



HO GP39-2 Diesel Locomotive

Announced 4.28.17
Orders Due: 5.26.17

Missouri Kansas Texas*

ETA: March 2018



Era: 1983-1988

Without Sound

ATHG64517	HO GP39-2 Phase III, MKT #363
ATHG64518	HO GP39-2 Phase III, MKT #365
ATHG64519	HO GP39-2 Phase III, MKT #369
ATHG64520	HO GP39-2 Phase III, MKT #373

With Sound

ATHG64617	HO GP39-2 Phase III w/DCC & Sound, MKT #363
ATHG64618	HO GP39-2 Phase III w/DCC & Sound, MKT #365
ATHG64619	HO GP39-2 Phase III w/DCC & Sound, MKT #369
ATHG64620	HO GP39-2 Phase III w/DCC & Sound, MKT #373

MKT FEATURES:

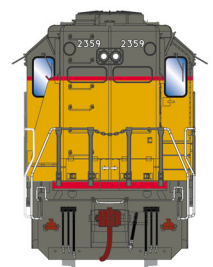
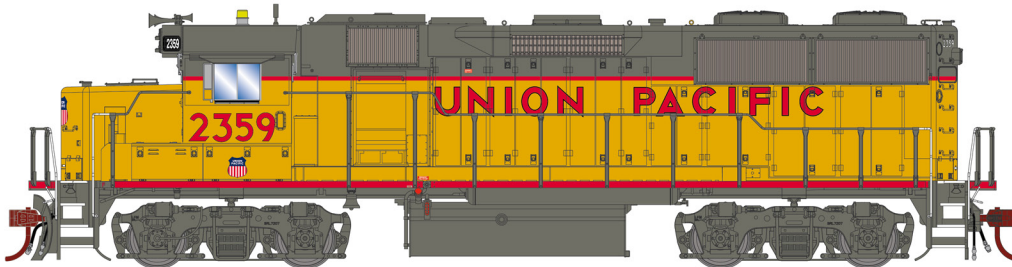
- First time Phase III GP39-2
- Post 02/1983 straight sill walkways and late step wells
- Large radiator grills, widely spaced Q-fans, small exhaust silencer
- Meticulously rendered MKT striping pattern on cab
- Late battery box doors
- Illuminated cab mounted strobe; effect DCC+Sound
- 88" nose w/ ratchet brake
- 2600 gal fuel tank
- Blomberg-B trucks
- S5T horn on cab & single-chime horn mounted on rear hood
- Tsunami2 equipped DCC+Sound models feature accurate EMD silenced 645E3B turbo sound effects

MKT / UP Phase III Body

The most unique GP39-2s constructed were those delivered to the MKT in 1983-1984. At this point, EMD had ceased production of the Dash-2 body styles, meaning that these geeps came with the larger GP50 style intakes and radiators. Featuring MKT specific options such as strobes and dual horns, the green & yellow engines lasted for their original owner

only until 1988, when they became the property of Union Pacific. With not much more than a new coat of paint, they continued to give reliable service to their new owner for many years, and could be found working from Los Angeles to Denver and everywhere in between.

Union Pacific*



Era: 1990+

Without Sound

ATHG64521	HO GP39-2 Phase III, UP #2359
ATHG64522	HO GP39-2 Phase III, UP #2361
ATHG64523	HO GP39-2 Phase III, UP # 2367
ATHG64524	HO GP39-2 Phase III, UP #2374

With Sound

ATHG64621	HO GP39-2 Phase III w/DCC & Sound, UP #2359
ATHG66622	HO GP39-2 Phase III w/DCC & Sound, UP #2361
ATHG64623	HO GP39-2 Phase III w/DCC & Sound, UP #2367
ATHG64624	HO GP39-2 Phase III w/DCC & Sound, UP #2374

UP FEATURES:

- First time Phase III GP39-2
- Post 02/1983 straight sill walkways and late step wells
- Same basic features as MKT
- Repainted former MKT units
- Leslie RS3L horn on cab
- Rear horn removed
- New part: 88" nose with no class lights
- Illuminated cab mounted strobe; strobe effect DCC+Sound
- Tsunami2 equipped DCC+Sound models feature accurate EMD silenced 645E3B turbo sound effects

w/o Sound \$179.98_{SRP} With Tsunami² Sound \$279.98_{SRP}

These items are subject to Horizon's MAP policy

* Union Pacific Licensed Product



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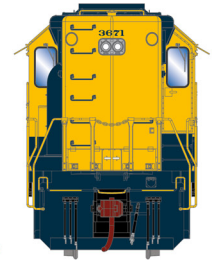


HO GP39-2 Diesel Locomotive

Announced 4.28.17
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ETA: March 2018

Santa Fe



Era: 1977+

Without Sound

ATHG64501	HO GP39-2 Phase II, SF #3671
ATHG64502	HO GP39-2 Phase II, SF #3676
ATHG64503	HO GP39-2 Phase II, SF #3679
ATHG64504	HO GP39-2 Phase II, SF #3680

With Sound

ATHG64601	HO GP39-2 Phase II w/DCC & Sound, SF #3671
ATHG64602	HO GP39-2 Phase II w/DCC & Sound, SF #3676
ATHG64603	HO GP39-2 Phase II w/DCC & Sound, SF #3679
ATHG64604	HO GP39-2 Phase II w/DCC & Sound, SF #3680

Delivered in 1977, ATSF 3669-3682 were the first Phase II GP39-2s constructed by EMD. The most prominent spotting feature of these units is the 3 foot long blank space behind the cab, due to the engine compartment being moved rearwards. They also featured the new 88" nose that came into use at this time. Standard Santa Fe roof equipment included an air conditioner, large antenna ground plane over the dust bin, and a Prime Stratolite beacon. The units could be found working

SF FEATURES:

- First time Santa Fe Phase II GP39-2
- 88" nose, corrugated grills, standard fans
- No rear class lights
- Illuminated Prime Stratolite beacon; effect DCC+Sound
- Front anticlimber, rear drop step
- Pilot mounted MU receptacles
- Front EMD low plow
- Riveted cab sides with no armrests
- Early battery box doors
- Leslie RS3L air horn on bracket
- Antenna ground plane with sinclair antenna
- Vapor air conditioner
- Blomberg-M trucks
- 2900 gal fuel tank

secondary assignments on the eastern half of the Santa Fe until the mid 80s, at which time they began to wander west as part of almost any train, with almost any other type of power.

Delaware and Hudson



Era: 1976+

Without Sound

ATHG64513	HO GP39-2 Phase I, D&H #7401
ATHG64514	HO GP39-2 Phase I, D&H #7408
ATHG64515	HO GP39-2 Phase I, D&H #7402
ATHG64516	HO GP39-2 Phase I, D&H #7413

With Sound

ATHG64613	HO GP39-2 Phase I w/DCC & Sound, D&H #7401
ATHG64614	HO GP39-2 Phase I w/DCC & Sound, D&H #7408
ATHG64615	HO GP39-2 Phase I w/DCC & Sound, D&H #7402
ATHG64616	HO GP39-2 Phase I w/DCC & Sound, D&H #7413

The D&H received all 20 of the Reading's GP39-2s when Conrail was formed in 1976. They continued to operate in patched green & yellow for several years, but many were subsequently repainted into D&H's attractive solid blue & yellow scheme. When mixed in with other EMD & ALCO models, they added a splash of variety to passing trains.

