



TRAINFEST PRODUCT PREVIEW

HO & N SCALE LOCOMOTIVES & ROLLING STOCK

Published exclusively for 2022 Trainfest attendees!



Newly Tooled, Atlas Master® HO CNCF 5000 Box Car Pages 20-21



Atlas Fall 2022 All Scales Monthly Catalog Guaranteed Pre-Order Forms available next week!



November 12th & 13th, 2022

Dear Trainfest Attendee,

Welcome to the Atlas 'Trainfest 2022 Product Preview'. This document serves as an exclusive Atlas 'Trainfest attendee' product preview of the models that will be announced later this month in the Atlas HO and N Fall 2022 All Scales Monthly Catalog (ASMC) with Guaranteed Pre-Order forms. The ASMC is the basis of our guaranteed pre-order system. Before the go ahead is given to suppliers for final production, Atlas announces to its customers the products we are preparing to produce. This announcement comes in the form of the ASMC, which gives customers the chance to place guaranteed pre-orders if placed by the stated deadline.

The Atlas HO & N Scale Fall 2022 ASMC will include announcements of the N scale H15/16-44 locomotives, along with all new Trinity PD5000 Covered Hoppers, 2 styles of Gondolas and Ford® F-250/350 Pickup Truck sets. In HO, we're excited to announce GP40-2 and U30B locomotives, all new Portec 3000 Covered Hoppers and CNCF 5000 Box Cars along with 51'6" Bulkhead Flat Cars. There are plenty more rolling stock models with all new paint schemes in both scales being offered. Among the rolling stock announcements are the N & HO USRA Steel Rebuilt Box Cars and 1978 Ford® Fairmonts. All these items can be found on our website, shop.atlasrr.com, as soon as the official announcements are made!

While on the website, make sure to check out the 'New Arrivals' pages to see what has recently hit Atlas Dealers' shelves or the 'In-Stock' pages to see what is still available in the Atlas Warehouse. We have plenty of exciting arrivals headed to retailers this Fall - just what you need to keep you busy during the winter months!

Need to do some track work? The 148-page Atlas All Scales Track & Accessories Catalog is just the resource you need! We also offer a full line of instructional guides if you're looking to start fresh with a brand new layout! For more information and a complete listing of our books, check out our website or inquire at your local hobby shop. For assistance finding an Atlas Authorized Dealer near you, check out our Dealer locator at <https://shop.atlasrr.com/storelocator.aspx>.

Don't miss out on the official release of the Atlas HO & N Scale Fall 2022 ASMC. You can ensure that you receive the latest Atlas news delivered to your inbox by visiting shop.atlasrr.com and signing up for our email newsletter – *the Atlas Insider*.

Thank you for your interest and enthusiasm in the exceptional multi-scale product offerings created by Atlas Model Railroad Company.

Enjoy the show,

Drew Postle, Atlas Sales Manager

Products bearing American Refrigerator Transit; Chicago & Eastern Illinois (C&EI); Chicago and North Western Railway Company (CNW); The Denver & Rio Grande Western Railroad Company (D&RGW); Katy; Missouri-Kansas-Texas Railroad Company (MKT); Missouri Pacific (MP); Pacific Fruit Express (PFE); Southern Pacific (SP); St. Louis Southwestern Railway Company (SSW); Cotton Belt; Texas & Pacific (T&P); Union Pacific (UP); Union Pacific Fruit Express (UPFE); Western Pacific (WP) marks are made under trademark license from Union Pacific Railroad Company.



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FALL 2022 ARRIVAL



O PREMIER 40' PS 1 BOX CAR w/ 6' Door
2022 UKRAINE PEACE EDITION - AVAILABLE NOW!

HO & N TRAINMAN 50'6" BOX CAR
2022 UKRAINE PEACE EDITION - ARRIVING DECEMBER 2022

**ATLAS WILL DONATE ALL PROFITS FROM THE SALE
OF THESE CARS TO UKRAINIAN REFUGEE RELIEF ORGANIZATIONS.**

Atlas reserves the right to correct errors and modify designs without notice. Any errors & updates may be corrected at any time through notification of distributors, dealers and consumers on our website: shop.atlasrr.com.

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N
SCALE

ATLAS MASTER® N H15/16-44 LOCOMOTIVE

SILVER MODELS:
SOUND READY**

H16-44

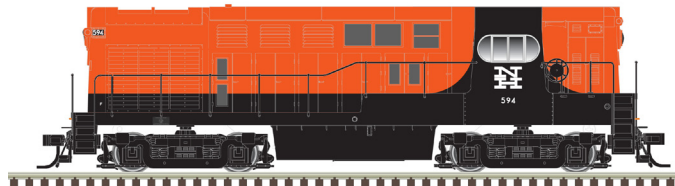
NEW
PAINT
SCHEMES



Jersey Central



New Haven (Post McGinnis) 593



New Haven (Post McGinnis) 594



New York Central*

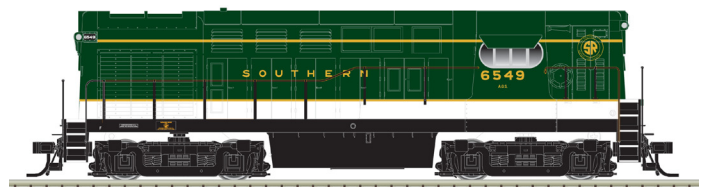
NEW
ROAD
NUMBERS



Long Island (Dashing Dan)



Pennsylvania



Southern AGS



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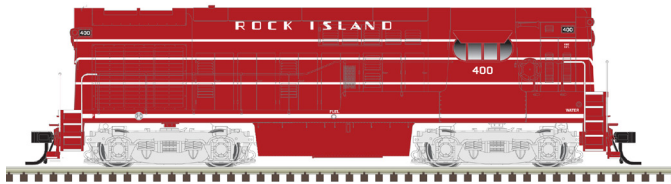
ATLAS MASTER® N H15/16-44 LOCOMOTIVE

GOLD MODELS:
SOUND-EQUIPPED**
FOR THE 1ST TIME!

NEW
PAINT
SCHEME

H15-44

NEW
ROAD
NUMBERS



Rock Island



Union Pacific

In the late 1940s, the design team at Fairbanks-Morse (FM) set out to develop an 8-cylinder 1,500-horsepower all-purpose road switcher using their opposed-piston diesel engine design. By September 1947 FM had produced the first H15-44 locomotive in the form of Demonstrator "FM 1500". The hood-unit style body included distinctive features such as slightly sloped ends, rounded corners, oval cab-side windows and a raised, rounded headlight base on each end.

The first purchaser of the H15-44 was Monon, who quickly bought both the demonstrator and the second unit built in December 1947. Three units were then built for Rio Grande before additional demonstrators were produced later in 1948. Before production ended in mid-1949, a total of 35 units had been built, with Jersey Central owning the most units (14 total). By 1950 other builders had increased the horsepower of their competing road switchers, and FM responded with the 8-cylinder 1,600-horsepower H16-44 model. The earliest units were externally very similar to the previous H15-44. MKT 1591 was initially ordered as an H15-44, but was upgraded to 1,600hp during production.

The first true production H16-44s were ordered by Jersey Central. Several large railroads purchased this model, including Santa Fe, New York Central, Southern and Pennsylvania. A total of 99 units would be produced before production of the "phase I" version ended in December 1952. FM continued to produce H16-44s with phase II and III body styles through 1963.

Our model represents the "phase I" body style of both the H15-44 and H16-44 that was produced between 1947 and 1952. Options include FM or AAR truck side frames, high or low-mounted headlights, early or late-production phase I hoods and a removable fuel tank skirt.

Features:

- Bi-directional red and green LED classification lights
- Scale Speed™ motor
- Factory-equipped with AccuMate® knuckle couplers
- Painted safety rails
- Blackened metal wheels
- Golden-white LED headlights

Atlas Master Series Gold Features:

- ESU LokSound decoder, supporting all DCC programming modes.
- Flexible mapping of function keys F0 to F31.
- Follows all NMRA DCC standards and recommended practices.
- Over 20 sound effects are available, including engine start-up and shutdown, prime mover sounds through all eight notches, bell, air horn, air compressor and more.

