HO F89 Autorack
Western Pacific

Announced 10.25.19
Orders Due: 11.22.19
ETA: October 2020

* Union Pacific Licensed Product

Primed for Grime

ATHG69538  HO F89-F Bi-Level Auto Rack, BO BTTX #911880
ATHG69539  HO F89-F Bi-Level Auto Rack, BO BTTX #911888
ATHG69540  HO F89-F Bi-Level Auto Rack, BO BTTX #911923

ATHG69535  HO F89-F Bi-Level Auto Rack, GMO BTTX #912789
ATHG69536  HO F89-F Bi-Level Auto Rack, GMO BTTX #912840
ATHG69537  HO F89-F Bi-Level Auto Rack, GMO BTTX #912856

Era: 1964+
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$54.98 Bi-Level SRP $56.98 Tri-Level SRP

These items are subject to Horizon’s MAP policy
* Union Pacific Licensed Product

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**HO F89 Autorack**
**Rio Grande***

- ATHG69526 HO F89-F Tri-Level Auto Rack, DRGW RTTX #910620
- ATHG69527 HO F89-F Tri-Level Auto Rack, DRGW RTTX #910796
- ATHG69528 HO F89-F Tri-Level Auto Rack, DRGW RTTX #910811

**DRGW FEATURES:**
- "When Empty Return to Southern Pacific, Milpitas, Calif."

**Wabash**

- ATHG69529 HO F89-F Tri-Level Auto Rack, WAB RTTX #911381
- ATHG69530 HO F89-F Tri-Level Auto Rack, WAB RTTX #911395
- ATHG69531 HO F89-F Tri-Level Auto Rack, WAB RTTX #911561

**WAB FEATURES:**
- "When Empty Return to N&W RR, Detroit, Ml."

**Union Pacific***

- ATHG69532 HO F89-F Tri-Level Auto Rack, UP RTTX #911613
- ATHG69533 HO F89-F Tri-Level Auto Rack, UP RTTX #911620
- ATHG69534 HO F89-F Tri-Level Auto Rack, UP RTTX #911632

**UP FEATURES:**
- "When empty return to ATSF RWY CO Arlington Texas"

**Cotton Belt***

- ATHG69544 HO F89-F Tri-Level Auto Rack, SSW #84549
- ATHG69545 HO F89-F Tri-Level Auto Rack, SSW #84634
- ATHG69546 HO F89-F Tri-Level Auto Rack, SSW #84682

**SSW FEATURES:**
- "When Empty Return to Southern Pacific, South Gate, Calif."

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**MODEL FEATURES:**
- Die-cast underframe
- Weighted for trouble free operation
- Authentic undulating safety railing
- Accurate Whitehead and Kales Auto Rack
- Customer installed end bridge plates (included in box)
- Early or late train lines and cut levers per prototype and era
- Use for dedicated intermodal trains or mixed freight
- Detailed deck
- Wire-formed brake plumbing
- Decorated models fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied wire grab irons where applicable
- Separately applied hand brake per prototype
- Prototypical ride height
- 70-Ton roller bearing trucks with animated rotating bearing caps installed
- Machined metal wheels
- Wheels with 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
- Minimum radius: 22"
- Recommended radius: 24"+

**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

**PROTOTYPE HISTORY**
Introduced in the early 1960s, the Trailer Train (now TTX Company) F89F flatcar has been a mainstay of contemporary railroading. A product of Bethlehem Steel Company’s (BSC) Johnstown, PA plant, over 9,000 of these (89’ 8” over the strikers) cars were built throughout the 1960s. Visually distinctive from other long flatcars of their era thanks to their “C” channel side sills, these versatile cars were adapted for many types of service and loadings over the years, ranging from Trailer-On-Flatcar (TOFC), to autoracks, to structural steel loading. While the majority went to Trailer Train, many were built for various railroads, typically for autorack service. Many were “de-racked” in later years, being reassigned and equipped for other service - TOFC, vehicle loading, pipe service, etc.

This Athearn Genesis model was designed from the start to incorporate as many prototype details and variations as possible, based upon field measurements and builder diagrams, in order to appeal to modelers of multiple eras. Many new body variants, and other separate details were created, allowing us to accurately offer these cars in their different configurations over the years. With the addition of the Whitehead and Kales autorack, The F89FH now has available Bi-Level and Tri-Level autorack variants. You can rest assured of its smooth performance, thanks to a weighted frame for reliable tracking, and our Genesis 70-ton ASF Ride-Control trucks, and metal wheels.

Operationally, these cars are appropriate for any layout set from the 1960s to the early 1980s. The Auto Racks would be fastened to the 89’ flatcar for auto service from Detroit.

**All Road Names**

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