D&H FEATURES:

- All units Ex-Reading
- Phase I GP39-2
- 81" nose, chicken wire grills, wide fans
- Intake grilles with top rib only
- Two versions of D&H blue & yellow scheme
- 7401 & 7408: Blue with Reading-style stripes on front & rear
- 7402 & 7413: Solid yellow nose with large D&H logo
- Early battery box doors
- Large Sinclair antenna
- Cab side rain gutters
- Leslie RS3L air horn
- Riveted cab side plates with armrests
- 81" nose w/ ratchet brake
- 2600 gal fuel tank
- Blomberg-B trucks
- Tsunami2 equipped DCC+Sound models feature accurate EMD 12-645 turbo sound effects



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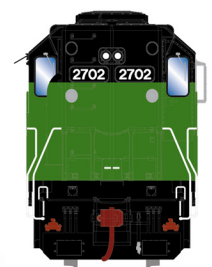
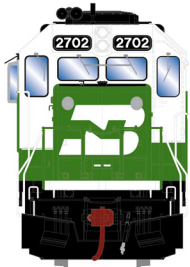


HO GP39-2 Diesel Locomotive

Burlington Northern

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018



Era: Mid-1989-1996

Without Sound

ATHG64505

HO GP39-2 Phase IIb, White Face/BN #2702

ATHG64506

HO GP39-2 Phase IIb, White Face/BN #2716

With Sound

ATHG64605

HO GP39-2 Phase IIb w/DCC & Sound, White Face/BN #2702

ATHG64606

HO GP39-2 Phase IIb w/DCC & Sound, White Face/BN #2716

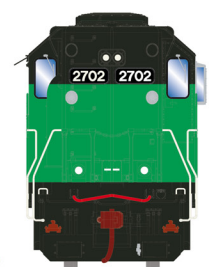
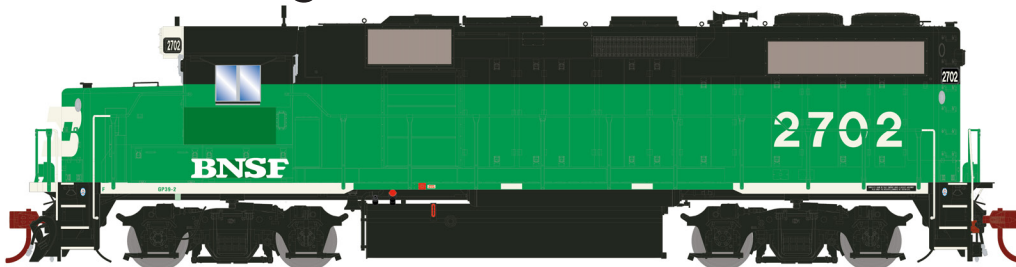
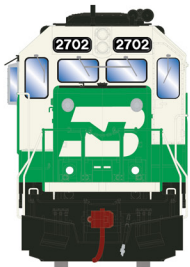
BN FEATURES:

- White face scheme
- Phase IIb GP39-2
- 88" nose, corrugated grills, Q fans, small exhaust silencer
- Walkway with late step wells, front blunt anticlimber, rear drop step
- Intake grilles with top and bottom ribs
- Welded cab side panels with armrests
- Early hinged BN battery box doors w/ single louver
- Leslie RS3L air horn offset on cab right
- Large and small firecracker antennas on cab
- 88" nose with ratchet brake
- Pilot mounted MU receptacles
- Front EMD low plow, Rear MU hose catch tray
- Blomberg-M trucks
- 3600 gal fuel tank with alternate fuel gauge location

The Burlington Northern bought GP39-2s in 1981, and these engines proved to be the final nail in the coffin for the last remaining F-units on the system. The phase IIb units were similar to the Santa Fe engines above; the most obvious difference being the addition of Q fans and exhaust silencers. Other BN-specified options included large all-weather windows, latched battery box doors, and MU hose retainers on the rear pilots. In 1989, BN began repainting engines in the new "White Face" scheme, as depicted on BN 2702 & 2716. An American flag, as proudly depicted on BN 2716, was also applied to some units at this time-the railroad's way of showing support for the troops involved in Desert Storm.

With mergers come changes in operating practices, train routes, equipment, and -often times -paint schemes. But, even today, it is possible to see relics of the past earning their keep while maintaining their former identities. BN 2702 & 2716, now under the flag of BNSF, continued to operate for their new owner looking much the same as they had before, with the exception of a spartan patch job. Only very recently have the units been repainted in the new Heritage III scheme. The Primed for Grime units will feature accurate patches and paint fading to replicate their in-service appearance.

Burlington Northern Santa Fe



Era: 1996+

Without Sound

ATHG64507

HO GP39-2 Phase IIb, Ex-BN/BNSF #2702

ATHG64508

HO GP39-2 Phase IIb, Ex-BN/BNSF #2716

With Sound

AATHG64607

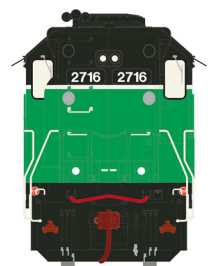
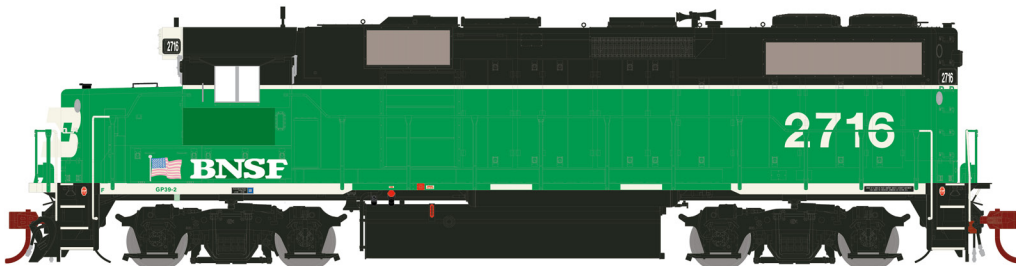
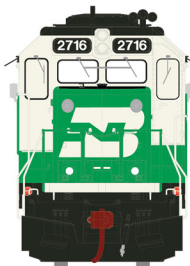
HO GP39-2 Phase IIb w/DCC & Sound, Ex-BN/BNSF #2702

ATHG64608

HO GP39-2 Phase IIb w/DCC & Sound, Ex-BN/BNSF #2716

BNSF FEATURES:

- Same basic features as BN
- Accurate paint patches & color to depict in service units
- Front & rear operating ditch lights
- Additional MU hoses & receptacles
- BNSF 2716 features additional speed recorders, & relocated horn



Primed for Grime

w/o Sound \$179.98_{SRP} With **Tsunami²** Sound \$279.98_{SRP}
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All Road Names

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6 (Flashing ditch lights, beacon, etc)
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

PROTOTYPE INFO:

In the decade between 1974 and 1984, EMD produced the GP39-2 for seven North American railroads. The basic design followed most four axle road diesel switchers for the time. Borrowing improvements from the GP38-2 and GP40-2 designs, this mid-horsepower road switcher utilized a turbocharged 12-cylinder EMD 645E3 diesel engine for its prime mover. With 4 fewer cylinders, the smaller engine provided a distinctive long hood on the phase II and phase III bodies, where the clean room/engine compartment doors were set back from the cab further than predecessor locomotives.

Sensitivity to fuel economy in the 1970s justified the GP39-2 in the locomotive market. It also laid the ground work for EMD to start exploring locomotive designs that utilize engines with larger piston displacement yet possess fewer cylinders. This approach has become the foundation to modern locomotive technology.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Coupler cut levers
- MU hoses
- Trainline hose
- See through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- Windshield wipers
- Lift rings
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Incandescent bulbs for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage

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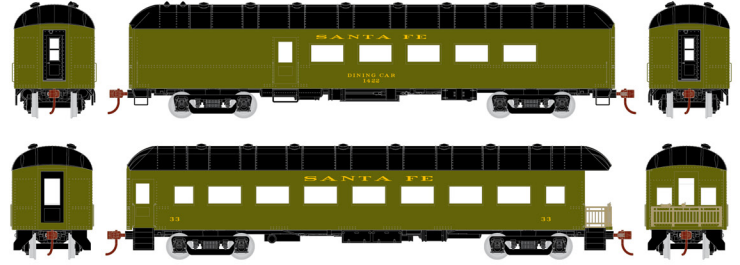


HO Arch Roof Passenger Car

Announced 4.28.17
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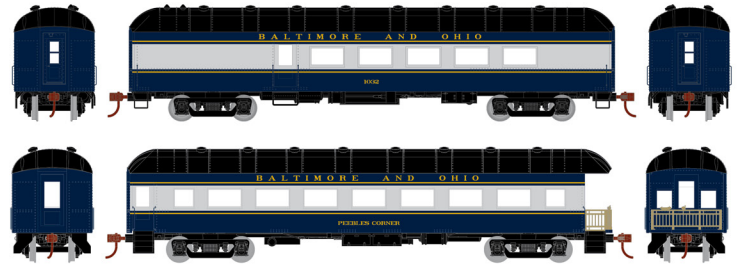
ETA: March 2018