Atlas Master® Series Silver Additional Features:

- NMRA 21-pin plug for DCC (Decoder-ready)

**Silver Sound Ready™

Atlas Silver Sound Ready models are equipped with a speaker for easy conversion to sound with the addition of a decoder. If you need assistance with the upgrade of a Sound Ready model, please contact Atlas Customer Service at 908-687-0880 or csdept@atlasrr.com



Silver
Sound Ready™

*CSX Licensed Product



**Gold Models
with ESU Sound

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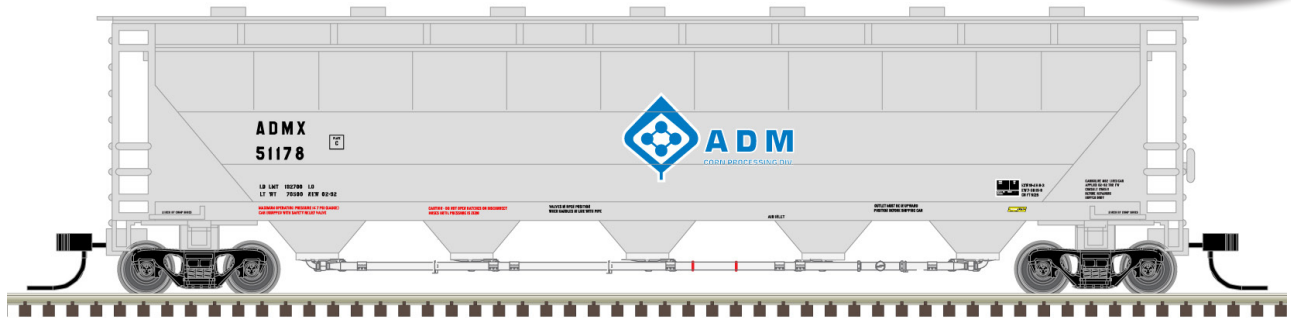


N SCALE

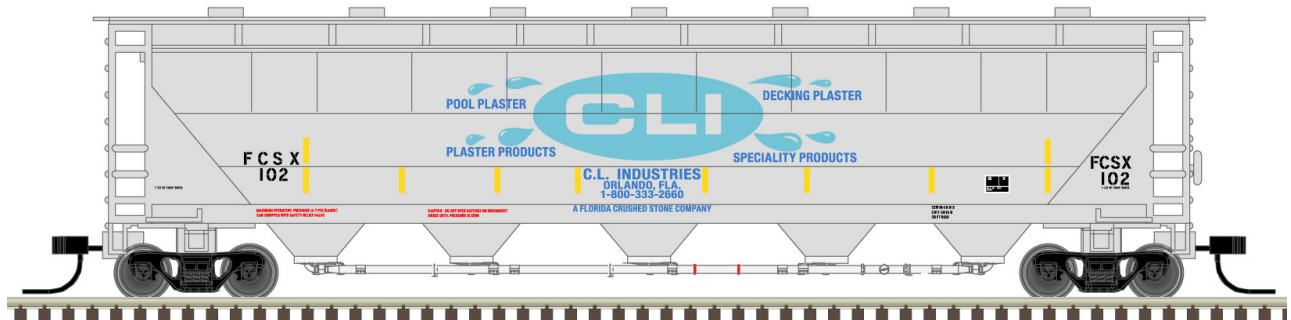
ATLAS MASTER® N TRINITY PD5000 COVERED HOPPER

NEW MODEL

IMPROVED TOOLING



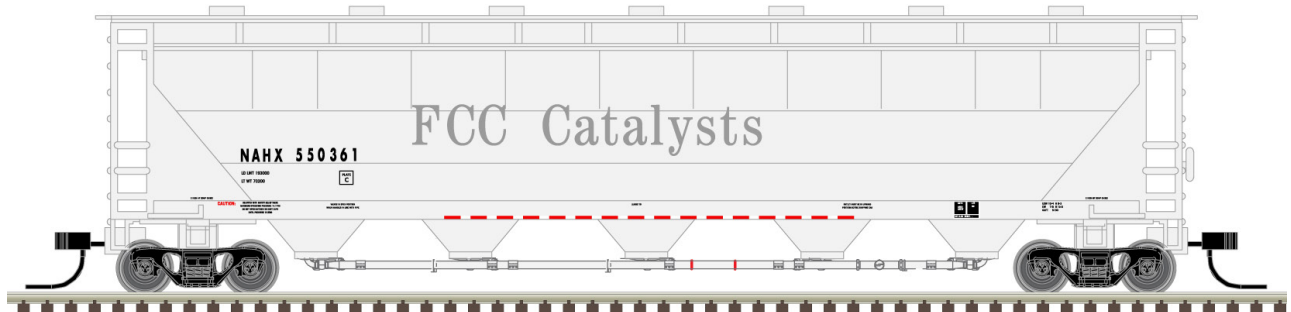
ADM



CLI Industries (FCSX)



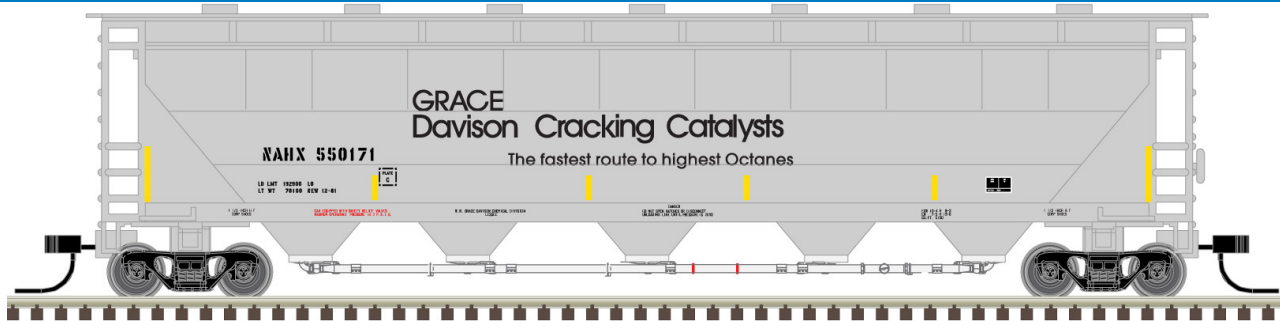
ConAgra Mills (CAGX)



FCC Catalysts (NAHX)



ATLAS MASTER® N TRINITY PD5000 COVERED HOPPER



Grace Davison (NAHX)



KCS



Norfolk Southern

The Pressure Differential, or "PD" covered hopper was designed as a competitor to the General American Transportation Airslide hopper in the early 1970s to transport light, powdered materials. Unlike the Airslide, which forced pressurized air up through a fabric liner to help fluidize the cargo, the PS series of hoppers applied both a positive pressure of about 15 lbs. psi above the outlets as well as a vacuum at the outlet to help draw the cargo from the car. This design was well suited to products with very small particle size, such as talc, clay, plaster, and cement which would readily foul the fabric liner in a Airslide design. In addition, since the upper hatches did not need to be opened during unloading, the PD hopper was also ideal for transporting goods where contamination by outside air, dirt, or moisture could affect the load.

The Atlas 5-bay PD5000 hopper is based on the original North American Car Company (NACC) design for a 5150 cu ft PD covered hopper, which was later manufactured as a 5125 cu ft model by Trinity Industries. These cars were mostly provided as lease cars, and as such, carried many colorful schemes and product logos during their lifetimes, however several major railroads such as Norfolk Southern purchased fleets as well.

