nub style walkway tread
- Bell in the factory default location behind the right-front corner step unless noted
- Blomberg-B trucks with brake plumbing and Hyatt roller-bearing or sloped or square journals
- Speed recorder on the second axle of the right front unless noted
- Etched metal radiator intake and fan grilles
- Separately-applied windshield wipers, air tanks, wire grab irons, lift lugs (unless noted), sander lines
- Appropriate fuel tank size and type, antenna and horn
- NMRA 8-pin and 9-pin DCC plugs
- Additional roadname and road number specific details
- Minimum radius: 18"

Sound-equipped features:

- Onboard Tsunami sound and DCC decoder
- Operates on both DC and DCC layouts
- Full DCC functions when in DCC mode
- Program MU lashup with lead unit-only horn, bell and lights

BALTIMORE & OHIO

MODEL: GP9
ETA: MARCH 2013



In 1963, the B&O was acquired by Chesapeake & Ohio. Among the first changes were a common numbering system and similar paint schemes. For locomotives, the new paint scheme was a dark blue body with yellow frame stripe, plus black fuel tank and trucks. The lettering was yellow and consisted of either "B&O" or "C&O" on the sides along with the road number. Either the B&O "Capitol Dome" herald or the "C&O For Progress" herald was painted in yellow on the nose. Between April 1955 and February 1958, B&O took delivery of nine orders of GP9s totaling 194 units in both freight and passenger configurations. The 6451 and 6562 also show a 1960s modification with the addition of spark arrestors. All B&O GP9s were set up for long-hood forward operation. Many of the prototype B&O GP9s would remain in this scheme throughout the Chessie era.

Model features:

- Sunshades
- Electrical conduit cover behind the cab on the fireman's side
- Sinclair antenna on the short hood

Without Sound	With Sound	Road #	New #
ATHG62499	ATHG62699	6451	
ATHG62500	ATHG62700	6562	
ATHG62501	ATHG62701	6615	
ATHG62502	ATHG62702	6597	

6451 features: Delivered in August 1956; Phase II; Speed recorder on the first axle of the left front; Four 36" radiator fans; Dynamic brake; Triangular spark arrestors; 1600-gallon fuel tank; Leslie 3-chime horn
6562 features: Order delivered between May and July 1957; Phase II; Four 36" radiator fans; Dynamic brake; Triangular spark arrestors; 1700-gallon fuel tank; Leslie 3-chime horn
6615 features: Delivered as road number 3422 in 1956; Renumbered as part of the consolidation with C&O in 1963; Phase II; Early Mars sealed-beam headlight; Steam generator removed in the 1960s; Four 36" radiator fans; Roof-mounted air tanks, commonly called "torpedo boats" or "torpedo tubes"; Non-dynamic brake; 1200-gallon fuel tank and 1200-gallon water tank; Nathan M5 horn mounted on the long hood
6597 features: Delivered in early 1958; Phase III; Two 48" radiator fans; Dynamic brake; 1700-gallon fuel tank; Leslie 3-chime horn

CHESAPEAKE & OHIO

GP9 PHASE II
ETA: NOVEMBER



While C&O purchased a few F-units, they did not start buying large quantities of diesels until the GP7. When the GP9 replaced the GP7, C&O continued to acquire large numbers, buying 363 GP9s between 1954 and 1957. The C&O GP9s were delivered in a blue scheme with yellow stripes, roadname and "C&O For Progress" logo. Numbers 5941 and 5956 were part of the third order for 40 GP9s and were delivered between August and October 1955. The sixth order was also for 40 GP9s, built in April 1956.

Model features:

- Canvas sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Dynamic brake
- C&O exhaust deflector
- 1600-gallon fuel tank
- GP9 model plate by the front step well
- Bell mounted on short hood end
- Leslie SST horn
- No antenna

Without Sound	DCC and Sound	Road #	New #
ATHG62451	ATHG62651	5941	
ATHG62452	ATHG62652	5956	
ATHG62453	ATHG62653	6034	
ATHG62454	ATHG62654	6040	

GENESIS FROM KILGORE GP7 AND GP9

CHESSIE SYSTEM

MODEL: GP9 PHASE II
ETA: MARCH 2013
NEW ROADNAME



In 1973, Baltimore & Ohio, Chesapeake & Ohio and Western Maryland merged into one system with a common image. Chessie, named for the famous "sleeping kitten" of C&O advertising, featured an outline of Chessie in the center of the "C." The herald adorned the sides and front of the locomotive. Chessie inherited a huge fleet of nearly 600 GP9s. Those of B&O were set up for long-hood forward operation, while those of C&O were set up for short-hood forward operation. Additional detail variations between the B&O and C&O units include horn type and placement, bell location and type of spark arrestors used. Chessie used GP9s in all types of service from switchers, locals and mine runs to mainline freights.

Model features:

- Four 36" radiator fans
- Triangular spark arrestors
- Dynamic brake

Without Sound	With Sound	Road #	New #
ATHG62535	ATHG62735	B&O 6507	
ATHG62536	ATHG62736	B&O 6543	
ATHG62537	ATHG62737	C&O 6006	
ATHG62538	ATHG62738	C&O 6199	

B&O 6507 features: Chessie-C herald on the long hood end; Early Mars sealed-beam headlight; Sunshades; Electrical conduit cover behind the cab on the fireman's side; 1600-gallon fuel tank; Firecracker antenna on the cab; Leslie 3-chime horn just forward of the dynamic brake; Bell behind right-front corner step

B&O 6543 features: Chessie-C herald on the long hood end; Sunshades; Electrical conduit cover behind the cab on the fireman's side; 1700-gallon fuel tank; Firecracker antenna on the cab; Leslie 3-chime horn just forward of the dynamic brake; Bell behind right-front corner step

C&O 6006 features: Chessie-C herald is on the short hood end; Canvas sunshades; 1600-gallon fuel tank; No antenna; Leslie SST horn on the short hood; Bell on end of short hood

C&O 6199 features: Chessie-C herald is on the short hood end; Sunshades; Electrical conduit cover behind the cab on the fireman's side; Paper air filter box; 1600-gallon fuel tank; No antenna; Leslie SST horn on the short hood; Bell on end of short hood

MAINE CENTRAL

MODEL: GP7 PHASE II
ETA: MARCH 2013
NEW ROADNAME



MEC operated in upper New England. Between 1950 and 1952, MEC bought fifteen GP7s on four orders. In late 1953, they took delivery of four more GP7s numbered 566 through 569.

Model features:

- No sunshades or mirror/wind deflectors
- Four 36" radiator fans
- Dynamic brake
- Winterization hatch
- 1200-gallon fuel tank
- Round base whip antenna mounted on the cab
- M3 Nathan horn on the short hood

Without Sound	DCC and Sound	Road #	New #
ATHG62487	ATHG62687	566	
ATHG62488	ATHG62688	567	
ATHG62489	ATHG62689	568	
ATHG62490	ATHG62690	569	

CHICAGO & EASTERN ILLINOIS

MODEL: GP9
ETA: MARCH 2013
NEW ROADNAME



The C&EI served as a connection from various southern and southwestern roads to Chicago. C&EI bought six GP9s.

The first of two orders arrived in June 1956 with two units, 233 and 234. The second order for four GP9s was delivered in February 1957, road numbers 235 through 238. GP9 221 was an EMD factory-rebuild of wrecked GP7 221. It emerged from EMD in August 1958 rated at 1500 horsepower and was designated GP9m. C&EI GP9s had signal lights at both ends and used Hancock air whistles instead of horns. The sound-equipped models include the unique Hancock air whistle sound.

Model features:

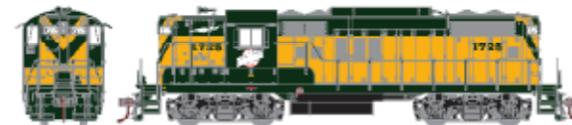
- Signal lights on both the short and long hoods
- Hancock air whistle
- Automatic Train Stop (ATS) shoe
- Sunshades
- Electrical conduit cover behind the cab on the fireman's side
- Non-dynamic brake
- "Safety First" logo and striping applied to the pilots

Without Sound	DCC and Sound	Road #	New #
ATHG62503	ATHG62703	221	
ATHG62504	ATHG62704	234	
ATHG62505	ATHG62705	237	
ATHG62506	ATHG62706	238	

221 features: Wrecked GP7 rebuilt by EMD into a GP9m; Pyle early dual sealed-beam headlight; Partially deleted fuel tank skirting; 1600-gallon fuel tank
234 features: Sloping truck journal covers; As-built fuel tank skirting; 1600-gallon fuel tank
237 features: Phase III-style skirting; 1700-gallon fuel tank
238 features: Phase III-style skirting; 1700-gallon fuel tank

CHICAGO & NORTH WESTERN

GP9 PHASE II
ETA: MARCH 2013
NEW ROADNAME



C&NW placed five orders for 58 GP9s. C&NW followed a different policy when buying diesels. Most roads bought groups of one model, numbered them in a block and assigned them as needed. C&NW bought diesels to replace steam locomotives on specific assignments and numbered each purchase in sequence.

(continued)

GENESIS FROM KILGORE GP7 AND GP9

This resulted in different model and builder locomotives being intermixed in a number series. The GP9s in this release are from the fourth C&NW order delivered between March 1957 and February 1958 as numbers 1725 through 1756. Although they are "torpedo boats" with roof-mounted air reservoirs, they are not passenger units. They were built with the largest available fuel tanks available, which required moving the air reservoirs to the roof.

Model features:

- Sunshades
- Speed recorder on the first axle of the left front
- Electrical conduit cover behind the cab on the fireman's side
- Four 36" radiator fans
- Roof-mounted air reservoirs
- Non-dynamic brake
- Winterization hatch
- 2400-gallon fuel tank
- Nathan 3-chime horn
- "Radio-Equipped" logo on the short hood

Without Sound	DCC and Sound	Road #	New #
ATHG62511	ATHG62711	1725	
ATHG62512	ATHG62712	1749	
ATHG62513	ATHG62713	1753	
ATHG62514	ATHG62714	1755	

CONRAIL

MODEL: GP9
ETA: MARCH 2013
NEW ROADNAME



In 1976, six bankrupt Northeastern railroads were merged into the Consolidated Rail Corporation, better known as Conrail. The six railroads were Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey and Lehigh & Hudson River. Conrail locomotives were painted in bright blue with the "paired wheels on paired rails" logo.

Model features:

- Sunshades
- Speed recorder on the first axle of the left front

Without Sound	DCC and Sound	Road #	New #
ATHG62507	ATHG62707	7163	
ATHG62508	ATHG62708	7271	
ATHG62509	ATHG62709	7324	
ATHG62510	ATHG62710	7382	

7163 features: Ex-Pennsylvania; Phase III; Set up to operate long hood forward; Two 48" radiator fans; Paper air filter box; Dynamic brake; 1700-gallon fuel tank; Sinclair antenna on the short hood; Leslie S3 horn facing rearward on the long hood
7271 features: Ex-New Haven 1201; Renumbered 7271 during the Penn Central merger; Phase II; Four 36" radiator fans; Dynamic brake; Skirting removed above the fuel tank; 1600-gallon fuel tank; Hancock air whistle on both the short and long hoods
7324 features: Ex-New York Central 5924; Renumbered 7324 during the Penn Central merger; Phase II; Set up to operate long hood forward; Four 36" radiator fans; Paper air filter box; Non-dynamic brake; Skirting is removed above the fuel tank; 1600-gallon fuel tank; Sinclair antenna on the short hood; Leslie S3 horn on the short hood and Leslie S2M on the long hood
7382 features: Ex-New York Central 5982; Phase II; Set up to operate long hood forward; Four 36" radiator fans; Paper air filter box; Non-dynamic brake; Skirting is removed above the fuel tank; 1600-gallon fuel tank; Sinclair antenna on the short hood; Leslie S3 horn on the short hood and Leslie S2M on the long hood

ERIE LACKAWANNA

MODEL: GP9 PHASE II
ETA: IN STOCK
NEW ROADNAME



Erie Lackawanna was formed in the 1960 merger of the Erie and the Delaware Lackawanna & Western. Erie bought six GP9s, and they were delivered in June 1956 as Erie 1260 through 1265. They were painted in the Erie black and yellow paint scheme.

With the merger, EL adopted the Lackawanna gray, maroon and yellow scheme for diesel locomotives and modified the Erie "diamond-E" logo by adding breaks in the upper two bars of the E to make a stylized EL.

Model features:

- Canvas sunshade
- Firecracker antenna
- Electrical conduit cover behind the cab on the fireman's side
- Dynamic brake
- Four 36" radiator fans
- Speed recorder on the first axle of the left front
- 1200-gallon fuel tank
- Leslie Tyfon A-200 horn
- Short and long hoods

Without Sound	With Sound	Road #	New #
ATHG62443	ATHG62643	1260	
ATHG62444	ATHG62644	1262	
ATHG62445	ATHG62645	1264	
ATHG62446	ATHG62646	1265	

NEW YORK CENTRAL

MODEL: GP9 PHASE II
PAINT SCHEME: LIGHTNING STRIPE
ETA: JUNE 2013



The New York Central operated the famous Water Level Route from New York City to Chicago. The lack of grades did not require dynamic brakes. NYC purchased GP9s between 1955 and 1957 and eventually acquired a fleet of 212 GP9s across ten orders. (continued)

GENESIS FROM KALIBRA **GP7 AND GP9**

All four are painted in the NYC black and gray lightning stripe freight paint scheme and operated long hood forward. Like most GP9s, they would have use in all kinds of freight service from locals and coal drags to manifest trains and hotshots, including early intermodal trains. By the Penn Central merger, they would have been more common on switching jobs, locals and secondary trains.

Model features:

- Automatic Train Stop (ATS)
- Speed recorder on the first axle of the left front
- No sunshades
- Electrical conduit cover behind the cab on the fireman's side
- Four 36" radiator fans
- Non-dynamic brake
- Leslie Tyfon A-200 horn and Leslie S2M horn

Without Sound	With Sound	Road #	New #
ATHG62551	ATHG62751	6005	
ATHG62552	ATHG62752	6028	
ATHG62553	ATHG62753	6069	
ATHG62554	ATHG62754	6075	

6005 features: Pyle early sealed-beam headlight; Full tank skirting; 1600-gallon fuel tank
 6028 features: Pyle early sealed-beam headlight; Full tank skirting; 1600-gallon fuel tank
 6069 features: Pyle late sealed-beam headlight; 1700-gallon fuel tank
 6075 features: Pyle late sealed-beam headlight; Last NYC GP9; 1700-gallon fuel tank

PENN CENTRAL

MODEL: GP9
 ETA: MARCH 2013
 NEW ROADNAME



PC was formed on February 1, 1968, by the merger of the Northeast's two largest railroads and long-time rivals, Pennsylvania and New York Central. In January 1969, the already bankrupt New York New Haven & Hartford Railroad was merged into PC by order of the Interstate Commerce Commission (ICC). PC was doomed from the start and declared bankruptcy within two years, finally becoming the biggest piece of Conrail in 1976. Three PC predecessors all bought GP9s: NYC 212, New Haven 30 and Pennsy 270. The Pennsy GP9s kept their numbers after the merger, while the NYC GP9s were renumbered.

Model features:

- Automatic Train Stop (ATS) generator and receiver
- Sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Non-dynamic brake
- Large Sinclair antenna on short hood
- Speed recorder on the first axle of the left front
- Partially deleted skirts per road number
- Leslie Tyfon A-200 horn on the short hood and Leslie S2M horn on the long hood
- Bell mounted on the end of the long hood

Without Sound	DCC and Sound	Road #	New #
ATHG62475	ATHG62675	7385	
ATHG62476	ATHG62676	7394	
ATHG62477	ATHG62677	7458	
ATHG62478	ATHG62678	7466	

7385 features: Ex-NYC 5985 built in 1956; Phase II; Early Pyle dual sealed-beam headlight; Four 36" radiator fans; 1600-gallon fuel tank; Large PC herald; Wide-spaced cab number
 7394 features: Ex-NYC 5994 built in 1956; Phase II; Early Pyle dual sealed-beam headlight; Four 36" radiator fans; 1600-gallon fuel tank; Small PC herald; Compact-spaced cab number
 7458 features: Ex-NYC 6058 built in 1957; Phase II; Late Pyle dual sealed-beam headlight; Four 36" radiator fans; 1700-gallon fuel tank; Large PC herald; Compact-spaced cab number
 7466 features: Ex-NYC 6066 built in 1957; Phase III; Late Pyle dual sealed-beam headlight; Two 48" radiator fans; 1700-gallon fuel tank; Large PC herald; Number spacing between 7385 and the other two units

PENNSYLVANIA

MODEL: GP9
 PAINT SCHEME: BRUNSWICK GREEN
 ETA: MARCH 2013
 NEW ROADNAME



GENESIS FROM KALIBRA **GP7/9**

Without Sound	DCC and Sound	Road #	New #
ATHG62495	ATHG62695	7109	
ATHG62496	ATHG62696	7138	
ATHG62497	ATHG62697	7140	
ATHG62498	ATHG62698	7154	

7109 features: Delivered in May/June 1957; Original scheme with "Pennsylvania" spelled out in Dulux Gold lettering and radio sticker on the battery boxes; Phase II; Four 36" radiator fans
 7138 features: Delivered in May/June 1957; Original scheme with "Pennsylvania" spelled out in Dulux Gold lettering and radio sticker on the battery boxes; Phase II; Four 36" radiator fans
 7140 features: Delivered in May/June 1957; Final Pennsy scheme from 1967 with the name replaced by Pennsy Keystone logo; Radio sticker on the battery boxes; Phase II; Four 36" radiator fans
 73154 features: Delivered in November 1957; Original scheme with "Pennsylvania" spelled out in Dulux Gold lettering; Phase III; Two 48" radiator fans

READING

MODEL: GP7 PHASE II
 ETA: MARCH 2013
 NEW ROADNAME



Reading was originally constructed to haul anthracite coal from the mines of Eastern Pennsylvania. The railroad eventually expanded throughout New Jersey with control of the Central of New Jersey. Because of the Reading connection to coal, the herald was a black diamond. Between June 1952 and October 1953, Reading took delivery of six orders totaling 44 GP7s. The units all arrived painted in a solid dark green color with yellow lettering.

In 1962, Reading adopted a new green and yellow scheme with the black diamond herald on the cab side and a large road number on the long hood. The roof and lower part of the locomotive body and frame were green with the rest of the short and long hoods being yellow. As is often the case with new paint schemes, there was a lot of variation. For the first years after being repainted, the GP7s were power for locals, mainline freights and mine runs. In later years, they were bumped to local and switcher service by more powerful units. These Reading GP7s kept their paint until being repainted or sold after the Conrail merger in 1976.

Model features:

- Long hood forward operation
- Rain gutter on cab roof
- No sunshades
- Speed recorder on the first axle of the left front
- Four 36" radiator fans
- Dynamic brake
- Solid or slotted fuel tank skirts
- Firecracker antenna on the short hood
- Leslie S3 horn mounted on the long hood, facing away from the cab
- Yellow circle on the truck journals

Without Sound	With Sound	Road #	New #
ATHG62531	ATHG62731	619	
ATHG62532	ATHG62732	623	
ATHG62533	ATHG62733	633	
ATHG62534	ATHG62734	636	

619 features: Battery boxes, cab sub-base, frame and fuel tank skirting painted green; Close-spaced road number; 1200-gallon fuel tank
 623 features: Lower third of the locomotive is painted green and extends around the end of the long hood; Medium-spaced road number; 1200-gallon fuel tank
 633 features: Frame, skirting, steps, pilots and roof are painted green with most of the hoods and cab painted yellow; Close-spaced road number; 1600-gallon fuel tank
 636 features: Lower third of the locomotive is painted green and extends around the end of the long hood; Wider-spaced road number; 1600-gallon fuel tank

DETROIT TOLEDO & IRONTON

MODEL: GP7 PHASE II
 ETA: MARCH 2013
 NEW ROADNAME



The DT&I ran south from Detroit to Toledo and then continued across Ohio through Lima and Springfield to Ironton on the Ohio River. DT&I was owned by the Pennrod Corporation, which was a subsidiary of the Pennsylvania Railroad. DT&I was completely dieselized by 1954 with an all-EMD roster. The models on this release are standard freight units with a winterization hatch and lifting-type spark arrestors. They are painted in the DT&I 1964 orange paint scheme with black frame, trucks and fuel tank. The units carry the 48-inch tall black DT&I lettering and the "We have the CONNECTIONS" herald in black and white.

Model features:

- Sunshades
- All-weather cab window and mirror/wind deflectors included in the box
- Four 36" diameter radiator fans
- Non-dynamic brake
- Lifting spark arrestors
- Winterization hatch
- 1600-gallon fuel tank
- M3 Nathan horn on the cab

Without Sound	With Sound	Road #	New #
ATHG62519	ATHG62719	963	
ATHG62520	ATHG62720	965	
ATHG62521	ATHG62721	967	
ATHG62522	ATHG62722	973	

963 features: Delivered April 1953
 965 features: Delivered November 1953
 967 features: Delivered November 1953
 973 features: Delivered November 1953

GENESIS FROM AMERICA GP7 AND GP9

MILWAUKEE ROAD

MODEL: GP9 PHASE II
ETA: MARCH 2013
NEW ROADNAME



Milwaukee Road operated west from Chicago across the northern states to Tacoma, WA. Milwaukee Road also had extensive trackage in Iowa, South Dakota and Wisconsin. One Wisconsin line extended north into the Upper Peninsula of Michigan, accessing the Marquette Iron Range. Milwaukee Road took delivery of its first order of GP9s in January 1954. The models are from the two largest orders delivered in June 1954. Milwaukee renumbered its GP9 fleet in 1959, but the new numbers were not in sequence with the original numbers.

Model features:

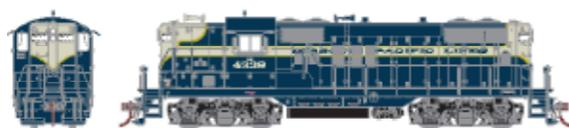
- All-weather cab window included in the box
- No sunshades or mirror/wind deflectors
- GP9 model plate
- Four 36" radiator fans
- Non-dynamic brake
- Winterization hatch
- 1600-gallon fuel tank
- Nail antenna on the cab roof
- Leslie Tyfon A-200 horns, one on the short hood and the other on the long hood

Without Sound	With Sound	Road #	New #
ATHG62523	ATHG62723	217	
ATHG62524	ATHG62724	226	
ATHG62525	ATHG62725	229	
ATHG62526	ATHG62726	234	

217 features: Originally 2406
226 features: Originally 2411
229 features: Originally 2417
234 features: Originally 2422

MISSOURI PACIFIC

MODEL: GP9 PHASE II
ETA: MARCH 2013
NEW ROADNAME



MP placed a single order for 40 GP9s numbered 4332 through 4371. The units were delivered between January and April 1955. They were delivered in the MP gray and blue scheme with yellow pinstriping and "Missouri Pacific Lines" lettering.

Model features:

- Sunshades
- GP9 model plate
- Four 36" radiator fans
- Non-dynamic brake
- 1200-gallon fuel tank
- Firecracker antenna on the cab roof
- Leslie Tyfon A-200 horns, one on the short hood and the other on the long hood

Without Sound	With Sound	Road #	New #
ATHG62527	ATHG62727	4339	
ATHG62528	ATHG62728	4343	
ATHG62529	ATHG62729	4345	
ATHG62530	ATHG62730	4354	

TEXAS & PACIFIC

MODEL: GP9
ETA: JUNE 2013
NEW ROADNAME



The T&P operated from New Orleans through Shreveport, Dallas, Ft. Worth and on to El Paso. Missouri Pacific took control of the T&P in 1928, and it remained an MP subsidiary until merging into the MP in 1976.

T&P placed two orders for GP9s. The first for six GP9s, numbered 1131 through 1136, arrived in March 1957 as the last new units delivered in Swamp Holly orange paint. The second order for eight GP9s, numbered 1137 through 1144, was delivered in May 1959. These GP9s signaled the beginning of the end for the T&P independence as they came in MP gray and blue. The first order was quickly painted to match. T&P did retain some independence, as the blue and gray paint followed the same pattern as the Swamp Holly orange, and unlike MP diesels, the T&P GP9s came with dynamic brakes. The models also feature Mars lights at both ends. The T&P GP9s were their primary road freight power in the last years before MP and solid blue paint took over.

Model features:

- Pyle Gyalite
- Sunshades
- Electrical conduit cover behind the cab on the fireman's side
- Dynamic brake
- 1700-gallon fuel tank
- Nathan 5-chime horn mounted on the cab roof

Without Sound	With Sound	Road #	New #
ATHG62547	ATHG62747	1131	
ATHG62548	ATHG62748	1133	
ATHG62549	ATHG62749	1137	
ATHG62550	ATHG62750	1141	

1131 features: First T&P GP9; Phase II; Pyle early sealed-beam headlight; Four 36" radiator fans; Nail-type antenna
1133 features: Phase II; Pyle early sealed-beam headlight; Four 36" radiator fans; Nail-type antenna
1137 & 1141 features: Phase III; Pyle late sealed-beam headlight; Two 48" radiator fans; Firecracker antenna

GENESIS FROM AMERICA GP7/9

ILLINOIS CENTRAL

MODEL: GP9
PAINT SCHEME: GREEN DIAMOND
ETA: NOVEMBER 2012
NEW ROADNAME



IC was known as the "Main Line of Mid-America." IC placed ten orders for a total of 348 GP9s between 1954 and 1959. This was the third largest new fleet of GP9s. The GP9s would be the primary power of IC and its successor Illinois Central Gulf through the 1960s and 1970s. Rebuilt "Paducah Geeps" would continue service well into the 1990s. Most of the GP9s kept their black paint with the "Green Diamond" logo until rebuilt or sold. Only a few received either IC or ICG orange and white colors.

Model features:

- Canvas sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Non-dynamic brake
- IC-style spark arrestors
- Nathan P3 horn
- Bell mounted on the end of the short hood

Without Sound	With Sound	Road #	New #
ATHG62471	ATHG62671	9185	
ATHG62472	ATHG62672	9232	
ATHG62473	ATHG62673	9347	
ATHG62474	ATHG62674	9368	

9185 features: Order delivered in December 1955/January 1956; Phase II; Four 36" fans; 1600-gallon fuel tank; Can-type antenna
9232 features: Order delivered in December 1956/January 1957; Phase II; Four 36" fans; 1600-gallon fuel tank; Can-type antenna
9347 features: Order delivered in December 1957/January 1958; Phase III; Two 48" radiator fans; 1700-gallon fuel tank; Firecracker antenna
9368 features: Order delivered in December 1957/January 1958; Phase III; Pyle late dual sealed-beam headlight; Two 48" radiator fans; 1700-gallon fuel tank; Firecracker antenna

NORTHERN PACIFIC

MODEL: GP9 PHASE II
ETA: MARCH 2013
NEW ROADNAME



NP was known as the "Main Street of the Northwest." NP merged with Great Northern to become Burlington Northern in 1970. NP placed 16 orders for GP9s between June 1954 and September 1958, creating the tenth largest fleet. NP mixed orders for GP9s with and without dynamic brakes, which was part of the reason for the high number of orders. All four GP9s from this release have the distinctive NP steam engine bell on the short hood. NP units wore their black and yellow paint from delivery until several years into the BN merger.

Model features:

- Steam engine bell on the short hood
- Fabric sunshades
- No mirror/wind deflectors
- Round top spark arrestor
- Winterization hatch
- Nathan P3 horn and firecracker antenna mounted on the cab

Without Sound	With Sound	Road #	New #
ATHG62491	ATHG62691	285	
ATHG62492	ATHG62692	304	
ATHG62493	ATHG62693	332	
ATHG62494	ATHG62694	333	

285 features: Delivered in February 1957; Dynamic brake
304 features: Delivered in February 1957; Dynamic brake
332 features: Delivered in July/August 1957; Non-dynamic brake
333 features: Delivered in July/August 1957; Non-dynamic brake

BURLINGTON NORTHERN

MODEL: GP9
ETA: MARCH 2013
NEW ROADNAME



The 1970 merger of the Great Northern, Northern Pacific, Burlington and Spokane Portland & Seattle created Burlington Northern. As part of the merger, BN inherited a total of 281 GP9s from all four roads. NP originally bought 182, GN 77, Burlington 20 and SP&S 6. Four had been retired prior to the merger.

1742 also includes:

- Ex-NP 304
- Freight unit
- Pyle late sealed-beam headlight
- NP steam engine bell
- Operating Stratolite beacon all-weather window on engineer's side

- Dynamic brake
- Extra grab iron opposite the third grab from the top on each end of the long hood
- 1700-gallon fuel tank
- Leslie S3 horn mounted on the cab

(continued)

GP7 AND GP9

1841 also includes:

- Ex-NP 1841
- Freight unit
- Operating Stratolite beacon
- Roof-mounted air tanks
- NP steam engine bell
- All-weather window on engineer's side
- Black-on-silver EMD GP9 model

plate

- Non-dynamic brake
- Extra grab iron opposite the third grab from the top on each end of the long hood
- 2400-gallon fuel tank
- Leslie S3 horn mounted on the cab side

1864 also includes:

- Ex-NP 1841
- Freight unit
- Operating Stratolite beacon
- Roof-mounted air tanks
- NP steam engine bell
- All weather window on engineer's side
- Black-on-silver EMD GP9 model

plate

- Non-dynamic brake
- Extra grab iron opposite the third grab from the top on each end of the long hood
- 2400-gallon fuel tank
- Leslie S3 horn mounted on the cab side

1970 also includes:

- Ex-CB&Q 285
- Dual-service unit
- Red and white signal lights on both ends
- 3-pane, all-weather window on both sides
- Black-on-silver EMD GP9 model plate
- Steam generators

Steam generator fittings

- No lift lugs
- 800-gallon fuel tank and 800-gallon water tank
- Non-dynamic brake
- Leslie Tyfon A-200 horn mounted on the cab
- Bell located behind the right-front corner step

Without Sound	With Sound	Road #	New #
ATHG62515	ATHG62715	1742	
ATHG62516	ATHG62716	1841	
ATHG62517	ATHG62717	1864	
ATHG62518	ATHG62718	1970	

RIO GRANDE

MODEL: GP9 PHASE II
ETA: NOVEMBER
NEW ROADNAME



Denver & Rio Grande Western ran "through the Rockies, not around them." Rio Grande placed two orders for GP9s, one in 1955 and the other in 1956. The units in this release are all from the first order and wear the later paint scheme. Often called the "switcher" scheme, it was applied to early switchers, while road units wore black with orange pinstriping. Numbers 5913, 5921 and 5924 have the small lettering scheme, while 5903 has the final large lettering version. The small lettering dates from the early 1960s and the large lettering from the late 1960s. Many locomotives wearing these schemes were never repainted and retired in the late 1980s and 1990s.

Model features:

- Sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Dynamic brake
- Super spark arrestors
- 1200-gallon fuel tank
- GP9 model plate by the front step well
- M3 Nathan D&RGW T2 horn
- Large Sinclair antenna on the short hood

Without Sound	With Sound	Road #	New #
ATHG62459	ATHG62659	5913	
ATHG62460	ATHG62660	5922	
ATHG62461	ATHG62661	5924	
ATHG62462	ATHG62662	5903	

5913, 5922 & 5924 features: Nail-type antenna; Small "Rio Grande" lettering
5903 features: Large "Rio Grande" lettering

ROCK ISLAND

MODEL: GP9
ETA: NOVEMBER
NEW ROADNAME



Despite frequent financial trouble, Rock Island was an innovator. RI adopted diesel power, streamlined passenger trains in the mid-1930s and created a fleet of "Rocket" passenger trains. The first RI order for ten GP9s, numbered 1312 through 1321, arrived in May 1957. The second order for eight GP9s, numbered 1323 through 1330, was delivered in March and April 1959. The two orders featured different phases and the maroon with white stripes scheme. Most were repainted into the solid maroon scheme beginning in 1963.

Model features:

- Sunshades
- Mirror/wind deflectors fore of cab windows
- Non-dynamic brake
- Lifting spark arrestors
- 1600-gallon fuel tank
- Nathan 5-chime horn
- Firecracker antenna

Without Sound	With Sound	Road #	New #
ATHG62455	ATHG62655	1317	
ATHG62456	ATHG62656	1320	
ATHG62457	ATHG62657	1325	
ATHG62458	ATHG62658	1327	

1317 & 1320 features: Phase II; Four 36" radiator fans; Maroon with yellow ends
Rock Island herald on the nose and large white "Rock Island" lettering
1325 features: Phase III; Two 48" radiator fans; Maroon paint scheme with yellow ends and Rock Island herald on the cab side and nose
1327 features: Phase III; Two 48" radiator fans; Solid maroon paint scheme with Rock Island herald on side of the cab

GP7/9

SANTA FE

MODEL: GP9
NEW PAINT SCHEME: BLUE AND YELLOW PINSTRIPE
ETA: MARCH 2013
NEW ROADNAME



After buying 244 GP7s, Santa Fe only bought 52 GP9s on four orders between May 1956 and April 1957. The final order was for sixteen GP9s numbered 736 through 751. The as-delivered black and silver "zebra stripe" paint scheme became obsolete in June 1959, when SD24 916 was delivered in blue and yellow. This scheme has been called "book end," since the ends of the hoods are yellow while the rest of the engine is blue. It's also known as the "pinstripe" scheme from the yellow pinstripe on the sides of the hoods. The long hood featured large billboard "Santa Fe" lettering. By 1962, all Santa Fe GP9s wore the blue scheme. Some GP9s received the later blue and yellow warbonnet colors, while others kept their pinstripe paint until being rebuilt in the late 1970s.

Model features:

- Phase II
- Pyle late dual sealed-beam headlight
- Fabric sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Four 36" radiator fans
- Dynamic brake
- 1700-gallon fuel tank
- Leslie S3 horn on the short hood
- Antenna ground plane with can antenna

Without Sound	DCC and Sound	Road #	New #
ATHG62483	ATHG62683	738	
ATHG62484	ATHG62684	744	
ATHG62485	ATHG62685	747	
ATHG62486	ATHG62686	751	

SEABOARD COAST LINE

ETA: NOVEMBER
NEW ROADNAME



SCL was created in 1967 by the merger of the Seaboard Air Line Railroad with the Atlantic Coast Line Railroad. The new system totaled 9,809 miles and was the eighth largest in the United States at the time. SAL bought 56 GP9s. Most of them became part of the SCL fleet after the merger. SCL adopted an attractive black paint scheme with yellow stripes and silver lettering.

Model features:

- Sinclair antenna
- Round vent on the cab roof

1019 also includes:

- Built as SAL 1919
- Phase II
- Unique SCL sunshades
- Mirror/wind deflectors fore and aft of cab windows

- Four 36" radiator fans
- 1600-gallon fuel tank
- Modified skirting
- GP9 model plate by the front step well
- Nathan 3-chime horn

1020 also includes:

- Built as SAL 1920
- Phase II
- Unique SCL sunshades
- Mirror/wind deflectors fore and aft of cab windows

- Four 36" radiator fans
- 1600-gallon fuel tank
- Original skirting
- Two Leslie Tyfon A-200 horns, one on the short hood and the other on the long hood

1025 also includes:

- Built as SAL 1926
- Phase III; Two 48" radiator fans
- Unique SCL sunshades
- Mirror/wind deflectors fore and aft of cab windows

- 1700-gallon late fuel tank
- GP9 model plate by the front step well
- Nathan 3-chime horn on the short hood and Leslie Tyfon A-200 horn on the long hood

1036 also includes:

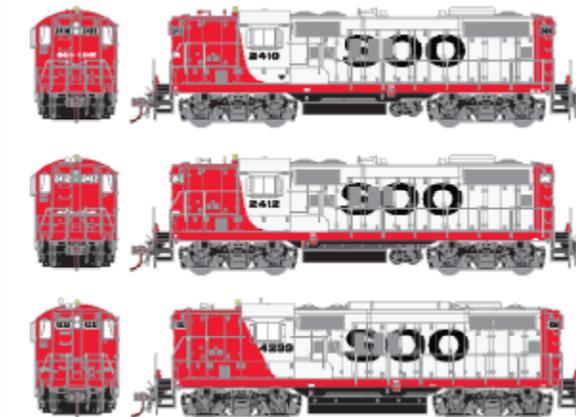
- Built as SAL 1962
- Phase II
- No sunshades or mirror/wind deflectors

- Four 36" radiator fans
- 1600-gallon fuel tank
- Nathan 3-chime horn
- "Pulling for You" painted under the cab

Without Sound	With Sound	Road #	New #
ATHG62463	ATHG62663	1019	
ATHG62464	ATHG62664	1020	
ATHG62465	ATHG62665	1025	
ATHG62466	ATHG62666	1036	

SOO LINE

MODEL: GP9 PHASE II
ETA: NOVEMBER
NEW ROADNAME



(continued)

GENESIS GP7 AND GP9

The Minneapolis St. Paul & Sault Ste. Marie Railway, Wisconsin Central and Duluth South Shore & Atlantic Railway were subsidiaries of the Canadian Pacific. In January 1961, the three railroads were consolidated to become the Soo Line Railroad. Soo Line bought 45 GP9s on eleven orders. The freight locomotives for Soo were numbered in the 400 series, while the ones for WC were numbered in the 2400 series. Soo passenger GP9s were numbered in the 550 series and WC in the 2550 series.