Santa Fe



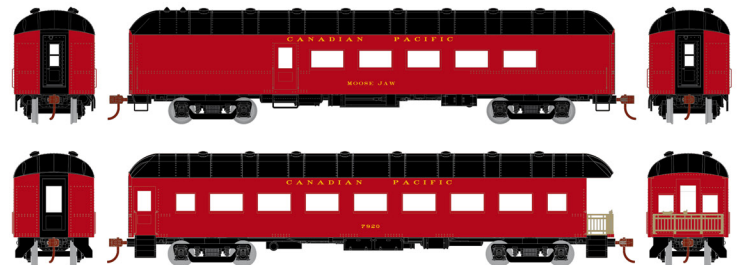
- ATH86517 HO RTR Arch Roof Set, SF (3-PACK)
- ATH86557 HO RTR Arch Roof Coach, SF #3062
- ATH86558 HO RTR Arch Roof Coach, SF #3069
- ATH86639 HO RTR Arch Roof Diner, SF #1422
- ATH86645 HO RTR Arch Roof Observation, SF #33

Baltimore & Ohio



- ATH86518 HO RTR Arch Roof Set, B&O (3-PACK)
- ATH86559 HO RTR Arch Roof Coach, B&O #3517
- ATH86597 HO RTR Arch Roof Coach, B&O #3515
- ATH86640 HO RTR Arch Roof Diner, B&O #1032
- ATH86646 HO RTR Arch Roof Observation, B&O/Peebles Corner

Canadian Pacific



- ATH86519 HO RTR Arch Roof Set, CPR (3-PACK)
- ATH86598 HO RTR Arch Roof Coach, CPR #1339
- ATH86599 HO RTR Arch Roof Coach, CPR #1359
- ATH86641 HO RTR Arch Roof Diner, CPR/Moose Jaw
- ATH86647 HO RTR Arch Roof Observation, CPR #7920

\$42.98 Individual SRP **\$119.98** 3-Pack SRP



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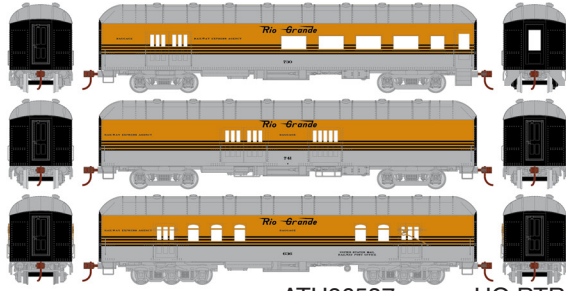


HO Arch Roof Passenger Car

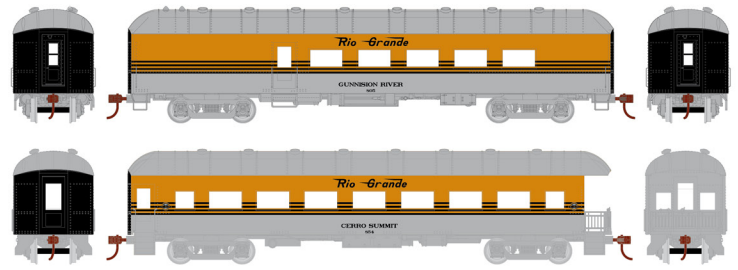
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Denver & Rio Grande Western*



ATH86537
ATH86600
ATH86617
ATH86642
ATH86648

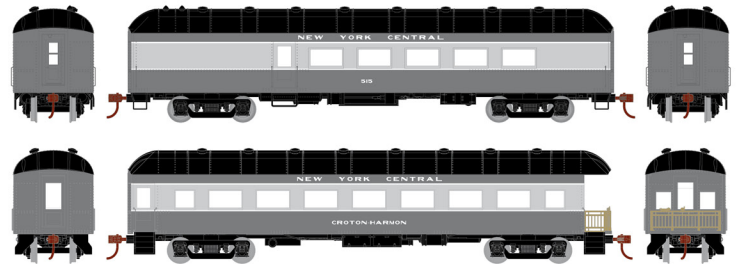


HO RTR Arch Roof Set, D&RGW (3-PACK)
HO RTR Arch Roof Coach, D&RGW #1006
HO RTR Arch Roof Coach, D&RGW #1009
HO RTR Arch Roof Diner, D&RGW/Gunnison River805
HO RTR Arch Roof Observation, D&RGW/Cerro Summit854

New York Central



ATH86538
ATH86618
ATH86619
ATH86643
ATH86649

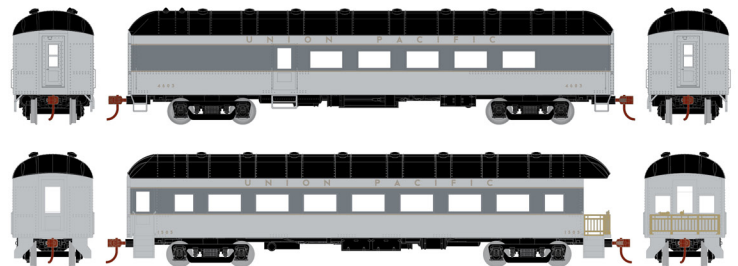


HO RTR Arch Roof Set, NYC (3-PACK)
HO RTR Arch Roof Coach, NYC #720
HO RTR Arch Roof Coach, NYC #726
HO RTR Arch Roof Diner, NYC #515
HO RTR Arch Roof Observation, NYC/Croton-Harmon

Union Pacific*



ATH86539
ATH86637
ATH86638
ATH86644
ATH86650



HO RTR Arch Roof Set, UP (3-PACK)
HO RTR Arch Roof Coach, UP #704
HO RTR Arch Roof Coach, UP #710
HO RTR Arch Roof Diner, UP #4605
HO RTR Arch Roof Observation, UP #1505

\$42.98 Individual SRP **\$119.98** 3-Pack SRP



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All Road Names

PROTOTYPE AND BACKGROUND INFO:

The arch roof and heavyweight passenger cars were signature to the 1920s-1940s passenger trains. As passenger rail developed in North America so did the needs of the travelling public. The arch roof passenger cars allowed the railroads to fulfill more seats per car than the wooden passenger cars they replaced. The arch roof cars carried on until the postwar streamlined passenger cars came into service.

MODEL FEATURES:

- Stirrup Steps
- Fully assembled
- Separate Grab Irons
- Window Glazing
- Vestibule Partitions
- Removable, magnetically attached roof
- Weighted for optimum performance
- McHenry® scale knuckle spring couplers
- 2 or 3-axle trucks, per prototype
- Razor sharp paint and printing
- Removable Roof-held with magnets
- Machined 33" metal RP25 profile wheels
- RPO comes with mail hook details on both sides
- Car length: 8.5 inches
- Minimum radius: 18"

\$42.98 Individual SRP **\$119.98** 3-Pack SRP



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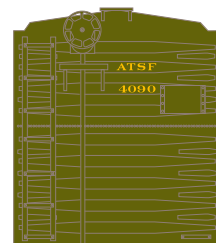
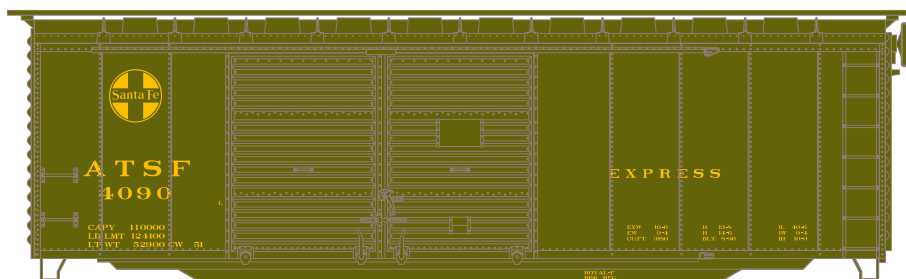


HO 40' Express Box

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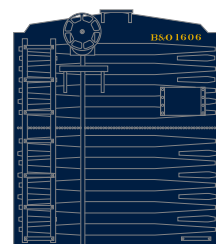
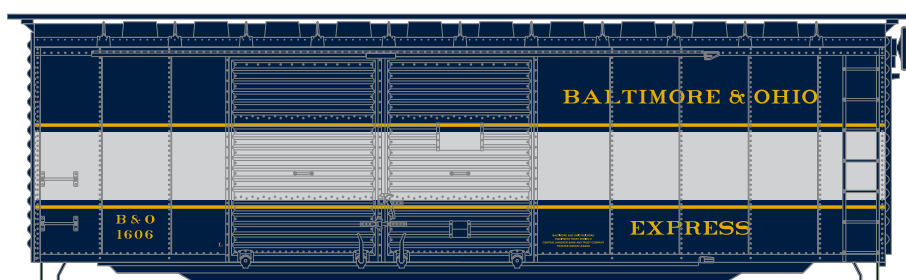
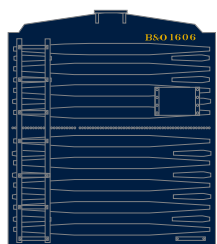
Santa Fe