Features:

- All-new end cage tooling
- Etched metal roofwalk
- Distinctive flat side
- Free-rolling trucks

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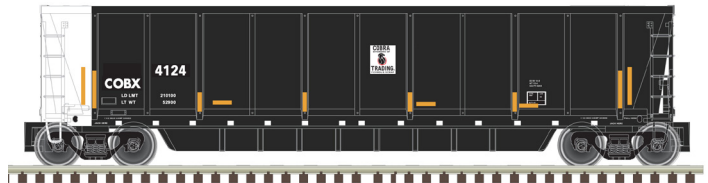


ATLAS MASTER® N COALVEYOR BATHTUB GONDOLA

NEW PAINT SCHEMES



Reisner Scrap Metals (CMHX)



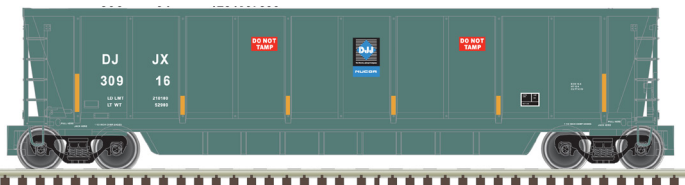
Cobra Trading (COBX)



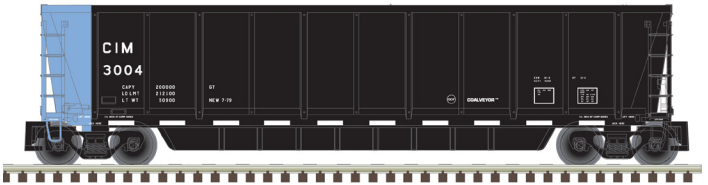
Frontier Scrap Metals (FICX)



David Joseph (Blue)

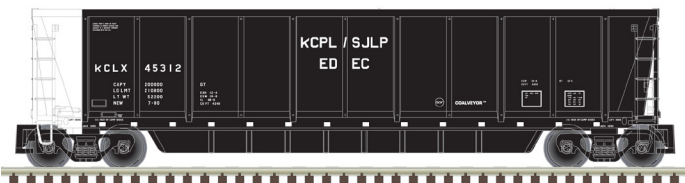


David Joseph (Teal)

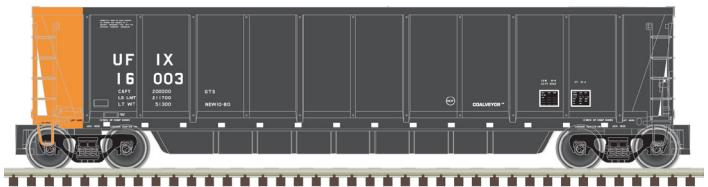


Chicago & Illinois Midland

NEW ROAD NUMBERS



Kansas City Power & Light - SJLP (KCLX)



Utility Fuels (UFIX)



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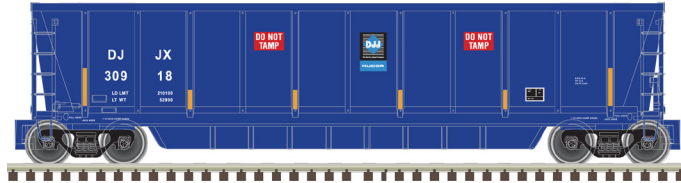
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ATLAS MASTER® N COALVEYOR BATHTUB GONDOLA

David Joseph
Limited Edition 3-Pack



Built in the 1980s by ACF®, the Coalveyor Bathtub Gondola operated in unit train service to deliver coal to power plants. These cars were most often lettered for the utility companies that leased and purchased them. Many are still in service today.

C&D cars were usually run in blocks of 4-12 cars. They were used for construction and demolition debris/refuse hauling.

Features:

- Die-cast chassis
- Ready-to-run
- Interior bracing
- Removable coal load
- AccuMate® couplers
- Brake detail
- 100-ton roller-bearing trucks
- Accurate painting and printing

AccuMate® couplers are made under license from AccuRail, Inc.



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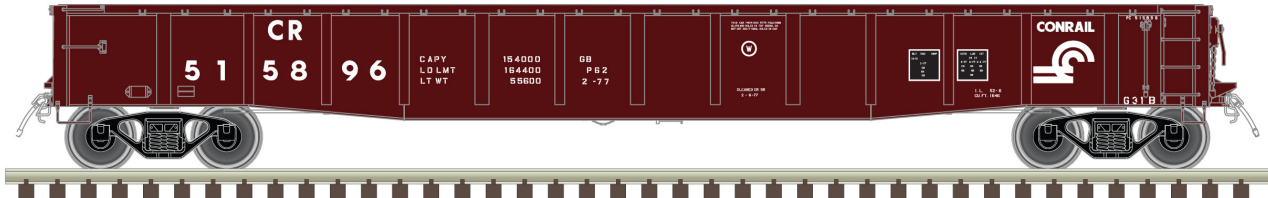
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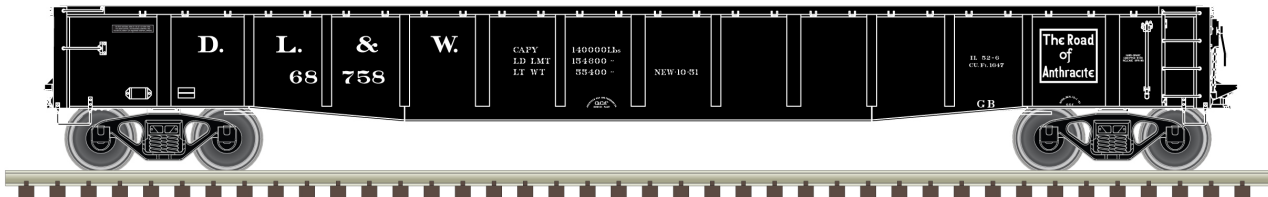
N SCALE

ATLAS MASTER® N ACF 70-TON 52' GONDOLA

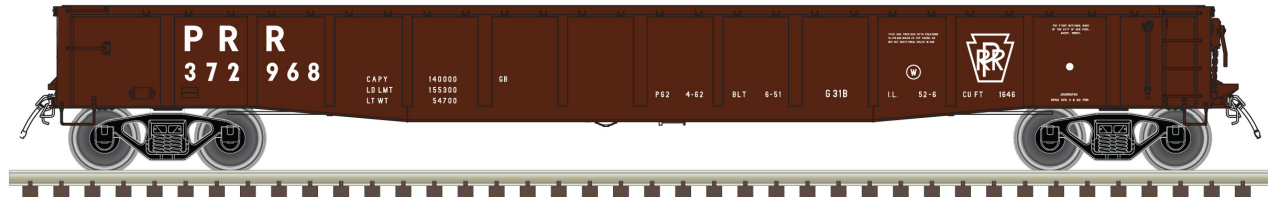
ALL NEW PAINT SCHEMES



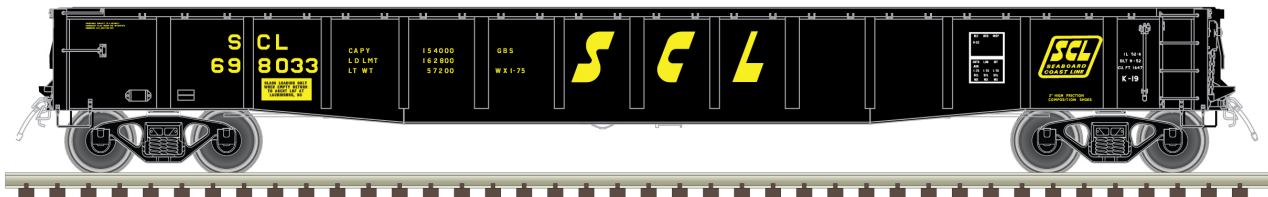
Conrail



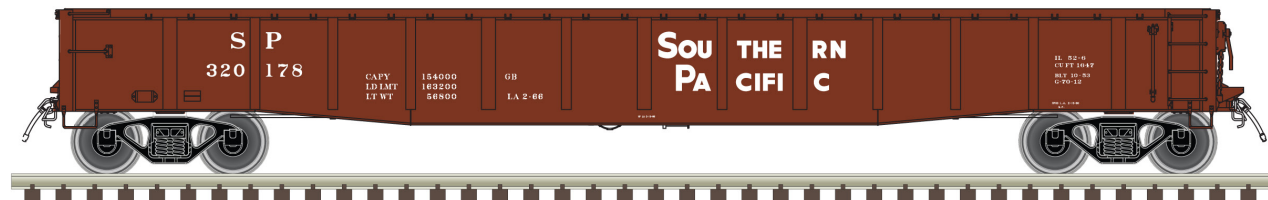
Delaware, Lackawanna & Western



Pennsylvania (plain Keystone)