Model features:

- Operating Xenon strobe light
- Sunshades
- Mirror/wind deflectors fore and aft of cab windows
- All-weather cab window
- Non-dynamic brakes
- Winterization hatch
- Leslie S2M horn on the short hood and blat horn on the long hood
- Firecracker antenna

- 414 also includes:
- Delivered in 1957
 - Pyle late dual sealed-beam headlight
 - Modifications to the skirting above the fuel tank

- 1600-gallon fuel tank
- Forward horn painted red and rearward horn painted white
- Black-on-white number boards
- Nathan 3-chime horn

- 2410 also includes:
- Delivered in 1956
 - Freight version modifications to the skirting above the fuel tank
 - 1600-gallon fuel tank
 - Soo Line lettering on the nose is

- positioned lower than 414 and 2410
- Forward horn and antenna painted red
- Rearward horn painted white
- Black-on-white number boards

- 2412 also includes:
- Freight version modified skirting
 - 1600-gallon fuel tank
 - Forward horn, antenna and rearward horn painted white

- White-on-black number boards
- Nathan 3-chime horn

- 4233 also includes:
- Delivered as number 558 in 1956
 - Renumbered 4233 in the 1980s
 - Passenger version
 - 1200-gallon fuel tank
 - 1200-gallon water tank
 - Roof-mounted air tanks
 - No steam generator - prototype

- removed long before the unit was renumbered
- Modifications to the skirting above the fuel tank
- No Soo Line lettering on the nose
- Forward horn painted white
- Black-on-white number boards

Without Sound	DCC and Sound	Road #	New #
ATHG62467	ATHG62667	414	
ATHG62468	ATHG62668	2410	
ATHG62469	ATHG62669	2412	
ATHG62470	ATHG62670	4233	

SOUTHERN PACIFIC

NEW PAINT SCHEME: BLOODY NOSE
MODEL: GP9R
ETA: NOVEMBER



Southern Pacific had its beginnings in Sacramento and eventually extended rails throughout California and Oregon along with a southern transcontinental line through Texas. The lines in Texas and Louisiana were officially part of the Texas & New Orleans, an SP subsidiary. Texas law required railroads operating in the state to be incorporated and have their headquarters in Texas.

SP placed fifteen orders for 328 GP9s between 1954 and 1959. This included eight orders for 73 GP9s that were lettered for T&NO. The T&NO GP9s differed from the rest because they lacked the Mars or Gyralight warning lights. Between February 1970 and March 1979, SP Sacramento shops rebuilt 255 of the SP freight GP9s along with seven Cotton Belt units and all 11 commuter-service GP9s. In addition, the Houston shops rebuilt 19 freight GP9s.

Model features:

- Round vent mounted on top of the short hood
- Sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Dynamic brake
- Partially deleted skirts per road number
- Round base whip antenna
- Nathan P3 horn

- 3384 also includes:
- Built as 5706 in 1956
 - Renumbered 3538 in 1965
 - Released from the shop on July 12, 1973
 - Phase II
 - Gyralight on the short hood
 - Mars dual sealed-beam headlight
 - No paper air filter box
 - 400+1200
 - "Dual-Fuel" tank

- 3759 also includes:
- Built as T&NO 444 in 1956
 - Renumbered 3566 in 1965
 - Released from the shop on January 7, 1974
 - Phase II
 - No warning lights
 - Paper air filter box
 - 400+1200 "Dual-Fuel" tank

- 3778 also includes:
- Built as 5788 in 1957
 - Renumbered 3629 in 1965
 - Released from the shop on August 29, 1975
 - Phase II
 - Gyralight on the short hood
 - Paper air filter box
 - 400-gallon plus 1700-gallon fuel tank

- 3851 also includes:
- Built as T&NO 458 in 1956
 - Renumbered 3662 in 1965
 - Released from the Sacramento shops on July 28, 1977
 - Phase III
 - Originally built without warning lights, added double-ended Gyralights during the rebuilding process
 - Two 48" radiator fans
 - No paper air filter box
 - 1700-gallon fuel tank

Without Sound	DCC and Sound	Road #	New #
ATHG62479	ATHG62679	3384	
ATHG62480	ATHG62680	3759	
ATHG62481	ATHG62681	3778	
ATHG62482	ATHG62682	3851	

SOUTHERN PACIFIC

NEW PAINT SCHEME: BLACK WIDOW
ETA: NOVEMBER



Until the emergence of modern commuter railroads in the late 1980s, the only commuter rail operation in the western United States was SP service from San Jose into downtown San Francisco. In April of 1955, SP took delivery of the four GP9s numbered 5622 through 5625. Like the other eight GP9s purchased by SP for secondary passenger service, they were equipped with steam generators and dual controls and carried the "double-ended wings" version of the Black Widow paint scheme with the orange and silver striping on both ends. The GP9s 5622 through 5625 differed by having 1200-gallon fuel tanks and 1200-gallon water tanks, which required to the roof.

(continued)

GENESIS GP7/9

In addition to being the only SP "torpedo-boat" GP9s, they were also the only SP GP9s that were not equipped with dynamic brakes.

Although they briefly served on secondary passenger trains, these four GP9s were soon assigned to the San Francisco commuter pool. In commuter service, they usually spent Friday night and the weekend hauling freight in the San Joaquin Valley before returning to commuter service Monday morning.

Model features:

- SP light package
- Passenger pilots
- Steam generator
- Sunshades
- Four 36" diameter radiator fans
- Non-dynamic brake
- Roof-mounted air tanks
- 1200-gallon fuel tank
- 1200-gallon water tank
- Wagon wheel antenna mounted on steam generator vent
- Nathan M3 horn

Without Sound	DCC and Sound	Road #	New #
ATHG62539	ATHG62739	5622	
ATHG62540	ATHG62740	5623	
ATHG62541	ATHG62741	5624	
ATHG62542	ATHG62742	5625	

5623 features: Prototype restored to this scheme and is on display at the Niles Canyon Railway Museum in Sunol, CA

Note: Since SP used the number boards to indicate the train number (thereby making them "train indicator boards"), we have elected to leave the number boards black so that modelers can decal whichever train number they wish.

WESTERN PACIFIC

MODEL: GP9 PHASE II
ETA: IN STOCK



WP was an early convert to diesel locomotives for freight service, taking delivery of FT locomotives beginning in 1941. The first WP GP9s were delivered in September 1955 in two groups. The first six were numbered 725 through 730, and the following two were numbered 731 and 732.

WP adopted a colorful orange and silver scheme for its diesel locomotives. Passenger units for the famous California Zephyr had stainless steel body panels, while freight engines had to be content with silver paint. The GP9s also had stripes on the hood ends and pilots. These four models represent some of the striping variations. Another unique WP feature is the "barrel" or "ash can" headlight on each end. WP did not adopt twin sealed-beam headlights until the late 1960s. They believed that the single bulb headlight and reflector set offered better visibility in the mountains. Since the inside of the hood units were designed for twin sealed-beam headlights and were not wide enough for the "mountain" headlights, the barrel lights were added to each end on the outside of the locomotive.

Model features:

- WP "barrel" headlight
- Sunshades
- Mirror/wind deflectors fore and aft of cab windows
- Round vent on cab roof
- Dynamic brake
- Four 36" radiator fans
- 1200-gallon fuel tank
- Nail-type antenna on short hood
- Nathan M5 horn just forward of the dynamic brake

Without Sound	DCC and Sound	Road #	New #
ATHG62447	ATHG62647	725	
ATHG62448	ATHG62648	727	
ATHG62449	ATHG62649	729	
ATHG62450	ATHG62650	732	

725 & 727 features: Black "barricade" striping on both the hood ends and pilots
729 features: Black "barricade" striping on the hood ends and solid orange pilots
732 features: Single white stripe on each hood end

WESTERN PACIFIC

NEW PAINT SCHEME
MODEL: GP9 PHASE II
ETA: MARCH 2013



Eight WP GP9s were built in September 1955 as WP 725 through 732. In 1970, WP changed their orange and silver paint scheme to dark green. It featured orange-stacked "WP" and "Western Pacific" lettering, a single inverted "V" orange stripe on the nose, full orange striping on the rear end and an orange inverted "V" stripe on both pilots. All eight GP9s were repainted in this scheme and wore it until they retired after the merger into Union Pacific. By 1970, the WP GP9s worked mostly as local and switching power.

Model features:

- Small round vent on the cab roof
- Sunshades
- Four 48" radiator fans
- Dynamic brake
- Winterization hatch
- 1600-gallon fuel tank
- Nail-type antenna
- Nathan 5-chime horn

Without Sound	DCC and Sound	Road #	New #
ATHG62543	ATHG62743	728	
ATHG62544	ATHG62744	729	
ATHG62545	ATHG62745	731	
ATHG62546	ATHG62746	732	

728 features: Variation of the green scheme with full orange striping on both the front and rear ends and no pilot stripes; Single-bulb Pyle "mountain" headlights on both ends

729 features: Single-bulb Pyle "mountain" headlights
731 & 732 features: Standard Pyle twin sealed-beam headlights



UNION PACIFIC DDA40X "CENTENNIAL"

In 1969, EMD would create the ultimate double diesel, the massive DDA40X. The DDA40X model designation came from the use of two "D" four-axle trucks ("DD"), the "A" signified it being equipped with an operator's cab, the "40" to indicate the use of 16-cylinder 645E3A prime movers (the same type used in the GP40 and SD40) and the "X" to indicate experimental features.

Many of the experimental features were designed to make the DDA40X as maintenance-free as possible. This included solid-state modular electrical components in the high-voltage electrical control cabinet, which was a forerunner to the easier-to-troubleshoot-and-replace components in the famed EMD "Dash-2" line. In addition, self-load testing was added, which was another feature that would make its production debut on the Dash-2s. The last innovation was the up rating of the dual 16-645E3A prime movers from 3000 horsepower to 3300 horsepower each. All of this resulted in a state-of-the-art, 6600-hp locomotive packed into a 98' 5" long car body.

The first DDA40X was delivered just weeks before the 100th anniversary of the completion of the Transcontinental Railroad in May 1869. In recognition of this, UP named them "Centennials," and among UP employees they acquired the affectionate nickname of "Big Jack."

A total of 47 DDA40Xs were built in two separate orders. DDA40Xs 6913 and 6916 were from the first order for 25 units numbered 6900 through 6924 and delivered between April and December 1969. The second UP order for 22 units, numbered 6925 through 6946, was delivered between June 1970 and September 1971 and included 6930, 6936 and 6946.

The DDA40Xs operated on almost any type of UP mainline freight train including priority manifests, the California Livestock Special, secondary trains and even coal and grain trains. Their primary assignment was to hotshot piggyback trains between North Platte, NE, and Los Angeles, Ogden, UT, and Portland, OR. In this service, the Centennials averaged 20,000 miles per month and logged over one million miles in just five years. DDA40Xs

operated with most any model of UP diesel of the era as well as run-through power from roads such as WP, SP, C&NW, BN, Frisco and N&W.

A pair of Centennials was adequate power for most trains east of Ogden. But in the Blue Mountains of eastern Oregon and on the up-and-down profile of the Los Angeles & Salt Lake, 13,200 horsepower was not enough to maintain the schedule UP desired with the tonnage. To reach the desired 15,000 horsepower, UP shop forces created the "Fast-Forty." The Fast-Forty was an SD40-2 that was given the same high-speed 59:18 gearing as the Centennials, and numbered into the 8000 number series in recognition of their 80 mph gearing. The introduction of the Fast-Forties created the iconic image of the UP in the 1970s—the "sandwich set," featuring a Fast-Forty between two DDA40Xs.

RETAIL: \$369.98
RETAIL WITH DCC AND SOUND: \$499.98

Model features:

- Sound models include two DCC decoders and two sound systems
- Two separate motors with individual drivetrains
- Unobstructed see-through center passageway with detailed radiator plumbing
- Different front and rear anticlimbers
- Speed recorder
- Chain end rails
- Sunshades
- Firecracker antenna
- Leslie 5-chime horn
- Etched see-through walkways above the fuel tank
- Minimum radius: 28"

UP 6913, 6916, 6930 AND 6946

PREVIOUS RUN: JULY 2012
ETA: JULY 2013



The models of 6913, 6916, 6930 and 6946 represent the prototype from the late-1970s until retirement in the mid-80s. This is most evident by the cab-mounted horns, ACI plates (except 6913), sight glass window on the end of the long hood (except 6913) and the shields with just "Union Pacific" in the blue field.

6913, 6916, 6930 and 6946 also include:
• Operating Western Cullen beacon

Without Sound	DCC and Sound	Road #	New #
ATHG69505	ATHG69555	6913	✓
ATHG69506	ATHG69556	6916	✓
ATHG69507	ATHG69557	6930	✓
ATHG69508	ATHG69558	6946	✓

6913: Early electrical cabinet access panels and engine control sight glass; No rear sight glass or ACI plates
6916: Early electrical cabinet access panels and engine control sight glass
6930: ACI plate on the engineer's side is mounted on the equipment door instead of the handrail stanchion; Late electrical cabinet access panels and engine control sight glass
6946: Late electrical cabinet access panels and engine control sight glass

UP 6936

ETA: JULY 2013



The 6936 is part of the UP Heritage Fleet and continues in operation today. Following a grade crossing accident in November 2000, 6936 was retrofitted with Timken bearings on the trucks, engine waste retention tanks added to the fuel tank, air conditioner on the roof, new nose door and updated paint scheme. The 6936 features the UP "lightning stripe" scheme with red frame striping, winged shield on the front of the nose and green anti-glare paint on top of the nose.

- 6936 also includes:
- Operating ditch lights
 - Operating Xenon strobe on cab roof
 - Cab grade crossing camera
 - Timken bearing caps
 - Air conditioner
 - Horn with bracket and conduit mounted between fans 2 and 3
 - Late electrical cabinet access panels
 - and engine control sight glass
 - Fuel tank with engine waste retention tank detail
 - Spare knuckles on rear pilot

Without Sound	DCC and Sound	Road #	New #
ATHG69509	ATHG69559	6936	✓



GP15T

The GP15 series was introduced by EMD in 1976 as an alternative to rebuilding GP7s and GP9s. Railroads would trade in old GP7s and GP9s, so components such as the trucks could be reused to make the cost comparable to a rebuild. The GP15-1 was a 1500-horsepower, 4-axle locomotive using a non-turbocharged, 12-cylinder 645 engine. It was available with car body air intakes like a GP7 or an inertial air filter like the contemporary Dash-2 series. The last production units replaced the generator with an alternator. Offered in 1982, the GP15T was the final variation and used a turbocharged, 8-cylinder 645 engine with enlarged radiators and tunnel opening.

RETAIL: \$189.98
RETAIL WITH DCC AND SOUND: \$289.98

Model features:

- Five different car body types
- Frame-mounted bell unless noted
- Detailed Blomberg-B or Blomberg-M trucks
- Speed recorder on first left front axle
- Riveted or welded window plate
- Detailed 2400-gallon fuel tank
- Air filter
- Impingement (louvered) or inertial air filter ("dustbin hatch") car body versions
- Late electrical cabinet air filter box (ECAFB)
- See-through radiator intake grilles
- NMRA 8-pin and 9-pin DCC plugs and additional roadname and road number specific details
- Minimum radius: 18"

Sound-equipped features:

- Onboard Tsunami sound and DCC decoder
- Operates on both DC and DCC layouts
- Full DCC functions when in DCC mode
- Program MU lashup with lead unit-only horn, bell and lights

In 1973, Baltimore & Ohio, Chesapeake & Ohio and Western Maryland finally merged into one system with a common image, Chessie System. Thirteen years later, CSX was formed by the merger of Chessie System and Seaboard System.

In October and November 1982, Chessie took delivery of 25 GP15Ts numbered C&O 1500 through 1524, which made Chessie the largest owner of GP15Ts. They featured unique details like the Chessie rock pilot, slotted battery boxes and side-mounted bell. They were also the only GP15-series locomotives with dynamic brakes. After the 1986 CSX merger, the GP15Ts retained their Chessie System numbers, and CSX added tall snowplows and MU receptacles.

Model features:

- 88" short hood with ratchet brake
- Blomberg-B trucks
- Pointed anticlimber
- Toilet hatch
- Nathan KSLA horn
- Mirrors/wind deflectors fore and aft of cab windows
- Cab vent
- Raised dustbin
- Dynamic brake
- Whip antenna
- Salem air filter
- Late turbo exhaust silencer
- "Short" sunshades and mounting brackets

CHESSIE SYSTEM

ETA: MARCH 2013
NEW ROADNAME



Without Sound	DCC and Sound	Road #	New #
ATHG68032	ATHG68132	1502	
ATHG68033	ATHG68133	1519	
ATHG68034	ATHG68134	1523	

CSX

NEW PAINT SCHEME: BLUE & GRAY
ETA: MARCH 2013



Twelve of the GP15Ts received the CSX early blue and gray scheme with blue fuel tank. Although the paint scheme only lasted from 1986 until 1989, some locomotives were not repainted for nearly a decade.

Without Sound	DCC and Sound	Road #	New #
ATHG68047	ATHG68147	1515	
ATHG68048	ATHG68148	1519	
ATHG68049	ATHG68149	1522	

Features: Retrofitted with tall snowplows unless noted and front and rear MU receptacles
1515 features: Tall CSX snowplow
1519 features: Tall CSX snowplow
1522 features: Chessie-style rock pilot

CSX

NEW PAINT SCHEME: YN3
ETA: MARCH 2013



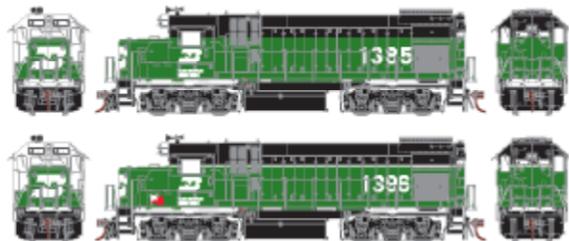
Without Sound	DCC and Sound	Road #	New #
ATHG68035	ATHG68135	1503	
ATHG68036	ATHG68136	1512	
ATHG68037	ATHG68137	1524	

Features: Retrofitted with tall snowplows, deck-mounted ditch lights and front and rear MU receptacles

GP15-1

BURLINGTON NORTHERN

NEW PAINT SCHEME: WHITE FACE
ETA: MARCH 2013



In late 1980, Frisco became a part of the Burlington Northern. The Frisco 25 GP15-1s were renumbered 1375 through 1399. All of them received standard BN green and black paint, plus new front snowplows. In 1989, BN changed their standard paint scheme to the "white face" scheme, so named because the cab front was painted white. The white face scheme also replaced the white stripes on the nose with a large BN herald and added white frame stripes to the pilots and both ends of the frame on the sides. GP15-1s 1385 and 1386 wear this paint scheme. In 1991, BN modified the "white face" scheme by adding a two-inch white separator stripe between the green and black and reducing the white paint on the pilots to the anticlimber on units with anticlimbers. At the same time, BN began adding American Flag decals to locomotives in support of American military personnel deployed during Operation Desert Shield and Operation Desert Storm. The 1396 is painted in the final "white face" scheme and carries the American flag decals. All three units kept their "white face" paint after the BNSF merger and were eventually renumbered and received BNSF patches. Although mostly seen in the former Frisco territories, the BN GP15-1s could be found in local service on almost all of the system except the Pacific Northwest.

Model features:

- Snowplow
- Pointed anticlimber type
- 88" short hood with ratchet brake
- Blomberg-B trucks
- Sunshades with track
- Mirror/wind deflectors fore and aft of cab side windows
- Cab vent
- Impingement air filter
- Dash-2 series battery box doors
- Late ECAFB
- Flat dustbin
- Non-dynamic brake
- Whip antenna
- Leslie S3L 3-chime horn
- Spare knuckle on rear pilot

Without Sound	DCC and Sound	Road #	New #
ATHG68053	ATHG68153	1385	
ATHG68054	ATHG68154	1386	
ATHG68055	ATHG68155	1396	

1385 features: Original (1989) "white face" scheme; "Springfield" on side sill
1386 features: Original (1989) "white face" scheme
1396 features: Later (1991) "white face" scheme with a 2" separation stripe between the green and black on the hood; Small American flag applied to the battery boxes during the 1990 Gulf War; "Glen Dive" on side sill

CALIFORNIA NORTHERN

ETA: MARCH 2013
NEW ROADNAME



The CFNR was formed in 1993 to operate three separate segments of the Southern Pacific: the old North Western Pacific and two sections of the West Valley lines. All three lines are on long-term lease from SP, now UP. The original California Northern locomotive roster consisted of four SD9s for use on the former NWP trackage and fourteen ex-C&NW GP15-1s used on the West Valley and West Side lines. The GP15-1s were C&NW 4411 through 4424 and featured the distinctive nose-mounted gong bell and car body air intakes like those used on first-generation diesels. The GP15-1s arrived in 1993 painted in CNFR green and cream with yellow striping and silver trucks. They had their horns moved from the cab back to the long hood and ditch lights added to both ends. The three units modeled, California Northern 105, 107 and 108, were C&NW 4416, 4418, and 4419, respectively. With a downturn in business and the delivery of six 3GS21B gensets in 2009 and 2010, most of the GP15-1s were transferred to other railroads. The three modeled are now working for the Dallas Garland and Northeastern in Texas, still in full, unmodified California Northern paint.

Model features:

- Snowplow
- MU receptacles front and rear
- 81" short hood with ratchet brake
- C&NW gong bell
- Blomberg-B trucks
- Drop step
- White cab roof
- Two operating Xenon strobe lights
- Sunshade and track on left side only
- All-weather windows
- No mirrors/wind deflectors
- Cab vent
- Impingement air filters
- Flat dustbin
- Non-dynamic brake
- Sinclair "ice skate" antenna
- Leslie S3L 3-chime horn
- Hose tray on rear pilot

Without Sound	DCC and Sound	Road #	New #
ATHG68050	ATHG68150	105	
ATHG68051	ATHG68151	107	
ATHG68052	ATHG68152	108	

CHICAGO & NORTH WESTERN

NEW PAINT SCHEME: ZITO YELLOW
ETA: MARCH 2013



By the mid-1970s, retirements of Alco, Baldwin and Fairbanks Morse first-generation diesels left C&NW with a shortage of medium horsepower, four-axle locomotives for local and switching service. C&NW bought second-hand GP7s and GP9s that had been retired by roads such as UP and Frisco, as well as a group of Baldwin AS-16s that had been re-engined with EMD engines by MKT.

(continued)

GP15-1

In addition, C&NW placed an order for 25 GP15-1s. Delivered in June and July 1976 as numbers 4400 through 4424, C&NW chose the car body air intakes like those used on first-generation units and each one had the distinctive nose-mounted gong bell. Throughout their careers, the GP15-1s were assigned to local, road-switcher and transfer service in the Chicago area, Milwaukee, Green Bay, St. Paul, Des Moines, Council Bluffs, St. Louis and working the auto plant at Janesville, WI. In 1982, C&NW changed their paint scheme to a lighter yellow called "Safety Yellow." It was more commonly called "Zito" yellow by railfans and modelers. The yellow was used until 1992, when C&NW switched back to the traditional yellow.

Model features:

- Snowplow
- MU receptacles front and rear
- Blomberg-B trucks
- Drop step
- 81" short hood with C&NW "gong" bell and ratchet hand brake
- Operating beacon
- All-weather cab window on engineer's side
- Sunshade and track on left side
- Mirror/wind deflectors fore of cab window
- Small cab roof vent
- Early Dash-2 battery box doors
- Impingement air filters
- Flat dustbin
- Late ECAFB
- Non-dynamic brake
- Sinclair "ice skate" antenna
- Leslie S-3L horn
- Hose tray on rear pilot
- Spare knuckles and brackets on rear pilot
- Switch broom and Automatic Train Stop (ATS) shoe packaged in poly bag

Without Sound	DCC and Sound	Road #	New #
ATHG68044	ATHG68144	4402	
ATHG68045	ATHG68145	4403	
ATHG68046	ATHG68146	4404	

4402 features: Roman initials on the ends and Sans-Serif road numbers on the long hood; Different number board font than 4403
4403 features: Roman initials on the ends and Sans-Serif road numbers on the long hood; Different number board font than 4402
4404 features: Roman initials on the ends and road numbers on the long hood

CONRAIL

NEW PAINT SCHEME: QUALITY
ETA: MARCH 2013



Conrail began operations on April 1, 1976, and was comprised of the Penn Central, Lehigh Valley, Reading Company, Central of New Jersey, Lehigh & Hudson River and Erie Lackawanna railroads. The massive fleet of inherited locomotives was in a state of disrepair and was further complicated by a number of different locomotive types. To standardize the roster, Conrail ordered new locomotives to replace the old ones and eliminated oddball ones. In 1979, Conrail took delivery of 100 GP15-1 locomotives numbered 1600 through 1699, making Conrail the second largest user. In the 1990s, Conrail adopted a slogan of "Conrail Quality" and a new logo that put a "Q" around the original "steel wheels on steel rails" logo. Several GP15-1s received the new logo.

Model features:

- Snowplow
- 88" short hood
- Blomberg-B trucks
- Flat anticlimber
- Cab signal box
- Mirror/wind deflectors fore of cab window
- Small cab vent
- Leslie S-3L horn
- Conrail "split" battery box door on right side
- Sinclair "ice skate" antenna
- Speed recorder on first front left axle
- Inertial air filtration system
- Dustbin
- Non-dynamic brake

Without Sound	DCC and Sound	Road #	New #
ATHG68041	ATHG68141	1627	
ATHG68042	ATHG68142	1650	
ATHG68043	ATHG68143	1670	

1627 features: Sunshades with track
1650 features: Sunshades with track
1670 features: No sunshades

UNION PACIFIC

NEW PAINT SCHEME: CURRENT UP YARD REPORTING MARKS
ETA: MARCH 2013



In 1982, Western Pacific and Missouri Pacific were merged into Union Pacific. MP was the largest buyer of the GP15-1. MP bought 190 GP15-1s on eight orders between 1976 and 1982, and they were numbered 1555 through 1744. After the merger, they kept their MP name and numbers. In the late 1980s and early 1990s, they all received UP paint and the Union Pacific name. In the early 2000s, they were all renumbered to UPY reporting marks and numbered 555 through 744.

Model features:

- Retrofitted with pilot-mounted ditch lights
- Impingement air filter
- Grab irons on both sides of long hood end
- 81" short hood with ratchet brake
- Leslie S3L horn
- Sunshades with track
- No mirrors/wind deflectors
- Cab vent
- Firecracker antenna
- Blomberg-B trucks
- Raised dustbin
- Non-dynamic brake engine roof hatch access door
- Late electrical cabinet air filter box (ECAFB)
- Slotted battery box doors
- Air filter type - G68229.03

Without Sound	DCC and Sound	Road #	New #
ATHG68038	ATHG68138	Y559	
ATHG68039	ATHG68139	Y591	
ATHG68040	ATHG68140	Y677	

Y559 features: Ex-MP 1559; Painted in the "lightning stripe" scheme; Air conditioner; Drop step; Extra jacking pads
Y591 features: Ex-MP 1591; Painted in the earlier "straight line" scheme; Pointed anticlimber; Extra jacking pads
Y677 features: Ex-MP 1677; Painted in the earlier "straight line" scheme; Toilet hatch; Pointed anticlimber

GENESIS SD70ACe

In order to meet the stricter diesel locomotive emissions standards imposed by the EPA Tier II regulations, EMD modified the SD70M and SD70MAC to create the SD70ACe and SD70M-2. Each model is powered by a 16-cylinder, 4300-horsepower 710G3C-T2 diesel engine. On the SD70M-2, the prime mover drives an alternator and produces AC current that is rectified to DC current, which powers the traction motors. On the SD70ACe, the DC current is then "chopped" back into AC to power the traction motors.

Much of the external design is based on the SD90 series locomotives. On the SD70ACe, the inverters were moved from inside the long hood to a box on the walkway behind the fireman's side of the cab.

RETAIL PRICE WITHOUT SOUND: \$199.98
RETAIL PRICE WITH SOUND: \$299.98

Model features:

- Correctly-sized operating ditch lights
- Snowplow
- Multiple unit (MU) hoses
- Coupler cut bars
- Train line air hoses
- Standard or isolated cab
- Nose or cab mounted headlight
- Windshield wipers
- Tinted side windows
- Mirrors
- Detailed and painted cab interior with control stand, display screens, detailed crew seats and optional grade crossing camera
- Flat or tapered front and rear anticlimbers
- Different jacking pads
- Safety tread on the walkways
- Inverter box with original X-panels, X-panels with retrofitted louvers, factory louvers, late EMD large intake or retrofit large intake
- See-through radiator fans
- Etched dynamic brake grille and screen with appropriate grid detail underneath
- Dynamic brake louver variations: regular grilles or Chicago Blower intake
- Plumbing alongside the frame appropriate to the specific railroad and purchase order
- Chicago Blower brand air blower visible behind the see-through grilles at the rear of the locomotive
- Early or late hand brake housing and wheel
- Separately-applied metal grab irons
- Fuel tanks with single or dual fuel fillers
- Airchime K5LLA horn with square or "tube" style mounting bracket
- Large antenna dome
- NMRA 8-pin and 9-pin DCC plugs
- Minimum radius: 18"
- Recommended radius: 22"

Sound-equipped features:

- Onboard Tsunami sound and DCC decoder
- Operates on both DC and DCC layouts
- Full DCC functions when in DCC mode
- Program MU lashup with lead unit-only horn, bell and lights

BNSF

BNSF was formed in 1996 from the merger of Burlington Northern and Santa Fe. At the time, BNSF was the largest railroad in North America and continues to be North America's largest coal hauler. BNSF has the second largest fleet of SD70ACes with 270. They spend most of their time in coal service throughout the BNSF system. Hauling Powder River Coal, they are regularly seen on CSX, Canadian National, Canadian Pacific, Kansas City Southern, Montana Rail Link, Norfolk Southern and Union Pacific rails.

HIGH HEADLIGHT AND STANDARD CAB
PAINT SCHEME: HERITAGE III
ETA: IN STOCK



The first order for thirty SD70ACe locomotives numbered 9370 to 9399 was delivered between February and April 2006. These units have the standard cab and high-mounted headlights, which gives them a slightly different look than later orders.

Model features:

- Standard cab
- High headlight
- White number boards with black numbers
- Long sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTSC-2 rigid trucks
- Inverter box with original X-panels and retrofitted with louvers
- Early brake wheel
- Square air horn bracket
- Salem air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- High rear sand fillers
- High rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68551	ATHG68651	9376	
ATHG68552	ATHG68652	9382	
ATHG68553	ATHG68653	9388	
ATHG68554	ATHG68654	9399	

LOW HEADLIGHT AND STANDARD CAB
PAINT SCHEME: HERITAGE III
ETA: MARCH 2013



The second BNSF order for forty SD70ACes was delivered between August and October 2006. Like the first order, they had the standard cab, but differed by having nose-mounted headlights instead of cab-mounted headlights. Along with the thirty units of the first order, they were modified early on by having a louvered vent cut into the box behind the cab on the left side.

Model features:

- Standard cab
- Low headlight
- Long sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTSC-2 rigid trucks
- Inverter box with original X-panels and retrofitted with louvers
- Early brake wheel
- Square air horn bracket
- Salem air filter
- Dual fuel fillers
- Early (separate) EFCO button/digital fuel gauge arrangement
- High rear sand fillers
- High rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68576	ATHG68676	9335	
ATHG68577	ATHG68677	9343	
ATHG68578	ATHG68678	9357	
ATHG68579	ATHG68679	9366	

GENESIS SD70M-2

CITX
ETA: IN STOCK
NEW ROADNAME



In November and December 2004, EMD built three demonstrator SD70M-2s. In early 2006, they were sold to CIT Leasing. CIT has the third largest railcar lease fleet in the United States and also operates a fleet of lease locomotives. The three SD70M-2 demonstrators were renumbered to CITX 140 through 142 and painted in a blue scheme with white stripes on the nose. Their first lease assignment was on BNSF in 2006. On the BNSF, they could be found mostly on the former Santa Fe Transcon pulling all types of trains, including manifests, coil steel trains and stack trains. For the past few years, they have been leased to Florida East Coast, joining eight FEC SD70M-2s. On the FEC, they work on stack trains, manifests and unit rock trains with all types of FEC power, most often the other SD70M-2s and the SD40-2s.

Model features:

- Standard cab
- Low headlight
- Short sunshades
- Straight front and rear anticlimbers
- SD70M-2 jacking pad
- HTCR-4 steerable trucks
- Electrical cabinet
- Early brake wheel
- Square horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- High rear sand filler
- Rear horn bracket
- Low rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68564	ATHG68664	140	✓
ATHG68565	ATHG68665	141	✓
ATHG68566	ATHG68666	142	✓

EMD DEMONSTRATOR

ETA: MARCH 2013
NEW ROADNAME



In 2005, EMD was in the process of modifying the SD70 design into the SD70M-2 to meet the stricter EPA Tier II regulations. As part of the development process, EMD built three SD70M-2 demonstrator locomotives numbered 74, 75 and 76. The three units tested on CSX, Norfolk Southern and Florida East Coast between 2004 and 2006. This resulted in sales of SD70M-2s to NS and FEC. In late 2006, they were sold to CITX and renumbered 140 through 142.

Model features:

- Standard cab
- Low headlight
- Short sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTSC-2 rigid trucks
- Electrical cabinet
- Early brake wheel
- Square air horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- High rear sand filler
- Rear horn bracket
- Low rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68585	ATHG68685	74	✓
ATHG68586	ATHG68686	75	✓
ATHG68587	ATHG68687	76	✓

FLORIDA EAST COAST

ETA: MARCH 2013
NEW PAINT SCHEME: RAILAMERICA



In addition to manifest trains, primary FEC traffic is intermodal trains between Jacksonville and Miami, and rock trains that originate near Miami and head north to various points on the FEC. FEC bought four SD70M-2s in 2006 and another four in 2008. The 2008 order was delivered in September as numbers 104 through 107. These four SD70M-2s came in the Rail America red, white and blue paint scheme. The primary power for FEC mainline trains are these four SD70M-2s, the first order SD70M-2 (Genesis® models previously released), three CITX Leasing SD70M-2s (see above) and sixteen SD40-2s (Athearn® Ready-to-Roll® models already released). The SD70M-2s often operate in back-to-back pairs or lead SD40-2s.

Model features:

- Operating rear ditch lights
- Isolated cab
- Low headlight
- Short sunshades
- Tapered front and rear anticlimbers
- Late jacking pads
- HTCR-4 steerable trucks
- Electrical cabinet
- Late brake wheel
- Round air horn bracket
- Prime air filter
- Single fuel filler
- Late EFCO button/digital fuel gauge arrangement
- High rear sand filler
- High rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68572	ATHG68672	104	
ATHG68573	ATHG68673	105	
ATHG68574	ATHG68674	106	
ATHG68575	ATHG68675	107	

SD70ACe AND SD70M-2

KANSAS CITY SOUTHERN

KCS has the third largest fleet of SD70ACe locomotives with 133, including 40 KCS de Mexico units and three of the former demonstrators. KCS power is regularly found on BNSF and Union Pacific in coal service and on many other types of trains paying back horsepower hours for BNSF and UP units running on KCS coal trains.

NEW PAINT SCHEME: GRAY
ETA: IN STOCK



The first order for thirty units, numbers 4000 through 4029, was delivered between November 2005 and January 2006. This was the only order painted in the gray scheme.

Model features:

- Standard cab
- High headlight
- Long sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTSC-2 rigid trucks
- Inverter box with original X-panels and retrofitted with louvers
- Early brake wheel
- Square air horn bracket
- Salem air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- Frame/sill diagonal braces on conductor's side
- High rear sand fillers
- Rear horn bracket
- Low rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68555	ATHG68655	4001	
ATHG68556	ATHG68656	4013	
ATHG68557	ATHG68657	4015	
ATHG68558	ATHG68658	4027	

PAINT SCHEME: RETRO BELLE
ETA: JANUARY 2013



The third KCS order for thirty SD70ACes was assembled by Bombardier in Concarril, Mexico. The units were numbered 4100 through 4129 and delivered between January and April 2008. Beginning with the second order, KCS SD70ACes have been painted in the red, yellow and black "Retro Belle" scheme, which is based on the colors worn by the KCS premier passenger train, the Southern Belle.

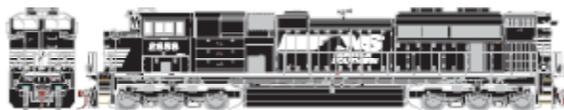
Model features:

- Isolated cab
- High headlight
- Large Sinclair antenna
- Long sunshades
- Tapered front and rear anticlimbers
- Late jacking pads
- HTSC-2 rigid trucks
- Inverter box with louvers
- Late brake wheel
- Square air horn bracket
- Salem air filter
- Single fuel filler
- Late EFCO button/digital fuel gauge arrangement
- High rear sand fillers
- High rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68567	ATHG68667	4100	
ATHG68568	ATHG68668	4107	
ATHG68569	ATHG68669	4116	
ATHG68570	ATHG68670	4127	

NORFOLK SOUTHERN

PAINT SCHEME: HORSEHEAD
ETA: MAY 2013
SD70M-2



NS was created by the merger of Norfolk & Western and Southern in 1982. The second NS order for 78 SD70M-2s was built at the EMD plant in London, Ontario, between January and April 2006. The units were numbered 2701 through 2778 and came with front and rear ditch lights. They see service on all parts of the system and on all types of trains, including double stack, coal, manifest, grain and even garbage trains. They also regularly interchange to other railroads such as BNSF and UP in run-through service and to pay back horsepower hours owed by NS.