Era: 1951+

- ATH72614 HO RTR 40' Express Box, SF #4090
- ATH72615 HO RTR 40' Express Box, SF #4092
- ATH72616 HO RTR 40' Express Box, SF #4097

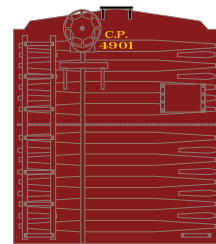
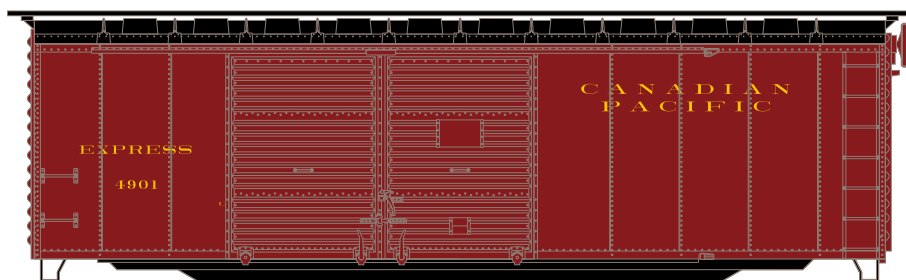
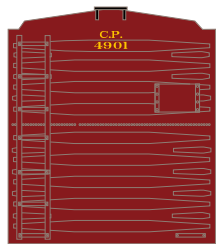
Baltimore & Ohio



Era: 1945+

- ATH72617 HO RTR 40' Express Box, B&O #1606
- ATH72618 HO RTR 40' Express Box, B&O #1608
- ATH72619 HO RTR 40' Express Box, B&O #1609

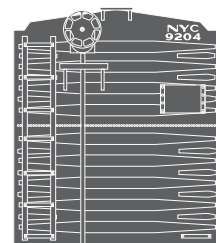
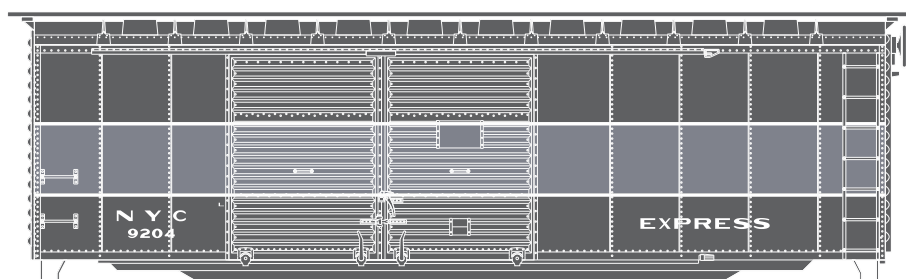
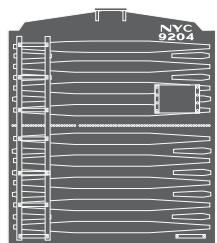
Canadian Pacific



Era: 1945+

- ATH72620 HO RTR 40' Express Box, CPR # 4901
- ATH72621 HO RTR 40' Express Box, CPR #4905
- ATH72622 HO RTR 40' Express Box, CPR #4909

New York Central



Era: 1945+

- ATH72623 HO RTR 40' Express Box, NYC #9204
- ATH72624 HO RTR 40' Express Box, NYC #9208
- ATH72625 HO RTR 40' Express Box, NYC #9211

\$27.98SRP



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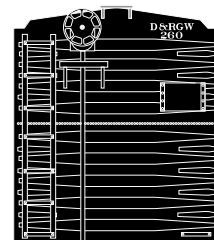
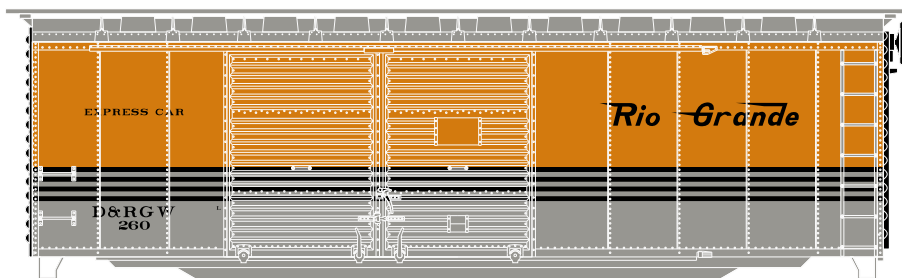
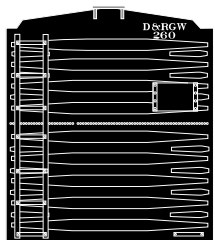


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ETA: March 2018

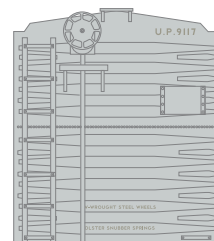
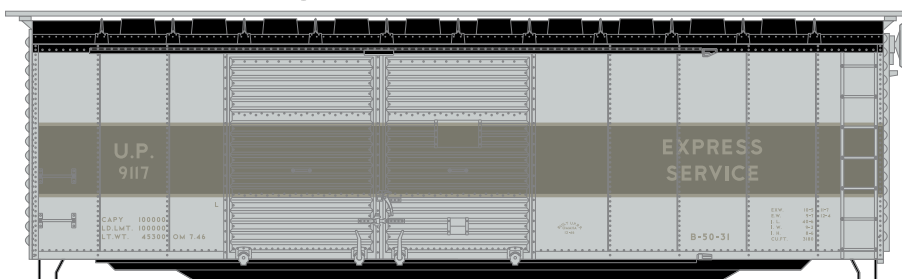
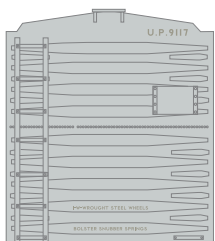
Denver & Rio Grande Western*



Era: 1945+

ATH72626	HO RTR 40' Express Box, D&RGW #260
ATH72627	HO RTR 40' Express Box, D&RGW #263
ATH72628	HO RTR 40' Express Box, D&RGW #267

Union Pacific*



Era: 1946+

ATH72629	HO RTR 40' Express Box, UP #9117
ATH72630	HO RTR 40' Express Box, UP #9186
ATH72631	HO RTR 40' Express Box, UP #9199

All Road Names

PROTOTYPE AND BACKGROUND INFO:

During the heyday of passenger service, mail & express traffic was a viable part of the railroad business. These 40' double door boxcars, equipped with high speed trucks, represent prototype cars assigned to this service. They are decorated to match our concurrent release of 60' arch roof passenger cars.

MODEL FEATURES:

- Double Youngstown doors
- Separately applied roof walk and brake wheel
- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Weighted for trouble free operation
- Passenger trucks with 33" machined metal wheels and RP25 contours operate on all popular brands of track
- 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
- Minimum radius: 18"

\$27.98SRP



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* Union Pacific Licensed Product

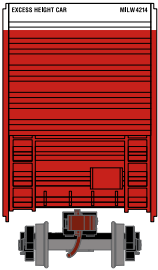


HO 60' FMC Hi-Cube X-Post Box

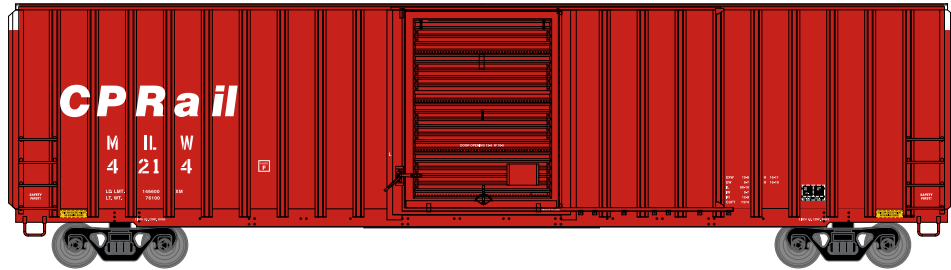
Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