SCL*



Southern Pacific (1966+)

*CSX Licensed Product



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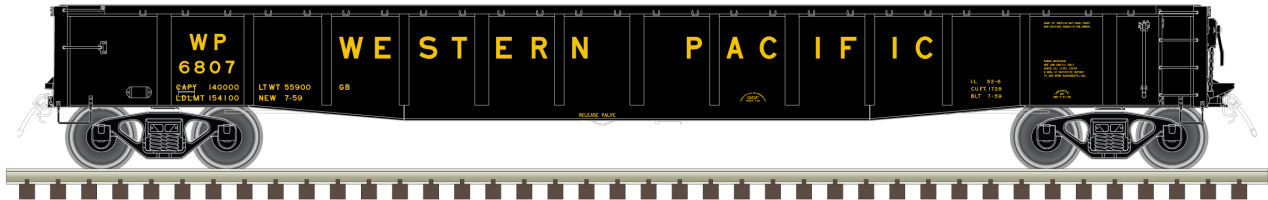
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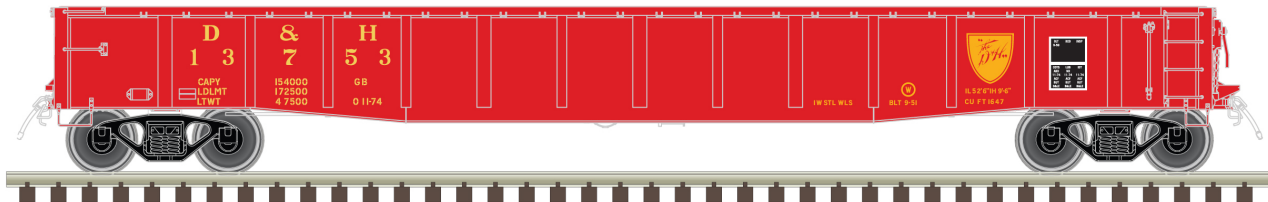
N
SCALE

ATLAS MASTER® N ACF 70-TON 52' GONDOLA

ALL NEW
PAINT
SCHEMES



Western Pacific



Delaware & Hudson

First produced in 1948 for Pennsylvania Railroad as class G31, PRR purchased 11,600 welded cars of this body style in the G31/G31A/G31B/G35, serving the Standard Railroad of the World in every corner of North America in many customer applications. If you model somewhere in North America, you can use a PRR model! Besides PRR, several other railroads also purchased these gondolas from ACF, and some former PRR cars were purchased second-hand by various railroads. Most of these gondolas were phased from revenue service during the 1990's.

Features:

- Ready-To-Run
- Injection-Molded Plastic
- Fine-Scale Detail
- Separate Brake Detail
- Chemically Etched Brake Platform
- Accurately Painted/Printed
- Prototypical Ride Height
- BLMA 70-Ton ASF Friction Bearing Trucks
- BLMA 33" Scale Profile Metal Wheels
- Body-Mounted Brown Knuckle Couplers



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ATLAS MASTER® N USRA STEEL REBUILT BOX CAR

NEW PAINT SCHEMES



Canton Railroad



Chicago, West Pullman & Southern



Georgia Railroad



Penn Central



Santa Fe



Wellsville, Addison & Galetton

NEW ROAD NUMBERS



Great Northern



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ATLAS MASTER® N USRA STEEL REBUILT BOX CAR

NEW
ROAD
NUMBERS

Great Northern Limited Edition 3-Pack

NEW
PAINT
SCHEMES



By the beginning of WWII, the majority of the classic USRA double-sheathed box cars and their clones were rebuilt with steel sides. More rebuilds followed in the late 1940s and early 1950s. By late 1948, close 14,000 of the original 24,500 USRA double-sheathed cars had been rebuilt with quite a degree of variation including the end, door and underframe. These steel side rebuilds were far more popular than their single-sheathed counterparts and make a great addition to the Atlas N scale product line.

Features:

- Opening Door
- Andrews trucks
- Ready-to-run
- Accurate painting and printing
- AccuMate® couplers
- Brake detail
- Highly detailed body
- Simulated wood or steel door as per the prototype
- Fishbelly or Standard underframe as per the prototype
- Different rib ends (7-8 or 5-5-5) as per the prototype
- Undecorated cars come with both simulated wood or steel door



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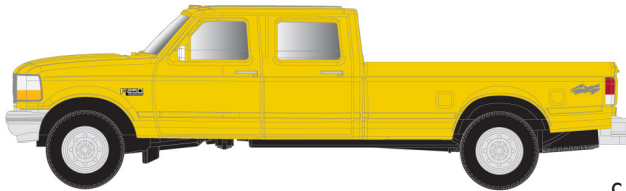
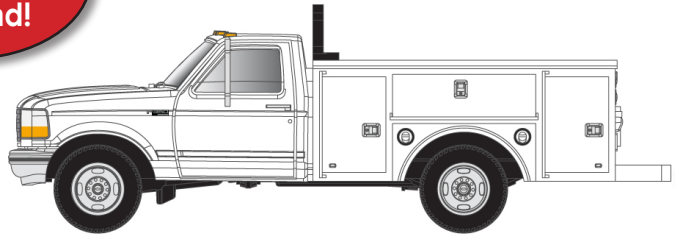


ATLAS N FORD® F-250/350 PICKUP TRUCK SETS

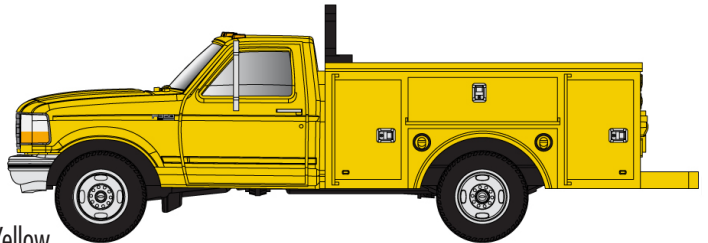
Back By Popular Demand!



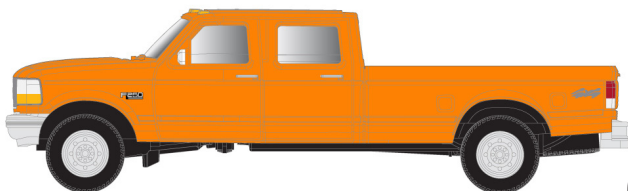
White



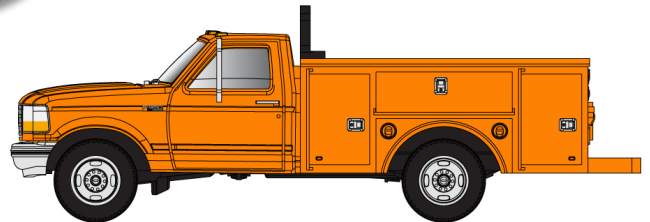
Safety Yellow



NEW PAINT SCHEMES



Orange



LORAM





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ATLAS N FORD® F-250/350 PICKUP TRUCK SETS