Model features:

- Operating rear ditch lights
- Standard cab
- High headlight
- Long sunshades
- Straight front and tapered rear anticlimbers
- SD70M-2 jacking pads
- HTRC-4 steerable trucks
- Electrical cabinet
- Early brake wheel
- Square air horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- High rear sand filler
- Rear horn bracket
- Prime low rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68589	ATHG68689	2713	✓
ATHG68590	ATHG68690	2725	✓
ATHG68591	ATHG68691	2732	✓
ATHG68592	ATHG68692	2767	✓

SD70ACe

UNION PACIFIC

Union Pacific was founded in 1862 as the eastern half of the Transcontinental Railroad. Union Pacific has been the largest buyer of the SD70ACe with 365 units. UP SD70ACes are in general service across the vast UP system and can be found on stack trains, manifests and even inter-yard transfer trains ("Haulers") in Southern California.

UP WITH HIGH HEADLIGHT & STANDARD CAB
NEW PAINT SCHEME: RED SILL STRIPE
ETA: IN STOCK



The first UP order was for 115 locomotives with regular cabs and cab-mounted headlights. The first few units came with the traditional UP red frame stripe. They were among the last new units delivered before the change to yellow striping mandated by the Federal Railroad Administration (FRA).

Model features:

- Standard cab
- High headlight
- Small GPS dome
- Short sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTRC-4 steerable trucks
- Inverter box with original X-panels
- Early brake wheel
- Round air horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- Frame/sill diagonal braces on conductor's side
- High rear sand fillers
- Rear horn bracket
- Low rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68559	ATHG68659	8309	
ATHG68560	ATHG68660	8312	
ATHG68561	ATHG68661	8317	
ATHG68562	ATHG68662	8322	

UP WITH LOW HEADLIGHT & ISOLATED CAB
NEW PAINT SCHEME: YELLOW SILL STRIPE
ETA: MARCH 2013



The fourth UP order was for fifty SD70ACes delivered between May and August 2008 as numbers 8621 through 8670. They differed from previous orders by coming with an EMD isolated cab, nose-mounted headlights and factory-built louvers in the inverter cabinet behind the cab on the left side. The inverter cabinet with factory-built louvers has different details compared to the ones with louvers added after delivery.

Model features:

- Isolated cab
- Low headlight
- Small GPS dome
- Short sunshades
- Tapered front and rear anticlimbers
- Late jacking pads
- HTRC-4 steerable trucks
- Inverter box with louvers
- Late brake wheel
- Round air horn bracket
- Prime air filter
- Single fuel filler
- Late EFCO button/digital fuel gauge arrangement
- Low rear sand fillers
- High rear headlight

Without Sound	DCC and Sound	Road #	New #
ATHG68581	ATHG68681	8634	
ATHG68582	ATHG68682	8647	
ATHG68583	ATHG68683	8656	
ATHG68584	ATHG68684	8669	

UNION PACIFIC HERITAGE SD70ACe LOCOMOTIVES

Starting in 1982, Union Pacific merged several railroads into the UP system. First were the Missouri Pacific and Western Pacific in 1982 and then the MKT in 1989. Chicago & North Western was added in 1995, followed by Southern Pacific and Rio Grande in 1996. In 2005, UP decided to paint a series of SD70ACe locomotives into Heritage paint schemes to commemorate each railroad. In addition, the road number assigned to each locomotive was the year the railroad was acquired. All six UP Heritage units, plus road number 8444, gathered in Salt Lake City in June 2007 for a special photo shoot.

RETAIL PRICE WITHOUT SOUND: \$199.98
RETAIL PRICE WITH SOUND: \$299.98

Model features for road numbers 1982, 1983, 1988 and 4141

- Standard cab
- High headlight
- Small GPS dome
- Short sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTRC-4 steerable trucks
- Inverter box with original X-panels and retrofitted with louvers
- Early brake wheel
- Round air horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- Frame/sill diagonal braces on conductor's side
- High rear sand fillers
- Rear horn bracket
- Low rear headlight

Model features for road numbers 1989, 1985 and 1986

- Standard cab
- High headlight
- Small GPS dome
- Short sunshades
- Straight front and rear anticlimbers
- Early jacking pads
- HTRC-4 steerable trucks
- Inverter box with original X-panels and retrofitted with louvers
- Early brake wheel
- Round air horn bracket
- Prime air filter
- Single fuel filler
- Early (separate) EFCO button/digital fuel gauge arrangement
- Low rear sand fillers
- High rear headlight

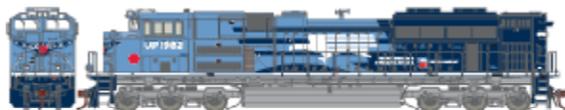
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UP HERITAGE SD70ACe LOCOMOTIVES

1982 MISSOURI PACIFIC

ETA: JANUARY 2013



Built in June 2005, UP 1982 was originally delivered as road number 8379 in traditional UP colors. Shortly after arrival, it was sent to the paint shop to become the first Heritage unit as Missouri Pacific with the large Screaming Eagle herald. UP 1982 was unveiled along with UP 1983 in late July 2005 in Omaha, NE. Afterwards, it entered regular revenue service.

1983 WESTERN PACIFIC

ETA: MARCH 2013



Delivered in primer white to the Wisconsin & Southern Horicon paint shop as UP 8383, the second UP Heritage locomotive emerged as Western Pacific 1983. It was unveiled along with UP 1982 during a private ceremony in Omaha, NE, in July 2005. UP 1982 subsequently entered revenue service.

1988 KATY

ETA: MAY 2013



The third Heritage Fleet unit was painted red with "The Katy" on the long hood commemorating the Missouri-Kansas-Texas Railroad. Originally assigned to service in Texas, 1988 has operated all over the UP system.

1989 RIO GRANDE

ETA: IN STOCK



The fourth Heritage Fleet unit commemorated the Denver & Rio Grande Western. The unit was unveiled on June 17, 2006, in Denver and featured the "Main Line Thru the Rockies" logo.

1995 CHICAGO & NORTH WESTERN

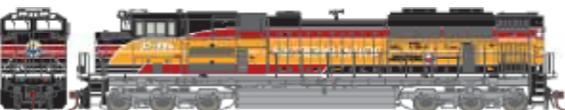
ETA: MARCH 2013



The fifth UP Heritage SD70ACe was built as UP 8522. Delivered to UP on June 17, 2006, it was moved to the Wisconsin & Southern paint shop at Horicon, WI, for painting. It was unveiled on July 15, 2006, in Chicago as Chicago & North Western 1995. Initially, it was assigned to the former C&NW lines between Proviso Yard in Chicago and Council Bluffs, IA, and between Proviso and St. Paul, MN, mostly on manifest trains. Since 2007, UP 1995 has been in systemwide service.

1996 SOUTHERN PACIFIC

ETA: MARCH 2013



It was unveiled on August 19, 2006, at Roseville, CA, and was the sixth and final Heritage unit. UP 1996 was initially assigned to the I-5 Corridor Z-trains. These hotshot intermodal trains ran between Shops Yard in Los Angeles, CA, and Brooklyn Yard in Portland, OR. Since 2007, UP 1996 has been in service all across the UP system.

8444 FLAG UNIT

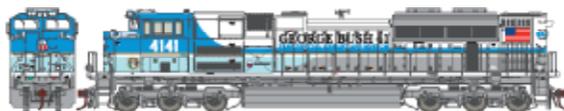
ETA: IN STOCK



Unit number 8444 has special significance, as the UP Heritage Fleet FEF-3 4-8-4 wore the same number from 1962 until 1990. The UP public relations department proposed that SD70ACe 8444 be painted in a two-tone gray scheme like that applied to the 4-8-4 and Challenger 4-6-6-4 steam locomotives. Ultimately, the unit was painted in the standard UP "Building America" flag scheme.

4141 GEORGE HW BUSH

ETA: MAY 2013



In late 2005, Union Pacific unveiled SD70ACe #4141. This unique locomotive was created to honor the 41st president, George H.W. Bush, with a special paint scheme based upon Air Force One, including the plane's colors and American Flag on the tail of the airplane. Initially, it was placed on display at the George Bush Presidential Library for the "Trains: Tracks of the Iron Horse" exhibit. After the exhibit ended, 4141 briefly roamed the UP system and remains in service today.

Without Sound	DCC and Sound	Road #	New #
ATHG68511	ATHG68611	1982	
ATHG68524	ATHG68624	1983	
ATHG68537	ATHG68637	1988	
ATHG68550	ATHG68650	1989	
ATHG68571	ATHG68671	1995	
ATHG68580	ATHG68680	1996	
ATHG68563	ATHG68663	8444	
ATHG68588	ATHG68688	4141	



XTTX FLAT CARS

Genesis® freight car features

- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Separate wire form grab irons, etched metal coupler platforms and/or etched-metal roof walk
- Coupler lift bars, trainline hoses, brake hoses and hardware
- Full underframe detail: air brake reservoir, control valve and brake cylinder with plumbing and brake rod details
- Appropriate trucks with rotating bearing caps
- Machined metal wheels
- Weighted for trouble-free operation
- Wheels with RP25 contours operate on Code 75, 83, 100 rail
- Body-mounted, McHenry-operating scale knuckle couplers
- Multiple road numbers
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available

Trailer on Flat Car (TOFC) or "piggyback" service has been an icon of American railroading for the past fifty years. Introduced in the early 1960s, Trailer Train, now TTX Company, F89F flat cars have been a mainstay of contemporary railroading. Over 9,000 cars were built during the 1960s and are visually distinctive from other long flat cars of the era because of the "C" channel side sills. Trailer Train purchased most of the F89F flat cars and many remain in service today.

The cars in this release carry XTTX reporting marks and are equipped with four collapsible hitches that allow the car to carry various combinations of 20', 40' and 45' trailers and containers on chassis. In addition to unit piggyback trains, piggyback cars also operated singly and in small groups on manifest trains. For loads, the Athearn 40' and 45' trailers and 20', 40', 45' and 48' containers on chassis are offered in paint schemes appropriate for all eras.

ETA: IN STOCK
RETAIL: \$39.98

Model features:

- Heavy die-cast underframe
- Prototypical ride height
- Correct deck profile, drain hole and slot details, "integral" inner rub rails
- Wire form brake plumbing
- ACF-2 screw-operated hitches, raised and lowered hitches included
- High hand brake
- Tall bridge plates
- Trainlines
- Early coupler cut levers on oxide red
- Late coupler cut levers on yellow
- 70-ton ASF Ride-Control trucks with rotating bearing cap details and .110" tread
- ACI plates packed in a poly bag
- Minimum radius: 22"

TRAILER TRAIN

PAINT SCHEME: OXIDE RED



The oxide red scheme was applied to new and repainted cars until 1970. However, not all cars were immediately repainted, so it was possible to see Trailer Train cars in oxide red into the 2000s.

Item Number	Road #	New #
ATHG29565	153119	
ATHG29566	153145	
ATHG29567	153161	
ATHG29568	153172	
ATHG29569	153651	
ATHG29570	154166	

TRAILER TRAIN

PAINT SCHEME: YELLOW



In 1970, the yellow scheme with large "TT" and "TRAILER TRAIN" became the standard, and would last until being superseded by the italicized "TTX" logo in late 1991. Cars with the "TRAILER TRAIN" lettering could still be seen into the 2000s.

Item Number	Road #	New #
ATHG29571	150248	
ATHG29572	151592	
ATHG29573	153126	
ATHG29574	153153	
ATHG29575	153204	
ATHG29576	154120	

Additional F89F flat cars are in stock in several different configurations. Visit www.Athearn.com for the latest availability.



FGE REEFER "AS-DELIVERED"

One of the greatest freight car innovations of the 20th century was the creation of the refrigerator car, commonly referred to as a "reefer."

The ability to haul perishables such as fruits, vegetables and meat products across the country was a major factor in the development of modern America. No longer did food have to be produced close enough to urban areas, so that it could be consumed before spoiling. At the same time, areas with additional capacity for agricultural production could produce more food, since it did not have to be sold locally. For many years, reefers relied on ice bunkers to keep loads cool. After World War II, technological advances made mechanical refrigeration practical for a freight car. In addition, a mechanical reefer could be larger than an ice reefer because of the greater cooling capabilities. Fruit Growers Express owned the largest fleet of reefers in the East. FGE was owned by a group of ten railroads, with Atlantic Coast Line and Southern being two of the largest original owners. Many of FGE cars were built at its Jacksonville Shops, including these 57' smooth-side mechanical reefers.

ETA: JUNE 2013
RETAIL PRICE WITHOUT SOUND: \$44.98
RETAIL PRICE WITH SOUND: \$79.98

Model features:

- Available with onboard SoundTraxx sound
- Two versions: "as-delivered" and "modernized"
- Three different body styles: riveted with fishbelly sill, welded with fishbelly sill and riveted with straight sill
- "Reversed" corrugation detail on the inside wall
- Body- or truck-mounted brakes
- Underframe detail including Keystone cushioning, brake plumbing and hardware
- More than 20 separately-applied parts including door rods, coupler cut bars and air hoses
- Etched see-through end platforms
- Genset is visible through the protective screens
- Smoke jack
- Minimum radius: 18"
- Recommended radius: 22"

Sound features:

- Era-specific sound randomly cycles on and off
- Genset or tractor trailer fridge unit
- Utilizes minimal track power
- Raise and lower the volume by adjusting the potentiometer

FRUIT GROWERS EXPRESS/FGCX



The FGCX cars feature the late 1960s and early 1970s paint scheme and have the full "Fruit Growers Express" name, "Mechanical Refrigerator" and the "For Greatest Efficiency" slogan painted on the car sides. They also have ACI plates and full dimensional data.

Model features:

- Welded bodies
- Drop sills
- Truck-mounted brakes

Without Sound	With Sound	Road #	New #
ATHG63196	ATHG63246	11984	
ATHG63197	ATHG63247	12028	
ATHG63198	ATHG63248	12145	
ATHG63199	ATHG63249	12269	

FRUIT GROWERS EXPRESS/FGMR



The FGE "Solid Cold" cars have FGMR reporting marks and are models of cars repainted into the later Solid Cold scheme. The cars have a beige paint scheme with "FGE" and Solid Cold in blue. These cars operated into the early 1990s in this scheme and were quite common on almost all railroads from coast to coast.

Model features:

- Riveted body
- Straight sills
- Body-mounted brakes

Without Sound	With Sound	Road #	New #
ATHG63200	ATHG63250	12824	
ATHG63201	ATHG63251	12904	
ATHG63202	ATHG63252	12873	
ATHG63203	ATHG63253	12918	

BURLINGTON NORTHERN

PAINT SCHEME: WESTERN FRUIT EXPRESS



Western Fruit Express, the Great Northern refrigerated car line, was affiliated with FGE for many years. Many WFE cars were built by FGE to standard FGE designs. The cars are painted as BNFE cars from the 1980s with BN green bodies, Western Fruit Express lettering and safety slogan on the doors.

Model features:

- Riveted sides
- Drop sills
- Body-mounted brakes

Without Sound	With Sound	Road #	New #
ATHG63204	ATHG63254	11702	
ATHG63205	ATHG63255	11910	
ATHG63206	ATHG63256	12445	
ATHG63207	ATHG63257	12547	



FGE REEFER "MODERNIZED"

In the late 1980s, FGE sold or leased a number of these reefers to UP, BN and Santa Fe. More recently, UP and BNSF have modified many cars by opening up the roof where the old diesel refrigeration unit was placed and installing a truck-trailer refrigeration unit.

ETA: APRIL 2013
RETAIL PRICE WITHOUT SOUND: \$44.98
RETAIL PRICE WITH SOUND: \$79.98

Model features:

- Tractor-trailer, nose-mount style refrigeration unit

BNSF

PAINT SCHEME: WESTERN FRUIT EXPRESS



BNSF cars carry the same brown color as the rest of the freight car fleet. They are also lettered for Western Fruit Express and have a safety slogan painted on each door.

Model features:

- Three different body styles
- Drop sills
- Body-mounted brakes

799772 features:
• "We 'Train' FOR SAFETY" slogan
• Riveted body
• Dual door hangers

799790 features:
• "SAFETY Think about it" slogan
• Riveted body
• Dual door hangers

799767 features:
• "SAFETY Think about it" slogan
• Riveted body
• Single door hangers

799793 features:
• "Safety is no accident" slogan
• Riveted body
• Single door hangers

799253 features:
• "Safety is no accident" slogan
• Riveted body
• Single door hangers

799292 features:
• "SAFETY Think about it" slogan
• Welded body
• Dual door hangers

Without Sound	With Sound	Road #	New #
ATHG63208	ATHG63258	799772	
ATHG63209	ATHG63259	799790	
ATHG63210	ATHG63260	799767	
ATHG63211	ATHG63261	799793	
ATHG63212	ATHG63262	799253	
ATHG63213	ATHG63263	799292	

UNION PACIFIC

PAINT SCHEME: CHILLED EXPRESS



The UP reefers received white paint, ARMN reporting marks and Chilled Express logos when rebuilt. During the conversion, UP also removed the screens that protected the refrigeration end of the car. The cars have small differences in the lettering with the first three cars being UP class R-100-5. The fourth car carries UP class R-100-1, and the last two are class R-100-3. The fifth car also has the "cushioned underframe" lettering in a different location.

Model features:

- Riveted body
- Fishbelly sill
- Dual door hangers
- Body-mounted brakes

Without Sound	With Sound	Road #	New #
ATHG63214	ATHG63264	912057	
ATHG63215	ATHG63265	912998	
ATHG63216	ATHG63266	922040	
ATHG63217	ATHG63267	922047	
ATHG63218	ATHG63268	922015	
ATHG63219	ATHG63269	992989	

912057 & 912998 & 922040: Class R-100-5; 922047: Class R-100-3; 992989: Class R-100-3
922015: Class and "cushion underframe" are opposite other road numbers



13,600-GALLON ACID TANK CAR

This highly-detailed model represents two major phases of straight-tank Union Tank Car (UTC)-built, 13,600-gallon sulfuric acid tank cars. Procor, the UTC Canadian affiliate, built cars identical to these designs. The early phase, "Type 70-78," has a four-section tank body and was built from mid-1979 to late 1988. The later phase, "Type 80," has a three-section tank body and was built from early 1988 to late 1999. Many cars from both phases are still in service today.

Operationally, these cars offer many opportunities for late-1970s-to-current-day modelers. Sulfuric acid tank cars can be seen in great numbers all over North America, often moving in groups of multiple cars. Sulfuric acid is a common commodity, consumed and produced by many different industries: oil refining, metal processing, ore refining, fertilizer manufacturing, waste water processing and chemical synthesis, among others. Even if your layout does not include one of these industries, the cars can still be modeled as bridge traffic to be interchanged to and from other railroads as part of their journey across the country.

ETA: FEBRUARY 2013
RETAIL PRICE: \$44.98

Now part of the Genesis line with new details:

- Coupler cut levers
- Genesis 100-ton roller bearing trucks with rotating caps
- Trainline hoses

Model features:

- Type 70-78 or Type 80 body
- Three different styles of top platforms
- Different top fittings per prototype
- Early or late brake rigging
- Hand brake: either end-frame or end-body mount
- Early or late end sills
- See-through, etched-metal walkways
- Wire grab irons and handrails
- Printed safety placards
- McHenry-scale, AAR upper/lower shelf knuckle couplers
- Minimum radius: 18"

ASARCO/ASTX



American Smelting and Refining Company (ASARCO) mines, smelts and refines copper. The Mission, Silver Bell and Ray mines in Arizona are the company's three largest open pit mines and produce 350-to-400 million pounds of copper per year. In 1999, Grupo México acquired ASARCO.

Model features:

- Type 80 body
- Two-piece platform
- Late B-end sill
- Late brake rigging
- Frame mount hand brake

Item Number	Road No.	New #
ATHG68401	5005	
ATHG68402	5039	
ATHG68403	5050	
ATHG68404	5122	

COMPASS CAPITAL/CMTX



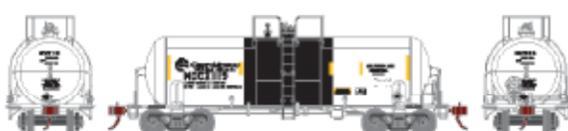
Compass Capital owns more than 3,000 railroad cars, which they lease to railroads and industrial users.

Model features:

- Reflective striping
- Type 80 body
- One-piece small platform
- Late B-end sill
- Late brake rigging
- Frame mount hand brake

Item Number	Road No.	New #
ATHG68405	124004	
ATHG68406	124017	
ATHG68407	124020	
ATHG68408	124033	

GRUPO MEXICO/MDCX



Grupo México is México's largest mining company and also owns mines in the United States under subsidiary ASARCO. GM operates a large fleet of rail cars and owns the Mexican railroad Ferromex as well. These acid tank cars are commonly seen in the US as well as Mexico.

Model features:

- Reflective striping
- Type 80 body
- Two-piece platform
- Late B-end sill
- Late brake rigging
- Frame mount hand brake

Item Number	Road No.	New #
ATHG68409	1119	
ATHG68410	1140	
ATHG68411	1154	
ATHG68412	1161	

MEXICANA DE COBRE



Model features:

- Reflective striping
- Type 80 body
- One-piece small platform
- Late B-end sill
- Late brake rigging
- Hand brake: either frame or body mount

Item Number	Road No.	New #
ATHG68413	1026	
ATHG68414	1092	
ATHG68415	1114	
ATHG68416	1278	

1026 & 1092: Frame mount hand brake
1114 & 1278: End mount hand brake



33,900-GALLON LPG TANK CAR

Among the largest standard tank cars is the 33,900-gallon LPG tank car. Their two primary commodities are liquefied petroleum gas and anhydrous ammonia.

Often seen throughout North America, any mixed manifest freight is likely to have at least one. In LPG service, the cars can be found singly or in groups traveling between LPG producers and distributors. The origin and destination facilities range from handling dozens of cars per day to those with a set-out track for only one car. All tank cars from this run are used in LPG service. Early version production began in 1992 and featured a full-length walkway with ladders on each end of the car. Built after 1997, the late cars come in several versions including this one with offset platform and side access ladders.

ETA: APRIL 2013
RETAIL PRICE: \$47.98

Now part of the Genesis line with new details:

- Coupler cut levers
- Trainline hoses
- Genesis 100-ton roller bearing trucks with rotating caps

Model features:

- Stand-mounted hand brake
- Body- or truck-mounted brakes
- Photo-etched metal platforms with slotted or circular holes
- Die-cast end platforms
- Additional wire form details including brake plumbing and anti-personnel safety bars
- Metal grab irons
- Printed HazMat placards
- Stenciled "LIQUID PETROLEUM GAS"
- McHenry-scale, AAR upper/lower shelf knuckle couplers
- Minimum radius: 18"
- Recommended radius: 22"

MOBIL OIL EARLY VERSION



Like most major petroleum companies, Exxon-Mobil operates a small fleet of specialized tank cars to transport the company's products.

Model features:

- Reflective striping
- Truck mounted brakes
- Slotted platforms

Item Number	Road No.	New #
ATHG68301	34249	
ATHG68302	34316	
ATHG68303	34349	

PROCOR EARLY VERSION



Procor is Canada's largest rail car leasing company with over 23,000 freight cars in service and is the Union Tank Car Canadian affiliate. Procor cars are commonly seen in the United States, since some are in cross-border service and others are assigned to domestic US service.

Roadname features:

- Body-mounted brakes
- Slotted platforms

Item Number	Road No.	New #
ATHG68304	30073	
ATHG68305	30086	
ATHG68306	30092	

PROCOR LATE VERSION



Roadname features:

- Circular hole platforms
- Body-mounted brakes

Item Number	Road No.	New #
ATHG68313	31822	
ATHG68314	31802	
ATHG68315	32034	

UTLX EARLY VERSION



Union Tank Car is a rail car leasing and manufacturing company. Combined with Procor, UTLX has the largest tank car fleet in North America.

Roadname features:

- Body-mounted brakes
- Slotted platforms

Item Number	Road No.	New #
ATHG68307	950272	
ATHG68308	9502300	
ATHG68309	9502307	

UTLX LATE VERSION (NOT PICTURED)

Roadname features:

- Circular hole platforms
- Body-mounted brakes

Item Number	Road No.	New #
ATHG68316	951211	
ATHG68317	951218	
ATHG68318	951235	

GATX RAIL CANADA/CGTX LATE VERSION



CGTX is the Canadian subsidiary for GATX Corporation. CGTX cars operate in the United States like any other GATX-owned cars regardless of their reporting marks.

Roadname features:

- Reflective striping
- Circular hole platforms
- Truck-mounted brakes

Item Number	Road No.	New #
ATHG68310	65354	
ATHG68311	65378	
ATHG68312	65403	



C-50 SERIES BAY WINDOW CABOOSE

In 1961, Southern Pacific adopted the steel bay window caboose as the system standard. SP classed cabooses with the first letter as a "C" for caboose, the capacity of the trucks in tons and a sequential number.

In 1968, SP subsidiary Cotton Belt received twenty bay window cabooses from International Car Company (ICC). These were the first SP cabooses to use 50-ton trucks, starting the C-50 series. All of the cabooses in the C-50 classes were painted in the standard SP scheme of a mineral red (brown) body with the bay ends and end walls painted orange. Most were delivered with SP initials and numbers in Roman font and remained in service from delivery to the merger with UP in 1996. Some are still in use today.

RETAIL: WITHOUT LIGHTS \$69.98
RETAIL: WITH LIGHTS \$99.98

Model features:

- See-through end platforms and steps
- 50-ton caboose trucks
- Early or late generator
- Rotating bearing caps
- Electrical pickups
- Interior with seats, bunks, tables and stove
- Roof-mounted "flying saucer" radio antenna ground plane*
- Additional roof details like marker lights, smoke jack and radio antenna
- Flush clear window glazing
- Wire form grab irons
- Access to interior of caboose with easily removable floor
- Etched-metal screens included in a poly bag

Lighted caboose features:

- Onboard lighting system by SoundTraxx
- Operates in both DC and DCC
- LED lighting for long life and reliable operation
- Built-in capacitor for no flicker lighting
- DCC
- Variable marker and interior light intensity
- Supports advanced consisting lighting

SOUTHERN PACIFIC POLICE CABOOSES

ETA: NOVEMBER 2012



ATHG63017



ATHG63018



ATHG63020



ATHG63019



ATHG63021



In the 1980s, SP was faced with the problem of thieves breaking into automobile trains on the "Sunset Route." To combat the thieves, SP began a program of having Special Agents ride the trains. Cabooses were a logical place for the officers to ride since their usage was reduced by the advent of the end of train device. SP converted a group of cabooses to better serve in their new role, including several C-50-9 class bay window cabooses from their 1980 order. The SP police cabooses offer the modeler a chance to operate cabooses on mainline freight trains long after most cabooses were retired.

4709 features:

- Repainted white
- SP Police emblem on the bay window
- "Railroad Police" stenciled on the car side
- Two RV-style air conditioners with protective cover
- Two spotlights per bay
- Auxiliary box
- End-mounted marker light
- Roof conduit

4726 features:

- "Safety is no accident" slogan
- Riveted body
- Single door hangers

4742 features:

- SP Police emblem on the bay window
- Single marker light

4762 features:

- Repainted white
- SP Police emblem on the bay window
- "Railroad Police" stenciled on the car side
- Two RV-style air conditioners with protective cover

- Two spotlights per bay
- Auxiliary box
- Single marker light

4762 features:

- Repainted white
- SP Police emblem on the bay window
- "Railroad Police" stenciled on the car side
- Two RV-style air conditioners with protective cover

- Two spotlights per bay
- Auxiliary box
- Single marker light

4709 features:

- White
- UP shield on the bay window
- "Railroad Police" stenciled on the car side

- Two RV-style air conditioners with protective cover
- Two spotlights per bay
- Auxiliary box
- End-mounted marker light

With Light	Road #	New #
ATHG63017	4709	
ATHG63018	4726	
ATHG63019	4742	
ATHG63020	4762	
ATHG63021	4709	



BAY WINDOW CABOOSE

A total of 55 cabooses numbered 1875 through 1929 were built in 1972 and classed as C-50-4. They came with double roof-mounted marker lights, often called "frog-eyes" by modelers and rail fans. The lights were changed to a single marker light starting in October 1979 as part of an overhaul and modernization program performed at the former PFE shops in Roseville, CA.

The program also included blanking out the side windows. Later overhauled cabooses also had their step wells painted orange, and the last cabooses overhauled at Roseville had the marker lights moved from the roof to the end of the car body.

RETAIL: WITHOUT LIGHTS \$69.98
RETAIL: WITH LIGHTS \$99.98

SOUTHERN PACIFIC C-50-4

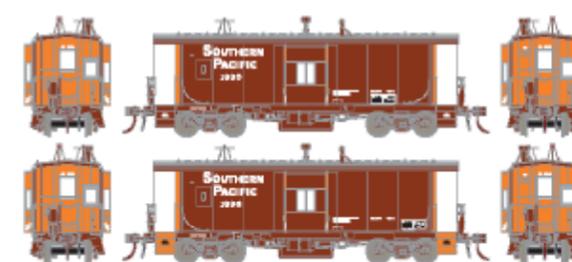
ETA: MARCH 2013



Model features:

- "As-built" configuration
- Twin "frog-eye" marker lamps on the roof
- ACI plates
- Early 1970s-style COTS plates

Without Lights	With Light	Road #	New #
ATHG63344	ATHG63044	1875	
ATHG63345	ATHG63045	1897	
ATHG63346	ATHG63046	1908	

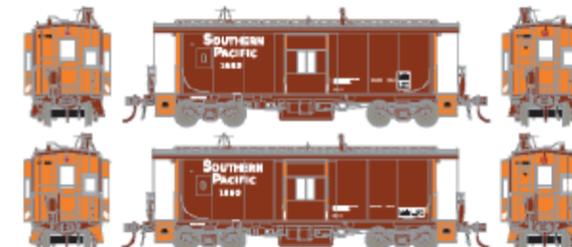


Model features:

- Modernized in late 1970s
- Single rooftop marker light
- No ACI plates
- Later style COTS plates
- Blanked side windows

Without Light	With Light	Road #	New #
ATHG63347	ATHG63047	1880	
ATHG63348	ATHG63048	1907	
ATHG63349	ATHG63049	1896	

1896 features: "Roseville"-style orange step wells



Model features:

- Final rebuild in the early 1980s
- Marker lights moved to each end, above the door
- Conduit added on the roof
- "Roseville"-style orange step wells
- No ACI plates
- Later style COTS plates
- Blanked side windows

Without Light	With Light	Road #	New #
ATHG63350	ATHG63050	1882	
ATHG63351	ATHG63051	1893	

1882 features: Step well sides are brown
1893: Steps are all orange

SOUTHERN PACIFIC C-50-5

ETA: NOVEMBER 2012



In 1974, ICC delivered 51 cabooses to SP as numbers 1930 through 1980 and sixteen cabooses to Cotton Belt as numbers 78 through 93. All 67 cabooses were classed as C-50-5, marking the first time SP and Cotton Belt cabooses were given the same class. These were the last cabooses built for Cotton Belt. C-50-5 cabooses differed from the later C-50 classes by having cutout side sills from close to the truck bolsters to the bay window.

Model features:

- "As-delivered"
- "Frog eye" marker lights

Without Lights	With Light	Road #	New #
ATHG63326	ATHG63026	1945	
ATHG63327	ATHG63027	1974	



Model features:

- Modernized in the late 1970s
- Single rooftop marker light

Without Lights	With Light	Road #	New #
ATHG63328	ATHG63028	1948	



BAY WINDOW CABOOSE



Model features:

- Final rebuild in the early 1980s
- Marker lights moved to each end, above the door
- Conduit added on the roof
- "Roseville"-style orange step wells
- The small orange rose painted on the bottom right corner signifies the car was rebuilt in the Roseville, CA, shops

Without Lights	With Light	Road #	New #
ATHG63329	ATHG63029	1970	

COTTON BELT

ETA: NOV 2012



Model features:

- "As-delivered"
- "Frog-eye" marker lights

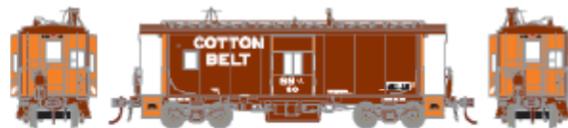
Without Lights	With Light	Road #	New #
ATHG63322	ATHG63022	83	
ATHG63323	ATHG63023	91	



Model features:

- Modernized in the late 1970s
- Single rooftop marker light

Without Lights	With Light	Road #	New #
ATHG63324	ATHG63024	78	



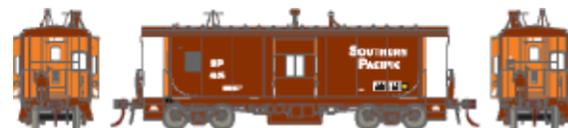
Model features:

- Final rebuild in the early 1980s
- Marker lights moved to each end, above the door
- Conduit added on the roof
- "Roseville"-style orange step wells
- The small orange rose painted on the bottom right corner signifies the car was rebuilt in the Roseville, CA, shops

Without Lights	With Light	Road #	New #
ATHG63325	ATHG63025	80	

C-50-7

MAY 2013



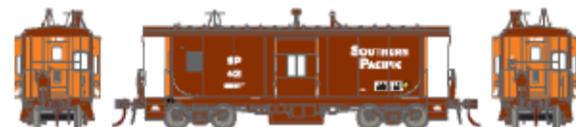
During the four years following delivery of the C-50-5 class, Pacific Car and Foundry changed its name to PACCAR and purchased ICC. The first of the PACCAR cabooses was delivered in 1978. These 50 cabooses numbered 4600 through 4649 were given class C-50-7. The main difference was the C-50-7 caboose had only a small cutout for the truck-mounted generator in the side sills. Like the earlier C-50-5 cabooses, the C-50-7 cabooses came with "frog-eye" marker lights which were changed to a single marker light starting about October 1979.

Model features:

- Modernized in the late 1970s
- Single rooftop marker light
- Wheel inspection dot to the right of COTS

Without Sound	With Sound	Road #	New #
ATHG63352	ATHG63052	4605	
ATHG63354	ATHG63054	4622	
ATHG63355	ATHG63055	4642	

ATHG63352: Gothic lettering, reporting marks closer to the left end of the car
 ATHG63354: Gothic lettering
 ATHG63355: Roman style road number



Model features:

- Final rebuild in the early 1980s
- Marker lights moved to each end, above the door
- Conduit added on the roof
- "Roseville"-style orange step wells
- Gothic lettering

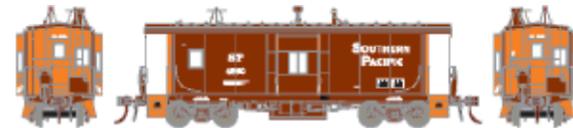
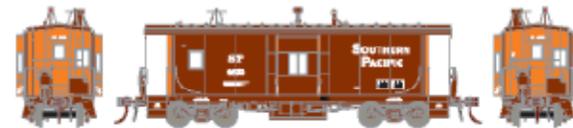
Without Lights	With Light	Road #	New #
ATHG63353	ATHG63053	4621	



BAY WINDOW CABOOSE

C-50-8

DEC 2012



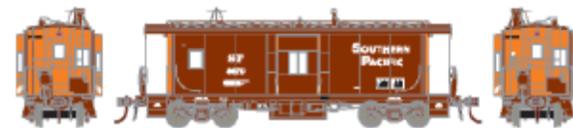
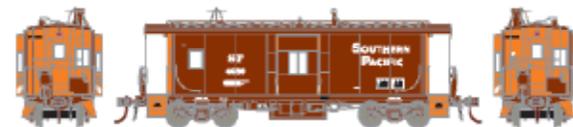
In 1979, PACCAR delivered 50 more cabooses to SP as numbers 4650 through 4699. They were classed as C-50-8. The C-50-8 did not have a fascia plate on the roof ends and were the first cabooses delivered with the single roof marker light. Also, the battery boxes had two doors rather than the older four doors, and the windows had square corners instead of rounded corners. In the early 1980s, many had their marker lights moved from the roof to the end above the door.

Model features:

- Rooftop marker light

Without Sound	With Sound	Road #	New #
ATHG63336	ATHG63036	4653	
ATHG63337	ATHG63037	4667	
ATHG63338	ATHG63038	4683	
ATHG63339	ATHG63039	4690	

ATHG63339 features: Orange steps



Model features:

- Final rebuild in the early 1980s
- Marker lights moved to each end, above the door

Without Sound	With Sound	Road #	New #
ATHG63340	ATHG63040	4666	
ATHG63341	ATHG63041	4670	
ATHG63342	ATHG63042	4688	
ATHG63343	ATHG63043	4699	

ATHG63340 features: Orange steps

C-50-9

NOV 2012



SP went back to PACCAR in 1980 for an order of 75 cabooses. These were numbers 4700 through 4774 and classed as C-50-9. The biggest difference between the C-50-9 caboose and previous versions was the replacement of the side windows with small vents. They also returned to the rounded corners on the end windows and added a small fascia on the roof ends. This would be last SP order for cabooses, due to the recession of the early 1980s and the approval of the use of end-of-train devices instead of cabooses. No roadname was painted on the cabooses.

Model features:

- Rooftop marker light

Without Lights	With Light	Road #	New #
ATHG63310	ATHG63010	4705	
ATHG63311	ATHG63011	4714	
ATHG63312	ATHG63012	4730	
ATHG63313	ATHG63013	4759	
ATHG63314	ATHG63014	4764	
ATHG63315	ATHG63015	4773	

C-50-9

PAINT SCHEME: KODACHROME



The 4726 was the only SP caboose to be painted for the ill-fated merger of Santa Fe and Southern Pacific. The new paint scheme was bright red and yellow. In addition, a large SP was painted on the sides in yellow with spacing for SF to create SPSF after the merger.