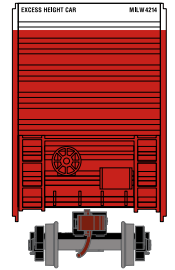
Canadian Pacific



Era: 1995+



ATH72633 HO RTR FMC 60' Hi-Cube Ex-Post Box, CPR/Red #4214
ATH72634 HO RTR FMC 60' Hi-Cube Ex-Post Box, CPR/Red #4231
ATH72635 HO RTR FMC 60' Hi-Cube Ex-Post Box, CPR/Red #4250



Louisville & Wadley



Era: 2000+



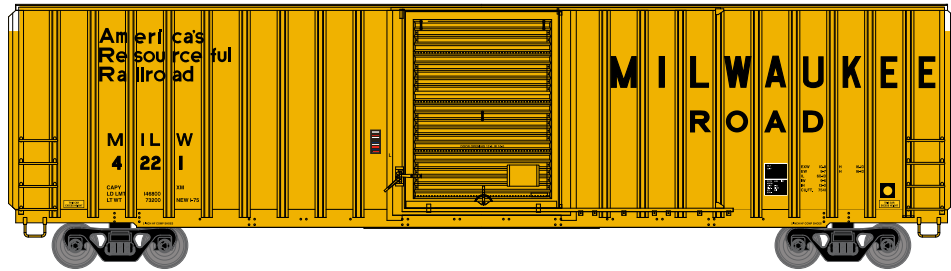
ATH72636 HO RTR FMC 60' Hi-Cube Ex-Post Box, L&W/Brown #470358
ATH72637 HO RTR FMC 60' Hi-Cube Ex-Post Box, L&W/Brown #470401
ATH72638 HO RTR FMC 60' Hi-Cube Ex-Post Box, L&W/Brown #470409



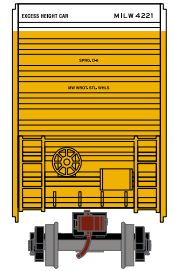
Milwaukee Road



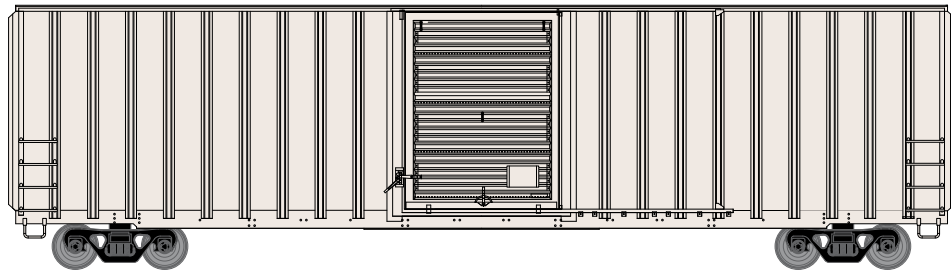
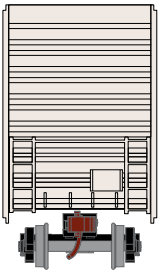
Era: 1975+



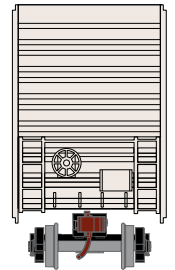
ATH72639 HO RTR FMC 60' Hi-Cube Ex-Post Box, MILW/Yellow #4221
ATH72640 HO RTR FMC 60' Hi-Cube Ex-Post Box, MILW/Yellow #4237
ATH72641 HO RTR FMC 60' Hi-Cube Ex-Post Box, MILW/Yellow #4246



Undecorated



ATH72632 HO RTR FMC 60' Hi-Cube Ex-Post Box, Undecorated



\$39.98SRP



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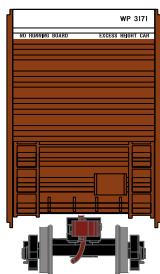


HO 60' FMC Hi-Cube X-Post Box

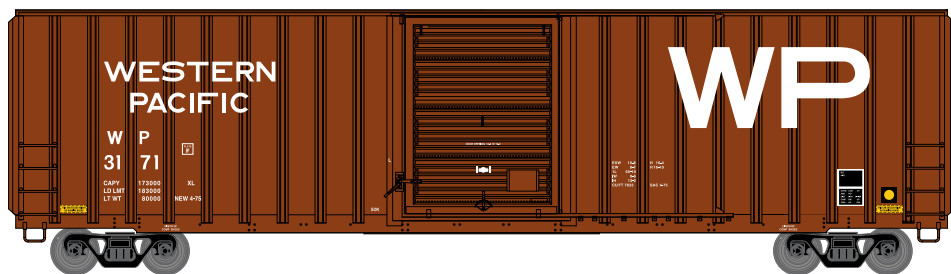
Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

Western Pacific*



Era: 1975+

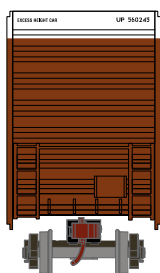


ATH72648
ATH72649
ATH72650

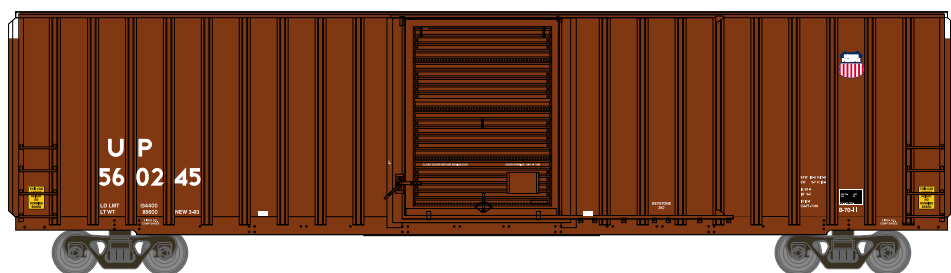
HO RTR FMC 60' Hi-Cube Ex-Post Box, WP/Brown #3171
HO RTR FMC 60' Hi-Cube Ex-Post Box, WP/Brown #3173
HO RTR FMC 60' Hi-Cube Ex-Post Box, WP/Brown #3177



Union Pacific*

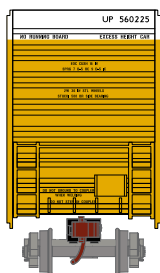
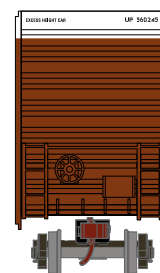


Era: 1993+

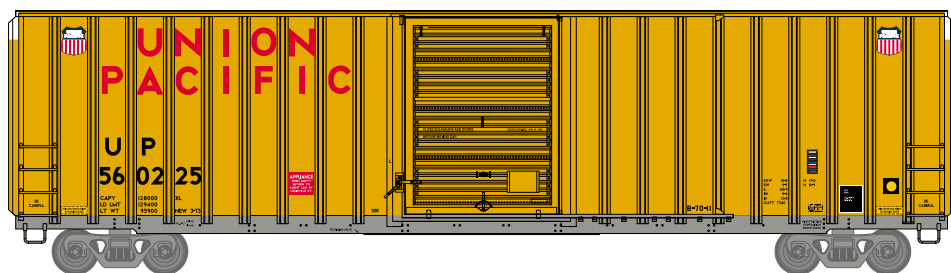


ATH72642
ATH72643
ATH72644

HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Brown #560245
HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Brown #560276
HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Brown #560307

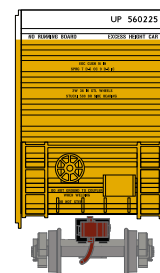


Era: 1973+



ATH72645
ATH72646
ATH72647

HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Yellow #560225
HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Yellow #560242
HO RTR FMC 60' Hi-Cube Ex-Post Box, UP/Yellow #560277



All Road Names

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

MODEL FEATURES:

- Single 10' Youngstown door
- Separately applied grab irons, end ladders, and brake wheel
- Photo-etch coupler cross-over platform
- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Weighted for trouble free operation
- -70 or -100 ton roller bearing trucks with 33" or 36" per prototype
- Machined metal wheels and RP25 contours operate on all popular brands of track
- 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
- Minimum radius: 18"

PROTOTYPE AND BACKGROUND INFO:

The modern 100 ton, high-cube, 60' boxcar has become ubiquitous in the modern rail scene. These cars are designed to carry a myriad of loads, from auto parts to forest products. These boxcars are a fixture to any modern freight train.