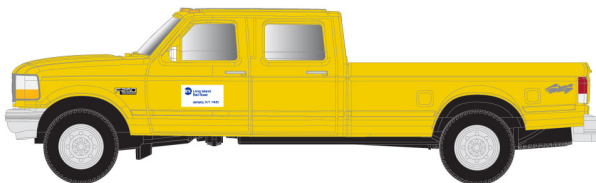
NEW PAINT SCHEMES



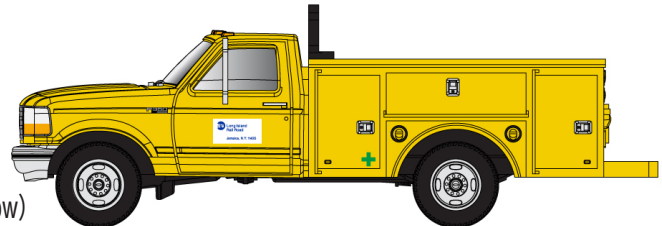
Herzog



Ferromex



LIRR (Yellow)



In 1992 Ford began producing the ninth generation of its popular F-series trucks, which was the last generation to cover the entire model range from the basic 1/2 ton F-150 pickup through the medium duty F-800 commercial trucks. In production through 1998, the F-250 and F-350 pickup trucks featured new aerodynamic styling achieved by rounding off the angles on the hood and front fenders, as well as by enlarging and reshaping the grille to eliminate the square, boxy appearance of previous generations. The redesigned grille area also incorporated new larger, "wraparound" headlights and turn signals. Over the production lifetime of these light-duty pickups, a wide variety of cab configurations, detail trims, and power options were available from the factory, and the basic chassis of the 1-ton capable F-350 provided a solid base for work truck conversions. As such, the Ford F-250 and F-350 were well suited for moderate duty use by contractors, emergency services, public utility services, and railroad track and signals maintenance crews.

Atlas' Ford F-250 Crew Cab and F-350 Standard Cab Work Trucks faithfully represent two of the common configurations of this popular pickup found in general service roles from the 1990s through the mid-2010s. The F-250 4 door Crew Cab has dual fuel doors, an 8-foot bed, and 4x4 styling, while the F-350 features a dual rear wheel configuration supporting a common aftermarket storage bed design and includes photo-etched extended-vision mirrors and an equipment rack. **Offered in matched pairs, these hard-working trucks are perfect for further detailing with Atlas N scale 3-D printed accessories such as oxy/acetylene tanks, compressors, tool boxes and more.**

Features:

- Officially Licensed
- Prototypical trim packages (XL, XLT)
- Accurate design and detailing
- Pre-colored interiors and semi-detailed chassis

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HO SCALE

ATLAS MASTER® HO GP40-2 LOCOMOTIVE

SILVER MODELS: SOUND READY**

NEW PAINT SCHEMES

#Silver & Gold models with ditch lights!



Atlanta & St. Andrew's Bay≠



CSX* (YN2)≠



Indiana Harbor Belt≠



Ontario Northland≠



Union Pacific (ex-Rio Grande)≠

NEW PAINT SCHEMES



Southern Pacific Kodachrome



Prototypical "L" shape window for Southern Pacific models

*CSX Licensed Product

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HO SCALE

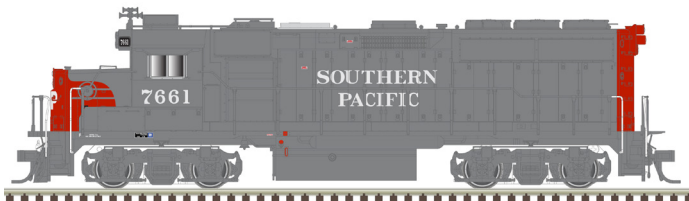
ATLAS MASTER® HO GP40-2 LOCOMOTIVE

GOLD MODELS: SOUND-EQUIPPED**

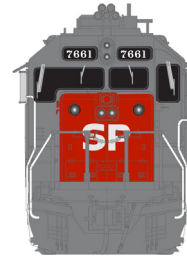
NEW ROAD NUMBERS



Rio Grande



Southern Pacific



Prototypical "L" shape window for Southern Pacific models

The GP40-2 was EMD's follow-up to the very successful GP40 locomotive model. While many internal upgrades were introduced (such as the use of improved, modular Dash 2 electrical components), there were some external differences between the early production GP40-2 and late-production GP40. This included an engine water-level sight glass on the right side of the body (a feature common to all EMD Dash 2 models), a larger electrical cabinet air filter box, a lengthened battery compartment on the left side, and a slightly modified cab.

All GP40-2s featured a 16-cylinder EMD 645-series diesel engine which was rated at 3,000 horsepower. Early to mid-production phase 2 GP40-2s were built from mid-1976 through late-1979. Several major spotting features of Phase 2 units include: an 88" low nose, corrugated radiator grilles and notched step wells.

Features:

- Golden-white LEDs
- Realistic die-cast underframe
- Five-pole skewed armature motor with dual flywheels for optimum performance at all speeds
- Directional lighting
- Factory-equipped with AccuMate® knuckle couplers
- Detailed cab interior with crew
- Separately-installed scale windshield wipers, metal grab irons and fine scale handrails
- Movable drop steps
- Walkway safety tread
- Coupler cut bars
- Multiple unit hoses and trainline hoses
- Snowplow

Additional features include:

- Etched metal radiator and dynamic brake fans (included where appropriate per road name).
- Dynamic Brake options: standard range, extended range or non-dynamic brake hatch used where appropriate per road name.
- Three fuel tank variations: 2,600, 3,000 and 3,600 gallon used where appropriate per road name

Atlas Master® Series Silver Additional Features:

- NMRA 21-pin plug for DCC (Decoder-ready)

Atlas Master Series Gold Features:

- ESU LokSound decoder, supporting all DCC programming modes.
- Flexible mapping of function keys F0 to F31.
- Follows all NMRA DCC standards and recommended practices.
- Over 20 sound effects are available, including engine start-up and shutdown, prime mover sounds through all eight notches, bell, air horn, air compressor and more.



Silver Sound Ready™

Wired speaker and enclosure included for easy conversion to sound.

**Silver Sound Ready™

Atlas Silver Sound Ready models are equipped with a speaker for easy conversion to sound with the addition of a decoder. If you need assistance with the upgrade of a Sound Ready model, please contact Atlas Customer Service at 908-687-0880 or csdept@atlasrr.com



**Gold Models with ESU Sound

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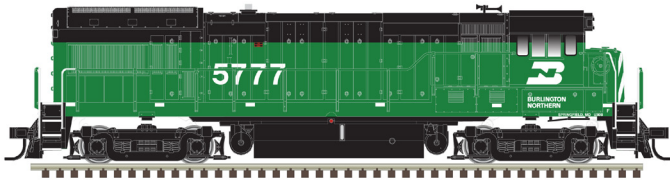
HO SCALE

ATLAS MASTER® HO U30B LOCOMOTIVE

SILVER MODELS:
SOUND READY**

U30B - Low Nose

NEW
PAINT
SCHEMES



Burlington Northern



CSX* (ex-Chessie)



Georgia Central



Western Pacific

NEW
ROAD
NUMBERS



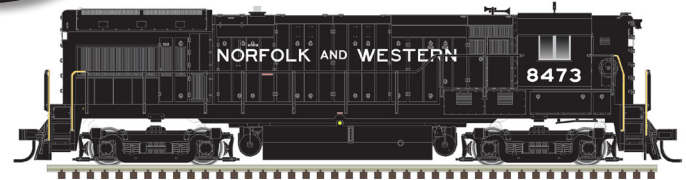
Chessie System*

U30B - High Nose

NEW
PAINT
SCHEMES



N de M 9729



Norfolk & Western



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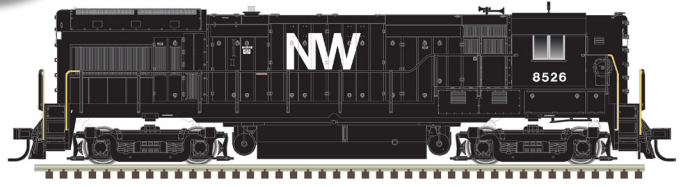
ATLAS MASTER® HO U30B LOCOMOTIVE



U30B - High Nose



N de M 9741



Norfolk & Western (Block NW)

Powered by a V16 FDL prime mover, the 3,000 h.p. U30B was GE's answer to EMDs popular GP40 and ALCOs C430 Locomotive. A total of 295 U30Bs were built by GE between 1966 and 1975. This model represents a "phase 2" U30B locomotive. The primary spotting feature of phase 2 units was the hood below the radiator, which was evenly built out to the same width as the radiator. A U30B could be differentiated from the lower-horsepower U23B by the presence of two sets of four tall engine access doors near the center of the long hood. During production, the U30B was equipped with various trucks, including Blomberg trucks from EMD trade-in locomotives, AAR-style trucks, or GE's own four-axle "FB2" truck.