Without Lights	With Light	Road #	New #
ATHG63316	ATHG63016	4726	

C-50-9

NOV 2012

PAINT SCHEME: WESTERN PACIFIC 481 CLASS

All of WP steel cabooses were bay window versions. In 1980, WP had PACCAR add six cabooses to the SP C-50-9 order, so WP could receive a better purchase price. They were delivered as numbers 481 through 486. The older cabooses in the WP fleet were painted brown with yellow Western Pacific lettering and numbers. Numbers 481 through 486 were delivered in bright red with white lettering. Models of all six cabooses are offered in this release.

Model features:

- Etched metal screens

Without Lights	With Light	Road #	New #
ATHG63330	ATHG63030	481	
ATHG63331	ATHG63031	482	
ATHG63332	ATHG63032	483	
ATHG63333	ATHG63033	484	
ATHG63334	ATHG63034	485	
ATHG63335	ATHG63035	486	

ATHG63335 features: "WP" lettering on the kick plates on each end of the car



California Southern Model Railroad Club, Norwalk, CA



READY TO ROLL® LOCOMOTIVES

Variety, realism, value and quality. These are the four cornerstones of the Athemn® Ready To Roll® HO lineup. The line consists of a broad selection of fully assembled diesel locomotives, freight cars, passenger cars and vehicles. The Ready To Roll line represents the diesel-transition era to today.

- Fully-assembled and ready-to-run out of the box
- Roadname specific details, such as cab sunshades and snowplows added whenever possible
- Painted and printed for realistic decoration
- Highly-detailed, injection-molded body
- See-through cab windows
- See-through radiator fans
- See-through dynamic brake fans if applicable
- Separately-applied horn
- Separately-applied wire grab irons*
- Celcon handrails for scale appearance*
- Frame-, hood- or roof-mounted bell*
- Quick Plug™ plug-and-play technology: DCC-ready with both 8-and 9-pin connector unless noted*
- Bi-directional constant lighting so headlight brightness stays consistent*
- Incandescent bulbs for realistic appearance
- Multiple road numbers
- McHenry-operating, scale knuckle couplers
- All-wheel drive with precision gears for smooth and quiet operation
- Heavy die-cast frame for greater traction and more pulling power
- All-wheel electrical pickup provides reliable current flow
- 5-pole skew wound motor with precision-machined flywheels and multi-link drivetrain for trouble-free operation
- Wheels with RP25 contours operate on Code 55, 70, 83, 100 rail
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available including motor brushes

*The RTR F-unit does not include handrails, grab irons, bell, snowplow or constant lighting. In addition, the RTR the GP38-2 and GP40-2 do not include snowplows, see-through fan housing or constant lighting. The RTR F7, GP38-2, GP40-2 and GP50 do not have constant lighting. The RTR F7, GP38-2, GP40-2 and GP50 are not Quick Plug-equipped.



EMD GP35

The GP35 was the final Geep in the EMD 567-line. Powered by a turbocharged 16-cylinder, 2500-horsepower, 567-series prime mover, the GP35 was in production between late 1963 and January 1966. Despite the relatively short production run, over 1,300 were sold in the United States, Canada and Mexico, with some still in service today.

ETA: MARCH 2013
RETAIL PRICE: \$129.98
\$119.98

Model features:

- Snowplow and/or footboard pilot
- Speed recorder
- Dynamic or non-dynamic brake
- Minimum radius: 18"
- DCC Ready

BNSF

PAINT SCHEME: HERITAGE I
PREVIOUS RUN: DECEMBER 2006



BNSF was formed by the merger of Santa Fe and Burlington Northern in 1996, creating the largest railroad in North America at the time. The 150 GP35s came from Santa Fe in the merger, making it the largest fleet of any Class I railroad.

Roadname features:

- Cab-roof mounted "Vapor" brand air conditioner
- Cab-side air vent
- Dynamic brake
- Frame-mounted bell
- Separate Electrical Cabinet Air Filter Box (ECAFB) detail behind cab
- Leslie S-3L air horn mounted on the long hood
- Cab roof antenna ground plane details

Item Number	Road No.	New #
ATH96058	2501	✓
ATH96059	2502	✓
ATH96060	2510	✓

CHESSIE SYSTEM

PREVIOUS RUN: JUNE 2008



In 1964, C&O purchased twenty GP35s numbered 3520 through 3539 and were the first locomotives delivered to C&O in a common numbering scheme with B&O. GP35s 3521 and 3528 were delivered in May 1964, and GP35 3535 arrived in June. All three remained in service until after Chessie System was merged into CSX.

Roadname features:

- MU hose catch trays
- Dynamic brake
- Frame-mounted bell
- Leslie S-3L air horn

Item Number	Road No.	New #
ATH96061	C&O 3521	✓
ATH96062	C&O 3528	✓
ATH96063	C&O 3535	✓

SEABOARD AIR LINE

PREVIOUS RUN: NOVEMBER 2005



SAL purchased 10 GP35s in 1965, numbered 535 through 544. They were some of the last locomotives purchased by SAL before the merger with Atlantic Coast Line.

Roadname features:

- MU hose catch trays with footboards
- Dynamic brake
- Cab sunshades
- Frame mounted bell
- Leslie S-3 air horn with all chimes facing forward

Item Number	Road No.	New #
ATH96064	535	✓
ATH96065	540	✓
ATH96066	543	✓

SOO LINE

PAINT SCHEME: RED & WHITE
PREVIOUS RUN: DECEMBER 2005



The modern Soo Line was formed in 1961 by the merger of three subsidiaries of Canadian Pacific. Soo purchased ten GP35s and numbered them 722 through 731.

Roadname features:

- Non-operating Xenon strobe
- Snowplow
- Firecracker antenna
- Non-dynamic brake
- Cab sunshades
- Frame-mounted bell
- Leslie 3-chime horn on angled roof of cab on engineer's side

Item Number	Road No.	New #
ATH96067	723	✓
ATH96068	725	✓
ATH96069	728	✓

UNDECORATED

PREVIOUS RUN: APR 2005



Common details such as wire-formed grab irons, etched metal sunshades, fans, dynamic and non-dynamic brake hatch and handrails are included.

Railroad-specific details such as horns, snowplows, antennas, etc. are available separately.

Item Number	Road No.	New #
ATH91700	N/A	



EMD GP38-2

Powered by a 16-cylinder, non-turbocharged, 2000-horsepower, 645E diesel engine, the GP38-2 was purchased by numerous railroads for all types of service. For nearly forty years, the GP38-2 has worked mainline freights, locals, switch jobs, yard jobs, helpers, snow fighting trains and even served as hump yard power.

ETA: FEBRUARY 2013
RETAIL PRICE: \$99.98

Model features:

- Chicken-wire or corrugated radiator intake grilles
- Blomberg-M or Blomberg-B trucks
- Minimum radius: 18"

DULUTH WINNIPEG & PACIFIC

PAINT SCHEME: DELIVERED WITH PRIDE
NEW RELEASE



DWP is a Canadian National subsidiary that runs from Duluth, MN, to a connection with CN at International Falls, MN. CN locomotives are painted in the same blue and orange scheme as its other two US subsidiaries, Grand Trunk Western and Central Vermont.

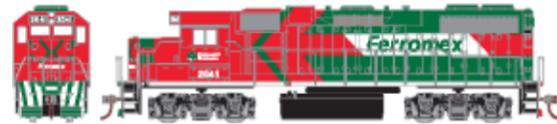
Features:

- Corrugated grilles
- Blomberg-B trucks
- Non-dynamic brake
- Small fuel tank

Item Number	Road No.	New #
ATH77162	5850	✓
ATH77163	5852	✓
ATH77164	5853	✓

FERROMEX

PREVIOUS RUN: DEC 2005



Ferromex inherited a number of GP38-2s in the privatization of Ferrocarril Nacionales Mexico, Mexico's nationalized rail system. Nearly all were renumbered into the 2000 series from the old FNM numbers before receiving the Ferromex bright red and dark green paint.

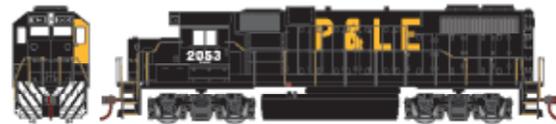
Features:

- Chicken-wire grilles
- Blomberg-B trucks
- Dynamic brake
- Small fuel tank

Item Number	Road No.	New #
ATH77165	2041	✓
ATH77166	9298	✓
ATH77167	2037	✓

PITTSBURGH & LAKE ERIE

PREVIOUS RUN: MAR 2009



The P&LE was chartered in 1870 and became a subsidiary of the New York Central in 1887. With the formation of Conrail in 1977, P&LE became an independent railroad. The P&LE ordered six GP38-2s in 1977, numbers 2051 through 2056. These were the only new units purchased by the independent P&LE.

Features:

- Corrugated grilles
- Blomberg-B trucks
- Non-dynamic brake
- Large fuel tank

Item Number	Road No.	New #
ATH77168	2053	✓
ATH77169	2054	✓
ATH77170	2055	✓

SEABOARD SYSTEM

NEW RELEASE



Seaboard System was created by the 1983 merger of the Family Lines railroads: Seaboard Coast Line, Louisville and Nashville, Clinchfield and more. SCL purchased 56 GP38-2s in 1973 and numbered them 500 through 555. In the early days of the Seaboard System, the locomotives kept their existing numbers unless there was a numbering conflict.

Features:

- Chicken-wire grilles
- Blomberg-M trucks
- Dynamic brake
- Large fuel tank

Item Number	Road No.	New #
ATH77171	517	✓
ATH77172	525	✓
ATH77173	543	✓



EMD SD40T-2 "TUNNEL MOTOR"

Southern Pacific experienced problems with locomotives overheating in tunnels. This brought about a major design change in the new SP SD45-2s. The traditional EMD side-mounted radiators and roof fans were replaced with roof-mounted radiators, internal fans and a large opening at the bottom of the rear of the long hood. This allowed for cooler air to be pulled upward through the radiators. The new locomotive was nicknamed "Tunnel Motor," both for the problem it addressed and the opening in the long hood. While SP initially bought the SD45T-2, Rio Grande chose the 3000-horsepower SD40T-2. SP also purchased a large numbers of SD40T-2s.

ETA: JUNE 2013
RETAIL PRICE: \$134.98

Model features:

- Accurate nose length per roadname and road number
- Nose ratchet or wheel handbrake
- See-through radiator intake grilles
- See-through exhaust stack
- Snowplow and/or MU catch boxes
- MU hoses
- Coupler cut bars
- Dynamic or non-dynamic brake
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

RIO GRANDE

PREVIOUS RUN: JUN 2009



The D&RGW ran "through the Rockies, not around them." The first Rio Grande SD40T-2 order was delivered in October 1974 and included road numbers 5347 and 5355. Number 5368 arrived on the second order in July 1975.

Model features:

- 81" nose with ratchet brake and gyalight
- Cab-mounted headlight
- Cab-side vent
- 4000-gallon fuel tank
- Double fuel fills
- EMD-style snowplow
- Nathan M3 air horn
- Positive Train Control (PTC) box included—the PTC box is not applied since Rio Grande took delivery without this feature

Item Number	Road No.	New #
ATH95153	5347	✓
ATH95154	5355	✓
ATH95155	5368	✓

KANSAS CITY SOUTHERN

PREVIOUS RUN: SEP 2008



Starting in the 1990s, Kansas City Southern turned to second-hand locomotives to meet its needs. This included seven SD40T-2s from Union Pacific acquired in 2001. The SD40T-2s 6100 and 6104 were built as Southern Pacific 8524 and 8523 in December 1978. Built as SP 8237 in April 1980, number 6107 features an exhaust silencer and bulged dynamic brake blister, the result of noise-reduction regulations.

Model features:

- Ex-Southern Pacific units
- 88" nose with brake wheel, no headlight
- Non-operating ditch lights
- Breakaway stanchion on the end handrails
- Modified L-windshield
- Cab-side vent
- Large SP-style snowplows
- 4500-gallon fuel tank—4400-gallon tank with an internal 100-gallon retention tank
- Double fuel fills
- Ground plane radio antennas
- Leslie S3 air horn

Item Number	Road No.	New #
ATH95156	6100	✓
ATH95157	6104	✓
ATH95158	6107	✓

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY

PREVIOUS RUN: OCT 2007

Susquehanna is a short line running northwest from Hoboken, NJ, to Binghamton, NY, where it divides into branches to Syracuse and Utica. The "Susie-Q" has connections with CSX, Canadian Pacific and Norfolk Southern.

Model features: Each road number has subtle paint scheme variations

- Non-operating ditch lights
- Different colored cab sunshades per the prototype
- Cab-side vent
- Break-away stanchion on the end handrails
- Double fuel fills
- Snowplows
- Ground plane radio antennas (continued)

Item Number	Road No.	New #
ATH98300	3010	
ATH98301	3012	
ATH98302	3014	
ATH98303	3016	



EMD SD40T-2 "TUNNEL MOTOR"



ATH98300 #3010 includes:

- Ex-Rio Grande
- 88" nose with brake wheel, no lights
- No anticlimber
- Cab headlight
- Extended range dynamic brake PTC box
- 4000-gallon fuel tank
- Nathan KSLA-R24 air horn
- Small centered Susquehanna lettering on the long hood
- Different NYSW and road number fonts
- Black cab roof and solid yellow sill stripe



ATH98301 #3012 includes:

- Ex-Southern Pacific
- 88" nose with brake wheel and nose headlight
- Anticlimber
- Modified L-windshield
- Post-1980 extended range dynamic brake
- 4400-gallon tank with an internal 100-gallon retention tank
- Nathan P5 air horn on bracket
- Large Susquehanna lettering located close to the upper black stripe on the long hood
- Off-white cab roof and diagonal black and yellow sill stripe



ATH98302 #3014 includes:

- Ex-Southern Pacific
- 123" "snoot" nose with brake wheel and nose headlight
- Anticlimber
- Modified L-windshield
- Extended range dynamic brake
- 4400-gallon tank with an internal 100-gallon retention tank
- Nathan P5 air horn on bracket
- Large Susquehanna lettering located slightly above the middle of the long hood
- Black cab roof and yellow sill stripe



ATH98303 #3016 includes:

- Ex-Southern Pacific
- 88" nose with brake wheel and nose headlight
- Anticlimber
- Modified L-windshield
- Post-1980 extended range
- Ex-Southern Pacific
- 88" nose with brake wheel and nose headlight
- Anticlimber
- Modified L-windshield
- Dynamic brake
- Extended range dynamic brake
- 4400-gallon tank with an internal 100-gallon retention tank
- Nathan P5 air horn on bracket
- Large Susquehanna lettering located close to the upper black stripe on the long hood
- Off-white cab roof and diagonal black and yellow sill stripe extends from midway to the end of the long hood

UNION PACIFIC

PREVIOUS RUN: JUN 2009



In 1996, UP acquired the Southern Pacific and Rio Grande railroads. As part of the merger, 69 Rio Grande SD40T-2s were added to the UP roster. Twenty Rio Grande units were refurbished and eventually renumbered into the 2866 through 2949 series along with 62 SP units. All three of these Tunnel Motors were delivered in October 1974 on the first Rio Grande SD40T-2 order. The SD40T-2 2881 was originally Rio Grande 5341, the first Rio Grande SD40T-2. It was renumbered to UP 4035 and then 8605 before becoming 2881. Number 2885 was delivered as Rio Grande 5351 and was later numbered as UP 4004 and then 8634. The SD40T-2 2886 was originally Rio Grande 5355 and later became UP 4043, then 8613. All three feature 81" noses and the smaller fuel tank favored by Rio Grande.

Model features:

- Ex-Rio Grande
- Road number patch – paint is a lighter shade of yellow behind the road numbers
- 81" nose with ratchet brake, no headlight
- UP "flat-top"-style snowplow
- Cab-mounted headlight
- Cab-side vent
- 4000-gallon fuel tank
- Double fuel fills
- PTC box
- Nathan P3 air horn
- DCC Ready

Item Number	Road No.	New #
ATH98304	2881	✓
ATH98305	2886	✓
ATH98306	2888	✓



EMD SD40-2

The SD40-2 was the primary mainline freight locomotive in North America for two decades. First built in 1972, nearly 4,000 were built for almost every major railroad. This six-axle unit was powered by the tried-and-true EMD 16-cylinder, turbocharged, 645E diesel engine, which produced 3,000 horsepower.

ETA: MAY 2013
 RETAIL PRICE: \$154.98
 \$134.98

Model features

- Accurate nose length per roadname and road number
- Nose ratchet or wheel handbrake
- Sliding cab windows
- See-through radiator intake grilles
- See-through exhaust stack
- Snowplow and/or MU catch boxes
- MU hoses
- Coupler cut bars
- Dynamic or non-dynamic brake
- Detailed fuel tank with appropriate capacity
- Separately-applied sand filler
- Correct horn and radio antennas
- Speed recorder
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

BURLINGTON NORTHERN

PREVIOUS RUN: AUG 2007



BN was the largest buyer of SD40-2s with 830 units. From the late 1970s until the 1990s, the SD40-2 was the primary BN road freight locomotive and was used throughout the BN system. Interchanges brought BN SD40-2s to the Santa Fe, UP, SP and Eastern roads. Coal service took BN SD40-2s offline onto the Missouri Pacific, Kansas City Southern, MKT, Milwaukee Road and Santa Fe as well.

Features:

- 88" nose with ratchet brake
- High headlight
- Non-operating Western-Cullen rotary beacon
- Large anticlimber
- Snowplow
- BN-style sub-base and battery box doors
- Standard-range dynamic brake
- Corrugated radiator intakes
- 4000-gallon fuel tank
- Cab sunshades
- Frame-mounted bell
- Firecracker antenna
- Leslie S-3L 3-chime air horn on cab roof

Item Number	Road No.	New #
ATH98210	7067	✓
ATH98211	7082	✓
ATH98212	7134	✓

MISSOURI PACIFIC

PAINT SCHEME: JENKS BLUE



MP bought 206 SD40-2s: 74 for coal service and 132 for general service. The general service SD40-2s did not have dynamic brake. These MP units are models from 1978 and 1979 production.

Features:

- First time with 88" nose and brake wheel
- High headlight
- No anticlimber
- Snowplow
- Non-dynamic brake
- 4000-gallon fuel tank
- Cab sunshades
- Side-mounted bell
- Firecracker antenna
- Leslie S-3L 3-chime horn

Item Number	Road No.	New #
ATH98213	3253	
ATH98214	3294	
ATH98215	3308	

ONEIDA & WESTERN

PREVIOUS RUN: OCT 2009



Shamrock Coal purchased eight SD40-2 locomotives, two train sets of bathtub gondolas and two bay window cabooses. All of the equipment was painted a light green and lettered Oneida & Western, after a long gone Tennessee short line. The green trains, as railroaders and rail fans knew them, ran from the Shamrock mines near Corbin, KY, through Atlanta to their final destinations.

Features:

- 88" nose with headlight and brake wheel housing
- Pyle Dual Gyalite on number board
- EMD-style vertical dual headlight in nose
- Large anticlimber
- No snowplow & MU catch boxes on the pilots
- Extended-range dynamic brake
- 4000-gallon fuel tank
- Cab sunshades
- Side-mounted bell
- Whip antenna and Leslie S-5 5-chime horn

Item Number	Road No.	New #
ATH98216	9953	✓
ATH98217	9956	✓
ATH98218	9957	✓



EMD SD40-2

UNION PACIFIC

PAINT SCHEME: FAST 40



Union Pacific used the massive DDA-40X Centennials in pairs or groups of three on hotshot Trailer on Flat Car (TOFC) or piggyback trains to make use of their highspeed gearing. Union Pacific used the massive DDA-40X Centennials in pairs or groups of three on hotshot Trailer on Flat Car (TOFC) or piggyback trains to make use of their highspeed gearing. However, a pair of Centennials was not enough to maintain the schedules west of Ogden, UT, and three were more horsepower than needed. In 1974, UP began modifying SD40-2s and giving them the same high-speed gearing as the Centennials, creating the "Fast-Forties." After modifying 35 existing units, UP took delivery of 40 more "Fast Forty" SD40-2s with 116" noses, numbers 8035 through 8074. The iconic UP power set after the "Fast-Forties" entered service was a DDA40X, a "Fast-Forty" SD40-2 and a second DDA40X. "Fast Forties" were regularly mixed with other UP and run through power too. This is the first time with "Fast Forty" road numbers, so be sure to order a "Fast Forty" SD40-2 to go along with the Genesis DDA-40X Centennial.

Features:

- 116" "snoot" nose with brake wheel
- High headlight
- Non-operating xenon strobe light
- No anticlimber
- Extended-range dynamic brake
- 4000-gallon fuel tank
- Cab sunshades
- Frame-mounted bell
- Firecracker antenna
- Leslie S-3L on bracket mounted between the radiator fans

Item Number	Road No.	New #
ATH98219	8038	
ATH98220	8047	
ATH98221	8051	

CSX

PAINT SCHEME: YN3



A total of 193 SD40-2s were delivered in Family Lines paint. These units passed through Seaboard System and into CSX, where most are still in service. The SD40-2 numbers 8044 and 8047 were delivered in 1979 with SCL sub-lettering. The same numbers remained through their integration into CSX. Number 8236 was delivered in 1977 as L&N 3608 and renumbered to 8236 under Seaboard System.

Features:

- 88" nose with headlight and brake wheel
- Nose headlight
- CSX-style snowplow
- Drop step on front and rear pilots
- Chessie "mailslot" style battery box doors
- 4000-gallon fuel tank
- Extended-range dynamic brake
- Cab sunshades
- Side-mounted bell
- Whip antenna
- Leslie 5-chime horn

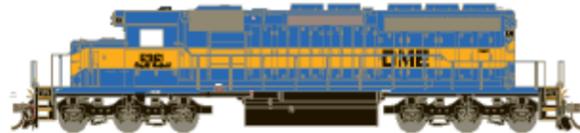
Item Number	Road No.	New #
ATH98223	8044	
ATH98224	8047	
ATH98225	8236	

DAKOTA, MINNESOTA & EASTERN

PAINT SCHEME: MOUNT RUSHMORE 50TH ANNIVERSARY
NEW RELEASE



STANDARD PAINT SCHEME



Dakota Minnesota & Eastern began operations in 1986 and is now a subsidiary of the Canadian Pacific Railway. DM&E acquired fifteen SD40-2s from Helm Leasing. The units were built for Milwaukee Road in 1974. When Soo acquired Milwaukee Road, the SD40-2s were renumbered into the 6300 series.

Features:

- 81" nose with ratchet brake
- High headlight
- Drop step on front and rear pilots
- 3200-gallon fuel tank
- Hood-mounted bell
- Bell mounted behind cab on conductor's side
- Sinclair antenna
- Leslie S-3L horn

Item Number	Road No.	New #
ATH98226	6359	✓
ATH98227	6361	✓
ATH98228	6362	✓

ATH98226: Mount Rushmore
ATH98227: City of Redfield
ATH98228: City of Lamberton

KANSAS CITY SOUTHERN

PAINT SCHEME: ORIGINAL WHITE
NEW RELEASE



The first KCS SD40-2 order was for ten locomotives, numbers 637 through 646. KCS 637 was the first SD40-2 built by EMD. As delivered, the units had only a very small number on the cab.

Features:

- 81" nose with ratchet brake
- High headlight
- KCS-style "rock" pilot plows
- Drop step on front and rear pilots
- 4000-gallon fuel tank
- Extended-range dynamic brake
- Cab sunshades
- Frame-mounted bell
- Firecracker antenna
- Nathan 5-chime horn

Item Number	Road No.	New #
ATH98229	642	
ATH98230	645	
ATH98231	646	



EMD SD45

The locomotive horsepower race begun in the 1950s and reached its peak in late 1965 with the introduction of the EMD SD45. The SD45 used a 20-cylinder, turbocharged, 3600-horsepower engine. A total of 1,260 SD45s were built between 1966 and 1971.

ETA: JUNE 2013
RETAIL PRICE: \$159.98
\$134.98

Model features

- Dynamic or non-dynamic brake
- See-through exhaust stack
- Snowplow and/or MU catch boxes
- MU hoses
- Coupler cut bars
- Detailed fuel tank with appropriate capacity
- Sliding cab windows
- Sand filler
- Speed recorder
- High or low-mount brake cylinders
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

BURLINGTON NORTHERN

PREVIOUS RUN: MAR 2010



BN was created by the 1970 merger of the Great Northern, Northern Pacific, Burlington and Spokane Portland & Seattle. As part of the merger, BN inherited SD45s from NP, GN and CB&Q. The SD45s in this release are former GN units repainted in BN colors.

Model features

- Non-operating dome beacon
- Snowplow
- 4000-gallon fuel tank
- Dynamic brake
- Frame-mounted bell
- Firecracker antenna
- High-mount brake cylinders

Item Number	Road No.	New #
ATH98044	6438	✓
ATH98045	6444	✓
ATH98046	6453	✓

CONRAIL

PAINT SCHEME: "PAIRED WHEELS ON PAIRED RAILS"
NEW RELEASE



Conrail was created in 1976 by the consolidation of six bankrupt Northeastern railroads, including Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey and Lehigh & Hudson River. Conrail inherited SD45s from Reading, EL and PC. The former PC units kept their road numbers, while the Reading and EL units were renumbered. This release includes ex-EL, 6083 and two former PC units, 6133 and 6201. The ex-EL SD45 includes low-profile roof details.

Model features

- 6083 ex-EL
- Low-profile roof details including fans, vents, dust bin and air horn mounting
- Cab signal box
- 4000-gallon fuel tank
- Footboard pilot
- Cab sunshades
- Sinclair "ice skate" antenna
- Frame-mounted bell
- High-mount brake cylinders
- 6133 and 6201 ex-PC: Cab signal box

Item Number	Road No.	New #
ATH98047	6083	✓
ATH98048	6133	✓
ATH98049	6201	✓

CONRAIL

PAINT SCHEME: SPRINGFIELD TERMINAL
NEW RELEASE



Guilford was created by acquiring three New England railroads: Maine Central, Boston & Maine and Delaware & Hudson.

Guilford chose to buy used locomotives, including a group of former Norfolk & Western and Southern high-hood SD45s from Norfolk Southern. They retained their high noses throughout their careers.

Model features

- High hood
- 4000-gallon fuel tank
- No snowplow and MU catch boxes on the pilots
- Bell mounted on the end of the long hood
- Firecracker antenna
- High-mount brake cylinders

Item Number	Road No.	New #
ATH98050	686	✓
ATH98051	687	✓
ATH98052	689	✓

COTTON BELT

PAINT SCHEME: BLOODY NOSE
PREVIOUS RUN: APR 2009



Cotton Belt was the nickname of the St. Louis Southwestern Railway, which was a subsidiary of Southern Pacific. The models in this release were delivered between December 1968 and March 1969. Cotton Belt SD45 locomotives spent as much time on the SP rails as they did on home rails and were frequently seen on the SP interchange partners, including UP, Conrail, Southern and Chessie System.

Model features

- SP-specific details including "L" windshield, nose lights, snowplow, roof-mounted bell
- 4000-gallon fuel tank
- Cab sunshades
- Whip antenna
- High-mount brake cylinders

Item Number	Road No.	New #
ATH98053	9057	✓
ATH98054	9059	✓
ATH98055	9066	✓



EMD SD50

The SD50 was the final 6-axle development for the EMD model-645 engine. The 3600-horsepower, 16-cylinder 645F3 engine produced 225 horsepower-per-cylinder, which was a 20% increase over the original 645-engine design. A total of 361 SD50s were built from May 1981 through May 1985.

ETA: APRIL 2013
RETAIL PRICE: \$149.98
\$129.98

Model features

- Long hood with flat or X-panel power assembly access doors
- "Pointed" or "blunt" anticlimber
- MU hoses
- Coupler cut bars
- HT-C with Timken bearings, HT-C with Hyatt bearings or Flexicoil-C trucks
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

CSX

PAINT SCHEME: YN3



CSX received 57 SD50s from Conrail as part of the division of Conrail between CSX and Norfolk Southern. As these units passed their 20th year of service, 25 former Conrail SD50s were rebuilt and de-rated to 3,000 horsepower and numbered 2475 through 2499 to join with SD40-2s working as heavy switchers. This is the first time we've offered ex-CR SD50s in this road number series.

Model features

- SD50-2 designation on the cab under the road number
- Long hood with X-panel power assembly access doors
- "Flat" dynamic brake intake grilles
- "Blunt" anticlimber
- Flexicoil-C trucks
- Cab sunshades
- Frame-mounted bell
- Nathan KSLA air horn mounted on long hood
- Small Sinclair "ice skate" antenna

Item Number	Road No.	New #
ATH80401	2477	
ATH80402	2487	
ATH80403	2496	

HUDSON BAY RAILWAY

NEW RELEASE



Hudson Bay Railway, a subsidiary of OmniTRAX, began operations in 1997 by purchasing two former Canadian National lines in northern Manitoba, Canada. The largest HBRY locomotives are the ten SD50s it acquired from Union Pacific. In recent years, HBRY SD50s have also seen extensive service on OmniTRAX-owned lines across the United States.

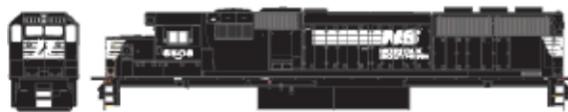
Model features

- Long hood with X-panel power assembly access doors
- "Blunt" anticlimber
- Cab sunshades
- Frame-mounted bell
- Leslie 3-chime air horn mounted on cab
- Large Sinclair "ice skate" antenna

Item Number	Road No.	New #
ATH80404	5002	✓
ATH80405	5005	✓
ATH80406	5010	✓

NORFOLK SOUTHERN

PREVIOUS RUN: MARCH 2009



Norfolk Southern was created in the 1980s by the merger of Norfolk & Western and Southern. After sampling six short-frame SD50s painted for N&W, Norfolk Southern bought twenty regular SD50s in 1984. They were numbered 6506 through 6525.

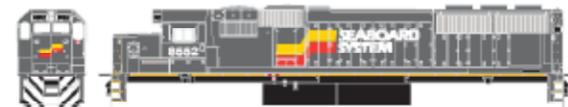
Model features

- Long hood with X-panel power assembly access doors
- "Pointed" anticlimber
- Cab sunshades
- Frame-mounted bell
- Leslie 5-chime air horn mounted on long hood
- Two firecracker antennas

Item Number	Road No.	New #
ATH80407	6508	✓
ATH80408	6512	✓
ATH80409	6514	✓

SEABOARD SYSTEM

PREVIOUS RUN: APRIL 2004



Seaboard System was the renaming of the Family Lines, which included Seaboard Coast Line, Louisville and Nashville, Clinchfield and the three railroads of the Georgia Group. Seaboard purchased five orders of SD50s for a total of 81 units.

Model features

- "Pointed" anticlimber
- Chessie "mailslot" style battery box doors
- Long hood with flat panel power assembly access doors
- Cab sunshades
- Hood-mounted bell
- Side-mounted bell
- Nathan KSLA air horn mounted on cab
- Whip antenna

Item Number	Road No.	New #
ATH80410	8552	✓
ATH80411	8616	✓
ATH80412	8621	✓



EMD F59PHI AND BOMBARDIER

The F59PHI is one of today's most common commuter passenger locomotives. Built by EMD and powered by a 12-cylinder, 710-diesel engine, it also has a separate powerplant to provide electrical power to run the lights, air conditioners, heaters and other equipment in the passenger cars. The F59PHI has a fiberglass nose and trim pieces to give it a streamlined shape.

ETA: APRIL 2013
F59PHI RETAIL: \$129.98
\$119.98

Model features

- Snowplow
- Minimum radius: 18"
- DCC Ready

Distinctive Bombardier bi-level commuter coach and coach-cab cars have become a fixture on commuter trains throughout North America. Commuter trains operate in push-pull service, so the train does not have to be turned around at the end of the line. The locomotive is remotely controlled by the engineer from the cab car, which becomes the "front" of the train. The cab car also includes coach seating.

ETA: TBD
COACH RETAIL: TBD • COACH 3-PACK RETAIL: TBD
CAB CAR RETAIL: TBD

Model features

- Coaches available with four different road numbers, see-through windows, detailed interior, diaphragms, separately applied grab irons
- Cab cars also include horn and bell
- Minimum radius: 18"
- Recommended radius: 22"

AMTRAK WEST

PREVIOUS RUN: JUN 2009
F59PHI



Amtrak purchased 21 F59PHIs for Cascade and Pacific Surfliner service. Fifteen of the units, numbers 450 through 464, were painted into a blue and silver scheme and assigned to Surfliner service from San Luis Obispo through Los Angeles to San Diego, CA.

Item Number	Road #	New #
ATH25794	452	✓
ATH25795	456	✓
ATH25796	460	✓

UTAH FRONTRUNNER

PREVIOUS RUN: JUN 2009
F59PHI



FrontRunner is a relatively new commuter train operation running from Ogden to Salt Lake City, UT. Future expansion will see the service extend south from Salt Lake City to Provo.

Item Number	Road #	New #
ATH25797	1	✓
ATH25798	7	✓
ATH25799	12	✓

UTAH FRONTRUNNER

PREVIOUS RUN: AUG 2003
BOMBARDIER COMMUTER CARS



Item Number	Road #	Model	New #
ATH25534	112	Cab car	✓
ATH25734	206	Coach	✓
ATH25934	201, 204, 207	Coach 3-pack	✓

METROLINK

NEW PAINT SCHEME: RIBBON
F59PHI



Metrolink provides commuter rail service in Los Angeles, Orange, Ventura, San Bernardino and Riverside Counties in California. Metrolink bought 14 F59PHIs, numbers 874 through 877. In 2009, Metrolink began painting equipment with a stylized "M" and striping in a blue-green with additional wavy stripes in shades of blue.

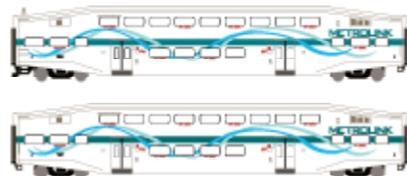
Item Number	Road #	New #
ATH26350	876	
ATH26351	878	
ATH26352	879	



EMD F59PHI AND BOMBARDIER

METROLINK

NEW PAINT SCHEME
BOMBARDIER COMMUTER CARS



Item Number	Road #	Model	New #
ATH25532	604	Cab car	✓
ATH25732	187	Coach	✓
ATH25932	103, 141, 158	Coach 3-pack	✓

CALTRAIN

PREVIOUS RUN: AUG 2008
F59PHI



Caltrain operates commuter service south from the San Francisco peninsula through San Jose to Gilroy, CA. Prior to Caltrain, this was the Southern Pacific commuter service line.

Item Number	Road #	New #
ATH26353	925	✓
ATH26354	927	✓
ATH26355	928	✓

PREVIOUS RUN: AUG 2003
CALTRAIN BOMBARDIER COMMUTER CARS



Item Number	Road #	Model	New #
ATH25531	116	Cab car	✓
ATH25731	229	Coach	✓
ATH25931	220, 222, 228	Coach 3-pack	✓

AMTRAK CALIFORNIA

PREVIOUS RUN: JANUARY 2010
F59PHI



The *Capitol Corridor* from San Jose through Oakland to Sacramento, CA, and the *San Joaquin* from Oakland through Stockton to Bakersfield, CA, operate fifteen F59PHIs purchased by California. Unit number 2015 has an added green stripe and the logo of the Electro-Motive reduced-emissions 710ECO engine. The locomotives have been re-powered with the 710ECO and carry the message "Repowering the Rails to Spare the Air." Unit number 2007 wears bright yellow paint with large lettering, proclaiming "Stay Off the Tracks I Pack a Punch" as a reminder of the dangers of trespassing on the railroad tracks and grade crossing collisions.

Item Number	Road #	New #	Item Number	Road #	New #
ATH25786	2003		ATH25790	2015	
ATH25787	2005		ATH25789	2007	
ATH25788	2010				

SEATTLE SOUNDER

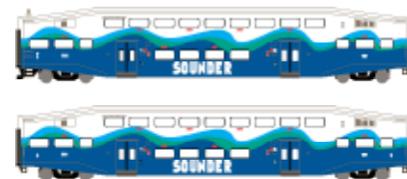
PREVIOUS RUN: JUNE 2009
F59PHI



Sounder operates commuter trains from Everett to Seattle, WA, and from Tacoma to Seattle. A fleet of eleven F59PHIs, numbered 901 through 911, powers these trains.

Item Number	Road #	New #
ATH25791	906	
ATH25792	909	
ATH25793	911	

PREVIOUS RUN: AUGUST 2003
SEATTLE SOUNDER BOMBARDIER COMMUTER CARS



Item Number	Road #	Model	New #
ATH25533	101	Cab car	✓
ATH25733	208	Coach	✓
ATH25933	217, 226, 239	Coach 3-pack	✓



AC4400

The AC4400CW is a 4380-horsepower, six-axle, AC-powered locomotive. The diesel engine drives an alternator producing AC current that is rectified to DC current and then "chopped" back into AC to power the traction motors. The computer-controlled "chopping" is what gives the AC locomotive the controlled wheel slip that results in maximum tractive effort.