\$39.98SRP



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* Union Pacific Licensed Product



HO Bathtub Gondola w/Load

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

Canadian Pacific

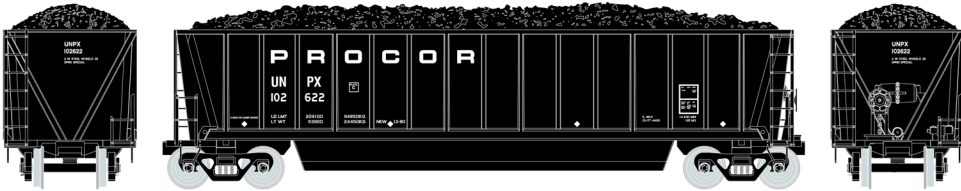


Era: 1970+

ATH26416
ATH26417
ATH26418
ATH26419

HO RTR Bathtub Gondola w/Coal Load, CPR #349057
HO RTR Bathtub Gondola w/Coal Load, CPR #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, CPR #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, CPR #3 (3-PACK)

Procor

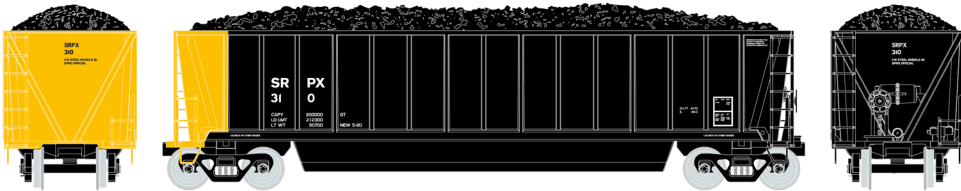


Era: 1980+

ATH26501
ATH26502
ATH26503
ATH26504

HO RTR Bathtub Gondola w/Coal Load, Procor #102622
HO RTR Bathtub Gondola w/Coal Load, Procor #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, Procor #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, Procor #3 (3-PACK)

Salt River Project



Era: 1980+

ATH26505
ATH26506
ATH26507
ATH26508

HO RTR Bathtub Gondola w/Coal Load, SRPX #310
HO RTR Bathtub Gondola w/Coal Load, SRPX #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, SRPX #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, SRPX #3 (3-PACK)

\$31.98 Individual SRP **\$89.98** 3-Pack SRP

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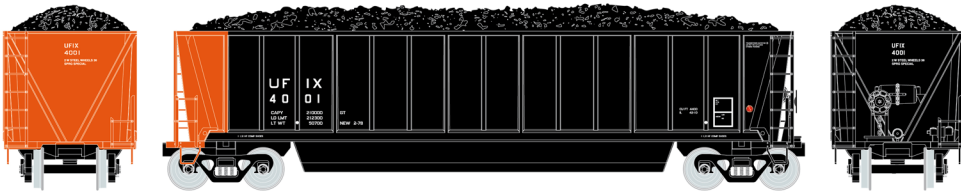


HO Bathtub Gondola w/Load

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

Utility Fuels



Era: 1978+

ATH26509
ATH26510
ATH26511
ATH26512

HO RTR Bathtub Gondola w/Coal Load, UFIX #4001
HO RTR Bathtub Gondola w/Coal Load, UFIX #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, UFIX #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, UFIX #3 (3-PACK)

Union Pacific*



Era: 1977+

ATH26513
ATH26514
ATH26515
ATH26516

HO RTR Bathtub Gondola w/Coal Load, UP #35002
HO RTR Bathtub Gondola w/Coal Load, UP #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, UP #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, UP #3 (3-PACK)

Oneida & Western



Era: 1979+

ATH29133
ATH29134
ATH29158
ATH29159

HO RTR Bathtub Gondola w/Coal Load, O&W #99026
HO RTR Bathtub Gondola w/Coal Load, O&W #1 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, O&W #2 (3-PACK)
HO RTR Bathtub Gondola w/Coal Load, O&W #3 (3-PACK)

All Road Names

PROTOTYPE AND BACKGROUND INFO:

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

MODEL FEATURES:

- Separately applied grab irons, end ladders, and brake wheel
- Weighted for trouble free operation
- Roller bearing trucks with 36" machined metal wheels and RP25 contours operate on all popular brands of track
- 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
- Minimum radius: 18"

\$31.98 Individual SRP **\$89.98** 3-Pack SRP

* Union Pacific Licensed Product



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HO 28' Trailer w/Dolly

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

Estes

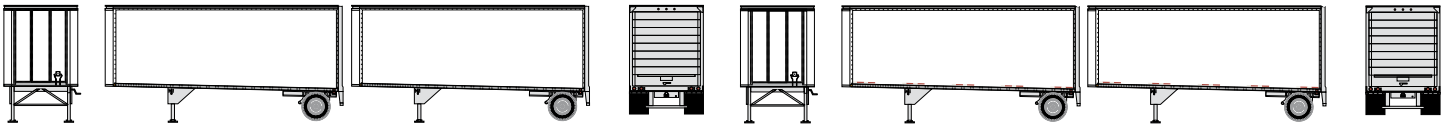
McLean



ATH91047 HO RTR 28' Trailers w/Dolly, Estes (2)

ATH91048 HO RTR 28' Trailers, w/Dolly, McLean (2)

Owner Operator



w/ conspicuity stripes

ATH29196 HO RTR 28' Trailers, w/Dolly, Owner/Operator #1 (2)

ATH69417 HO RTR 28' Trailers, w/Dolly, Owner/Operator #2 (2)

Roadway



ATH91050 HO RTR 28' Trailers w/Dolly, Roadway/Express (2)

ATH29197 HO RTR 28' Trailers, w/Dolly, Roadway/Smooth (2)

Spartan

XPO



ATH91046 HO RTR 28' Trailers w/Dolly, Spartan (2)

ATH69419 HO RTR 28' Trailers w/Dolly, XPO (2)

\$39.98 2-PACK SRP



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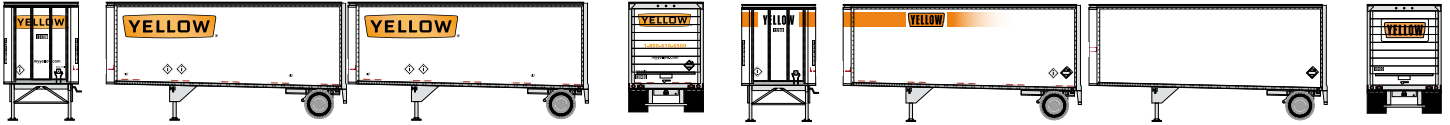


HO 28' Trailer w/Dolly

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

Yellow

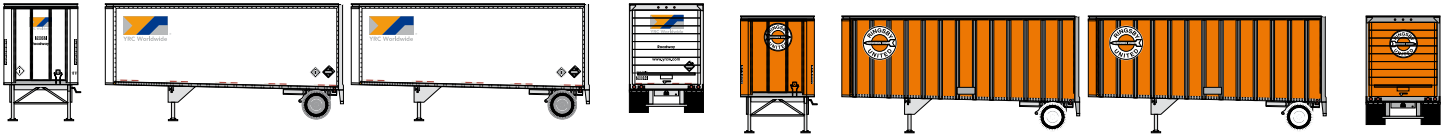


ATH29198 HO RTR 28' Trailers w/Dolly, Yellow #2 (2)

ATH91043 HO RTR 28' Trailers w/Dolly, Yellow #1 (2)

YRC

Ringsby



ATH29199 HO RTR 28' Trailers w/Dolly, YRC (2)

ATH69418 HO RTR 28' Trailers w/Dolly, Ringsby (2)

All Carriers

PROTOTYPE AND BACKGROUND INFO:

The 28' trailer provided LTL service for instances where a full size trailer would not be the most efficient. Splitting a haul into two creates more efficiency as one trailer can be spotted and then the second taken to a different destination without repacking. Many of the 28' trailers can be seen in TOFC service to this day.