Norfolk & Western owned the most phase 2 U30Bs with a total of 75 units; all included a high short hood. Other major owners included C&O, Frisco and Western Pacific. While some U30Bs found homes on other railroads after being retired by their initial owner, very few examples of this model are still in service today.

Features:

- Snow plow (included when appropriate per road name)
- Separately-applied scale detail parts include: windshield wipers, metal grab irons, coupler cut levers, multiple-unit hoses, train line hoses, fine scale handrails, drop steps and more!
- Five pole skewed armature motor with dual flywheels for optimum performance at all speeds
- Directional lighting with Golden-white LEDs
- Blackened metal wheels

Atlas Master® Series Silver Additional Features:

- NMRA 21-pin plug for DCC (Decoder-ready)

Atlas Master Series Gold Features:

- ESU LokSound decoder, supporting all DCC programming modes.
- Flexible mapping of function keys F0 to F31.
- Follows all NMRA DCC standards and recommended practices.
- Over 20 sound effects are available, including engine start-up and shutdown, prime mover sounds through all eight notches, bell, air horn, air compressor and more.

Special Features:

- Optional high short hood
- Optional low nose headlights
- Low nose cab with square or round headlight housing used where appropriate per road name
- AAR-B, FB-2 or Blomberg trucks used where appropriate per road name



Silver Sound Ready™

**Silver Sound Ready™

Atlas Silver Sound Ready models are equipped with a speaker for easy conversion to sound with the addition of a decoder. If you need assistance with the upgrade of a Sound Ready model, please contact Atlas Customer Service at 908-687-0880 or csdept@atlasrr.com

*CSX Licensed Product



**Gold Models with ESU Sound



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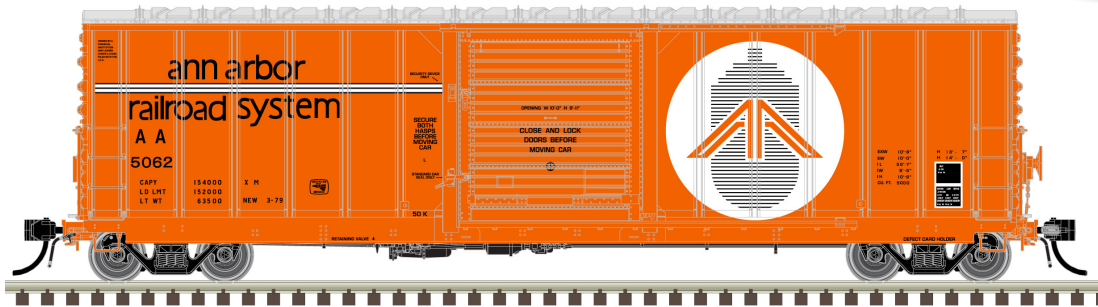


HO SCALE

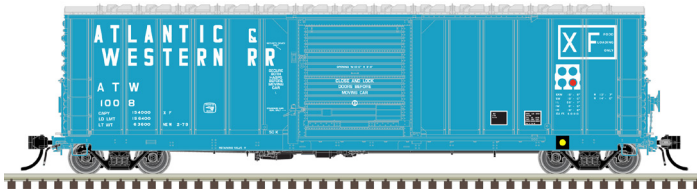
ATLAS MASTER® HO CNCF 5000 BOX CAR

NEW MODEL

ALL NEW TOOLING



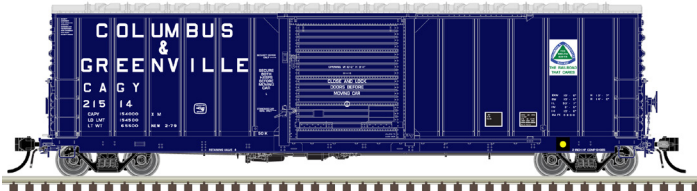
Ann Arbor



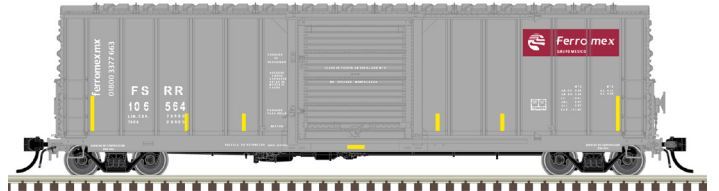
Atlantic & Western



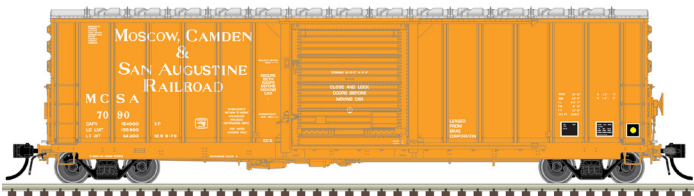
Canadian Pacific (ex-MCSA)



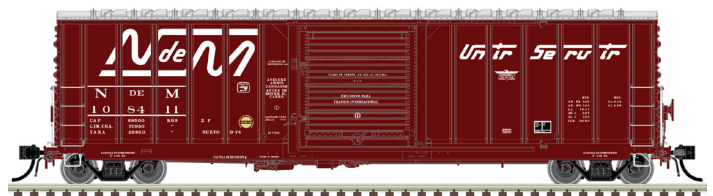
Columbus & Greenville



Ferromex



Moscow, Camden & San Augustine



N de M



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ATLAS MASTER® HO CNCF 5000 BOX CAR

Nearly 1,500 Mexican built CNCF 5000 Boxcars were ordered by U.S. railroads in the late 1970s as part of the "IPD" incentive per diem boxcar boom. This was the peak of U.S. modern freight car production, however it wasn't just limited to the U.S. builders as multiple U.S. railroads opted to purchase the 70-ton 50-foot boxcar from the Mexican freight car builder CNCF. Thousands more CNCF 5000 boxcars would be built for Mexico's national railways in the 1980s as well. These 5000 cubic foot boxcars still roam the rails of U.S., Canada, and Mexico to this day. The CNCF 5000 has many unique spotting features from the triangular supports above the door post, to the wrapped end sheets and the sharp notches in the sill near the stirrups. This iconic boxcar is a must have for any model railroader focused between the late 1970s and present day.

Features:

- Ready-to-run
- Full under body detail with brake rigging
- Separately applied wire grabs
- Detailed end ladders and brake gear
- Accurate painting and printing
- Blackened metal wheels
- Metal Couplers

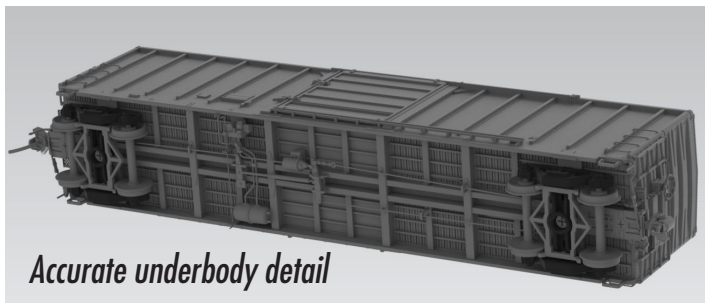
Multiple Variations Include:

- 2 body styles: Early with bolts, late welded body (2 side slides)
- 2 end slide styles: standard 3 sheet Dreadnaught end, Bifurcated "X" pattern end
- 5 Door styles: Youngstown, Youngstown w/pick lever, Modified Youngstown, Superior and ICG shop Door.