ETA: JANUARY 2013
RETAIL: \$149.98
\$119.98

Model features

- Non-operating ditch lights
- Three cab variations
- Snowplow
- Dynamic brake openings: 2 or 3
- Grilles: tall-short-short, tall-short-tall, etc.
- Dome-type antenna cover
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

BNSF

PAINT SCHEME: HERITAGE I
PREVIOUS RUN: AUGUST 2008



BNSF operates 118 AC4400CWs, numbers 5600 through 5717. The units are used mostly in coal service out of the Powder River basin in Wyoming, although they appear on other types of trains throughout the BNSF system. In coal service, they operate on run-through trains on the Union Pacific, Norfolk Southern, CSX and Canadian National. BNSF AC4400CW locomotives feature the close-clearance "gull wing" cab, which has two angles on the cab roof rather than one. This allows the locomotives to clear all types of coal loaders.

Roadname features:

- "Gull wing" cab
- High number boards
- Paired dynamic brake openings
- Tall-short-short grilles
- Standard trucks
- Cab sunshades

Item Number	Road #	New #
ATH77652	5630	✓
ATH77653	5686	✓
ATH77654	5704	✓

FERROMEX

PREVIOUS RUN: MARCH 2011



Ferromex purchased 75 AC4400CWs and operates 5,000 miles of former National de Mexico rail lines, north of Mexico City to the US border. The railroad connects with BNSF and UP, so Ferromex locomotives are often seen running on both US railroads.

Roadname features:

- Low number boards
- Three dynamic-brake intakes
- Tall-short-tall grilles
- Steerable trucks
- Cab sunshades

Item Number	Road #	New #
ATH77658	4520	✓
ATH77659	4522	✓
ATH77660	4549	✓

CP RAIL

PAINT SCHEME: TWO FLAGS
PREVIOUS RUN: OCTOBER 2005



Canadian Pacific purchased 437 AC4400CWs. The first order, numbers 9500 through 9582, was delivered in 1995. The paint scheme was created when CP was consolidating its US lines, Soo Line and Delaware & Hudson, into the main system. The AC4400CWs are used in all types of mainline freight service in Canada and the United States. The AC4400CW operates singly, with other engines, as well as in groups on grain, manifest, coal and other unit trains.

Roadname features:

- Low number boards
- Paired dynamic-brake openings
- Tall-short-tall grilles
- Steerable trucks

Item Number	Road #	New #
ATH77655	9502	✓
ATH77656	9504	✓
ATH77657	9508	✓

SOUTHERN PACIFIC

PAINT SCHEME: BLOODY NOSE
PREVIOUS RUN: NOVEMBER 2009



The last new Southern Pacific locomotive order was for 279 AC4400CWs delivered as numbers 100 through 378 between April and October 1995. They were assigned to coal and merchandise service on the former Rio Grande in Colorado and Utah; export coal trains to Southern California; sugar beet trains from inside California; and freight service over Donner Pass. After the SP was merged into UP in 1996, they continued in those roles as well as working on the UP Powder River basin coal trains.

Roadname features:

- High number boards
- Paired dynamic-brake intakes
- Standard trucks
- Cab sunshades

Item Number	Road #	New #
ATH77661	187	✓
ATH77662	150	✓
ATH77663	136	✓



GE C44-9W

The C44-9W was first built by General Electric in 1993. The official GE model number is Dash 9-44CW. The locomotive is a 4380-horsepower, six-axle, DC-powered unit and was the top-selling GE locomotive at the time.

All four railroads from this release used DASH-9s for all types of freight trains, including mixed-manifests, hotshot TOFC, stack trains, coal trains, grain trains and auto rack trains. BNSF and SP units worked on nearly all parts of CSX and NS, as well as Conrail before the merger. Similarly, CSX and NS units visited almost all parts of the BNSF and Union Pacific systems.

Be sure to view our AC4400CW in Norfolk Southern ES44AC Heritage paint schemes in the Trainfest Announcements section.

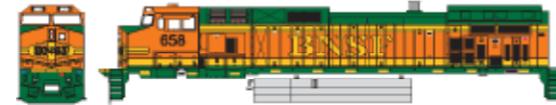
ETA: JANUARY 2013
RETAIL PRICE: \$119.98

Model features

- Non-operating ditch lights
- Three cab variations
- Snowplow
- Dynamic brake openings: 2 or 3
- Grilles: tall-short-short, tall-short-tall, etc.
- Sinclair "ice skate" antenna
- Minimum radius: 18"
- Recommended radius: 22"
- DCC Ready

BNSF

PAINT SCHEME: HERITAGE II
PREVIOUS RUN: JANUARY 2010



Santa Fe was the second buyer of the C44-9W, purchasing 100 units in 1994. They became part of the BNSF fleet with the merger in 1996. During the next ten years, some of them were painted in the BNSF "Premium Heritage" scheme of orange and green with yellow stripes and the Santa Fe-style "cigar-band" logo.

Roadname features:

- Gull-wing cab
- Paired dynamic-brake openings
- Short-short-short grilles

Item Number	Road #	New #
ATH77955	658	✓
ATH77956	663	✓
ATH77957	672	✓

NORFOLK SOUTHERN

PAINT SCHEME: HORSEHEAD
PREVIOUS RUN: MARCH 2011



Norfolk Southern was the second largest buyer of DASH-9s with over 1,200 in service. NS units are a bit different internally by having their fuel racks set for 4,000 horsepower and were designated C40-9W.

Roadname features:

- High number boards
- Paired dynamic-brake openings
- Tall-short-short grilles

Item Number	Road #	New #
ATH77961	8909	✓
ATH77962	9669	✓
ATH77963	9756	✓

CSX

PAINT SCHEME: YN2
PREVIOUS RUN: JANUARY 2009



CSX bought 50 pre-production C44-9Ws, and they were delivered in the then-current "Bright Future" scheme of yellow, blue and gray.

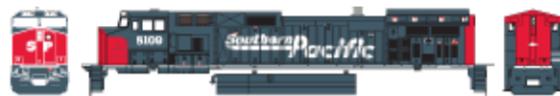
Roadname features:

- Low number boards
- Paired dynamic-brake openings
- Short-short-short grilles

Item Number	Road #	New #
ATH77958	9026	✓
ATH77959	9045	✓
ATH77960	9052	✓

SOUTHERN PACIFIC

PAINT SCHEME: BLOODY NOSE
PREVIOUS RUN: JANUARY 2009



Southern Pacific bought 101 C44-9Ws before being merged into UP.

Roadname features:

- High number boards
- Paired dynamic-brake openings
- Short-short-short grilles

Item Number	Road #	New #
ATH77964	8109	✓
ATH77965	8138	✓
ATH77966	8176	✓



ROTARY SNOWPLOW

The rotary snowplow is the railroad's "big gun" in the snow fighting arsenal. They are called into service only when spreaders, flangers and push plows cannot clear the snow from the rails. The last new rotaries were built by Lima during the steam era. With the replacement of steam locomotives by diesels, most railroads converted their plows to diesel operation. The boilers and steam cylinders were removed and replaced by traction motors. Only Union Pacific actually modified the plows to include a diesel engine. Roads such as Burlington Northern, Santa Fe and Southern Pacific powered the plow from an external source.

For the first time, the rotary snowplow includes an F7B locomotive. The rotary no longer uses the unreliable rubber band drive. Instead, it's been replaced by an electric motor and drive system that turn the rotary blades. Since the rotary spins using track power, the blades will spin at full speed when using DCC, due to full track current being applied to the rails at all times. The F7B is unpowered and requires a separate powered locomotive for propulsion.

ETA: APRIL 2013
RETAIL PRICE: \$86.98

Model features:

- Minimum radius: 18"

BURLINGTON NORTHERN

NEW ROADNAME



Burlington Northern employed plows to clear snowdrifts along the prairie lines. BN created a group of ten RSPUs, Rotary Snowplow Power Units, from retired F-series A and B units.

Item Number	Road No.	New #
ATH93820	972558	
	972573	

BNSF

PAINT SCHEME: HERITAGE III
NEW ROADNAME



BNSF has eight former Burlington Northern plows in service along with four ex-Northern Pacific, three ex-Great Northern and one ex-Burlington. A BNSF plow and RSPU, numbers 972559 and 972572, received full BNSF paint including the latest logo.

Item Number	Road No.	New #
ATH93821	972559	
	972572	

SOUTHERN PACIFIC

PREVIOUS RUN: AUGUST 2006



SP used their rotary snowplows to fight the huge snowfalls on Donner Pass. They converted nine F7Bs to power the plows and nicknamed them "snails." Three ex-SP plows and their snails remain in service on the Union Pacific.

Item Number	Road No.	New #
ATH93822	MW211	✓
	MW8211	✓

SANTA FE

PREVIOUS RUN: OCTOBER 2009



The Santa Fe plow was built in the Topeka shops from the rotary blades and housing of an 1892-built plow with traction motors, steel frame and car body. It too was built to clear prairie rails.

Item Number	Road No.	New #
ATH93823	199361	✓



40' DOUBLE DOOR BOXCAR

From the 1910s through most of the 1960s, the 40' boxcar was the most common freight car. It carried almost every commodity that could fit inside and did not require a specialty car like a hopper, tank car or reefer. Most boxcars had single sliding doors. However, some had double door cars for easier loading of large items such as wagons, furniture, lumber and automobiles.

ETA: JANUARY 2013
RETAIL PRICE: \$23.98

Model features:

- Separate roofwalk
- Separately-applied brake cylinder, air reservoir and triple valve
- Minimum radius: 18"

ASHLEY DREW & NORTHERN NEW ROADNAME



The AD&N was incorporated in 1912 and operated in Southeast Arkansas. Its primary traffic was forest products such as lumber, plywood and paper products. This boxcar was built in 1941 and remained in service through the late 1960s.

Item Number	Road No.	New #
ATH74925	1702	✓
ATH74926	1719	✓
ATH74927	1732	✓

SANTA FE PAINT SCHEME: SHIP AND TRAVEL SANTA FE – ALL THE WAY PREVIOUS RUN: JANUARY 2010



For many years, Santa Fe was the nation's longest railroad in terms of route miles. On the ATSF, these boxcars carried furniture as indicated by the "Fe-26" car class painted on the lower right hand corner. This boxcar was built in 1945 and repainted in the large "circle-cross" herald with the "Ship and Travel" slogan in the early 1960s.

Item Number	Road No.	New #
ATH74928	5394	✓
ATH74929	5447	✓
ATH74930	5562	✓

CP RAIL PREVIOUS RUN: JANUARY 2010



In the 1970s, Canadian Pacific adopted the Multi-Mark logo, commonly known as the "Pac-Man" logo, and named the railroad CP Rail. Almost all boxcars were painted red with the Multi-Mark logo.

Item Number	Road No.	New #
ATH74931	290062	✓
ATH74932	290487	✓
ATH74933	290625	✓

GREAT NORTHERN NEW ROADNAME



GN was the largest of the northern transcontinental railroads. In 1967, GN adopted "Big Sky Blue" as the standard color for most freight cars and cabooses. The model is of a 1957 car that was repainted into "Big Sky Blue" in the late 1960s.

Item Number	Road No.	New #
ATH74934	3019	✓
ATH74935	3154	✓
ATH74936	3389	✓



50' NACC BOXCAR

The 50' NACC boxcar was designed and built by the North American Car Corporation (NACC) in the early 1960s. The car was an insulated boxcar equipped with a plug-door. Insulated cars are used to carry various commodities that are temperature sensitive. The plug door offers better sealing of the car to maintain temperature as well as better protection from weather, theft and other possible damages.

ETA: MAY 2013
RETAIL PRICE: \$31.98

Model features:

- Pullman Standard or Stanray (Superior) roof
- Pullman Standard or Superior plug doors
- Separate door rods
- Separately-applied metal grab irons
- Photo-etched metal coupler platforms
- Minimum radius: 18"

DRESSER MAGCOBAR PREVIOUS RUN: OCTOBER 2004



Dresser Magco-Bar, a division of Dresser Industries, produces drilling fluids known as "drilling mud" and drilling fluid systems. The drilling fluids are injected into the well being drilled. The drilling fluids circulate through the well bore to remove the cuttings produced by the drill bit, to protect the well bore and to protect the drill bits and other equipment in the well bore. Dresser painted their boxcars in a colorful orange and white paint scheme.

Roadname features:

- Stanray roof
- Superior door

Item Number	Road No.	New #
ATH88163	42985	✓
ATH88164	42996	✓
ATH88165	43001	✓

BROWN COMPANY NEW ROADNAME



The Brown Company produced paper products and paper pulp. In addition to the original mill in Berlin, NH, the company also operated a mill in Polk, CA, a suburb of Sacramento. The Central California Traction Company served the mill, and the cars carried the instructions to return it to CCT at Polk, CA.

Roadname features:

- Stanray roof
- Superior door

Item Number	Road No.	New #
ATH88166	42751	
ATH88167	42753	
ATH88168	42756	

PEARL BREWING PREVIOUS RUN: MARCH 2005



Pearl Brewing Company was founded in 1883 as the San Antonio Brewing Company. The German brewmaster who formulated the company's signature beer called it "perle," which is German for pearl. Seeking to expand beyond one brewery in San Antonio, Pearl purchased M.K. Goetz Brewing of St. Joseph, MO, in 1961. These cars carry the Goetz Country Club Malt Liquor logo.

Roadname features:

- Stanray roof
- Superior door

Item Number	Road No.	New #
ATH88169	150	✓
ATH88170	155	✓
ATH88171	169	✓

WESTERN PACIFIC PREVIOUS RUN: DEC 2005



Western Pacific ran from Salt Lake City, UT, west across Utah and Nevada and through the Feather River Canyon to Oakland and Stockton, CA. The WPLX reporting marks on these cars indicated that they were leased to WP by NACC. The cars carry the slogan "Cushion Protection" and instructions to return the car to the CCT at Polk, CA, when empty.

Roadname features:

- Stanray roof
- Superior door

Item Number	Road No.	New #
ATH88172	60521	✓
ATH88173	60523	✓
ATH88174	60524	✓



50' 5347 BOX

In the 1970s, retirement of old 40' boxcars created a lack of boxcars. From this shortage, the incentive-per-diem (IPD) boxcar was born. The ICC mandated daily charges for not promptly returning a car to its home railroad. Many short lines bought or leased hundreds of cars and, in effect, leased them to larger roads for the IPD charge.

IPD cars from a short line on one side of the country could often be found operating in large numbers on a bigger railroad thousands of miles away. These cars were often given colorful paint jobs. The FMC 5347 Boxcar is a typical 1970s IPD boxcar.

ETA: MAY 2013
RETAIL PRICE: \$26.98

Model features:

- Separately-applied grab irons, brake housing, brake wheel and underbody details
- See-through, photo-etched metal end platforms
- Minimum radius: 18"

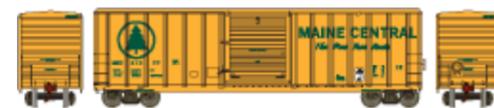
ERIE WESTERN NEW ROADNAME



The Erie Western was incorporated in August 1977 to operate the former Erie Lackawanna mainline from Wren, OH, 158 miles west to Hammond, IN. The company lasted only two years and is best known for its freight car leasing fleet that included these 1978-built boxcars, as well as covered hoppers and piggyback flat cars.

Item Number	Road No.	New #
ATH96624	9015	
ATH96625	9028	
ATH96626	9040	

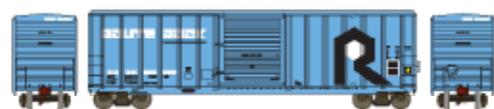
MAINE CENTRAL PREVIOUS RUN: JUNE 2009



Maine Central operated in upper New England until the early 1980s when it became Guilford Transportation. These 1976-built cars wear the MEC Harvest Yellow paint scheme with the roaname and "Pine Tree Route" in green. Many freight cars remained in MEC colors until the early 2000s.

Item Number	Road No.	New #
ATH96627	31377	✓
ATH96628	31562	✓
ATH96629	31734	✓

ROCK ISLAND PREVIOUS RUN: JUNE 2004



Rock Island operated a web of branch lines throughout the Midwest. The variety of the locomotive roster and paint schemes as well as the "small town railroad" feel make it a popular road for modelers. In the 1970s, the bankrupt railroad attempted to reinvent itself with a light blue paint scheme, large "R" logo and the name Rock.

Item Number	Road No.	New #
ATH96630	300086	✓
ATH96631	300161	✓
ATH96632	300349	✓

VALDOSTA SOUTHERN NEW ROADNAME



The Valdosta Southern Railroad (reporting mark VSO) was incorporated in August 1951 to purchase a line from Valdosta, GA, south to Madison, FL. The line had been part of the Georgia and Florida Railroad, a Southern subsidiary.

Item Number	Road No.	New #
ATH96633	6269	
ATH96634	6285	
ATH96635	6294	



50' COMBINATION DOOR BOXCAR

By the 1960s, 50' cars had replaced 40' cars for general service. Many 50' boxcars were built with double doors to allow for easier loading and unloading of larger size items. One of the more interesting variations of the double door boxcar was the combo door. These cars had one regular sliding door and one plug door. The plug door offered better protection from outside weather, damage and theft.

ETA: APRIL 2013
RETAIL PRICE: \$24.98

Model features:

- Separate side and end ladders, stirrups and handbrake housing
- Photo-etched metal end platforms and end tack board
- Minimum radius: 18"

CANADIAN NATIONAL NEW PAINT SCHEME



Canadian National leased BC Rail in 2003. As with other railroads recently merged into CN, BC Rail rolling stock was repainted into the standard CN scheme with website address and retains the original BC Rail international service reporting mark of BCOL.

Item Number	Road No.	New #
ATH89387	100149	
ATH89388	100022	
ATH89389	100027	

DELAWARE & HUDSON NEW ROADNAME



Delaware & Hudson ran northeast from Scranton, PA, through Binghamton, NY, and then turned north along Lake Champlain and continued north to Montreal, Quebec. The car is a model of a former Erie Lackawanna car picked up by D&H in the 1970.

Item Number	Road No.	New #
ATH89390	24229	
ATH89391	24255	
ATH89392	24286	✓

ROCK ISLAND NEW PAINT SCHEME



Chicago Rock Island & Pacific built a web of branch lines throughout the Midwest. In the 1970s, the bankrupt railroad attempted to rework itself with a light blue paint scheme, large "R" logo and the name Rock.

Item Number	Road No.	New #
ATH89393	563161	
ATH89394	563147	
ATH89395	563180	

WESTERN PACIFIC NEW ROADNAME



Western Pacific was the western part of a three railroad system linking Chicago to northern California. The line built northward from the San Francisco Bay area, through the Sierra Nevada Mountains via the Feather River Canyon and across northern Nevada into Salt Lake City, UT. WP lines in northern California serve many lumber mills and related industries.

Item Number	Road No.	New #
ATH89396	35172	
ATH89397	35729	
ATH89398	35742	



60' HI-CUBE BOX

In the 1970s, 60' high-cube boxcars began to appear for service other than auto parts. These cars are often used to carry large appliances, such as refrigerators, washers and dryers and similarly sized industrial machinery. The double doors allow for easier loading of large commodities, while the high-cube design allows two refrigerators to be stacked one on top of the other. The plug doors offer better protection from the elements.

ETA: JUNE 2013
RETAIL PRICE: \$37.98

Model features:

- Separately-applied wire grab irons
- Etched-metal end platforms
- Separate door rods, end ladders, end tack boards and handbrake housing
- Minimum radius: 18"
- Recommended radius: 22"

CANADIAN NATIONAL

PAINT SCHEME: WET NOODLE
NEW ROADNAME



Canadian National is one of Canada's two transcontinental railroads. In recent years, CN has purchased a group of 60' boxcars and used the DWC reporting marks of subsidiary Duluth Winnipeg & Pacific. These cars also carry the CN website address.

Item Number	Road No.	New #
ATH96284	DWC793082	
ATH96285	DWC 793186	
ATH96286	DWC 793272	
ATH96287	DWC 793384	
ATH96288	DWC 793415	

CP RAIL

PAINT SCHEME: BEAVER
PREVIOUS RUN: JANUARY 2009



Canadian Pacific was the first of the Canadian transcontinental railroads to be completed. CP purchased 60' boxcars in the early 2000s, and most are painted bright red with the gold CP "beaver" logo.

Item Number	Road No.	New #
ATH96289	218029	✓
ATH96290	218176	✓
ATH96291	218218	✓
ATH96292	218247	✓
ATH96293	218334	✓
ATH96294	218355	✓

TTX

PAINT SCHEME: RAILBOX NEXT LOAD...ANY ROAD
PREVIOUS RUN: JANUARY 2009



TTX, formerly Trailer Train, has one of the largest fleets of the most recent 60' boxcars. These cars came with TBOX reporting marks and the "Next Load - Any Road" logo formerly used on the Railbox fleet of boxcars.

Item Number	Road No.	New #
ATH96295	TBOX660068	✓
ATH96296	TBOX 660337	✓
ATH96297	TBOX 660433	✓

TTX

PAINT SCHEME: FORWARD THINKING



In 2005, TTX adopted a new red logo with the slogan "Forward Thinking." This new logo appears on 60' TBOX boxcars.

Item Number	Road No.	New #
ATH96298	TBOX665778	
ATH96299	TBOX 666992	
ATH96300	TBOX 670003	



40' STEEL REEFER

Before mechanical cooling became feasible, refrigerator cars were cooled by ice. At each end of the car were bunkers filled with ice. Usually the ice was frozen in 300-pound blocks. Depending on the commodity, the ice could also be crushed. In some applications, salt was added to further decrease the temperature.

Pacific Fruit Express was founded in 1906 by the Union Pacific and Southern Pacific railroads and was the largest owner of 40' steel ice reefers in the country. At its peak, PFE had a fleet of over 40,000 reefers. The primary cargo was fresh fruit and vegetables. PFE reefers also carried meat, dairy products and fresh flowers. With such a huge fleet of cars, PFE reefers could be found all over the country and were regularly mixed into reefer trains of other railroads. A solid train of PFE 40' ice reefers climbing Donner Pass was a signature of the SP. On the UP, it was the same train climbing the Wasatch grade out of Ogden or heading over Sherman Hill.

ETA: JANUARY 2013
RETAIL PRICE: \$24.98

Model features:

- 17 individual road numbers
- Movable ice hatches
- Minimum radius: 18"

PACIFIC FRUIT EXPRESS

PREVIOUS RUN: MAY 2010



These 1950s reefers were a common sight behind the SP Mt-4 Mountain steam engines and Black Widow F7s and GP9s. The UP used Challengers, Big Boys, GP9s and Gas Turbines for reefer service.

Item Number	Road No.	New #
ATH71383	5637	✓
ATH71384	5349	✓
ATH71385	6329	✓
ATH71386	6783	✓
ATH71387	7026	✓
ATH71388	46792	✓
ATH71389	47345	✓
ATH71390	47582	✓

PACIFIC FRUIT EXPRESS

PREVIOUS RUN: MAY 2010



The 1960s paint scheme moved the UP and SP heralds to the left side of the car and used the orange car color as the background. Large Pacific Fruit Express block lettering was added to the right side of the car. These cars lasted into the 1970s and were often pulled by U50s, GP9s, GP35s, SD40s and SD45s from both UP and SP. In addition, they would often be found behind UP Gas Turbines.

Item Number	Road No.	New #
ATH71391	20043	✓
ATH71392	20164	✓
ATH71393	20370	✓
ATH71394	20418	✓
ATH71395	20529	✓
ATH71396	20691	✓
ATH71397	20807	✓
ATH71398	20932	✓
ATH71399	48564	✓



40' STOCK CAR

Until the 1970s, much of the nation's livestock was hauled from pasture to stockyards in stock cars. Federal laws on transporting livestock made them priority traffic. To make meeting their special handling requirements easier, stock cars were usually handled in large blocks on the head end of hotshot freight trains or in solid "livestock special" trains. This was especially true during the livestock season.

ETA: JUNE 2013
RETAIL PRICE: \$24.98

Model features:

- Sliding doors
- Separate roofwalk
- Minimum radius: 18"

CANADIAN NATIONAL

PREVIOUS RUN: FEBRUARY 2008



Much like in the United States, the Canadian plains in Manitoba, Saskatchewan and Alberta are home to livestock ranches where cattle and sheep spend summer in the high pastures of the Rockies. They were regularly shipped to stockyards in the Eastern cities and West Coast. The CN stock cars are a plain boxcar red, typical of most stock cars. These cars were originally built in 1913 and completely rebuilt in 1949.

Item Number	Road No.	New #
ATH75949	175026	✓
ATH75950	175084	✓
ATH75951	175109	✓
ATH75952	175127	✓

UNION PACIFIC

PREVIOUS RUN: JULY 2010
PAINT SCHEME: OXIDE RED



UP handled a large amount of stock car traffic from Kansas, Nebraska, Wyoming and Colorado. UP also preferred a basic red-brown scheme. After the Second World War, stock car traffic was dwindling. However, UP did build new cars in the Omaha shops. The brown cars were UP class S-40-13 and built in 1951. The "D" after the road number indicates a double-deck car for hogs. These cars would go very well either as part of a solid "livestock special" or as a cut of cars in a hotshot freight behind the UP Challenger, Big Boy, Gas Turbine or U50 locomotives.

Item Number	Road No.	New #
ATH75957	46835D	✓
ATH75958	46774D	✓
ATH75959	46849D	✓
ATH75960	46907D	✓

TEXAS & PACIFIC

PREVIOUS RUN: NOVEMBER 2008



Congress chartered the T&P to build a southern transcontinental railroad from Marshall, TX, to San Diego, CA, in 1871. Financial troubles stopped construction at El Paso where the T&P met the Southern Pacific.

With trackage through Texas, T&P served some of the prime cattle and sheep ranching areas. The cars are models of stock cars built in 1929. Like the CN cars, they are a basic brown, but livened up with a yellow door.

Item Number	Road No.	New #
ATH75953	24017	✓
ATH75954	24030	✓
ATH75955	24074	✓
ATH75956	24093	✓

UNION PACIFIC

PREVIOUS RUN: JULY 2010
PAINT SCHEME: YELLOW



The UP class S-40-17 cars were built in 1968 and painted bright yellow. These cars were dedicated to transporting hogs from Omaha, NE, to the Farmer John packing plant in Los Angeles, CA. The yellow cars were mixed with the brown cars until completely replacing them in the mid-1970s. The California Livestock Special (CLS) operated as a solid train when traffic demanded. When there was not enough traffic for a solid train, the CLS was combined with another priority train. In the late 1970s, it was not uncommon to see a cut of stock cars on the head end of a piggyback train heading through Salt Lake City, Las Vegas and over Cajon Pass to the UP Los Angeles yard. DDA40Xs and SD40-2s were regular power for these trains.

Item Number	Road No.	New #
ATH75961	47438D	✓
ATH75962	47526D	✓
ATH75963	47573D	✓
ATH75964	47681D	✓



50' FLAT WITH 25' TRAILERS

In the early days of Trailer on Flat Car (TOFC) or piggyback operations, many railroads bought or converted 50' flat cars for TOFC service. Although the 50' flat car setup for carrying two 25' trailers is often thought of as being a model railroad compromise to allow TOFC operations on the typically tight radius curves of a model railroad, such cars were indeed real. As was usually the case with early railroad-owned trucking lines, the trailers are quite colorful, while the flat cars tended to be basic boxcar red, brown or black cars.

ETA: JUNE 2013
RETAIL PRICE: TBD

Model features:

- Removable trailers
- Minimum radius: 18"

CANADIAN NATIONAL

PREVIOUS RUN: OCTOBER 2009

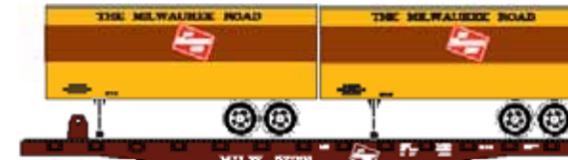


Canadian National is one of Canada's two transcontinental railroads. Created between 1918 and 1923 from a collection of bankrupt and government-owned railroads, it was privatized in 1995. Because it was a nationalized system, CN operated in almost all parts of Canada from Nova Scotia to British Columbia. The trailers are painted a bright orange with lettering that proclaims "This trailer travels by rail" and "Piggyback door-to-door freight service" as well as a list of Eastern Canada's major cities.

Item Number	Road No.	New #
ATH96371	663506	✓
ATH96372	663545	✓
ATH96373	663582	✓

MILWAUKEE ROAD

PREVIOUS RUN: JUNE 2004



Some railroads painted their trailers to match their passenger locomotives and cars. Milwaukee Road operated west from Chicago across the northern states to Tacoma, WA and had extensive trackage in Iowa, South Dakota and Wisconsin. One Wisconsin line extended north into the Upper Peninsula of Michigan to access the Marquette Range. The trailers carry the same orange scheme with brown stripe as Milwaukee streamlined Hiawatha trains. The trailers have both "The Milwaukee Road" lettering and large herald.

Item Number	Road No.	New #
ATH96374	57079	✓
ATH96375	57118	✓
ATH96376	57164	✓

PENNSYLVANIA

PREVIOUS RUN: JUNE 2004



Pennsylvania advertised itself as the standard railroad of the world and for years it was the nation's largest railroad, especially in terms of locomotive and car ownership. The famous Pennsylvania four-track main line ran south from New York City to Philadelphia, then turned west across central Pennsylvania through the Alleghany Mountains via Horseshoe Curve on the way to Pittsburgh. The line continued across the farmlands of Ohio and Indiana to Chicago. Pennsy also had a line to St Louis. The Pennsy trailers are plain compared to the other trailers. One is bright red and the other silver with just the Pennsy TrucTrain logo and Keystone herald.

Item Number	Road No.	New
ATH96377	475368	✓
ATH96378	475447	✓
ATH96379	475532	✓

UNION PACIFIC

PREVIOUS RUN: JULY 2005



UP was the original Transcontinental Railroad and was another railroad that painted its early piggyback trailers like its passenger locomotives. The trailers have a Harbor Mist Gray roof with red pinstripe separator between the roof and Armour Yellow body. Another red stripe separates the yellow from the gray lower body. Union Pacific is spelled out in red lettering and a UP shield with wings is on the front. The trailers also carried the slogan "Fast Pick Up and Delivery Service" in the lower red stripe.

Item Number	Road No.	New
ATH96380	53032	✓
ATH96381	53065	✓
ATH96382	53084	✓



HUSKY STACK WELL CARS

The Husky Stack is the trade name for a single-unit, double-stack car with 48-foot well. The cars were designed and built by Gunderson and are based on the design of the Maxi-III five-unit articulated 48-foot well cars. Because the cars are only a single unit, they are perfect for modern modelers who want to run double stack cars, but have only a modest layout on which to operate them. Since both Trailer Train (later TTX) and the railroad-owned cars were used in pool service, almost any railroad's cars could be seen on other railroads.

ETA: JUNE 2013
RETAIL PRICE: TBD

Model features:

- Separately applied brake details and walkways
- Minimum radius: 18"
- Recommended radius: 22"

BNSF

PAINT SCHEME: HERITAGE III
PREVIOUS RUN: JULY 2006



N scale shown

BNSF was formed from the 1996 merger of Burlington Northern and Santa Fe. These cars carry the BNSF standard brown freight car scheme with "Wedge" paint scheme.

Item Number	Road No.	New #
ATH72573	203005	✓
ATH72574	203008	✓
ATH72575	203016	✓

CSX

PREVIOUS RUN: JULY 2006



N scale shown

CSX was the result of the 1982 merger of Chessie System and Seaboard System. The cars are painted dark blue with CSX intermodal lettering in white.

Item Number	Road No.	New #
ATH72576	61503	✓
ATH72577	61508	✓
ATH72578	61524	✓

Trailer Train was formed in the early 1960s by a large group of railroads to provide an adequate pool of flat cars for intermodal operations. By the late 1960s, the Trailer Train fleet included all types of flat cars, including heavy-duty cars, general service cars and bulkhead cars. As spine cars and double-stack cars (also known as well cars) became part of intermodal operations, Trailer Train acquired the largest fleet. Trailer Train became TTX in 1991 and in 2005 adopted a new herald.

TTX

PAINT SCHEME: 1991 LOGO
PREVIOUS RUN: FEBRUARY 2010



The original 1991 TTX logo was white lettering in a black box like the original Trailer Train, but with just TTX. The logo used the same font as the Trailer Train logo. Added were five pinstripes between the first "T" and the "X."

Item Number	Road No.	New #
ATH72579	56474	✓
ATH72580	56562	✓
ATH72581	56644	✓

TTX

PAINT SCHEME: FORWARD THINKING
PREVIOUS RUN: FEBRUARY 2010



The new herald was in red with the left part of the "X" being a bent red line and a bent black line that looks like the fast-forward symbol used on electronic entertainment devices. The words "Forward Thinking" are under the TTX.

Item Number	Road No.	New #
ATH72582	56425	✓
ATH72583	56538	✓
ATH72584	56681	✓



52' MILL GONDOLA

Gondolas handle many different loads. Most often, the loads do not have to be protected from the elements and include steel slabs, coil steel, steel structural members, pipe, wire, poles, rail, ties and scrap. A mill gondola is a standard, general service gondola. It's called a mill gondola because so much of a steel mill's rail traffic is handled by gondolas.

ETA: JANUARY 2013
RETAIL PRICE: \$24.98

Model features:

- Separately-applied wire grab irons, brake cylinder, air reservoir, triple valve, brake wheel and brake housing
- Ex-MDC tooling
- Minimum radius: 18"

BURLINGTON NORTHERN

PREVIOUS RUN: MAY 2008



load not included

BN was created by the 1970 merger of the Great Northern, Northern Pacific, Burlington and Spokane Portland & Seattle.

Item Number	Road No.	New #
ATH96978	564337	✓
ATH96979	564384	✓
ATH96980	564446	✓

The Great Lakes served as a major avenue for the transportation of coal and ore. Numerous steel mills were built on their shores on the Canadian side as well as the American side. Many of the Canadian mills were located near Toronto, Ontario, and were served by both CN and CP. Mill gons carried scrap from all over Canada to the mills, and their finished products were shipped out to all parts of Canada.

CANADIAN NATIONAL

PAINT SCHEME: WET NOODLE
PREVIOUS RUN: SEPTEMBER 2008



Item Number	Road No.	New #
ATH96981	136862	✓
ATH96982	137059	✓
ATH96983	137223	✓

CP RAIL

PAINT SCHEME: MULTI-MARK
PREVIOUS RUN: SEPTEMBER 2008



Item Number	Road No.	New #
ATH96984	330910	✓
ATH96985	330926	✓
ATH96986	330904	✓

RAILGON

PREVIOUS RUN: MAY 2005



In the late 1970s, a shortage of gondolas resulted in the creation of a nationwide gondola pool. Railgon was part of Trailer Train, so the cars were painted similarly to both Railbox boxcars and Trailer Train flat cars. Railgon cars wore black with yellow trim.

Item Number	Road No.	New #
ATH96987	310342	✓
ATH96988	310583	✓
ATH96989	310967	✓

UNION PACIFIC

PREVIOUS RUN: MAY 2005



The UP gondola was built in 2001 and is typical of UP freight cars from the mid-1990s through the early 2000s. They wore a solid brown paint scheme with white lettering and small UP shield.

Item Number	Road No.	New #
ATH96990	152028	✓
ATH96991	152043	✓
ATH96992	152054	✓



34' OFFSET HOPPER

Coal was the primary source of heat and electrical power in the Northeast and upper Midwest for many years. Coal has always been a major source of railroad traffic. In the early 1900s, the 34-foot, 2-bay hopper with a 50-ton capacity became the standard for hauling coal in the East and Midwest. Although 70-ton 3-bay and 4-bay hoppers started to become more common by 1930, they never did completely replace the 2-bay hopper.

Much of that was due to the primitive trackage on many coal branches winding through the Appalachians as they followed various streams to the mines. Often, such branches could not handle the heavier cars and that kept the 2-bay hopper in service well into the 1980s. The cars in this release are all from the late steam to early diesel era with build or reweigh dates between 1939 and 1952.

ETA: JUNE 2013
RETAIL PRICE: \$29.98
4-PACK \$119.98

Model features:

- 13 different road numbers
- Removable cast coal load
- Minimum radius: 18"

BALTIMORE & OHIO

PREVIOUS RUN: JANUARY 2010



B&O was founded as the nation's first common-carrier railroad. From Baltimore, the railroad ran across Maryland and West Virginia to the Ohio River. From the Ohio River, the "Great National Route" went west across the southern parts of Ohio, Indiana and Illinois to St. Louis.

At Cumberland, MD, a second route went northwest to Pittsburgh and was later extended to Chicago. B&O tapped the coalfields of northern West Virginia in the area around Grafton, WV. The B&O car is a 1947-built car for coal service. It carries the B&O 13 Great States herald.

Item Number	Road No.	New #
ATH72675	640511	
ATH72676	①	
ATH72677	②	

①6-pack: 640067, 640332, 640470, 640562, 640714, 640829
 ②6-pack: 640136, 640168, 640225, 640683, 640881, 640997

CANADIAN PACIFIC

PREVIOUS RUN: JANUARY 2010



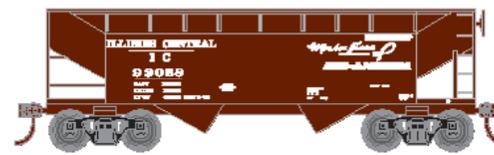
Canadian Pacific was the first of the Canadian transcontinental railroads to be completed. CP stretched from Montreal on the Saint Lawrence River to Vancouver, British Columbia, on the Pacific Coast. Although not as well known as Appalachian coal, Canadian railroads also moved a significant amount of coal. These CP hoppers are models of cars built in 1937 and were still in service in 1966, painted with the script roadname.