MODEL FEATURES:

- Factory assembled with many detail parts applied
- Two different road numbers per pack
- Some SKUs feature multiple logos and/or decoration variations

\$39.98 2-PACK SRP



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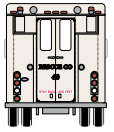
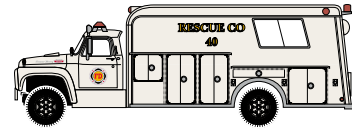
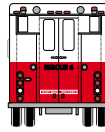
HO Ford F-850 Rescue Truck

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018

County Fire Red/White

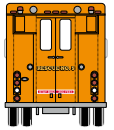
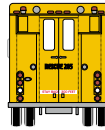
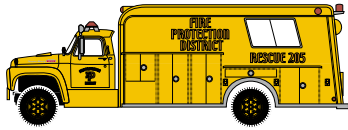
Rescue Co



ATH92037 HO RTR Ford F-850 Rescue Truck, County Fire #12 ATH92038 HO RTR Ford F-850 Rescue Truck, Rescue Co #40

FPD Yellow

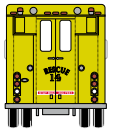
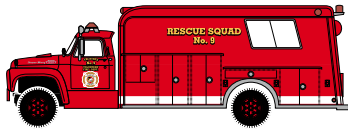
County Fire Orange



ATH92039 HO RTR Ford F-850 Rescue Truck, FPD #205 ATH92040 HO RTR Ford F-850 Rescue Truck, County Fire #5

Volunteer Fire

FPD Day-Glo



ATH92041 HO RTR Ford F-850 Rescue Truck, Volunteer Fire #9 ATH92042 HO RTR Ford F-850 Rescue Truck, FPD #14

All Carriers

PROTOTYPE AND BACKGROUND INFO:

The Rescue Truck is utilized for fire support and many other situations. This includes traffic collisions, flood and other water rescue missions, among many other emergencies. It is designed primarily to carry firefighters and their entry gear, and equipment for fire extinguishing and light rescue. The specialized duty rescue truck is not outfitted with a pump, although it may carry additional equipment to aid in various diverse roles.

MODEL FEATURES:

- Factory assembled with many detail parts applied
- Molded cab interior with separately applied steering wheel
- Clear window glazing
- Rubber tires

\$24.98SRP



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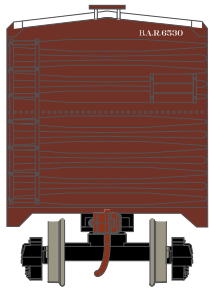




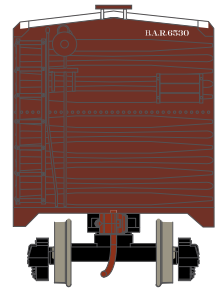
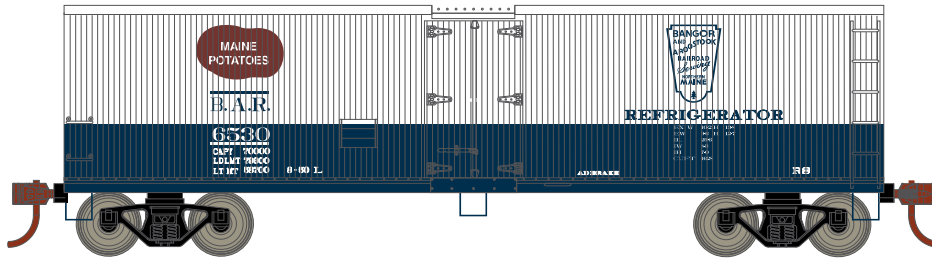
HO 40' Wood Reefer Bangor & Aroostook

Announced 4.28.17
Available for Backorder

ETA: March 2018

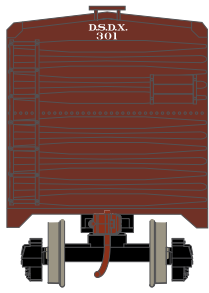


Era: 1943+

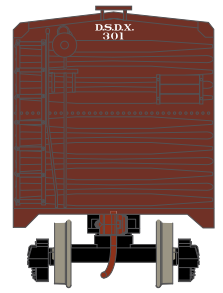
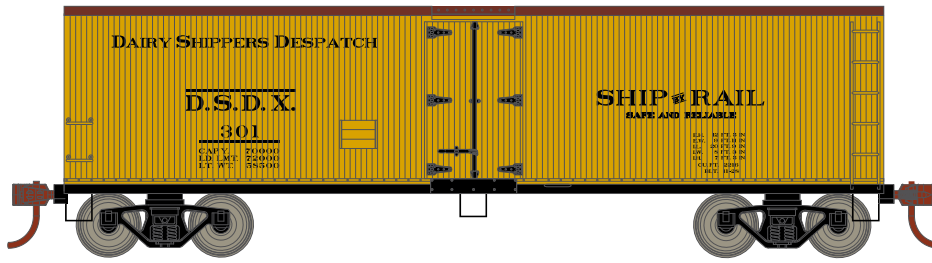


RND85566 HO 40' Wood Reefer, BAR # 6530
RND85567 HO 40' Wood Reefer, BAR #6535
RND85568 HO 40' Wood Reefer, BAR #6538

Dairy Shippers Despatch

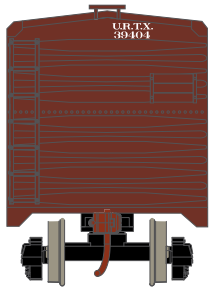


Era: 1926+

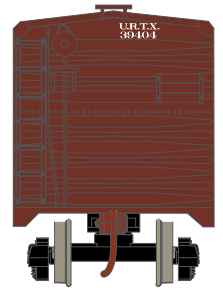


RND85569 HO 40' Wood Reefer, DSDX #301
RND85571 HO 40' Wood Reefer, DSDX #304
RND85572 HO 40' Wood Reefer, DSDX #307

Erie

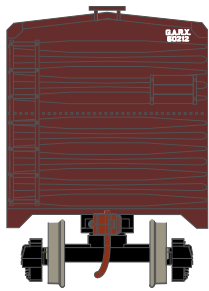


Era: 1930+

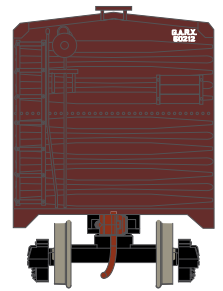


RND85573 HO 40' Wood Reefer, Erie #URTX 39404
RND85574 HO 40' Wood Reefer, Erie #URTX 39406
RND85575 HO 40' Wood Reefer, Erie #URTX 39412

Missouri Kansas Texas



Era: 1943+



RND85576 HO 40' Wood Reefer, MKT #GARX 50212
RND85577 HO 40' Wood Reefer, MKT #GARX 50217
RND85578 HO 40' Wood Reefer, MKT #GARX 50218

\$24.98SRP



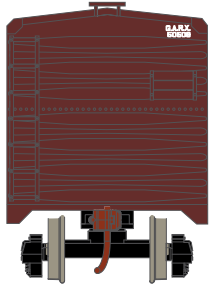
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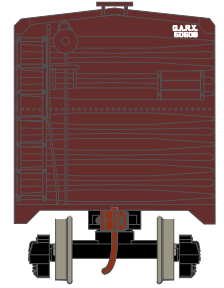
HO 40' Wood Reefer Nickel Plate Road

Announced 4.28.17
Available for Backorder

ETA: March 2018

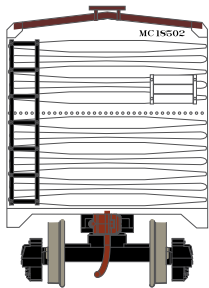


Era: 1930+

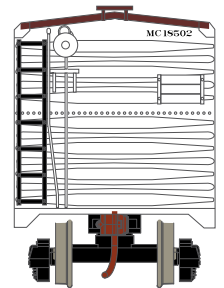
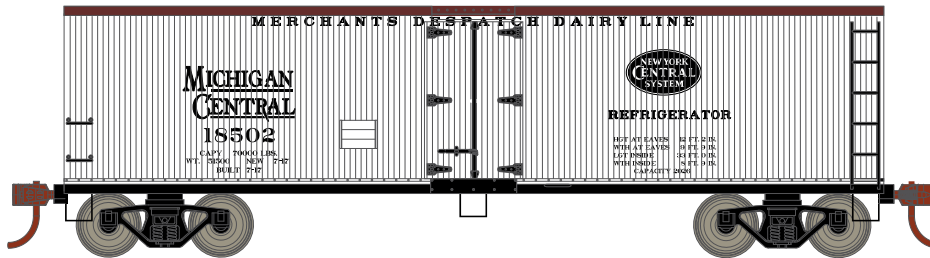


RND85579	HO 40' Wood Reefer, NKP #GARX 50508
RND85628	HO 40' Wood Reefer, NKP #GARX 50510
RND85629	HO 40' Wood Reefer, NKP #GARX 50515

New York Central / Michigan Central



Era: 1891+



RND85630	HO 40' Wood Reefer, NYC/MC #18502
RND85631	HO 40' Wood Reefer, NYC/MC #18504
RND85632	HO 40' Wood Reefer, NYC/MC #18509

All Road Names

PROTOTYPE AND BACKGROUND INFO:

The use of ice to refrigerate and preserve food dates back to prehistoric times. Through the ages, the seasonal harvesting of snow and ice was a regular practice of many cultures. By the turn of the 20th century, manufactured ice became more common. The Pacific Fruit Express (PFE), for example, maintained seven natural harvesting facilities, and operated 18 artificial ice plants. Their largest plant (located in Roseville, California) produced 1,100 tons of ice daily, and Roseville's docks could accommodate up to 254 cars. At the industry's peak, 1,200,000 tons of ice was produced for refrigerator car use annually.