*Moscow, Camden & San Augustine prototype photo
courtesy of Richard Selby collection, photographer not noted.*



Riveted sill with Youngstown Door



Accurate underbody detail



Bifurcated end variation



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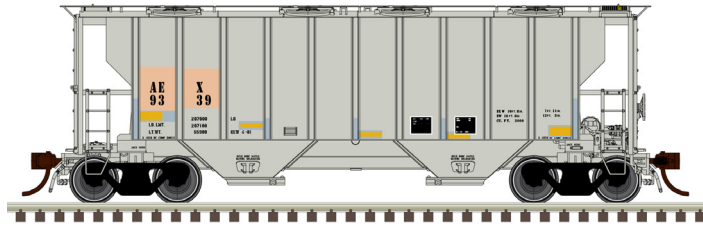


HO SCALE

ATLAS MASTER® HO PORTEC 3000 COVERED HOPPER

NEW MODEL

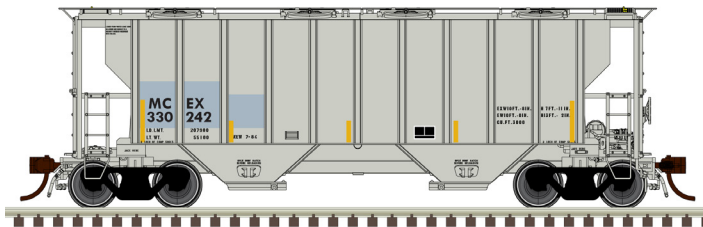
ALL NEW TOOLING



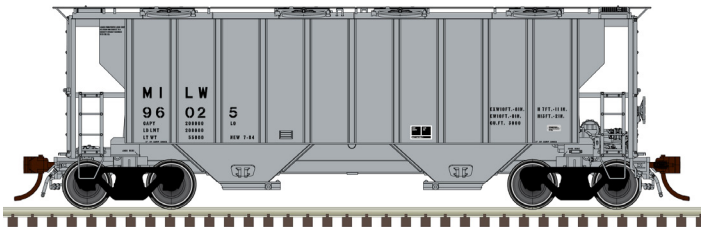
The Andersons Inc. (AEX)



Boston & Maine



Midwest Railcar (MCEX)



Milwaukee Road



Winifrede RR (WNFR)



Winchester & Western

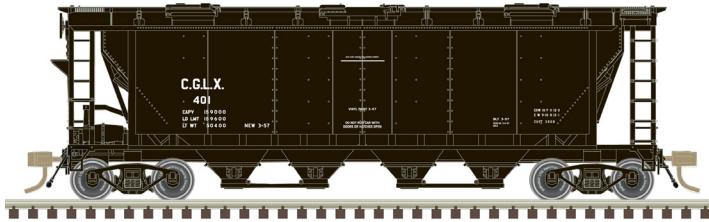
Built between 1979 and 1984, the Portec 3000 Hopper was designed to haul heavy bulk commodities such as sand, cement, salt and grain. Boston & Maine was one of the first railroads to purchase these in quantity. The Portec 3000 proved to be a very reliable design, many are still in service today.

Features:

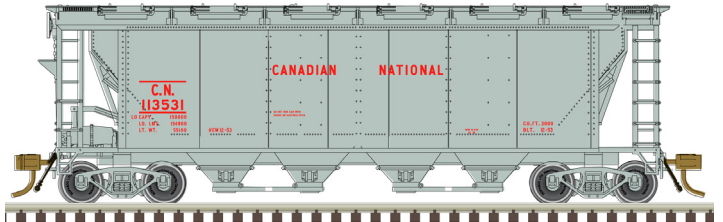
- Ready to run
- Injection molded plastic
- Fine scale detail with many separately applied parts
- 2 Body and roofwalk variations to accurately match the prototype
- 2 styles of vibrator brackets
- Highly detailed end cages and brake gear
- 100 Ton Trucks
- Metal Couplers
- Etched metal roofwalks and end platforms
- Crisp painting and printing

HO
SCALE

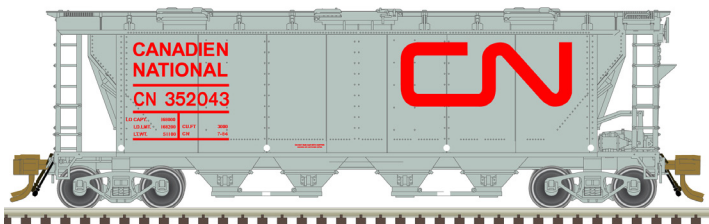
ATLAS MASTER® HO SLAB SIDE HOPPER



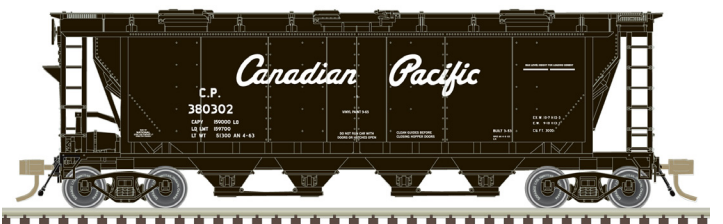
CGLX



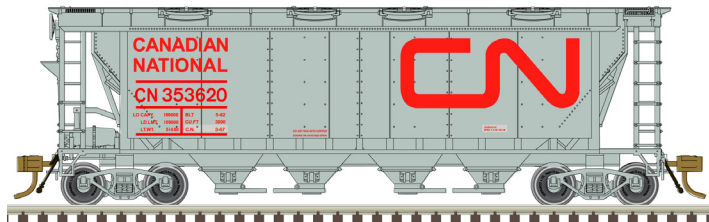
Canadian National



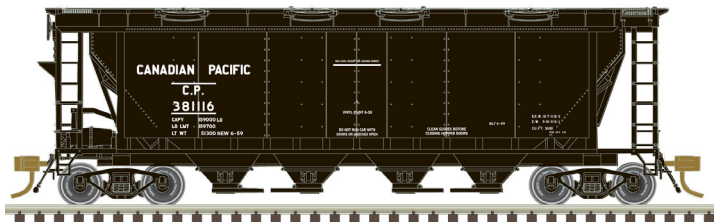
Canadian National (Noodle, 6 Hatch)



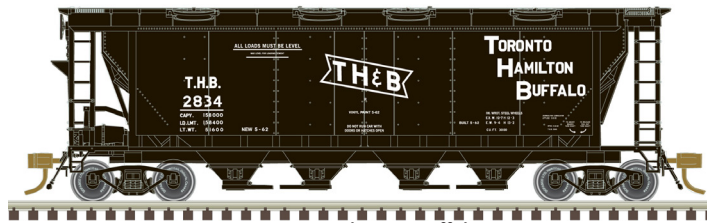
Canadian Pacific (Script)



Canadian National (Noodle, 8 Hatch)



Canadian Pacific (Block Lettering)



Toronto, Hamilton & Buffalo

**ALL NEW
PAINT
SCHEMES**

The development of the covered hopper car for the transport of bulk commodities for the agricultural, chemical, and construction industries entered a new phase in the late 1940s, when the shops of the Canadian Pacific Railroad introduced a 70-ton, 3000 cubic foot, interior braced hopper with smooth, welded sides similar in appearance to the Canadian offset side open hoppers of the era. This "slab side" design actually maximized the interior width of the car, thereby lowering the center of gravity and improving tracking stability. Cars of this design were produced from 1950-1964 by National Steel Car Company, Canadian Car and Foundry, Marine Industries, and even Montreal Locomotive Works. Over the years of production, a number of different roof hatch arrangements for product loading were available, and the openings along the side sills – an early design change made by CP to give better access to the discharge mechanisms – became standard on all cars produced after 1954. These cars were a common sight on Canadian and US rails through the late 1990s hauling grain, malt, sugar, cement, or even in company sand service. The Atlas model of this distinctive car is available in 6, 8, and 12 hatch versions, with or without the side sill openings.