Item Number	Road No.	New #
ATH72678	354125	
ATH72679	①	
ATH72680	②	

①6-pack: 354027, 354087, 354179, 354296, 354384, 354420
 ②6-pack: 354144, 354262, 354333, 354348, 354668, 354765

ILLINOIS CENTRAL

PREVIOUS RUN: JANUARY 2010



Southern Illinois has also historically been a major coal-mining region, and IC served many of the mines. The car is a model of a hopper built in 1949 by Pullman Standard at their Bessemer, AL, plant. The car carries the "Main Line of Mid-America" slogan.

Item Number	Road No.	New #
ATH72681	93058	
ATH72682	①	
ATH72683	②	

①6-pack: 92142, 92273, 92880, 93447, 93606, 93738
 ②6-pack: 354144, 354262, 354333, 354348, 354668, 354765

ROCK ISLAND

NEW ROADNAME



Rock Island lines crossed the Midwest from Minneapolis to Houston and from New Mexico and Colorado to St. Louis and Memphis. The Rock Island cars are models of some of the last cars built before World War II halted production. American Car and Foundry built the cars in January 1942. Unlike the other cars in this release, the Rock Island cars were not built for coal, but for sand and gravel service.

Item Number	Road No.	New #
ATH72684	89461	
ATH72685	①	
ATH72686	②	

①6-pack: 89403, 89425, 89437, 89446, 89474, 89495
 ②6-pack: 89452, 89489, 89504, 89510, 89538, 89597



40' 3-BAY HOPPER

Forty-foot 70-ton hoppers were the standard from the 1930s until the 1960s, supplementing but never replacing the 2-bay 55-ton cars of earlier design.

ETA: JANUARY 2013
RETAIL PRICE: \$29.98
4-PACK RETAIL PRICE: \$119.98

Model features:

- 13 different road numbers per roadname
- Removable coal load
- Separately-applied wire grab irons, slope sheet bracing, retainer valve plumbing, brake plumbing and stirrup steps
- Minimum radius: 18"

BALTIMORE & OHIO

PREVIOUS RUN: FEBRUARY 2010



B&O ran west from Baltimore to Cumberland, MD, where the lines split. One branch headed west along the "National Road" across West Virginia, Ohio, Indiana and Illinois to St. Louis. Along that line, B&O tapped the coalfields of northern West Virginia in the area around Grafton. The B&O car is a model of a typical late-1950s 70-ton coal hopper.

Item Number	Road No.	New #
ATH76437	10947	✓
ATH76438	①	✓
ATH76439	②	✓
ATH76440	③	✓

①4-pack: 10007, 10535, 11089, 11299
 ②4-pack: 10284, 10543, 11093, 11438
 ③4-pack: 10399, 10811, 11144, 11987

BNSF

PREVIOUS RUN: FEBRUARY 2010



BNSF is North America's largest coal hauler, having inherited the title from predecessor Burlington Northern. Most of the coal is from the Powder River Basin in Wyoming. BN acquired a large fleet of steel coal hoppers. In the years since the formation of BNSF, many of these cars have been painted into the BNSF solid brown paint scheme.

Item Number	Road No.	New #
ATH76441	618025	✓
ATH76442	①	✓
ATH76443	②	✓
ATH76444	③	✓

①4-pack: 618004, 618042, 618050, 618055
 ②4-pack: 618013, 618021, 618044, 618063
 ③4-pack: 618006, 618019, 618033, 618047

NORFOLK SOUTHERN

NEW RELEASE



Both Southern and Norfolk & Western brought large fleets of 40' hoppers into the NS when the lines merged. Over the years, many of these cars have been repainted into the NS paint scheme.

Item Number	Road No.	New #
ATH76449	303697	✓
ATH76450	①	✓
ATH76451	②	✓
ATH76452	③	✓

①4-pack: 303274, 303353, 303944, 304463
 ②4-pack: 303125, 303810, 304262, 313826
 ③4-pack: 303491, 304384, 304687, 304843

RIO GRANDE

PREVIOUS RUN: FEBRUARY 2010



Another major location for coal mining is in Colorado and Utah. Rio Grande served many of the mines in both states and owned a large number of steel coal hoppers. This car is a model of a 1957-built car operating in the late 1960s.

Item Number	Road No.	New #
ATH76445	18502	✓
ATH76446	①	✓
ATH76447	②	✓
ATH76448	③	✓

①4-pack: 18598, 18884, 18624, 18531
 ②4-pack: 18604, 18508, 18673, 18686
 ③4-pack: 18655, 18599, 18742, 18718



40' WOOD CHIP HOPPER

Among the pine forests, railroads haul tons of wood chips to destinations such as paper mills. In the days before the modern specialized wood chip hopper, railroads created wood chip hoppers by welding extensions to the top of standard coal hoppers. The extensions allowed more wood chips to be loaded, which helped maximize the car's load capacity.

ETA: JANUARY 2013
RETAIL PRICE: \$29.98
4-PACK RETAIL PRICE: \$119.98

Model features:

- 10 different road numbers per roadname
- Wood chip load
- Separately-applied wire form grab irons, slope sheet bracing, retainer valve plumbing, brake plumbing and stirrup steps
- Minimum radius: 18"

BALTIMORE & OHIO NEW ROADNAME



On the branch south from Grafton to Charleston in West Virginia, B&O served logging operations that produced wood chips. This B&O car is from the early 1960s.

CHESSIE SYSTEM NEW ROADNAME



The Chessie System standard paint scheme for hoppers was black with yellow lettering and "Chessie-C" logo. This hopper is a model of a Chessie repaint of an early 1960s Chesapeake and Ohio car.

Item Number	Road No.	New #
ATH76429	111656	
ATH76430	113308	
ATH76431	①	
ATH76432	②	
①4-pack: 110031, 110372, 110806, 111888		
②4-pack: 110276, 110643, 111124, 113042		

Item Number	Road No.	New #
ATH76425	829065	
ATH76426	829093	
ATH76427	①	
ATH76428	②	
①4-pack: 829127, 829155, 829164, 829289		
②4-pack: 829034, 829119, 829226, 829253		

PORTLAND TERMINAL NEW ROADNAME



A terminal railroad operates classification yards and does local switching in a city or port. Portland Terminal was a terminal railroad in Portland, ME, and was owned by Maine Central and operated the yards for both MEC and Boston & Maine. Portland Terminal colors and herald were similar to the MEC dark green scheme with yellow lettering. The car is a model of a 1970s hopper.

Item Number	Road No.	New #
ATH76433	117	
ATH76434	120	
ATH76435	①	
ATH76436	②	
①4-pack: 103, 105, 109, 114		
②4-pack: 118, 119, 121, 122		



24' TACONITE ORE HOPPER

Taconite is rock that is about one-third iron and is found near deposits of iron ore. Taconite is crushed, and the iron is extracted. The iron is then mixed with limestone and clay into pellets and fired to make the pellets durable.

Because a load of taconite pellets is lighter than a load of iron ore, most iron ore railroads added extensions to the existing ore cars to bring the amount of taconite carried up to the car's 70-ton capacity. Taconite was usually shipped by long unit trains with up to 100 cars. The C&NW and LS&I cars are the ribbed-side version, often called Michigan cars since they primarily hauled ore and taconite from the Marquette Iron Range in Michigan. The DM&IR cars are offset side cars that usually operated from the Mesabi and Vermillion Iron Ranges and called Minnesota cars for that reason. The B&LE cars were built to the same designs as the DM&IR cars, as both railroads were part of United States Steel.

ETA: MARCH 2013
RETAIL PRICE: \$21.98
4-PACK RETAIL PRICE: \$79.98

Model features:

- 17 different road numbers
- Heavy die-cast frame for improved tracking ability
- Separately-applied taconite extensions
- Removable taconite load
- Minimum radius: 15"

BESSEMER & LAKE ERIE FIRST TIME OFFERED BY ATHEARN



The B&LE was founded in the later 1800s to haul iron ore from Conneaut, OH, on Lake Erie to the Carnegie Steel mills in the Pittsburgh area. When United States Steel acquired Carnegie Steel, it also acquired the B&LE.

CHICAGO & NORTHWESTERN FIRST TIME OFFERED BY ATHEARN



Through acquisitions and construction, C&NW created an extensive network of lines in Wisconsin, southern Minnesota, Iowa and the eastern parts of South Dakota and Nebraska. C&NW hauled iron ore and taconite south from the Marquette Iron Range to the ore dock at Escanaba, MI.

Item Number	Road No.	New #	Item Number	Road No.	New #
ATH87056	Single		ATH87059	4-pack	
ATH87057	4-pack		ATH87060	4-pack	
ATH87058	4-pack				

DULUTH MISSABE & IRON RANGE FIRST TIME OFFERED BY ATHEARN



Item Number	Road No.	New #	Item Number	Road No.	New #
ATH87051	Single		ATH87054	4-pack	
ATH87052	4-pack		ATH87055	4-pack	
ATH87053	4-pack				

Another railroad owned by US Steel was the DM&IR. The DM&IR hauled ore from Tower, MN, to the Lake Superior port of Two Harbors, MN, and from Mountain Iron, MN, to Superior, WI, and Duluth, MN. DM&IR operates their taconite cars in four car sets connected by drawbars. The 4-packs include drawbars to connect these cars into 4-car sets per prototype practice.

LAKE SUPERIOR & ISHPEMING FIRST TIME OFFERED BY ATHEARN



LS&I was founded to haul iron ore from the Marquette Iron Range east to Marquette, MI, on Lake Superior. Ninety percent of LS&I traffic is iron ore and taconite.

Item Number	Road No.	New #	Item Number	Road No.	New #
ATH87066	Single		ATH87069	4-pack	
ATH87067	4-pack		ATH87070	4-pack	
ATH87068	4-pack				



26' PC&F ORE CARS

As the Industrial Revolution reached its peak growth in the late 1800s, the demand for steel skyrocketed. With that came a huge increase in the demand for iron ore. About the same time, large deposits of iron ore were found in the Vermillion and Mesabi Iron Ranges in northern Minnesota and the Marquette Iron Range in the western part of the Upper Peninsula of Michigan.

After the Second World War, other sources of iron ore were mined to support steel mills in areas outside of the traditional "Steel Belt" around Pittsburgh and along the shore of Lake Erie. Not being restricted by the traditional methods and infrastructure of the mine to Great Lakes ore traffic, new types of cars were built for these services. This included the Tite Bottom Ore car, which was a rotary dump gondola. Similar cars were also built for other services.

ETA: MAY 2013
RETAIL PRICE: \$22.98
6-PACK RETAIL PRICE: \$124.98

Model features:

- 19 different road numbers
- Removable ore load
- "Clasp brake" trucks
- Separately-applied ladders, wire grab irons, brake wheel and chain
- Improved ex-MDC tooling
- Minimum radius: 15"

CANADIAN PACIFIC

PAINT SCHEME: RED CAR CP RAIL "MULTI-MARK" LOGO
PREVIOUS RUN: JUNE 2008



Canadian Pacific was the first Canadian transcontinental railroad to be completed. In the 1970s, CP adopted the Multi-Mark logo, commonly called "Pac-Man" for its resemblance to the video game. In addition, the railroad name became CP Rail. In 1970, CP Rail bought 200 ore cars from Hawker-Siddeley for hauling nickel ore to the processing plants in Sudbury, Ontario, from nearby mines. The 1970s cars were delivered in Action Red with the Multi-Mark logo.

Item Number	Road No.	New #
ATH97667	375556	✓
ATH97668	①	✓
ATH97669	②	✓
ATH97670	③	✓

① 6-pack: 375505, 375549, 375573, 375599, 375620, 375651
 ② 6-pack: 375526, 375578, 375605, 375617, 375663, 375693
 ③ 6-pack: 375538, 375567, 375585, 375642, 375678, 375684

NdEM NEW ROADNAME



Ferrocarriles Nacionales de Mexico operated most of the trackage from the US border into the central region of Mexico around Mexico City. In 1991, NdeM acquired a group of ore gondolas for copper concentrate service. The cars were built in Mexico and are black with white ladders and stirrup steps.

Item Number	Road No.	New #
ATH97671	130945	✓
ATH97672	①	✓
ATH97673	②	✓
ATH97674	③	✓

① 6-pack: 130901, 130922, 130931, 130950, 130964, 130997
 ② 6-pack: 130915, 130918, 130940, 130973, 130979, 130989
 ③ 6-pack: 130905, 130928, 130934, 130956, 130983, 130999

SOUTHERN PACIFIC PREVIOUS RUN: DECEMBER 2009



Southern Pacific purchased 700 ore gondolas of class G-100-1 in 1958. Until 1966, the primary power for these trains were groups of four-to-six GP9s and/or F7 A and B units up front with a similar group ahead of the caboose as a helper. The power would have originally been all in Black Widow paint and then a mix of Black Widow and gray and scarlet.

Item Number	Road No.	New #
ATH97675	345393	✓
ATH97676	①	✓
ATH97677	②	✓
ATH97678	③	✓

① 6-pack: 345016, 345038, 345126, 345350, 345437, 345444
 ② 6-pack: 345146, 345169, 345200, 345477, 345551, 345567
 ③ 6-pack: 345084, 345212, 345281, 345315, 345525, 345576

UNION PACIFIC PAINT SCHEME: BLACK PREVIOUS RUN: JULY 2007



Union Pacific bought a group of low-side ore gondolas in the late 1960s for iron ore traffic. On many railroads such as Pennsy and its successors, these cars were called jennies, but on UP they were called jeeps.

Item Number	Road No.	New #
ATH97679	27501	✓
ATH97680	①	✓
ATH97681	②	✓
ATH97682	③	✓

① 6-pack: 27505, 27517, 27523, 27530, 27541, 27542
 ② 6-pack: 27511, 27519, 27526, 27534, 27545, 27552
 ③ 6-pack: 27513, 27514, 27521, 27529, 27538, 27548



PS2 2003 2-BAY COVERED HOPPER

One of the earliest covered hoppers to see widespread service was the Pullman Standard PS-2 2-Bay 2003 Cubic Foot Car. These 2-bay covered hoppers first entered service in the 1950s and handled loads such as cement, sand and similar denser bulk commodities.

ETA: MARCH 2013
RETAIL PRICE: \$28.98

Model features:

- Etched-metal roofwalk
- Separate roof hatches, outlet hatches, outlet details and brake wheel
- Minimum radius: 18"

CHESSIE SYSTEM FIRST TIME SUBLETTERED B&O



The Chessie System standard paint scheme for covered hoppers was yellow with blue lettering, blue bays and large blue "Chessie-C" logo. These cars were delivered to B&O in 1966 and repainted into Chessie in the 1970s. The car is lined and was likely used in chemical or silica sand service, since there were numerous chemical and glass plants along the Chessie System lines.

Item Number	Road No.	New #
ATH94423	B&O 631608	
ATH94424	B&O 631616	
ATH94425	B&O 631664	
ATH94426	B&O 631642	

NAHX

PAINT SCHEME: KERR MCGEE
NEW ROADNAME



The Kerr-McGee car is a model of a 1958-built car leased by the North American Car Corporation in the 1970s.

Item Number	Road No.	New #
ATH94431	31046	
ATH94432	31045	
ATH94433	31049	
ATH94434	31051	

GRUPOS CEMENTOS MEXICO NEW ROADNAME



The Grupo Cementos Mexicanos is a consortium of Mexican cement producers. The car is a model of a 1970s covered hopper working in cement service.

Item Number	Road No.	New #
ATH94427	31449	
ATH94428	31337	
ATH94429	31256	
ATH94430	31128	

COTTON BELT PREVIOUS RUN: MAY 2006



Cotton Belt was the nickname of the St. Louis Southwestern Railway. Cotton Belt was a subsidiary of Southern Pacific and operated lines from Dallas to Memphis and St. Louis. The Cotton Belt car is a late 1950s car used for cement service and had a long service life, lasting into the 1980s.

Item Number	Road No.	New #
ATH94435	77196	✓
ATH94436	77172	✓
ATH94437	77157	✓
ATH94438	77130	✓

READY TO ROLL ATHearn GATC 2600 AIRSLIDE COVERED HOPPER

For the first half of the 20th century, bulk goods were usually bagged and carried in boxcars. After the late 1940s, covered hoppers greatly simplified the process by allowing the bulk material to be poured in through the roof hatches and dumped out the hopper bays. However, flour, starch, sugar and plastics do not “flow” easily from a standard hopper bay.

To solve this problem, the Fuller Company of Catasauqua, PA, patented the Airslide concept. In an Airslide covered hopper, the bays are formed into two narrow, steep-sided troughs with a layer of air-permeable material at the bottom. Air is pumped through the material causing the lading to fluidize and flow easily through the hopper outlets.

Starting in 1953, General American Transportation began building Airslide covered hoppers. One of the two original configurations was a 2,600 cubic foot, single bay car with a 70-ton capacity. In addition to railroad-owned cars, there were a number of Airslide covered hoppers leased by GATC to sugar and bakery companies.

ETA: MAY 2013
RETAIL PRICE: \$48.98

Model features:

- Etched-metal roofwalk and brake platform
- Separately-applied wire grab irons and brake piping
- Detailed underbody and outlet piping
- Additional separately-applied details including shaker brackets, outlets and wire roping eyes
- Minimum radius: 18”

ATLANTIC SUGAR REFINERIES NEW ROADNAME



Atlantic Sugar Refineries Limited started in 1912 with the building of a sugar cane refinery in New Brunswick, Canada. The car carries the logo for Lantic Sugar, the one-time trade name that has since become the company name. Built in 1968, this covered hopper remained in service until the 1970s.

Item Number	Road No.	New #
ATH87586	43612	✓
ATH87587	43615	✓
ATH87588	43618	✓

NEBRASKA CONSOLIDATED MILLS NEW ROADNAME



Nebraska Consolidated Mills opened its first flour mill in 1940. From that beginning, the company would grow to become the third largest flour producer in the United States. NCM eventually became ConAgra. This 1965-built covered hopper continued in service well into the 1970s.

Item Number	Road No.	New #
ATH87592	42396	✓
ATH87593	42399	✓
ATH87594	42401	✓

GACX PAINT SCHEME: CANADIAN DOUGHNUT COMPANY NEW ROADNAME



Based in Trenton, Ontario, the Canadian Doughnut Company started out producing doughnuts and ended up milling flour and supplying it to the baking industry. This car was built in 1956 and remained in service for many years.

Item Number	Road No.	New #
ATH87589	42594	✓
ATH87590	42595	✓
ATH87591	42597	✓

REVERE SUGAR REFINERY PAINT SCHEME: REVERE SUGAR REFINERY NEW ROADNAME



Revere Sugar Refinery has operated in Boston, MA, since at least 1867. Revere Sugar also owns refineries in Brooklyn, NY, and Chicago, IL. The most likely destination for these 1957-built cars would be a bakery. They also remained in service for many years.

Item Number	Road No.	New #
ATH87595	42982	✓
ATH87596	42985	✓
ATH87597	42988	✓

READY TO ROLL ATHearn ACF 2970 2-BAY COVERED HOPPER

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 Centerflow relies on the car’s rounded body to provide structural strength without the added weight of bracing, as well as making gravity unloading easier. The 2-bay car came in a 2,970-cubic foot capacity.

ETA: MARCH 2013
RETAIL PRICE: \$43.98

Model features:

- Etched-metal roofwalk
- Separately-applied wire grab irons, stirrup steps and wire brake plumbing
- Minimum radius: 18”

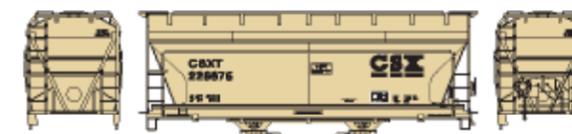
BNSF PAINT SCHEME: HERITAGE III PREVIOUS RUN: MAY 2010



BNSF operates a large fleet of ACF 2970 covered hoppers in cement and sand service. They are also used to carry the rock material used in making asphalt roofing shingles. These cars carry the 2005 BNSF “wedge” logo.

Item Number	Road No.	New #
ATH95974	405815	✓
ATH95975	405834	✓
ATH95976	405886	✓

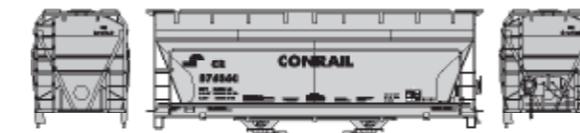
CSX PREVIOUS RUN: JULY 2007



CSX was formed from the merger of Seaboard System and Chessie System. The ACF Huntington, WV, plant was an online customer of the Chessie System, as well as the primary plant building Centerflow covered hoppers. As a result, Chessie bought quite a few Centerflows of various sizes. Many of these cars were still on the roster at the time of the CSX merger and received the CSX standard beige-covered hopper scheme.

Item Number	Road No.	New #
ATH95980	226675	✓
ATH95981	226680	✓
ATH95982	226700	✓

CONRAIL NEW PAINT SCHEME



In 1976, six bankrupt Northeastern railroads were merged into the Consolidated Rail Corporation, better known as Conrail. The six railroads were Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey and Lehigh & Hudson River. These Conrail models are covered hoppers that have an inside lining applied to either protect the commodity carried from contamination or to protect the car itself from the corrosive effects of the commodity.

Item Number	Road No.	New #
ATH95977	876360	✓
ATH95978	876325	✓
ATH95979	876351	✓

UNION PACIFIC PREVIOUS RUN: DECEMBER 2008



As one of the largest railroad’s in the United States, UP served numerous cement plants from the Midwest to the West.

Item Number	Road No.	New #
ATH95983	219449	✓
ATH95984	219489	✓
ATH95985	219513	✓



TRINITY 3-BAY COVERED HOPPER

In modern railroading, grain is a major source of railroad traffic. Newer covered hopper designs with larger capacities were introduced in the mid-1990s. Taking advantage of the capacity increase, these cars can carry about 10% more than the standard covered hoppers of the 1970s.

ETA: APRIL 2013
RETAIL PRICE: \$39.98

Model features:

- 10- or 12-course body
- See-through, etched-metal roofwalks and coupler platforms
- Separately-applied finely scaled stirrups and wire grab irons
- Wire brake plumbing
- Minimum radius: 18"
- Recommended radius: 22"

FERROMEX NEW ROADNAME



Ferromex operates two lines north from Mexico City. One route follows the west coast before splitting into a line to Nogales and a line to Mexicali. The other route heads up the middle of the country to Juarez. Altogether Ferromex operates 5,000 miles of former National de Mexico rail lines. These cars carry mostly English data on them, indicating they are intended for international service through Ferromex connections with BNSF and UP.

Item Number	Road No.	New #
ATH89444	712009	
ATH89445	712034	
ATH89446	712081	

Item Number	Road No.	New #
ATH89447	712147	
ATH89448	712185	
ATH89449	712236	

BNSF

PAINT SCHEME: HERITAGE III
PREVIOUS RUN: OCTOBER 2009



BNSF, formed in 1996 from the merger of Santa Fe and Burlington Northern, has purchased a fleet of several thousand modern covered hoppers. Since 2005, the new cars have been painted with the BNSF "wedge" herald. These cars are best known for making up the BNSF "earthworm" grain trains that cycle between Midwestern grain elevators and ports in the Pacific Northwest and Texas, as well as feedlots in Texas and California's San Joaquin Valley. The "earthworm" nickname comes from the brown paint and the rounded sides of the cars. The cars also move singly and in small groups to customers throughout the BNSF system and American rail network.

Item Number	Road No.	New #
ATH89432	480279	✓
ATH89433	480347	✓
ATH89434	480421	✓
ATH89435	481048	✓
ATH89436	481270	✓
ATH89437	481351	✓

DAKOTA MINNESOTA & EASTERN PREVIOUS RUN: OCTOBER 2002



DM&E began operations in 1986 on the former Chicago and North Western line from Winona, WI, to Rapid City, SD. The primary traffic on the line is grain from Minnesota and South Dakota. DM&E operates a fleet of covered hoppers. These cars are painted yellow with blue DM&E lettering. The cars can be found in unit grain trains on the DM&E and connecting lines and singly and in small groups all over America.

Item Number	Road No.	New #
ATH89438	51039	✓
ATH89439	51052	✓
ATH89440	51064	✓
ATH89441	51097	✓
ATH89442	51106	✓
ATH89443	51158	✓



30,000 GALLON ETHANOL TANK CAR

Ethanol has become a major source of railroad traffic across the country, and ethanol plants can be found in almost all corn-growing regions. Modern ethanol tank cars have a 30,000-gallon capacity. Most tank cars are owned by railcar leasing companies. Many are leased to the ethanol producing companies and carry their logos.

ETA: JUNE 2013
RETAIL PRICE: \$34.98
3-PACK \$104.98

Model features:

- 10 different road numbers per roadname
- Wire brake plumbing
- Printed placards
- Photo-etched metal end platforms
- Separately-applied metal grab irons
- McHenry-scale AAR upper/lower shelf knuckle couplers
- Minimum radius: 18"
- Recommended radius: 22"

GATX

PAINT SCHEME: SOY POWER BIODIESEL AND ZAHORI
NEW ROADNAME AND NEW RELEASE



The GATX cars transport biodiesel made from soybeans. They carry both the Renewable Energy Group logo and a large Soy Power Biodiesel logo. Zahori produces construction and waterproofing materials as well as asphalt. Zahori tank cars are regularly seen on the Union Pacific carrying asphalt.

Soy Power Biodiesel

Item Number	Road No.	New #
ATH97613	30862	
ATH97614	①	
ATH97615	②	
ATH97616	③	

Zahori

Item Number	Road No.	New #
ATH97633	1712	
ATH97634	①	
ATH97635	②	
ATH97636	③	

①3-pack: 30867, 32499, 36129
②3-pack: 30865, 32491, 32493
③3-pack: 30868, 32496, 32498

①3-pack: 2141, 2166, 39755
②3-pack: 2157, 2170, 21856
③3-pack: 1718, 2192, 3979

PROCOR

PAINT SCHEME: GREEN
NEW ROADNAME



Most ethanol tank cars are painted black. This release of Procor differs from most by being painted green

Item Number	Road No.	New #
ATH97617	75192	
ATH97618	①	
ATH97619	②	
ATH97620	③	

①3-pack: 75101, 75175, 75341
②3-pack: 71043, 71055, 752793
③3-pack: 71093, 75241, 75292

TILX

PAINT SCHEME: GLOBAL ETHANOL
NEW ROADNAME



The Global Ethanol cars carry the reporting marks of Trinity Rail Leasing

Item Number	Road No.	New #
ATH97621	192221	
ATH97622	①	
ATH97623	②	
ATH97624	③	

①3-pack: 192252, 192270, 192288
②3-pack: 192244, 192266, 192278
③3-pack: 190220, 192239, 192292

ADMX PAINT SCHEME: ADM NEW ROADNAME



ADM is the biggest supplier of ethanol in the United States. A large fleet of ADM tank cars delivers ethanol to large energy companies that blend the biofuel with unleaded gasoline.

Item Number	Road No.	New #
ATH97625	29246	
ATH97626	①	
ATH97627	②	
ATH97628	③	

①3-pack: 29232, 29848, 29885
②3-pack: 29259, 29282, 29836
③3-pack: 29270, 29251, 29294

DMIX

PAINT SCHEME: MINNESOTA CORN PROCESSORS
NEW ROADNAME



Minnesota Corn Processors was operated by a farmer's co-op and produced ethanol at plants in MN and NE until 2002 when the company was purchased by ADM.

Item Number	Road No.	New #
ATH97629	300082	
ATH97630	①	
ATH97631	②	
ATH97632	③	

①3-pack: 300033, 300107, 300121
②3-pack: 300026, 300057, 300092
③3-pack: 300049, 300074, 300115



BAY WINDOW CABOOSE

Traditional caboose designs allowed the rear-end crew to look over the top of the cars to watch the train. Taller freight cars blocked the view, so the Bay Window Caboose was created to allow the crew to look down the sides of the train. Many railroads adopted the Bay Window Caboose as their standard caboose.

ETA: FEBRUARY 2013
RETAIL PRICE: \$26.98

Model features:

- Fine end handrails and ladders
- Separately-applied brake wheel and separate smoke jack
- Clear window glazing
- Caboose truck
- Minimum radius: 18"



Erie Lackawanna was formed by the merger of Erie and Delaware Lackawanna & Western. As the bicentennial of the signing of the Declaration of Independence approached, many railroads painted equipment red, white and blue to celebrate. EL painted SD45 3632, SDP45 3638 and Bay Window Caboose C-354 in bicentennial colors.

Item Number	Road No.	New #
ATH74677	C354	

FRISCO

NEW ROADNAME



Frisco, as the St. Louis San Francisco Railway was known, had two main routes that formed an "X." The first ran from Kansas City, MO, to Memphis, TN, and Birmingham, AL, and the other from St Louis, MO, to Tulsa, OK, and Oklahoma City, OK, crossing in Springfield, MO. Frisco cabooses wore a Mandarin Red (orange) and white scheme with "coonskin" herald.

Item Number	Road No.	New #
ATH74761	1726	
ATH74762	1730	
ATH74763	1735	

BURLINGTON NORTHERN

PREVIOUS RUN: AUGUST 2008



The 1980 merger of Frisco into BN brought a group of bay window cabooses to the roster. Although most of the windows have been plated over, the cabooses were still in service on locals and maintenance of way trains well into the BNSF merger.

Item Number	Road No.	New #
ATH74758	11997	✓
ATH74759	11998	✓
ATH74760	11999	✓

KANSAS CITY SOUTHERN

PREVIOUS RUN: FEBRUARY 2002



Kansas City Southern is well described by its name, as the railroad runs south from Kansas City to New Orleans with a branch west to Dallas. KCS adopted bay window cabooses quite early. Some KCS cabooses were unpainted stainless steel, while others were painted white.

Item Number	Road No.	New #
ATH74764	300	✓
ATH74765	301	✓
ATH74766	302	✓



WIDE-VISION CABOOSE

As train cars became taller, the standard cupola caboose became inadequate for the rear crew to observe the train ahead for potential problems. To improve visibility, many railroads purchased wide-vision cabooses, which combined elements of both the bay window caboose with the standard cupola caboose. The cupola on the wide-vision caboose is wider than the car body, allowing the crew members to see down the sides of the train while still having an elevated position.

ETA: APRIL 2013
RETAIL PRICE: \$27.98

Model features:

- Fine end handrails and ladders
- Separately-applied brake wheel and separate smoke jack
- Clear window glazing
- Caboose truck
- Minimum radius: 18"

SANTA FE

PREVIOUS RUN: JULY 2010



Santa Fe was, for many years, the nation's longest railroad in terms of route miles. Santa Fe lines ran from Chicago south to Texas, and through the Southwest to California. In the 1970s, Santa Fe bought three final orders of wide-vision cabooses, the Ce-6, Ce-8 and Ce-11 classes. These models represent the final Ce-11 class cabooses.

Item Number	Road No.	New #
ATH74104	999776	✓
ATH74105	999818	✓
ATH74106	999822	✓

FNM

NEW RELEASE



Ferrocarriles Nacionales de Mexico operated most of the trackage from the US border into the central region of Mexico around Mexico City. In 1938, NdeM was nationalized and in the 1980s began using the full name and FNM initials on equipment, including wide-vision cabooses.

Item Number	Road No.	New #
ATH74110	44071	
ATH74111	44351	
ATH74112	44381	

BC RAIL

PREVIOUS RUN: APRIL 2002



British Columbia Railways runs north from Vancouver to less than 100 miles south of the Yukon. In the 1980s, the road changed from a two-tone green scheme to a red, white and blue scheme representative of BC colors.

Item Number	Road No.	New #
ATH74107	1857	✓
ATH74108	1860	✓
ATH74109	1872	✓

GREAT NORTHERN

PREVIOUS RUN: MAY 2008



Great Northern was the largest of the northern transcontinental railroads. In 1967, GN adopted "Big Sky Blue" as the standard color with "Rocky the Goat" herald for most freight cars and cabooses. The final GN caboose orders for wide-vision cabooses were delivered in this scheme.

Item Number	Road No.	New #
ATH74113	X-107	✓
ATH74114	X-110	✓
ATH74115	X-113	✓



SEMI TRACTORS

MACK® "R" TRACTOR

The Mack 'R' was first produced in 1966 and replaced the previous Mack 'B' model. Both series of trucks enjoyed a long service life, with many of the 'R' models still in service today. For the first time, the Mack "R" tractor is available in solid colors without lettering, so they are appropriate for any location and timeframe from the mid-1960s.

ETA: MAY 2013
RETAIL PRICE: \$21.98

Model features:

- Two or three axles
- Finely-molded body with hood, door and seam lines
- Separately-applied details, including Mack bulldog, bumper, turn signal lights, windshield wipers, air horn, air filter, fuel tanks, battery box, air tank, exhaust stack, fifth wheel and mud flaps
- Additional painted detail such as Mack name and logo, grill, headlight area, air filter
- Tan cab interior with separate steering wheel
- Clear headlights, windshield and windows
- Two-color painted wheels with rubber tires
- Mack-licensed model

2-AXLE MACK "R" TRACTOR



Item Number	Color
ATH90311	Red
ATH90312	Green
ATH90313	Yellow
ATH90314	Black
ATH90315	White

3-AXLE MACK "R" TRACTOR



Item Number	Color
ATH90306	Red
ATH90307	Green
ATH90308	Yellow
ATH90309	Black
ATH90310	White

WHITE FREIGHTLINER FL8664ST 2-AXLE TRACTOR

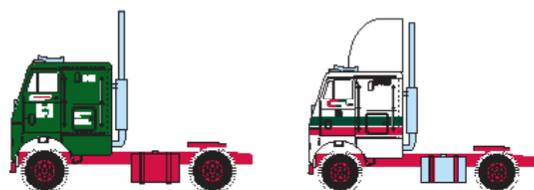
Built by the White Motor Company, this 1970s cab-over-engine (COE) Freightliner design was a common site on North American highways throughout the 1970s and 1980s. Some are still on the road today. This is the first time White Freightliner tractors have been available without a trailer in the Ready To Roll® line.

ETA: APRIL 2013
RETAIL PRICE: \$21.98

Model features:

- Sleeper cab
- Air dam where appropriate
- Clear windshield and windows
- Interior with separate steering wheel
- Separately-applied windshield wipers, mirrors, horns, fuel tank, exhaust stack, fifth wheel and mud flaps
- Painted running lights
- Painted wheels and rubber tires

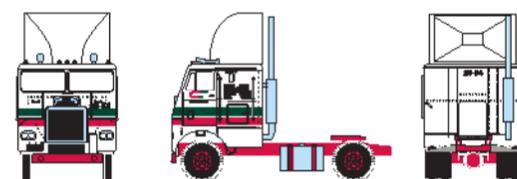
CONSOLIDATED FREIGHTWAYS



At one time, Consolidated Freightways was the third largest trucking company in the US CF filed for bankruptcy in 2002, and operations ended abruptly.

Early green scheme		Later white scheme Air dam with CF logo	
Item Number	Road No.	Item Number	Road No.
ATH29200	16-337	ATH29202	18-3433
ATH29201	16-352	ATH29203	18-3458

CANADIAN FREIGHTWAYS



In the late 1930s, Canadian Freightways entered into an interline partnership with the US company that would become Consolidated Freightways. Both companies painted their trucks in a similar white, red and green scheme. This arrangement lasted until 2002 when Consolidated filed for bankruptcy. Canadian Freightways continued in business and is now Canada's largest freight carrier.

Air dam	
Item Number	Road No.
ATH29204	28-64
ATH29205	28-85



SEMI TRACTORS AND TRAILERS

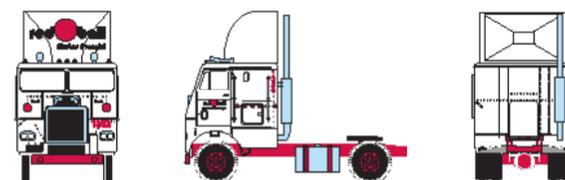
P.I.E.



Pacific Intermountain Express (P.I.E.) was a Western less-than-truckload (LTL) carrier that was merged with Ryder in 1983 to become nationwide carrier Ryder-PIE. Many trucks continued in their original PIE colors. Ryder-PIE ceased operations during the early 1990s.

Item Number	Road No.
ATH29206	20-1315
ATH29207	20-1346

AMERICAN RED BALL



Based in Indianapolis, IN, American Red Ball specializes in long distance moving so their trucks can be seen across North America. American Red Ball has been in business since 1919.

Air dam with "red ball motor freight" logo	
Item Number	Road No.
ATH29208	1383
ATH29209	1394

40' FRUEHAUF Z-VAN TRAILER

Fruehauf manufactured semi-trailers from 1918 until 1997, when Wabash National purchased the company's assets. The 40' Z-Van was commonly used in piggyback and over-the-road service during the 1970s and 1980s.