A late-19th century wood-bodied reefer required re-icing every 250 miles (400 km) to 400 miles (640 km). The typical ice-bunker reefer from the 1920s were originally constructed with wood sheathing. Later, these early wood constructed cars would be replaced with steel constructed cars with plywood interiors by the 1940s. Vents in the bunker at the end of the car, along with slots in the wood floor racks, allowed cool air to circulate around the contents.

MODEL FEATURES:

- All models are representative of prototypical paint schemes
- Bettendorf 50-ton trucks with 33" wheels
- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied brake wheel
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble free operation
- 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
- Minimum radius: 18"

\$24.98SRP



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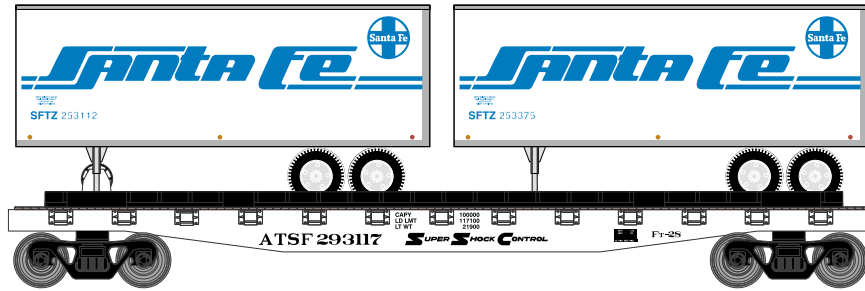


HO 50' TOFC Flat w/2 Trailers

Announced 4.28.17
Available for Backorder

ETA: March 2018

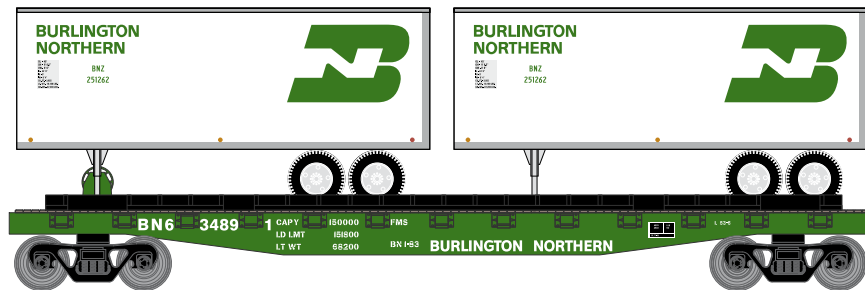
Santa Fe



Era: 1980+

- RND7886 HO 50' Flat w/2 25' Trailer, SF #1
- RND7887 HO 50' Flat w/2 25' Trailer, SF #2
- RND7888 HO 50' Flat w/2 25' Trailer, SF #3

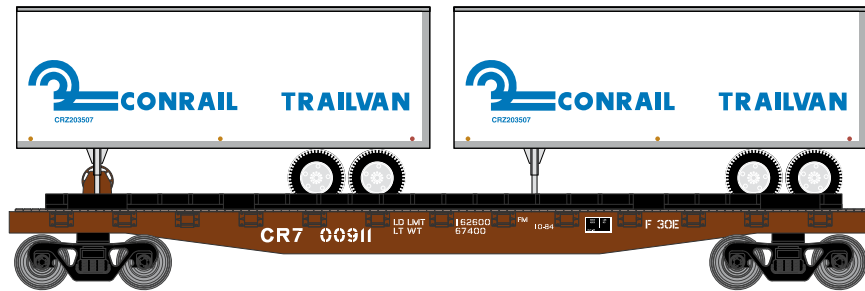
Burlington Northern



Era: 1983+

- RND7889 HO 50' Flat w/2 25' Trailer, BN #1
- RND7890 HO 50' Flat w/2 25' Trailer, BN #2
- RND7891 HO 50' Flat w/2 25' Trailer, BN #3

Conrail



Era: 1984+

- RND7895 HO 50' Flat w/2 25' Trailer, CR #1
- RND7896 HO 50' Flat w/2 25' Trailer, CR #2
- RND7897 HO 50' Flat w/2 25' Trailer, CR #3

Norfolk Southern



Era: 1995+

- RND7898 HO 50' Flat w/2 25' Trailer, NS #1
- RND7899 HO 50' Flat w/2 25' Trailer, NS #2
- RND7906 HO 50' Flat w/2 25' Trailer, NS #3

\$37.98 (INCLUDES 2-TRAILERS) SRP



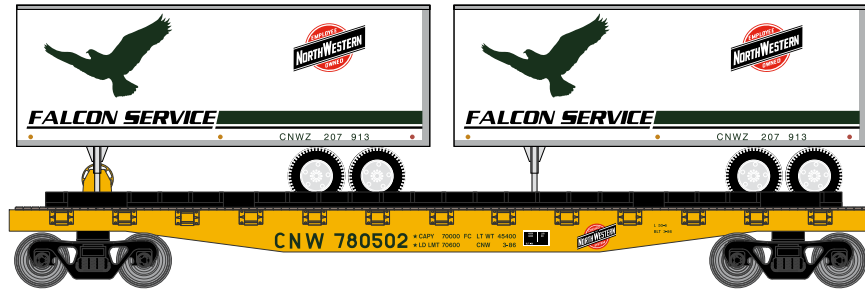
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HO 50' TOFC Flat w/2 Trailers Chicago & North Western*

Announced 4.28.17
Available for Backorder

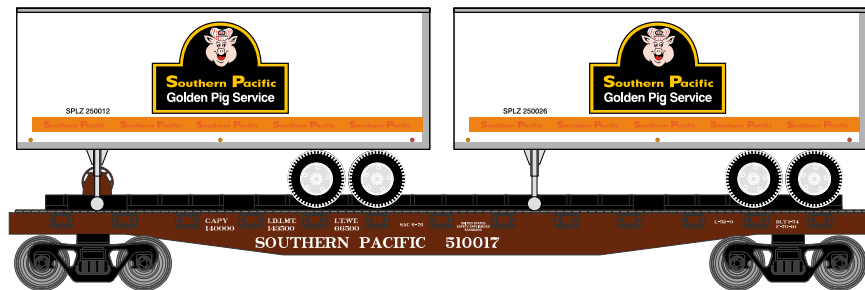
ETA: March 2018



Era: 1986+

RND7892	HO 50' Flat w/2 25' Trailer, C&NW #1
RND7893	HO 50' Flat w/2 25' Trailer, C&NW #2
RND7894	HO 50' Flat w/2 25' Trailer, C&NW #3

Southern Pacific*



Era: 1976+

RND7907	HO 50' Flat w/2 25' Trailer, SP #1
RND7908	HO 50' Flat w/2 25' Trailer, SP #2
RND7909	HO 50' Flat w/2 25' Trailer, SP #3

All Road Names

PROTOTYPE AND BACKGROUND INFO:

Trailer On Flat Car (TOFC) has been in service since the 1940s when it was originally developed to load truck trailers onto flat cars to streamline service and minimize transferring cargo from boxcars to trailers. In the early 1980s, after the railroads were deregulated, TOFC service exploded in North America. The railroad's ability to adjust haul rates to be competitive with trucking meant new revenue in areas that the railroads weren't able to successfully compete before.

MODEL FEATURES:

- Flat car includes two decorated 25' trailers
- Roller bearing 70-ton trucks with 33" wheels
- Fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied brake wheel
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble free operation
- 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
- Minimum radius: 18"

\$37.98 (INCLUDES 2-TRAILERS) SRP



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* Union Pacific Licensed Product