Features:

- Highly detailed
- Prototypically accurate
- Era-appropriate paint schemes and lettering



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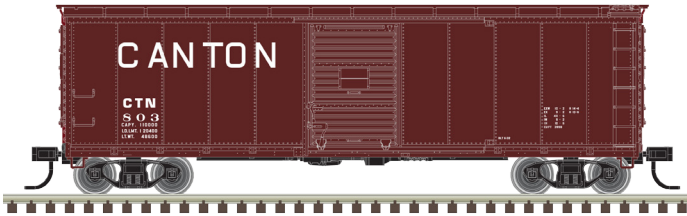
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HO SCALE

ATLAS MASTER® HO USRA STEEL REBUILT BOX CAR

ALL NEW PAINT SCHEMES



Canton Railroad



Chicago, West Pullman & Southern



Georgia Railroad



Penn Central



Santa Fe



Wellsville, Addison & Galeton



Great Northern



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ATLAS MASTER® HO USRA STEEL REBUILT BOX CAR

ALL NEW
PAINT
SCHEMES

Great Northern Limited Edition 3-Pack



By the beginning of WWII, the majority of the classic USRA double-sheathed box cars and their clones were rebuilt with steel sides. More rebuilds followed in the late 1940s and early 1950s. By late 1948, close 14,000 of the original 24,500 USRA double-sheathed cars had been rebuilt with quite a degree of variation including the end, door and underframe. These steel side rebuilds were far more popular than their single-sheathed counterparts and make a great addition to the Atlas HO scale product line.

Features:

- Ready-to-run
- Highly detailed body
- 10-Panel body
- 7-8 or 5-5-5 panel ends as per the prototype
- Accurate painting and printing
- Brake detail
- AccuMate® couplers
- Opening door
- Fishbelly or Straight underframe as per prototype
- Separately applied wire grabs and side ladders
- Inside height of model may vary from prototype

AccuMate® couplers are made under license from AccuRail, Inc.



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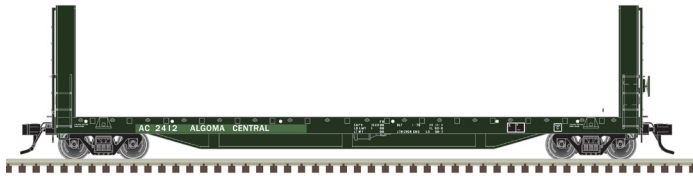
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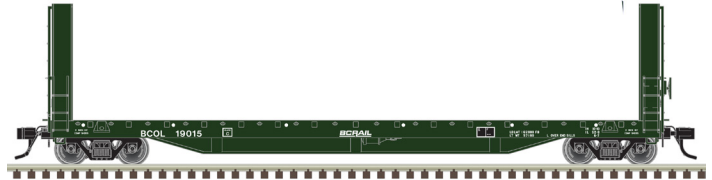
HO SCALE

ATLAS MASTER® HO 51'6" BULKHEAD FLAT CAR

NEW MODEL



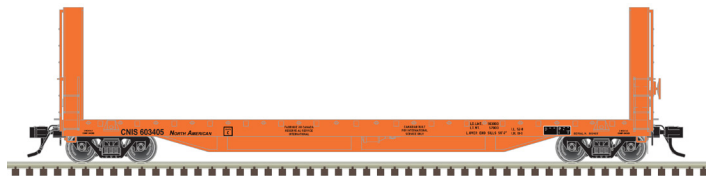
Algoma Central



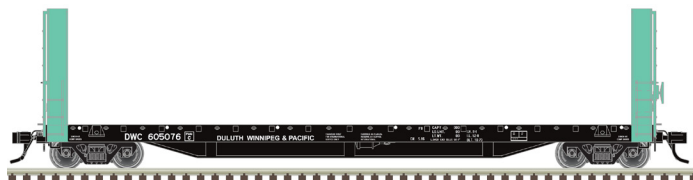
British Columbia Railway (BC Rail)



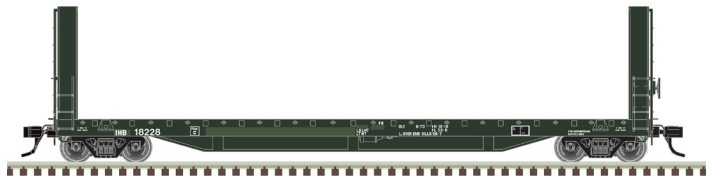
Canadian National



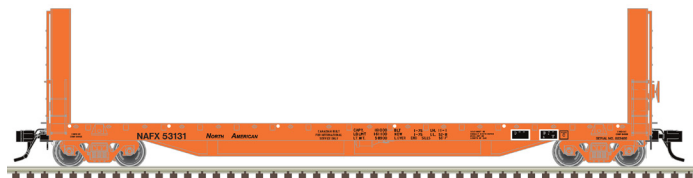
Canadian National (International Service)



Duluth, Winnipeg and Pacific Railway



Indiana Harbor Belt



North American Car Leasing (NAFX)



Montana Rail Link

Between 1973 and 1977 a series of bulkhead flat cars with similar dimensions and characteristics were built for the BCOL, CN and DW&P. The Canadian roads had a variety of bulkhead flat car designs for a variety of services, particularly for use in pulpwood and lumber service. Many of these cars can still be seen today with secondary owners. Some are still used in their original roles in pulpwood and lumber service. While others now haul miscellaneous cargo such as steel I-beams, sheet metal and rebar.

Features:

- Prototypically correct ends and undercarriage
- Metal couplers
- Finely detailed 70-ton roller bearing trucks
- Crisp decoration
- Separately applied side and end ladders

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ATLAS N & HO 1978 FORD® FAIRMONTS



Black



Light Chamois

Back By Popular Demand!



Silver Metallic



Dark Jade Metallic



Medium Chestnut Metallic



Medium Blue

NEW PAINT SCHEME



Dark Cordovan Metallic

The Ford Fairmont was an rear wheel drive compact car introduced in 1978 and sold through 1983 in North America. As the first vehicle built off the Ford Fox platform, the 1978 Ford Fairmont replaced the Ford Maverick. This platform would serve as the foundation for several other models such as the Thunderbird, the 1981-82 American Ford Granada and the 1979-2004 Mustang. Three body styles were introduced with the release of the Fairmont--coupe, sedan, and wagon. The 1978 Fairmont set the record for production of a new model, defeating the record that was previously held by the 1965 Mustang, making it quite the rousing success for Ford. The Fairmont was an efficient combination of passenger room and cargo space for its size, garnering praise in the automotive media and drawing comparisons with competing Volvo and BMW models.

At its introduction, the Fairmont was equipped with two headlights, though this was later remedied in 1981 where the number was upped to four. A variety of engines were available, including a 2.3 L four-cylinder, 3.3 L (200 cu in) six, and 255 cu in and 302 cu in V8s. A turbocharged four-cylinder version was planned for 1980 but never made it to production.

Coming in a range of prototypical colors, these vehicles will look right at home parked on the streets of your layout, or, for layouts based in late 1977 or 1978, as loads on open auto racks.

Features:

- Side view mirror
- Head and tail light glazing
- Simulated rubber tires
- Interior detail
- Under carriage detail
- N scale offered as 2-packs



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BATTERY POWERED TRAIN RUNS ON ANY HO GAUGE LAYOUT!



#15 000 000 Trainkids Passenger Train Set features:

- Amtrak® Acela® Powered Locomotive and First Class Battery Car
- Cafe Car, Business Class-Quiet CarSM and Unpowered Locomotive
- 38" x 56" oval incl. 12 Pieces of Curved; 4 Pieces of Straight Track
- Remote Control operated headlight, horn, bell & "Welcome Aboard" announcement

#15 000 100 Glow in the Dark Trainkids Passenger Train Set features:

- Powered Locomotive and First Class Battery Car
- 2 Passenger Cars and Unpowered Locomotive
- 38" x 56" oval incl. 12 Pieces of Curved; 4 Pieces of Straight Track
- Remote Control operated headlight, horn, bell & "Welcome Aboard" announcement



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