ETA: JANUARY 2013
RETAIL PRICE: \$26.98

Model features:

- Beaded-side body
- Interchangeable raised and lowered landing gear included
- Sliding rear bogie
- Separate tires
- Spoked wheel hubs
- Mud flaps
- Door bars
- Two trailers in each package
- Kingpin compatible with Athearn® tractors and intermodal freight cars

CHESAPEAKE & OHIO
PAINT SCHEME: C&O FOR PROGRESS



Item Number	Road No.
ATH73317	C&O 202436 and 202661
ATH73318	C&O 202589 and 202620

COTTON BELT



Model features

- Does not include ACI label

Item Number	Road No.
ATH73319	SWTZ 20-8889 and 20-8872
ATH73320	SWTZ 20-8864 and 20-8895

ILLINOIS CENTRAL



Model features:

- Piggyback logo and lettering applied to separately-applied etched plates

Item Number	Road No.
ATH73321	ICZ 201031 and 201183
ATH73322	ICZ 201047 and 201152

MONON



Model features:

- Piggyback logo and lettering applied to separately-applied etched plates

Item Number	Road No.
ATH73323	RMNZ 204496 and 204672
ATH73324	RMNZ 204467 and 204695



FORD C TRACTOR WITH 28' TRAILER

ETA: IN STOCK
RETAIL: \$24.98

Tractor features:

- Finely-molded body with hood and seam lines
- Separately-applied bumper, windshield wipers, mirrors, fuel tanks, battery box, exhaust stack, fifth wheel and mud flaps
- Additional painted detail such as turn signals, Ford logo, bumper/grille, headlights, door handles and grab rails
- Cab interior with separate steering wheel
- Clear headlights, windshield and windows
- Rubber tires
- Ford-licensed model

Trailer features:

- Exterior post or smooth-side
- Separately-applied landing gear
- Rubber tires
- Mud flaps
- Roll-up door

CONSOLIDATED FREIGHTWAYS



Model features:

- Exterior post trailer

Item Number	Road No.	New #
ATH91007		

ROADWAY



Model features:

- Orange and blue tractor
- Exterior post trailer

Item Number	Road No.	New #
ATH91008		

CONSOLIDATED FREIGHTWAYS PAINT SCHEME: NO ZONE



Model features:

- Smooth-side trailer

Item Number	Road No.	New #
ATH91035		

ROADWAY EXPRESS PAINT SCHEME: TIME CRITICAL SERVICES



Model features:

- Orange and blue tractor
- Smooth-side trailer

Item Number	Road No.	New #
ATH91036		

ROADWAY EXPRESS



Model features:

- Orange and blue tractor
- Smooth-side trailer

Item Number	Road No.	New #
ATH91037		



CONTAINERS

Intermodal containers move between ship, truck and rail without the need to reload the contents, which saves time and money. Containers come in various lengths from 20' to 53' and are shipped in rail cars like the Maxi III or by truck using a container chassis like the ones offered here.

ETA: APRIL 2013
RETAIL: \$32.98

Container 3-pack features:

- Three different road numbers
- Easily stackable

45' CONTAINER 3-PACK

CROWLEY
PREVIOUS RUN: OCTOBER 2004



Crowley is the leading ocean cargo carrier between the US and Puerto Rico.

Item Number	Road No.	New #
ATH27771		

MAERSK
PREVIOUS RUN: JUNE 2007



Maersk is one of the largest shipping companies in the world.

Item Number	Road No.	New #
ATH27772		

MOL
NEW PAINT SCHEME



Mitsui O.S.K. Lines (MOL) is a global shipping company headquartered in Tokyo, Japan. Its containers are easily recognizable by the alligator logo.

Item Number	Road No.	New #
ATH27773		

NYK LOGISTICS
NEW PAINT SCHEME



NYK Logistics is the NYK Group Australian logistics company.

Item Number	Road No.	New #
ATH27774		

48' CONTAINER 3-PACK

ETA: JUNE 2013
RETAIL: \$32.98

ALLIED VAN LINES
PREVIOUS RUN: APRIL 2009



Item Number	Road No.	New #
ATH27721		
ATH27722		

BNSF
NEW RELEASE



Item Number	Road No.	New #
ATH27723		
ATH27724		

CANADIAN NATIONAL
PAINT SCHEME: LASER
PREVIOUS RUN: JUNE 2008



Item Number	Road No.	New #
ATH27725		
ATH27726		

CONRAIL
PAINT SCHEME: MERCURY
PREVIOUS RUN: JUNE 2008



Item Number	Road No.	New #
ATH27727		
ATH27728		



CONTAINERS

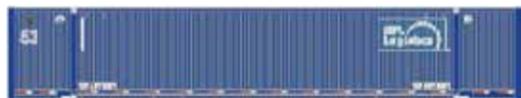
53' JINDO CONTAINER 3-PACK

ETA: JANUARY 2013
RETAIL PRICE: \$31.98

Model features:

- 53' containers are used mostly in domestic North America service
- Separate closure rods

APL LOGISTICS NEW PAINT SCHEME



APL Logistics is the latest paint scheme applied by long-time container company American President Lines (APL).

Item Number	Road No.	New #
ATH28986	①	

①3-Pack: ADPU 535168, APDU 535202, APDU 535246

AXSUN GROUP NEW ROADNAME



Based in Canada, Axsun specializes in intermodal shipping between Canada, the USA and Mexico.

Item Number	Road No.	New #
ATH28992	①	
ATH28993	②	

①3-Pack: AXSU 211007, 211024, 211038
②3-Pack: AXSU 211006, 211035, 211040

PAINT SCHEME: YN4 BOXCAR LOGO
PREVIOUS RUN: DECEMBER 2010



The latest CSX paint scheme features the boxcar logo with "How Tomorrow Moves" slogan.

Item Number	Road No.	New #
ATH28996	①	
ATH28997	②	

①3-Pack: CSXU 232528, 233155, 233249
②3-Pack: CSXU 232930, 232972, 233338

CROWLEY NEW PAINT SCHEME



Crowley is one of the largest US flag carriers and offers logistics services virtually anywhere. Crowley is the leading ocean cargo carrier between the US and Puerto Rico.

Item Number	Road No.	New #
ATH28994	①	
ATH28995	②	

①3-Pack: CMCU 602832 [0], 602929 [1], 603149 [4]
②3-Pack: CMCU 602318 [5], 602248 [7], 603348 [1]

OCEANEX NEW ROADNAME



Oceanex is a new player in the container business. Their containers are painted ocean blue with an eye-catching wave logo.

Item Number	Road No.	New #
ATH28988	①	

①3-Pack: OCEU 530684, OCEU 530720, OCEU 530722

PACER
PAINT SCHEME: STACKTRAIN
PREVIOUS RUN: AUGUST 2008



Pacer is among the largest container companies. This release features a mid-2000s paint scheme that is still seen today.

Item Number	Road No.	New #
ATH28987	①	

①3-Pack: PATU 542480, PATU 543637, PATU 544462

TOTEM OCEAN TRAILER EXPRESS - TOTE
PAINT SCHEME: TOTEM POLE LOGO



TOTE specializes in serving Alaska with regular cargo ship deliveries between Tacoma, WA, and Anchorage, AK, as well as overland transportation throughout greater Alaska, the lower 48 states and Canada.

Item Number	Road No.	New #
ATH28990	①	
ATH28991	②	

①3-Pack: TTOZ 830252, 830265, 830277
②3-Pack: 830259, 830273, 830281



CONTAINERS AND CHASSIS

UNIVERSAL



Universal "boxes" are painted in a maroon scheme with a large black and white logo.

Item Number	Road No.	New #
ATH28989	①	

①3-Pack: UTLU 110005, UTLU 110049, UTLU 110084

40' CONTAINER CHASSIS 2-PACK

ETA: JUNE 2013
RETAIL PRICE: \$32.98

Model features:

- 2 container floors to adapt older Athearn 53' containers to this chassis

CHINA SHIPPING
PREVIOUS RUN: NOVEMBER 2007



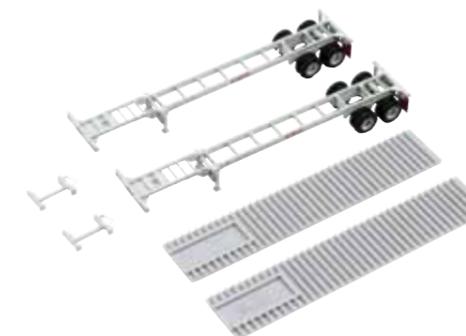
Item Number	Road No.	New #
ATH27825		

CMA/CGM
NEW ROADNAME



Item Number	Road No.	New #
ATH27826		

K-LINE
PREVIOUS RUN: DECEMBER 2009



Item Number	Road No.	New #
ATH27827		

MAERSK
PREVIOUS RUN: DECEMBER 2009



Item Number	Road No.	New #
ATH27828		

MOL
PREVIOUS RUN: MARCH 2009



Item Number	Road No.	New #
ATH27829		

MSL
PREVIOUS RUN: MARCH 2009



Item Number	Road No.	New #
ATH27830		

53' CONTAINER CHASSIS 2-PACK

ETA: JANUARY 2013
RETAIL PRICE: \$32.98

Model features:

- 2 container floors to adapt older Athearn 53' containers to this chassis

BNSF
PAINT SCHEME: PHASE III
NEW ROADNAME



Item Number	Road No.	New #
ATH26590		

CSX
PREVIOUS RUN: JANUARY 2009



Item Number	Road No.	New #
ATH26591		



CONTAINERS AND YARD TRACTORS

53' CONTAINER CHASSIS 2-PACK CONTINUED

NORFOLK SOUTHERN
NEW ROADNAME



Item Number	Road No.	New #
ATH26593		

PACER
NEW ROADNAME



Item Number	Road No.	New #
ATH26594		

UNION PACIFIC
NEW ROADNAME



Item Number	Road No.	New #
ATH26595		

YARD TRACTORS

Model features:

- Many separately-applied detail parts, including wire grab irons, mirrors, windshield wiper, exhaust stack and fuel tank
- Photo-etched metal walkways
- Operational fifth wheel can be raised and lowered
- Additional painted detail such as safety striping, turn signals window gasket and taillights
- Cab interior with separately-applied steering wheel
- Clear windows
- Photo-etched steps and rear deck
- Adjustable fifth wheel height
- Rubber tires

ETA: JUNE 2013
RETAIL: \$19.98

BNSF
PAINT SCHEME: PHASE III
PREVIOUS RUN: DECEMBER 2009



Item Number	Road No.	New #
ATH29102		

CSX
PAINT SCHEME: QUALITY IN MOTION
PREVIOUS RUN: DECEMBER 2009
NEW ROADNAME



Item Number	Road No.	New #
ATH29103		

UNION PACIFIC
PAINT SCHEME: QUALITY IN MOTION
PREVIOUS RUN: DECEMBER 2009



Item Number	Road No.	New #
ATH29105		

CANADA CARTAGE
PAINT SCHEME: BEAVER LOGO



Item Number	Road No.	New #
ATH29118		



YARD TRACTORS

CANADIAN NATIONAL
NEW ROADNAME



Item Number	Road No.	New #
ATH29119		

ETA: IN STOCK
RETAIL: \$24.98

CANADIAN PACIFIC
PAINT SCHEME: BEAVER



Item Number	Road No.	New #
ATH29107		

CONSOLIDATED FREIGHTWAYS



Item Number	Road No.	New #
ATH29108		

ROADWAY



Item Number	Road No.	New #
ATH29109		

P.I.E.



Item Number	Road No.	New #
ATH29110		

YELLOW



Item Number	Road No.	New #
ATH29111		



IN STOCK VEHICLES

CHECKER A8 TAXI



The Checker A8 is the quintessential taxicab with its large backseat and trunk. Produced from the mid-1950s through early 1980s, the body and chassis remained basically unchanged. The paint schemes on this release have a common appearance and will fit any railroad from the 1950s until today.

ETA: IN STOCK
RETAIL PRICE: \$12.98

Model features:

- Separately-applied details include bumpers, grille, hood ornament, headlights, rear view mirror and top light
- Clear windshield and windows
- Interior with separately-applied steering wheel
- Trunk-mounted advertising panel with "Colds 1-2-3 cold medicine" graphic
- Chrome wheels, bumpers, grill, headlights, hood ornament and door handles
- Rubber tires

Item Number	Color
ATH26371	Yellow and green
ATH26372	Yellow and red
ATH26373	Green with cream roof

FORD MODEL A

Produced from the 1920s to the late 1930s, the Model A superseded the Model T and was Henry Ford's second successful automobile. The Model A was available in several variations including the ones listed below.

ETA: IN STOCK

Model features:

- Detailed body with hood and door lines plus side grilles
- Separately-applied parts including horn, chrome bumpers, chrome grille and chrome headlights
- Molded interior with separately-applied steering wheel
- Clear windshield and windows
- Painted accents including door handles, windshield wiper, window trim and chrome soft top emblem
- Ford-licensed model

TWO-DOOR COUPE
RETAIL PRICE: \$10.98



Model features:

- Rubber whitewall tires
- Spare tire mounted to the back bumper

Item Number	Color	New #
ATH26381	Burgundy	
ATH26383	Cream	

FOUR-DOOR SEDAN
RETAIL PRICE: \$10.98



Model features:

- Rubber whitewall tires
- Spare tire mounted to the running board

Item Number	Color
ATH26404	Tan

PICKUP
RETAIL PRICE: \$10.98



Model features:

- Rubber blackwall tires
- Spare tire mounted to the driver side fender

Item Number	Color
ATH26420	Black
ATH26421	Burgundy
ATH26422	Dark Green
ATH26423	Cream
ATH26425	Blue

DELIVERY
RETAIL PRICE: \$11.98



Model features:

- Rubber whitewall tires

Item Number	Color
ATH26386	Black
ATH26387	Burgundy
ATH26388	Dark Green
ATH26389	Dark Blue



VEHICLES

WOODY
RETAIL PRICE: \$12.98



Model features:

- "Wooden sides"
- Rubber blackwall tires

Item Number	Color
ATH26407	Burgundy
ATH26408	Dark Green
ATH26409	Dark Blue

HUCKSTER
RETAIL PRICE: \$11.98



Model features:

- Loaded with fresh fruits and vegetables
- Rubber blackwall tires

Item Number	Color
ATH26426	Black
ATH26427	Burgundy
ATH26428	Dark Green
ATH26429	Dark Blue

1955 FORD F-100

The 1955 Ford F-100 was similar to the '53 and '54 models with large rounded fenders, running boards and slanted windshield. The '55 model featured a new grille and more elaborate chrome accents.

ETA: IN STOCK

Model features:

- Separately-applied details include chrome bumpers, chrome grille, chrome mirrors
- Molded cab interior with separately-applied steering wheel
- Clear windshield and windows
- Chrome wheels and rubber tires
- Ford-licensed model

PICKUP
RETAIL: \$10.98



Item Number	Color
ATH26440	Black
ATH26467	Red with flames

PANEL TRUCK
RETAIL: \$11.98



Item Number	Color
ATH26495	Yellow and orange with flames
ATH26499	Black with green and white flames

FORD "C" SHORT WHEEL BASE FIRE TRUCK

Offered in a variety of non-specific names and color schemes, the Ford "C" Short Wheel Base Fire Truck will look at home on any layout from the late 1960s to today. The paint schemes match previously released Ford C and Mack fire trucks, including pumpers, Telesqurt and Rescue Truck to create an entire fire department.

ETA: TBD
RETAIL PRICE: \$29.98

Model features:

- Many separately-applied details, including windshield wipers, mirrors, light bar, monitor, generator, hoses, ladders, fire extinguisher, rear light bar, exhaust
- Pump panel with recessed gauges trimmed in black
- Hoses in the bed of varying sizes and colors
- 3-section ladder
- Interior with separate steering wheel
- Clear windows
- Rubber tires



Item Number	Color	New #
ATH91876	Fire Rescue #2	
ATH91875	Volunteer #10	
ATH91874	County #8	
ATH91873	FPD #197	
ATH91872	Company #29	
ATH91871	County #11	



California Southern Model Railroad Club, Norwalk, CA

ROUNDHOUSE

Like our Ready To Roll® line, the Roundhouse® line provides variety, value and quality. Roundhouse focuses on the steam era with a diverse assortment of steam locomotives, freight cars and passenger cars. Many models are based on original MDC/ Roundhouse offerings.

- Fully-assembled and ready-to-run out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Based on MDC tooling with numerous upgrades
- Separately applied classification lights with green jewels, handrails, bell, whistle, sand dome, steam dome, safety valves and cab vent
- Clear window glazing
- Upgraded drive mechanism
- Blackened metal wheels
- McHenry-operating scale knuckle couplers
- Wheels with RP25 contours operate on Code 55, 70, 83, 100 rail
- All drivers provide reliable electrical pickup
- Traction tires to help pull longer trains

- Quick Plug™ plug-and-play technology: DCC-ready with both 9-pin connector
- Sound ready
- Bi-directional constant lighting so headlight brightness remains consistent
- Incandescent bulbs for realistic appearance
- 5-pole skew wound motor with precision-machined flywheels for trouble-free operation
- Multiple road numbers
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available including motor brushes

ROUNDHOUSE 2-6-0 AND 2-8-0 STEAM LOCOMOTIVES

2-6-0 MOGUL

In the late 1800s and early 1900s, the iconic woodburning 4-4-0 of the "Old West" was giving way to newer, more powerful designs. These new locomotives used coal or oil instead of wood. The small size of the 2-6-0 Mogul makes it perfect for the shorter radius curves and switches on a typical model railroad. The roadnames from this release match previously available Overland Passenger cars.

ETA: IN STOCK
RETAIL PRICE: \$149.98

Model features:

- Minimum radius: 18"

CHESAPEAKE & OHIO
NEW ROADNAME



Model features:

- Colorful paint scheme
- Locomotive and tender oil headlights
- Tender with coal load

Item Number	Road No.	New #
RND84773	425	
RND84774	426	

CANADIAN NATIONAL
NEW ROADNAME



Model features:

- Locomotive and tender electric headlights
- Tender with coal load

Item Number	Road No.	New #
RND84775	412	
RND84776	417	

SOUTHERN PACIFIC
PAINT SCHEME: DAYLIGHT



Model features:

- Locomotive and tender electric headlight
- Oil tender

Item Number	Road No.	New #
ATH84779	1601	
ATH84780	1603	

2-8-0 CONSOLIDATION

The development of the 2-8-0 "Consolidation" provided a major increase in power over 4-4-0 locomotives. Despite the increase in size and power, the 2-8-0s were roughly 50 feet longer and weighed about 80 tons with a fully loaded tender. These roadnames match previous Arch Roof passenger cars.

ETA: IN STOCK
RETAIL PRICE: \$159.98

Model features:

- Minimum radius: 18"

CANADIAN PACIFIC
LAST RUN: JANUARY 2008



Model features:

- Locomotive and tender electric headlights
- Tender with coal load

Item Number	Road No.	New #
RND84953	3236	
RND84954	3239	
RND84955	3245	

NEW YORK CENTRAL
LAST RUN: JANUARY 2008



Model features:

- Locomotive and tender electric headlights
- Tender with coal load

Item Number	Road No.	New #
RND84956	2349	
RND84957	2364	
RND84958	2385	

UNION PACIFIC
LAST RUN: JANUARY 2008



Model features:

- Locomotive and tender electric headlights
- Tender with coal load

Item Number	Road No.	New #
RND84962	150	
RND84963	153	
RND84964	156	

SOUTHERN PACIFIC
PAINT SCHEME: DAYLIGHT
NEW RELEASE



Model features:

- Locomotive and tender electric headlights
- Oil tender

Item Number	Road No.	New #
RND84959	2601	
RND84960	2607	
RND84961	2610	

ROUNDHOUSE OVERTON AND OVERLAND PASSENGER CARS

Roundhouse freight car features:

- Fully-assembled and ready-to-run out of the box
- Highly-detailed, injection-molded body
- Separate wire form grab irons and/or etched-metal roof walks on select models
- Painted and printed for realistic decoration
- Multiple road numbers
- Machined metal wheels
- Weighted for trouble-free operation of the box
- Wheels with RP25 contours operate on Code 75, 83, 100 rail
- Body mounted McHenry-operating scale knuckle couplers
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available

34' OVERTON PASSENGER CARS

The Overton passenger cars are typical of those constructed in the late 19th century and lasted into the early 20th century. In those days, rolling stock was much smaller and built out of wood. The small size of the Overtons make them ideal for the smaller curves and limited space on a model railroad. Modern modelers can also use them as a train on a tourist or museum railroad.

ETA: TBD
COACH RETAIL PRICE: \$27.98
4-PACK RETAIL PRICE: \$109.98

Model features:

- Window and clerestory glazing
- Separately-applied brake cylinder
- Metal truss rods
- Minimum radius: 18"

SANTA FE
PREVIOUS RUN: AUGUST 2010



During the early years, Santa Fe operated passenger trains with wooden cars painted yellow with red and green trim.

Coach	4-Pack	New #
RND84281	RND84301	

DENVER & RIO GRANDE WESTERN
PAINT SCHEME: GRANDE GOLD
PREVIOUS RUN: OCTOBER 2009



Coach	4-Pack	New #
RND84283	RND84303	

SOUTHERN PACIFIC
PAINT SCHEME: GREEN
PREVIOUS RUN: JANUARY 2009



Coach	4-Pack	New #
RND84289	RND84309	

UNION PACIFIC
PREVIOUS RUN: JANUARY 2009



Coach	4-Pack	New #
RND84290	RND84310	

50' OVERLAND PASSENGER CARS

The 50' Overland Passenger cars are typical of wooden cars built in the 1870s and 1880s and operated well into the 1900s. Train travel was much different in the days before the widespread use of sleeping cars and diners. Passengers rode in either coaches or parlor cars. For meals, the train stopped at the station and passengers went to the eating house that was part of the station. On overnight trips, the passengers stayed in railroad hotels. Their length makes them an excellent choice for smaller model railroads.

ETA: TBD
COACH RETAIL PRICE: \$30.98
4-PACK RETAIL PRICE: \$119.98

Model features:

- Minimum radius: 18"

SANTA FE
PREVIOUS RUN: OCTOBER 2006



Santa Fe operated passenger trains of wooden cars similar to these Overland cars. In later years, similar cars could be found on branch lines and in mixed train service.

Coach	4-Pack	New #
RND84801	RND84821	

VIRGINIA & TRUCKEE
PREVIOUS RUN: OCTOBER 2006



In 2010, 14 miles of the original line between Virginia City and Carson City were rebuilt and began operating as a tourist railroad.

Coach	4-Pack	New #
RND84806	RND84826	

ROUNDHOUSE OVERLAND AND ARCH ROOF PASSENGER CARS

CANADIAN PACIFIC
PREVIOUS RUN: JULY 2007



While many railroads painted their wood and heavyweight passenger cars in similar shades of green, Canadian Pacific chose maroon.

Coach	4-Pack	New #
RND84808	RND84828	

DENVER & RIO GRANDE WESTERN
PREVIOUS RUN: DECEMBER 2008



Coach	4-Pack	New #
RND84815	RND84835	

ARCH ROOF PASSENGER CARS

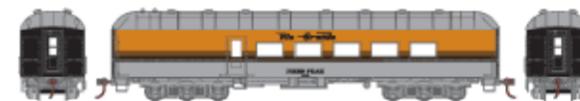
The "Arch Roof" passenger car originated as part of the common-standard designs for car and locomotives created when E.H. Harriman owned the Union Pacific, Southern Pacific and Illinois Central railroads in the early 1900s. Instead of the standard clerestory roof design of most heavyweight cars, these cars had an arched roof, which was less expensive to build. The designs included plans for almost every railroad-owned passenger car-type, which was everything but Pullman sleepers. The smaller size of these cars makes them an excellent choice for smaller model railroads.

ETA: JUNE 2013
RETAIL PRICE: \$39.98

Model features:

- Separately-applied roof vents, wire grab irons, wire stirrups, brake details
- Easily removable roof
- Clear windows
- 4- or 6-wheel Commonwealth trucks
- Railway Post Office (RPO) includes mail hooks
- Minimum radius: 18"

DENVER & RIO GRANDE WESTERN
NEW ROADNAME



Item Number	Model	Road #	New #
RND86513	Railway Post Office	633	
RND86533	Baggage Car	745	
RND86553	Combine	729	
RND86573	Dining Car	804	
RND86593	Coach	1001	
RND86613	Coach	1004	
RND86633	Observation	850	

ERIE LACKAWANNA
NEW ROADNAME



Item Number	Model	Road #	New #
RND86514	Railway Post Office	690	
RND86534	Baggage Car	306	
RND86554	Combine	413	
RND86574	Dining Car	741	
RND86594	Coach	1007	
RND86614	Coach	1022	
RND86634	Observation	300	

MAINTENANCE OF WAY (MOW)
NEW ROADNAME



Item Number	Model	Road #	New #
RND86515	Railway Post Office	MW 111306	
RND86535	Baggage Car	MW 111463	
RND86555	Combine	MW 111495	
RND86575	Dining Car	MW 111604	
RND86595	Coach	MW 111934	
RND86615	Coach	MW 111947	
RND86635	Observation	MW 111992	

WESTERN PACIFIC
NEW ROADNAME



Item Number	Model	Road #	New #
RND86516	Railway Post Office	201	
RND86536	Baggage Car	128	
RND86556	Combine	298	
RND86576	Dining Car	502	
RND86596	Coach	308	
RND86616	Coach	315	
RND86636	Observation	653	

40' PFAUDLER MILK CARS

In the 1920s, the Pfaudler Company and General American Car Company manufactured hundreds of wood-sheathed, insulated milk cars. Designed as bulk milk carriers, the wood-sheathed cars were built around two 6,000-gallon glass-lined tanks and a brine cooling system designed to keep the milk at a constant 38 degrees Fahrenheit. Riding on passenger car trucks, these unique cars were often painted Pullman green to match the passenger cars of the era. These special purpose cars hauled bulk milk shipments well into the 1950s.

ETA: MAY 2013
RETAIL: \$26.98

Model features:

- Finely-molded side doors and end piping detail
- Separately-applied brake and ladder details
- Metal stirrup steps
- Metal grab irons
- Coupler bumper
- "Wooden" roof walk
- Commonwealth trucks
- Minimum radius: 18"

BELLOWS FALLS

PREVIOUS RUN: NOVEMBER 2008



The Bellows Falls Cooperative Creamery cars have a 1926 build date and a burgundy paint scheme advertising Brookside Fresh Milk and Fresh Cream as well as their distributor, First National Stores.

Item Number	Road #	New #
RND84552	1837	✓
RND84553	1844	✓
RND84554	1852	✓

BORDEN'S

PREVIOUS RUN: JUNE 2006



The Borden's cars are in a green paint scheme with red Borden's logo and glass milk bottle.

Item Number	Road #	New #
RND84555	521	✓
RND84556	523	✓
RND84557	524	✓

DAIRYMEN'S LEAGUE

PREVIOUS RUN: DECEMBER 2006



The Dairymen's League cars are solid white with blue lettering and have GARE reporting marks indicating that they are leased from General American Refrigerator Express.

Item Number	Road #	New #
RND84558	776	✓
RND84559	780	✓
RND84560	785	✓

HOOD'S

PAINT SCHEME: RED CIRCLE LOGO WITH COW
PREVIOUS RUN: JUNE 2006



The HP Hood and Sons cars advertise their users as "Dairy Experts" and also advertise Hood's Grade A Milk.

Item Number	Road #	New #
RND84561	502	✓
RND84562	504	✓
RND84563	505	✓

36' WOOD BOXCARS AND 36' WOOD STOCK CARS

36' WOOD BOXCAR

In the late 1800s and early 1900s, the design, construction and materials limited both the size and weight of early freight cars. Also, the standards for rail, ties and other parts of the railroad physical plant could not handle larger cars. A boxcar of that time was built entirely of wood with hardware made of metal. The cars were typically 36 feet in length with truss rods instead of a steel center sill to support the body.

ETA: JANUARY 2013
RETAIL PRICE: \$23.98

Model features:

- Metal truss rods
- Minimum radius: 18"

COLORADO MIDLAND
PAINT SCHEME: LARGE CANADIAN PACIFIC LETTERING



CM Ry was chartered in 1883 to build between Colorado Springs and Leadville, CO, with the intent to build all the way to Salt Lake City. The line reached Grand Junction in September 1890, when construction was halted because the railroad ran into financial troubles.

Item Number	Road No.	New #
RND85650	3529	
RND85651	5334	
RND85652	5347	

DENVER & RIO GRANDE
PREVIOUS RUN: JULY 2005



The D&RG was incorporated in October 1870. The line ran south from Denver through Pueblo to El Paso via Pueblo and another west from Pueblo along the Arkansas River, and head south into the San Luis Valley. Both lines would reach the Rio Grande. The D&RGW would become the Denver & Rio Grande Western in 1921.

Item Number	Road No.	New #
RND85653	63471	
RND85654	63486	
RND85655	63494	

INDIANAPOLIS PERU & CHICAGO
PREVIOUS RUN: JULY 2005



This boxcar is typical of the 1870s and 1880s. The billboard lettering was a rolling advertisement for the Cutler and Savidge Lumber Company. The lettering tells where the lumber company's mills and lumberyards are located and what they sell. These cars are in dedicated service to the lumber company with instructions to return it to their Michigan City, IN, yard when empty.

Item Number	Road No.	New #
RND85656	2	
RND85657	4	
RND85658	6	

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
PREVIOUS RUN: JULY 2005



In June 1888, Canadian Pacific combined four railroads to form the Minneapolis, St. Paul and Sault Ste. Marie Railway.

In the early 1900s, the railroad grew by acquiring several other lines, including a 99-year lease of the Wisconsin Central. Like the Colorado Midland car, it is typical of the 1890s into the first years of the 1900s.

Item Number	Road No.	New #
RND85659	14807	
RND85660	14816	
RND85661	14825	

36' WOOD STOCK CAR

Until the 1970s, much of the nation's livestock was hauled from pasture to stockyards in stock cars. Federal laws on transporting livestock made them priority traffic. Stock cars were usually handled on the head end of hotshot freight trains or on solid "livestock special" trains. They usually operated in large groups on trains to make meeting their special handling requirements easier to meet. This was especially true during the livestock season.

ETA: JANUARY 2013
RETAIL PRICE: \$24.98

Model Features:

- Metal truss rods

SANTA FE
PREVIOUS RUN: APRIL 2005



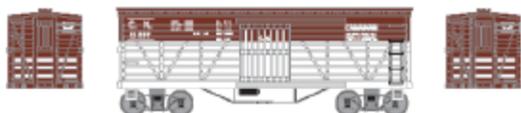
Santa Fe hauled cattle to stockyards in Southern California, Fort Worth, Kansas City and Chicago. To handle this traffic, Santa Fe rostered the largest fleet of stock cars in the United States. This model is of a car in its later days, carrying full data markings.

(continued)

ROUNDHOUSE 36' WOOD STOCK CARS AND 40' WOOD REEFERS

Item Number	Road No.	New #
RND85752	52615	
RND85753	52623	
RND85754	52648	

CANADIAN NATIONAL
PREVIOUS RUN: APRIL 2005



Much of the Canadian provinces of Manitoba and Saskatchewan are agricultural regions. Like railroads in America, Canadian National handled seasonal livestock shipments. CN painted their stock cars in white and brown. This car is from the 1920s.

Item Number	Road No.	New #
RND85755	151159	
RND85756	151164	
RND85757	151190	

DENVER & RIO GRANDE WESTERN
PREVIOUS RUN: APRIL 2005



On the Rio Grande, there were two livestock seasons. In the spring, cattle were hauled from lower elevations to summer pastures higher up in the mountains. In the fall, the cattle were hauled back from their summer pastures. This traffic lasted into the 1970s. The Rio Grande car is a model of an older car rebuilt in the 1920s and still in service in the 1950s.

Item Number	Road No.	New #
RND85758	35214	
RND85759	35238	
RND85760	35257	

UNION PACIFIC
PREVIOUS RUN: APRIL 2005



UP handled numerous shipments of livestock every year. Hogs came from Omaha, Kansas City and Colorado and were shipped to the West Coast. Cattle from Nebraska and the high plains of Wyoming were shipped both eastward and westward. This UP car is a model of a car from the late 1800s, as it has the early style "Union Pacific" lettering and does not have any data markings other than capacity and length.

Item Number	Road No.	New #
RND85761	61262	
RND85762	61271	
RND85763	61285	

40' WOOD REEFER

Like nearly all early freight cars, ice reefers were built of wood. By the 1920s, the 40' car was the standard size for reefers. Wescott & Winks owned and operated its own fleet of ice reefers and was a producer and shipper of butter, eggs and poultry located in Sumner, IA. Sumner was located in northeast Iowa on the Chicago Great Western mainline heading north to Minneapolis. The cars in this release are models of 1927-built cars, all carrying large graphics advertising the company's products.

ETA: JUNE 2013
RETAIL PRICE: \$23.98

PAINT SCHEME: "JERSEY GOLD" PURE BUTTER
NEW ROADNAME



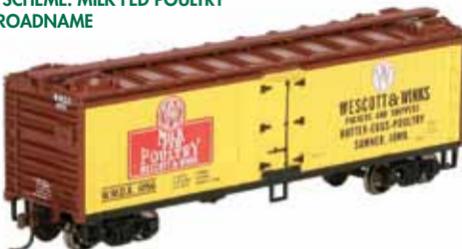
Item Number	Road No.	New #
RND85580	1050	
RND85581	1052	
RND85582	1053	

PAINT SCHEME: MID WEST HENNERY
NEW ROADNAME



Item Number	Road No.	New #
RND85583	1045	
RND85584	1046	
RND85585	1049	

PAINT SCHEME: MILK FED POULTRY
NEW ROADNAME



ROUNDHOUSE 40' WOOD REEFERS AND 50' WOOD EXPRESS REEFERS

Item Number	Road No.	New #
RND85586	1056	
RND85587	1057	
RND85588	1059	

PAINT SCHEME: SPECIAL SELECTED EGGS
NEW ROADNAME



Item Number	Road No.	New #
RND85589	1040	
RND85590	1042	
RND85591	1044	

50' EXPRESS REEFER

Before mechanical cooling became feasible, refrigerator cars were cooled by ice contained in bunkers at each end of the car. Cold air from the ice cooled the load, and heavy insulation on the car sides protected the commodity. In some applications, salt was added to further decrease the temperature.

Until the 1960s, railroads handled the parcel business through the Railway Express Agency (REA). Reefers and boxcars were equipped with train heat steam lines, signal lines and high-speed trucks and were often painted to match passenger cars. They operated on the head-end of passenger trains across the country. Express reefers, with their ice bunkers empty, were also used for regular express and mail shipments.

ETA: MARCH 2013
RETAIL PRICE: \$23.98

CANADIAN PACIFIC
PAINT SCHEME: LARGE CANADIAN PACIFIC LETTERING
NEW ROADNAME



CP was the first of the Canadian transcontinental railroads to be completed. The CP car is a model of a 1922-built car in a 1950s red paint scheme. It differs from most express reefers by having full freight car data painted on the side.

Item Number	Road No.	New #
RND86651	5618	
RND86652	5634	
RND86653	5675	

NEW YORK CENTRAL
PAINT SCHEME: LARGE CANADIAN PACIFIC LETTERING
NEW ROADNAME



New York Central operated the famed "Water Level Route" north from New York City and across New York state through Albany to Buffalo, then along the shore of the Great Lakes to Chicago as well as a line to St. Louis. The NYC car is more typical being painted in Pullman green and is a model of a car in milk service.

Item Number	Road No.	New #
RND86654	6637	
RND86655	6641	
RND86656	6658	

PACIFIC FRUIT EXPRESS
PAINT SCHEME: GOLD LETTERING
NEW ROADNAME



Founded in 1906, Pacific Fruit Express (PFE) was the largest owner of ice reefers in the country with over 40,000 cars. PFE was owned by Union Pacific and Southern Pacific railroads.

Item Number	Road No.	New #
RND86657	X534	
RND86658	X656	
RND86659	X739	

PACIFIC FRUIT EXPRESS
PAINT SCHEME: DULUX GOLD LETTERING
NEW ROADNAME



Item Number	Road No.	New #
RND86660	563	
RND86661	647	
RND86662	771	



Athearn N Scale
N SCALE

Athearn N Scale is a broad line of locomotives, rolling stock and vehicles spanning all eras from old-time freight cars to today's commuter trains. Detail ranges from a basic ex-MDC boxcar to the super detailed Union Pacific Big Boy. Most steam and diesel locomotives are available with SoundTraxx® Tsunami® sound and DCC onboard.

Model features:

- Fully-assembled and ready-to-run out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- All rolling stock now uses metal wheel sets
- Multiple road numbers
- Diesel locomotives, rolling stock are packaged in jewel boxes for easy storage
- Operates on Code 55 and 80 rail
- Replacement parts available



2-6-0 MOGUL

In the late 1800s and early 1900s, the iconic woodburning 4-4-0 of the "Old West" was giving way to newer coal-burning designs with many modern features. The small size makes this steamer perfect for the tight radius curves and small switches on a typical model railroad. The roadnames match previously available Overland Passenger cars.

ETA: IN STOCK
 RETAIL: \$129.98

Model features:

- Separately-applied handrails, bell, whistle and safety valves
- Clear window glazing
- Tender coal load
- Large, tender-mounted, 5-pole skew wound motor for maximum pulling power
- Rear driver mounted traction tires to help pull longer trains
- Geared for scale operation at all speeds
- Die-cast split frame chassis with all drivers providing reliable electrical pickup
- McHenry-operating scale knuckle couplers

CHESAPEAKE & OHIO

PAINT SCHEME: COLORFUL RED, ORANGE, SILVER AND BLACK WITH WHITE LETTERING
 NEW ROADNAME



Item Number	Road No.	New #
ATH11897	425	
ATH11898	426	

CANADIAN NATIONAL

NEW ROADNAME



Item Number	Road No.	New #
ATH11899		

SOUTHERN PACIFIC

PAINT SCHEME: DAYLIGHT
 PREVIOUS RUN: AUGUST 2006



Item Number	Road No.	New #
ATH11903		
ATH11904		



4-6-6-4 CHALLENGER

From 1918 through 1924, UP acquired a group of 65 compound 2-8-8-0 locomotives to tackle the grades of Wyoming and Utah. The 2-8-8-0s could handle the tonnage, but were not very fast. UP found a solution by splitting the 4-12-2 design into a simple articulated locomotive, the 4-6-6-4 Challenger. Equipped with 69-inch drivers, they were much faster than the 2-8-8-0s and only marginally less powerful.

In 1942, another order of twenty Challengers numbered 3950 through 3969 was delivered. The new Challengers used Centipede Tenders and had a similar appearance to the FEF-3 4-8-4s and Big Boys. Twenty-five nearly identical Challengers followed in 1943 as numbers 3970 through 3999, with the final twenty arriving in 1944 as numbers 3930 through 3949. In 1945, ten Challengers, numbers 3975 through 3984, were converted to oil burners for service on the line to Portland, OR. In 1952, eight of the 1944-built Challengers were converted to oil burners and renumbered 3700 through 3707. At the same time, oil burners 3975 through 3984 were renumbered 3708 through 3717. One Challenger, number 3985, was kept by Union Pacific and rebuilt to operations in the early 1980s. It was converted to an oil burner and still operates as part of the UP Heritage Fleet.

ETA: MARCH 2013
RETAIL: \$479.98

Model features Challenger and Big Boy:

- Highly-detailed, injection-molded body
- Separately-applied handrails
- Turned brass bell
- Cab interior with backhead details
- See-through cab windows
- Separately-applied piping
- Pilot coupler can be open or closed
- Optional operating front coupler included
- McHenry-operating scale knuckle couplers
- Bi-directional constant lighting
- Locomotive driver and tender electrical pickup
- Skew wound motor with weighted and balanced flywheels and multi-link drivetrain
- All-wheel drive with precision gears for smooth and quiet operation
- Heavy die-cast frame for greater traction and more pulling power for reliable electrical pickup

Sound features:

- DCC and SoundTraxx Tsunami sound onboard
- Operates in both DC and DCC

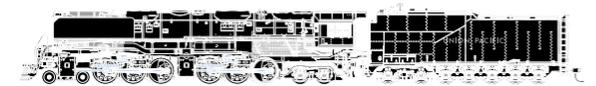
UNION PACIFIC #3707



First time in 3700 oil burner series.

Item Number	Road No.	New #
ATH22920	3707	

UNION PACIFIC #3710



First time in 3700 oil burner series with "elephant ear" smoke lifters.

Item Number	Road No.	New #
ATH22921	3710	

UNION PACIFIC #3977

PREVIOUS RUN: APRIL 2010



The 3977 operated in passenger service and is now on display at Cody Railroad Park in North Platte, NE.

Item Number	Road No.	New #
ATH22922	3977	✓

UNION PACIFIC #3985

PREVIOUS RUN: APRIL 2010



Modern fan trip version.

Item Number	Road No.	New #
ATH22923	3985	

RIO GRANDE #3800

PREVIOUS RUN: SEPTEMBER 2007



During World War II, the War Production Board allocated six Challenger locomotives identical to the UP 1943 order to the Rio Grande. These were numbered 3800 through 3805 and classed as L-97. Rio Grande was not impressed with the locomotives and in 1947 sold them to the Clinchfield.

Item Number	Road No.	New #
ATH22924	3800	

CLINCHFIELD #675

PREVIOUS RUN: SEPTEMBER 2007



Item Number	Road No.	New #
ATH22925	675	



4-8-8-4 BIG BOY

The Challengers were the Union Pacific solution for a combination of speed and power over most of the Overland Route. On the grade over the Wasatch Mountains in Utah, they were limited to 3,100 tons eastbound. UP wanted something that could achieve the same speeds as the Challengers and handle the same 4,290-ton trains over the Wasatch without a helper locomotive.

The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive making a 4-8-8-4 design. The basic Challenger design was lengthened, given a larger firebox and larger cylinders, while the driver diameter was reduced one inch to 68 inches. Like the Challengers, they were designed to burn coal from the Wyoming mines. The tender used the successful "centipede" design from the 1939 built FEFs. The coal-and-water capacity was based on calculations of usage on a run through Echo Canyon with yard delays and meets factored in.

In 1941, UP placed an order for twenty 4-8-8-4s, numbers 4000 through 4019, with ALCO. According to legend, an unidentified machinist at the ALCO plant is responsible for the name "Big Boy," having written it in chalk on a partially completed locomotive. Although there is some evidence that UP intended to call its newest and largest locomotives "Wasatch" in honor of the grade they were built to overcome, the Big Boy name stuck. Traffic during World War II resulted in five more Big Boys, numbers 4020 through 4024, being built in 1944.

Before long, the run from Ogden to Cheyenne was the normal Big Boy operating area. Each Big Boy ran about 7,000 miles each month throughout their careers. Several achieved one million miles of service. Producing about 6,000 horsepower, the Big Boys were very well suited to hustling hot Pacific Fruit Express trains over the grades of Utah and Wyoming.

ETA: MARCH 2013
RETAIL: \$499.98

UNION PACIFIC #4005

PREVIOUS RUN: APRIL 2008



During World War II, traffic on the UP subsidiary Los Angeles & Salt Lake route to Southern California was near the line's peak capacity. Several Big Boys operated for a while from Salt Lake City to Milford, UT, to see if their power could ease the traffic crunch. Just after the end of the war, Big Boy number 4005 was converted to an oil burner as a test. When 4005 was retired, it was placed on display at the Forney Transportation Museum in Denver, CO. This is the first time we have offered the only oil-burning Big Boy in N scale.

Item Number	Road No.	New #
ATH22900	4005	

UNION PACIFIC #4012

PREVIOUS RUN: APRIL 2008



The 4012 logged over one million miles on the UP before being donated to the National Park Service's Steamtown National Historic Site in Scranton, PA, for public exhibition.

Item Number	Road No.	New #
ATH22901	4012	

UNION PACIFIC #4014

PREVIOUS RUN: APRIL 2008



When the career of 4014 career ended in 1962, it was placed on permanent display at the Los Angeles County Fairplex in Pomona, CA.

Item Number	Road No.	New #
ATH22902	4014	

UNION PACIFIC #4019

PREVIOUS RUN: APRIL 2008

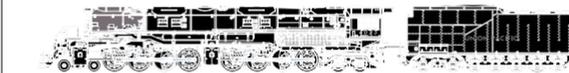


For a short period of time, UP experimented with the installation of smoke lifters on Big Boy 4019. The smoke lifters were like those used on the FEF-3 class 4-8-4 and also known as smoke deflectors and "elephant ears."

Item Number	Road No.	New #
ATH22903	4019	

UNION PACIFIC #4023

PREVIOUS RUN: APRIL 2008



"Welcome to Omaha." Travelers along westbound I-80 are greeted by 4023 after crossing the Missouri river into Nebraska.

Item Number	Road No.	New #
ATH22904	4023	

The F59PHI is one of today's most common commuter passenger locomotives. Built by EMD and powered by a 12-cylinder, 710 diesel engine, it also has a separate powerplant to provide electrical power to run the lights, air conditioners, heaters and other equipment in the passenger cars. The F59PHI has a fiberglass nose and trim pieces to give it a streamlined shape.

ETA: MAY 2013
RETAIL PRICE WITHOUT SOUND: \$109.98 (UNLESS NOTED)
RETAIL PRICE WITH SOUND: \$209.98 (UNLESS NOTED)

F59PHI features:

- Available with DCC and SoundTraxx Tsunami sound pre-installed
- Snowplow, separately-applied handrails, Celcon handrails for scale appearance
- See-through cab windows
- See-through radiator
- Dynamic brake
- Bi-directional constant lighting so headlight brightness remains consistent
- LED lighting
- McHenry-operating scale knuckle couplers
- All-wheel drive with precision gears for smooth and quiet operation
- Heavy die-cast frame for greater traction and more pulling power
- All-wheel electrical pickup
- 5-pole skew wound motor with weighted and balanced flywheels and multi-link drivetrain for trouble-free operation
- Minimum radius: 9 3/4"

The distinctive Bombardier bi-level commuter coach and coach-cab cars have become a fixture on commuter trains throughout North America. Commuter trains operate in push-pull service, so the train does not have to be turned around at the end of the line. The locomotive is remotely controlled by the engineer from the cab car and becomes the "front" of the train. The cab car also includes coach seating.

The cars are an update of the double-deck gallery cars operated by SP and most railroads running commuter service into Chicago. GO Transit was both part of the design team and the original user of the cars. The cab car is offered with two coaches for each roadname, as a three-car train using those cars is usually the shortest train operated. For longer trains, the coach can be added.

ETA: JUNE 2013
RETAIL PRICE: TBD

Bombardier commuter car features:

- Coaches available with four different road numbers
- See-through windows
- Detailed interior
- Diaphragms
- Separately-applied grab irons
- Cab cars also include horn and bell
- Bombardier minimum radius: 11"
- Bombardier recommended radius: 15"

AMTRAK CALIFORNIA

NEW PAINT SCHEME: OPERATION LIFESAVER
ETA: TBD
RETAIL PRICE WITHOUT SOUND: \$119.98
RETAIL PRICE WITH SOUND: \$219.98



In 2009, F59PHI number 455 was given a special red and orange "California Sunset" scheme with a surfer standing on the tracks and the message "Stay Off! Stay Away! Stay Alive!" The 455 serves as a rolling warning to those who cross the tracks to reach the ocean.

Note: Additional preorders required to begin production

Without Sound	With DCC and Sound	Road No.	New #
ATH23713	ATH23763	455	

NEW PAINT SCHEME: SURFLINER 10TH ANNIVERSARY
NEW ROADNAME
RETAIL PRICE WITHOUT SOUND: \$119.98
RETAIL PRICE WITH SOUND: \$219.98



To commemorate the 10-year anniversary of *Surfliner* service, Amtrak painted F59PHi number 457 in a special scheme. The scheme featured the ocean, mountains and a Southern California sunset and carries the slogan "Ten Easy Going Years 25 Million Riders."

Without Sound	With DCC and Sound	Road No.	New #
ATH23731	ATH23781	457	

AMTRAK WEST

PREVIOUS RUN: DECEMBER 2002
FIRST TIME WITH DCC & SOUND ONBOARD



Amtrak purchased 21 F59PHIs for *Cascade* and *Pacific Surfliner* service. Fifteen of the units, numbers 450 through 464, were painted into a blue and silver scheme and assigned to *Surfliner* service.

Without Sound	With DCC and Sound	Road No.	New #
ATH23714	ATH23764	451	✓
ATH23715	ATH23765	454	✓
ATH23716	ATH23766	463	✓

CALTRAIN

PREVIOUS RUN: AUGUST 2003
NEW ROADNAME
F59PHI

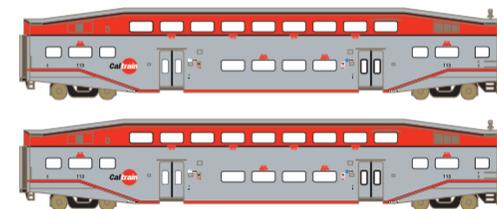


CalTrain equipment features a simple light gray scheme with a red band on the upper part of the car as well as the "red ball" Caltrain logo painted on the sides. The commuter train includes different road numbers from the open stock locomotive and cars.

Without Sound	With DCC and Sound	Road No.	New #
ATH23717	ATH23767	923	
ATH23718	ATH23768	924	
ATH23719	ATH23769	926	

CALTRAIN BOMBARDIER COMMUTER CARS

PREVIOUS RUN: AUGUST 2003



Item Number	Road No.	Model	New #
ATH24403	TBD	Cab car	✓
ATH24423	TBD	Coach	✓
ATH24443	TBD	Coach 3-pack	✓

METROLINK

PREVIOUS RUN: DECEMBER 2002
FIRST TIME WITH DCC & SOUND ONBOARD



Metrolink tested the Bombardier cars in 1989 and became the second buyer. The original paint scheme was white with "periwinkle" (a blue-gray color) striping, plus the car number painted on the roof of the passenger cars. The commuter train includes different road numbers from the open stock locomotives and cars.

Without Sound	With DCC and Sound	Road No.	New #
ATH23720	ATH23770	878	✓
ATH23721	ATH23771	881	✓
ATH23722	ATH23772	882	✓

METROLINK BOMBARDIER COMMUTER CARS

PREVIOUS RUN: AUGUST 2003



Item Number	Road No.	Model	New #
ATH24404	TBD	Cab car	✓
ATH24424	TBD	Coach	✓
ATH24444	TBD	Coach 3-pack	✓

WEST COAST EXPRESS

PREVIOUS RUN: APRIL 2003



West Coast Express operates a 40-mile commuter rail line from Mission City to Waterfront Station in downtown Vancouver, British Columbia. In 1995, five F59PHIs numbered 901 through 905 were built to power the commuter trains. With the previous production run of two road numbers, this completes the entire F59PHI roster for WCE. The colorful white, blue and yellow Bombardier commuter cars match the F59PHI locomotives.

Without Sound	With DCC and Sound	Road No.	New #
ATH23735	ATH23785	901	
ATH23736	ATH23786	902	
ATH23737	ATH23787	905	

WEST COAST EXPRESS BOMBARDIER COMMUTER CARS

PREVIOUS RUN: AUGUST 2003



Item Number	Road No.	Model	New #
ATH24402	101	Cab car	✓
ATH24422	206	Coach	✓
ATH24442	TBDⓄ	Coach 3-pack	✓

Ⓞ Includes road numbers 202, 207, 220



EMD F59PHI AND BOMBARDIER

FREELANCED RAILROAD

One of the most popular forms of model railroading is creating a freelanced railroad. In proto-freelancing, a prototype railroad is modeled using “what-if” scenarios. If these railroads had continued with passenger service, what would their locomotives look like today?

PENNSYLVANIA
PAINT SCHEME: TUSCAN 5-STRIPES
NEW ROADNAME



Pennsylvania, once the “standard railroad of the world,” operated many passenger trains from the flagship Broadway Limited to humble all-stops locals. The standard passenger locomotive paint scheme was Tuscan Red with five yellow stripes.

Note: additional preorders required to begin production

Without Sound	With DCC and Sound	Road No.	New #
ATH23723	ATH23773	9891	
ATH23724	ATH23774	9896	

SANTA FE
NEW ROADNAME



Santa Fe passenger service is well known as a set of red and silver warbonnet locomotives pulling a long string of glistening stainless steel cars. From this heritage, it is easy to envision a red and silver Warbonnet F59PHI leading a 1994-era Santa Fe *San Diegoan* passenger train.

Without Sound	With DCC and Sound	Road No.	New #
ATH23725	ATH23775	6053	
ATH23726	ATH23776	6058	

SOUTHERN PACIFIC
NEW ROADNAME



The Southern Pacific Daylight paint scheme was one of the most well known schemes applied to a passenger train. It’s easy to imagine a pair of red, orange and black F59PHIs leading a matching Daylight passenger train.

Without Sound	With DCC and Sound	Road No.	New #
ATH23729	ATH23779	6491	
ATH23730	ATH23780	6495	

SOUTHERN
PREVIOUS RUN: APRIL 2003



If Southern had continued to operate the Crescent Limited through the 1990s, a pair of classic Southern green F59PHIs would look right at home.

Note: additional preorders required to begin production

Without Sound	With DCC and Sound	Road No.	New #
ATH23727	ATH23777	6152	
ATH23728	ATH23778	6160	



40' PFAUDLER MILK CAR

In the 1920s, the Pfaudler Company and General American Car Company manufactured hundreds of wood-sheathed, insulated milk cars. Designed as bulk milk carriers, the wood-sheathed cars were built around two 6,000-gallon, glass-lined tanks and a brine cooling system designed to keep the milk at a constant 38 degrees Fahrenheit. Riding on passenger car trucks, these unique cars were often painted Pullman green to match the passenger cars of the era. The special purpose Pfaudler cars hauled bulk milk shipments well into the 1950s.

ETA: MAY 2013
RETAIL PRICE: \$19.98

Model features:

- Finely-molded side doors and end piping detail
- Coupler bumper
- “Wooden” roof walk
- Commonwealth trucks

BELLOWS FALLS
PREVIOUS RUN: NOVEMBER 2008



The Bellows Falls Cooperative Creamery cars have a 1926 build date and a burgundy paint scheme advertising Brookside Fresh Milk and Fresh Cream as well as their distributor, First National Stores.

Item Number	Road No.	New #
ATH23672	1837	✓
ATH23673	1844	✓
ATH23674	1852	✓

HOOD'S
PREVIOUS RUN: JUNE 2006



The HP Hood and Sons cars advertise their users as “Dairy Experts” and also advertise Hood’s Grade A Milk.

Item Number	Road No.	New #
ATH23681	502	✓
ATH23682	504	✓
ATH23683	505	✓

BORDEN'S
PREVIOUS RUN: JUNE 2006



The Borden’s cars are in a green paint scheme with red Borden’s logo and glass milk bottle.

Item Number	Road No.	New #
ATH23675	521	✓
ATH23676	523	✓
ATH23677	524	✓

DAIRYMEN'S LEAGUE
PREVIOUS RUN: NOVEMBER 2006



The Dairymen’s League cars are solid white with blue lettering and have GARE reporting marks indicating that they are leased from General American Refrigerator Express.

Item Number	Road No.	New #
ATH23678	776	✓
ATH23679	780	✓
ATH23680	785	✓

Athearn GATC 2600 AIRSLIDE COVERED HOPPER

For the first half of the 20th century, bulk goods were usually bagged and carried in boxcars. After the late 1940s, covered hoppers greatly simplified the process by allowing the bulk material to be poured in through the roof hatches and dumped out the hopper bays. However, flour, starch, sugar and plastics do not “flow” easily from a standard hopper bay.

To solve this problem, the Fuller Company of Catasauqua, PA, patented the Airslide concept. In an Airslide covered hopper, the bays are formed into two narrow, steep-sided troughs with a layer of air-permeable material at the bottom. Air is pumped through the material causing the lading to fluidize and flow easily through the hopper outlets.

Starting in 1953, General American Transportation began building Airslide covered hoppers. One of the two original configurations was a 2,600-cubic foot, single-bay car with a 70-ton capacity. In addition to railroad-owned cars, there were a number of Airslide covered hoppers leased by GATC to sugar and bakery companies.

ETA: MARCH 2013
RETAIL PRICE: \$22.98

Model features:

- Etched-metal roofwalk and brake platform
- Separately-applied wire grab irons
- Detailed underbody including outlet piping
- Gravity or gravity-pneumatic outlets
- Bettendorf trucks
- Gravity outlets

GACX

PAINT SCHEME: FRISCO
NEW ROADNAME



Frisco, as the St. Louis San Francisco Railway was known, had two main routes that formed an “X.” The first ran from Kansas City, MO, to Memphis, TN, and Birmingham, AL, and the other from St. Louis, MO, to Tulsa, OK, and Oklahoma City, OK, crossing in Springfield, MO. This car is owned by General American Transportation and leased to Frisco.

Item Number	Road No.	New #
ATH23074	44253	
ATH23075	42249	
ATH23076	42246	

GREAT NORTHERN

NEW ROADNAME



GN was the largest of the northern transcontinental railroads, running from the Twin Cities across the northern part of North Dakota and Montana to Seattle, WA. GN also operated extensive branch lines in Minnesota, North Dakota, Montana and Washington. This hopper features the “Rocky the Goat” herald.

Item Number	Road No.	New #
ATH23077	71904	
ATH23078	71926	
ATH23079	71947	

NICKEL PLATE ROAD

NEW ROADNAME



Nickel Plate Road, or more formally the New York, Chicago and St. Louis Railroad, ran between Buffalo, NY, Chicago, IL, and St. Louis, MO. NKP merged into Norfolk & Western in 1964.

Item Number	Road No.	New #
ATH23080	615	
ATH23081	623	
ATH23082	634	

SANTA FE

PREVIOUS RUN: APRIL 2010



Santa Fe was, for many years, the nation’s longest railroad in terms of route miles. Santa Fe lines ran from Chicago, IL, south to Texas and through the Southwest to California.

Item Number	Road No.	New #
ATH23083	310025	
ATH23084	310154	
ATH23085	310023	

Athearn GATC 2600 AIRSLIDE COVERED HOPPER

ATLANTIC SUGAR REFINERIES

NEW ROADNAME



Atlantic Sugar Refineries Limited started in 1912 with the building of a sugar cane refinery in New Brunswick, Canada. The car carries the logo for Lantic Sugar, the one-time trade name that has since become the company name. Built in 1968, this covered hopper remained in service until the 1970s.

Item Number	Road No.	New #
ATH23086	43612	
ATH23087	43615	
ATH23088	43618	

GACX

PAINT SCHEME: CANADIAN DOUGHNUT COMPANY
NEW ROADNAME



Based in Trenton, Ontario, the Canadian Doughnut Company started out producing doughnuts and ended up milling flour and supplying it to the baking industry. This car was built in 1956 and remained in service for many years.

Item Number	Road No.	New #
ATH23089	42594	
ATH23090	42595	
ATH23091	42597	

NEBRASKA CONSOLIDATED MILLS

NEW ROADNAME



Nebraska Consolidated Mills opened its first flour mill in 1940. From that beginning, the company would grow to become the third largest flour producer in the United States. NCM eventually became ConAgra. This 1965-built covered hopper continued in service well into the 1970s.

Item Number	Road No.	New #
ATH23092	42396	
ATH23093	42399	
ATH23094	42401	

GACX

PAINT SCHEME: REVERE SUGAR REFINERY
NEW ROADNAME



Revere Sugar Refinery has operated in Boston, MA, since at least 1867. Revere Sugar also owns refineries in Brooklyn, NY, and Chicago, IL. The most likely destination for these 1957-built cars would be a bakery. They also remained in service for many years.

Item Number	Road No.	New #
ATH23095	42982	
ATH23096	42985	
ATH23097	42988	



BETHGON COALPORTER

The Bethgon Coalporter is a modern rotary dump coal gondola built by Freightcar America. The Bethgon is built of aluminum to lower the car's empty weight to about 21 tons, increasing the coal load that can be carried. One of the most important parts of the Bethgon is the longitudinal tub floor design, which allows for an extra 18 tons of coal over earlier flat bottom designs. This also lowers the car's center of gravity for better stability.

ETA: FEBRUARY 2013
RETAIL PRICE: \$84.98

Model features:

- 15 different road numbers
- Removable cast coal load
- Minimum radius: 9 3/4"

BNSF

PAINT SCHEME: HERITAGE 3
PREVIOUS RUN: OCTOBER 2006



BNSF is the largest railroad purchaser of Bethgons with multiple orders of cars. BNSF Bethgons operate as solid trains to customers who use railroad-supplied cars; they also replace bad-ordered cars in utility-owned trains. The latest BNSF cars wear the "wedge" logo and have brown panels on the rotary couplers ends.

Item Number	Road No.	New #
ATH11674	①	✓
ATH11675	②	✓
ATH11676	③	✓

① 5-pack: 670502, 670783, 670884, 670980, 671148
 ② 5-pack: 670508, 670790, 670891, 671048, 671169
 ③ 5-pack: 670505, 670854, 670969, 671065, 671182

UNION PACIFIC

PREVIOUS RUN: JANUARY 2005



Union Pacific has a fleet of Bethgons for customers that do not have their own cars and to replace bad-order cars. The first order of cars came with UP reporting marks, UP shield and yellow end.

Item Number	Road No.	New #
ATH11683	①	✓
ATH11684	②	✓
ATH11685	③	✓

① 5-pack: 29006, 29017, 29260, 29292, 29404
 ② 5-pack: 29092, 29127, 29259, 29370, 29421
 ③ 5-pack: 28748, 28875, 28980, 29306, 29780

CSX

PREVIOUS RUN: JULY 2004



CSX has purchased Bethgons as well as converted hoppers to the Bethgon design in their shops. These silver cars with yellow lettering represent the next-to-latest version of the rebuilt cars.

Item Number	Road No.	New #
ATH11680	①	✓
ATH11681	②	✓
ATH11682	③	✓

① 5-pack: 379704, 379746, 379758, 379771, 379835
 ② 5-pack: 379713, 379769, 379822, 379847, 379881
 ③ 5-pack: 379718, 379762, 379804, 379819, 379833



52' MILL GONDOLA

Gondolas handle many different loads. Most often, the loads do not have to be protected from the elements and include steel slabs, coil steel, steel structural members, pipe, wire, poles, rail, ties and scrap. A mill gondola is a standard, general service gondola. It's called a mill gondola because so much of a steel mill's rail traffic is handled by gondolas.

ETA: JANUARY 2013
RETAIL PRICE: \$19.98

Model features:

- Based on a Railgon prototype
- Minimum radius: 9 3/4"

BURLINGTON NORTHERN

PREVIOUS RUN: NOVEMBER 2005



BN was created by the 1970 merger of the Great Northern, Northern Pacific, Burlington and Spokane Portland & Seattle.

Item Number	Road No.	New #
ATH23636	564337	✓
ATH23637	564384	✓
ATH23638	564446	✓

CANADIAN NATIONAL

PAINT SCHEME: WET NOODLE
PREVIOUS RUN: SEPTEMBER 2008



The Great Lakes served as a major avenue for the transportation of coal and ore. Numerous steel mills were built on their shores on the Canadian side as well as the American side. Many of the Canadian mills were located near Toronto, Ontario, and were served by both CN and CP. Mill gons carried scrap from all over Canada to the mills, and their finished products were shipped out to all parts of Canada.

Item Number	Road No.	New #
ATH23639	136862	✓
ATH23640	137059	✓
ATH23641	137223	✓

CP RAIL

PAINT SCHEME: MULTI-MARK
PREVIOUS RUN: DECEMBER 2009



Item Number	Road No.	New #
ATH23642	330910	✓
ATH23643	330926	✓
ATH23644	330904	✓

RAILGON

PREVIOUS RUN: NOVEMBER 2005



In the late 1970s, a shortage of gondolas resulted in the creation of a nationwide gondola pool. Railgon was part of Trailer Train, so the cars were painted similarly to both Railbox boxcars and Trailer Train flat cars. Railgon cars wore black with yellow trim.

Item Number	Road No.	New #
ATH23645	310342	✓
ATH23646	310583	✓
ATH23647	310967	✓



53' BULKHEAD FLAT CAR

Today's bulkhead flat car entered service in the 1960s. Bulkheads provide two main benefits: keeping loads from shifting or even sliding off the ends of the car and protecting loads better than the open deck of a traditional flat car. The 50' bulkhead flat cars carry pipes, metal structural shape and lumber and building materials.

ETA: JANUARY 2013
RETAIL PRICE: \$19.98

Model features:

- Super-detailed bulkheads
- Separately-applied deck with bolt and board details
- Heavy die-cast body

BURLINGTON NORTHERN

PREVIOUS RUN: DECEMBER 2009



Burlington Northern served many forestry industries in Montana, Idaho, Washington and Oregon. Lumber from those states would be carried all across the country. BN also served steel mills, pipe and steel fabrication plants and machinery plants.

Item Number	Road No.	New #
ATH24135	616035	✓
ATH24136	616040	✓
ATH24137	616047	✓

NORFOLK SOUTHERN

PREVIOUS RUN: DECEMBER 2006



Norfolk Southern was created in the 1980s with the merger of Norfolk & Western and Southern railroads.

Item Number	Road No.	New #
ATH24138	113968	✓
ATH24139	113975	✓
ATH24140	113980	✓

TTX

PREVIOUS RUN: DECEMBER 2009

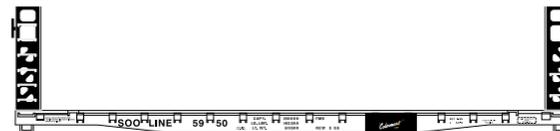


Trailer Train was formed in the early 1960s by a large group of railroads to provide an adequate pool of flat cars for intermodal operations. This bulkhead flat car wears the standard early Trailer Train oxide red paint scheme and was still common into the 1990s. Because Trailer Train was formed by so many railroads, these cars could be found all across North America.

Item Number	Road No.	New #
ATH24144	475289	✓
ATH24145	475292	✓
ATH24146	475298	✓

SOO LINE

PREVIOUS RUN: DECEMBER 2006



In the 1960s, Soo adopted a white scheme with a "color mark" in a variety of colors. For these bulkhead flat cars, that color was black.

Item Number	Road No.	New #
ATH24141	5911	✓
ATH24142	5937	✓
ATH24143	5949	✓

UNION PACIFIC

PREVIOUS RUN: DECEMBER 2005



Bright yellow paint and the red "cushion load" were used by Union Pacific to indicate freight cars with cushioned underframes. UP serves numerous forestry industries in the Pacific Northwest. This car carries a "Return to Pilot Rock, Oregon" instruction painted on the side, indicating assignment to a specific lumber pool.

Item Number	Road No.	New #
ATH24147	15618	✓
ATH24148	15622	✓
ATH24149	15644	✓



30,000-GALLON ETHANOL TANK CAR

Modern ethanol tank cars have a 30,000-gallon capacity. Most tank cars are owned by railcar leasing companies. Many are leased to the ethanol producing companies and carry their logos. Fuel dealers, small refineries and other industries receive single cars and small blocks of cars that are mixed into freight trains. Large gasoline refineries may receive 100-car unit trains several times per week.

ETA: APRIL 2013
RETAIL PRICE: \$24.98

Model features:

- 10 different road numbers per roadname
- Separate brake rigging detail
- Separate wire form anti-personnel rods
- Wire form end railing
- Printed placards
- Minimum radius: 11"
- Recommended radius: 15"

GATX

PAINT SCHEMES: SOY POWER BIODIESEL AND ZAHORI
NEW ROADNAME



The GATX cars transport biodiesel made from soybeans. They carry both the Renewable Energy Group logo and a large Soy Power Biodiesel logo. Industrias Zahori is a Mexican company based in Mexicali, Baja California. Zahori produces construction and waterproofing materials as well as asphalt. Zahori tank cars are regularly seen on the Union Pacific carrying asphalt. They enter the United States at Mexicali and El Paso, TX.

Soy Power Biodiesel

Item Number	Road No.	New #
ATH24341	30862	
ATH24342	①	
ATH24343	②	
ATH24344	③	

①3-pack: 30867, 32499, 36129
②3-pack: 30865, 32491, 32493
③3-pack: 30868, 32496, 32498

Zahori

Item Number	Road No.	New #
ATH24361	1712	
ATH24362	①	
ATH24363	②	
ATH24364	③	

①3-pack: 2141, 2166, 3975
②3-pack: 2157, 2170, 2185
③3-pack: 1718, 2192, 3979

PROCOR

PAINT SCHEME: GREEN
NEW ROADNAME



Most ethanol tank cars are painted black. This release of Procor differs from most by being painted green.

Item Number	Road No.	New #
ATH24345	75192	
ATH24346	①	
ATH24347	②	
ATH24348	③	

①3-pack: 75101, 75175, 75341
②3-pack: 71043, 71055, 75279
③3-pack: 71093, 75241, 75292

DMIX

PAINT SCHEME: MINNESOTA CORN PROCESSORS
NEW ROADNAME



Minnesota Corn Processors was operated by a farmer's co-op and produced ethanol at plants in Minnesota and Nebraska until 2002 when the company was purchased by ADM.

Item Number	Road No.	New #
ATH24357	300082	
ATH24358	①	
ATH24359	②	
ATH24360	③	

①3-pack: 300033, 300107, 300121
②3-pack: 300026, 300057, 300092
③3-pack: 300049, 300074, 300115

TILX
PAINT SCHEME: GLOBAL ETHANOL
NEW ROADNAME



These cars carry the reporting marks of Trinity Rail Leasing.

Item Number	Road No.	New #
ATH24349	192221	
ATH24350	①	
ATH24351	②	
ATH24352	③	

①3-pack: 192252, 192270, 192288
②3-pack: 192244, 192266, 192278
③3-pack: 190220, 192239, 192292

ADMX

PAINT SCHEME: ADM
NEW ROADNAME



ADM is the biggest supplier of ethanol in the United States. A large fleet of ADM tank cars deliver ethanol to large energy companies that blend the biofuel with unleaded gasoline.

Item Number	Road No.	New #
ATH24353	29246	
ATH24354	①	
ATH24355	②	
ATH24356	③	

①3-pack: 29232, 29848, 29885
②3-pack: 29259, 29282, 29836
③3-pack: 29270, 29251, 29294



BAY WINDOW CABOOSE

Traditional caboose designs allowed the rear-end crew to look over the top of the cars to watch the train. Taller freight cars blocked the view, so the bay window caboose was created to allow the crew to look down the sides of the train. Many railroads adopted the bay window caboose as their standard caboose.

ETA: JUNE 2013
RETAIL PRICE: \$29.98

Model features:

- Caboose truck with axle generator
- End walkway tread
- Interior seats
- Smoke jack and vent
- Clear window glazing

SANTA FE NEW ROADNAME



In 1983, Santa Fe bought the Conrail share of the Toledo Peoria & Western and merged TP&W into the Santa Fe system. With that merger came three-bay window cabooses. The three cabooses were repainted into the Santa Fe bright red scheme with the yellow circle-cross logo. Instead of having yellow cupolas indicating that they were for local service, the top half of the bay window was painted yellow for pool service.

Item Number	Road No.	New #
ATH23266	990653	
ATH23267	990654	
ATH23268	990655	

ERIE NEW ROADNAME



The models of the Erie bay window cabooses wear the 1950s paint scheme of a red body with black roof and underframe. They also proclaim to be "Radio-Equipped" for safety and service.

Item Number	Road No.	New #
ATH23269	307	
ATH23270	325	
ATH23271	344	

MILWAUKEE ROAD NEW ROADNAME



Milwaukee Road, more formally the Chicago, Milwaukee, St. Paul and Pacific operated west from Chicago across the northern states to Tacoma, WA. Milwaukee built many of their famous "rib-side" bay window cabooses in their own shops. In the 1960s, they turned to various car builders for more standard bay window cabooses. These cabooses wear the standard 1970s-era scheme with an orange body and yellow ends.

Item Number	Road No.	New #
ATH23272	992215	
ATH23273	992224	
ATH23274	992229	

ROCK ISLAND PREVIOUS RUN: JANUARY 2010



Chicago Rock Island & Pacific built a web of branch lines throughout the Midwest. The bay window caboose made up Rock Island's last several orders for cabooses. Many were painted red with yellow ends and speed lettering.

Item Number	Road No.	New #
ATH23275	17202	
ATH23276	17208	
ATH23277	17211	

McHenry Couplers HO AND N OPERATING KNUCKLE COUPLERS

McHenry offers a line of quality, long-lasting HO and N scale model railroad couplers. McHenry® products are known for being easy to use and affordable.

Model features:

- Integral self-centering spring
- Metal coil knuckle spring
- Magnetic uncoupling pin

SCALE-SIZE KNUCKLE COUPLERS

STANDARD SHANK WITH CENTERED HEAD



Model features:

- Wide coupler swing works well with shorter radius curves
- Scale-size couplers are about 3/4 the size of standard couplers

Item Number	Quantity	Price
MCH41	1 pair	\$1.98
MCH412	6 pair	\$5.99
MCH450	25 pair	\$22.99

SHORT SHANK WITH CENTERED HEAD



Model features:

- For close coupling
- Works well with 22" or greater-radius curves
- Scale-size couplers are about 3/4 the size of standard couplers

Item Number	Quantity	Price
MCH43	2 pair	\$3.98
MCH4350	25 pair	\$22.99

AAR STANDARD E-SAFETY COUPLERS

LOWER SHELF



Model features:

- Prototypical appearance
- Commonly seen on freight cars after 1980
- Typically used on covered hoppers and intermodal equipment

Item Number	Quantity	Price
MCH21	1 pair	\$1.98
MCH212	6 pair	\$5.99
MCH250	25 pair	\$22.99
MCH31	1 pair	\$1.98

MCH31 features: Without uncoupling pin

UPPER AND LOWER SHELF



Model features:

- Used for tank cars

Item Number	Quantity	Price
MCH71	1 pair	\$1.98
MCH712	6 pair	\$5.99
MCH750	25 pair	\$22.99

STANDARD-SIZE KNUCKLE

STANDARD SHANK WITH CENTERED HEAD



Item Number	Quantity	Price
MCH51	1 pair	\$1.98
MCH512	6 pair	\$8.98
MCH550	25 pair	\$35.98

SHORT SHANK WITH LOWERED HEAD



Item Number	Quantity	Price
MCH60	2 pair	\$2.19

IHC/RIVAROSSO SNAP-IN CONVERSION (2 PAIR)



Item Number	# of Wheels	Price
MCH52	4-Wheel • Fits most 4-wheel passenger trucks	\$4.98
MCH53	6-Wheel • Fits most 6-wheel passenger trucks Fits most 4-wheel RPO & baggage cars	\$4.98
MCH54	6-Wheel Railway Post Office (RPO)	\$4.98
MCH56	Fits most locomotives & freight cars	\$4.98

REPLACEMENT COIL KNUCKLE SPRINGS



Item Number	Quantity	Scale	Price
MCH555	12	HO	\$2.98
MCH5010	24	N	\$3.98

N-SCALE STANDARD SHANK WITH CENTERED HEAD



Model features:

- Metal coil knuckle spring
- Metal uncoupling pin

Item Number	Quantity	Price
MCH5001	1 pair	\$3.98
MCH5012	6 pair	\$19.98
MCH5025	25 pair	\$49.98

ATHEARN CATALOG

2013 EDITION I



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