GATC 2600 Airslide Covered Hopper

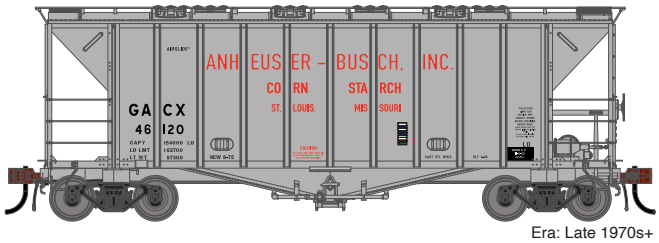
HO

* Union Pacific Licensed Product

Orders Due: 06.30.26

ETA: SEPTEMBER 2027

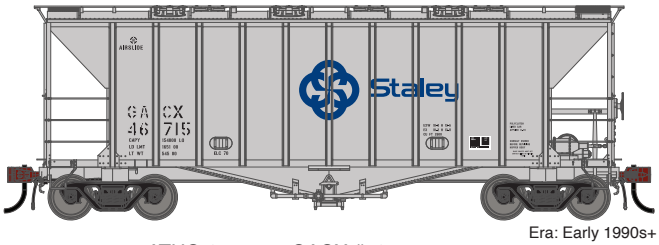
GACX



Era: Late 1970s+

ATHG-3168	GACX #46120
ATHG-3169	GACX #46122
ATHG-3170	GACX #46125

Staley



Era: Early 1990s+

ATHG-3171	GACX #46715
ATHG-3172	GACX #46719
ATHG-3173	GACX #46720

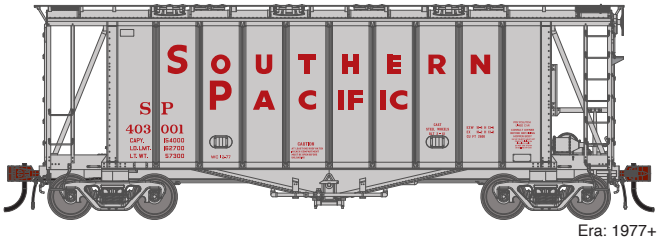
Multifoods



Era: 1966+

ATHG-3174	GACX #46038
ATHG-3175	GACX #46040
ATHG-3176	GACX #46042

Southern Pacific*

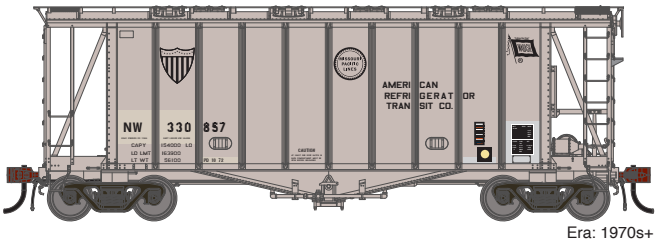


Era: 1977+

ATHG-3177	SP #403001
ATHG-3178	SP #403007
ATHG-3179	SP #403011

Norfolk and Western

PRIMED FOR GRIME



Era: 1970s+

ATHG-3180	NW #330857
ATHG-3181	NW #330858

Northern Pacific



Era: 1965+

ATHG-3182	NP #75860
ATHG-3183	NP #75877
ATHG-3184	NP #75892

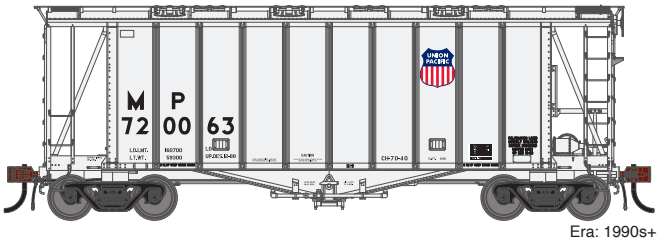
Missouri Pacific*



Era: 1958+

ATHG-3185	MP #110
ATHG-3186	MP #137

Union Pacific*



Era: 1990s+

ATHG-3187	MP #720063

PRIMED FOR GRIME $59.99 INDIVIDUAL

$54.99 INDIVIDUAL

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

These items are subject to Horizon's MAP policy

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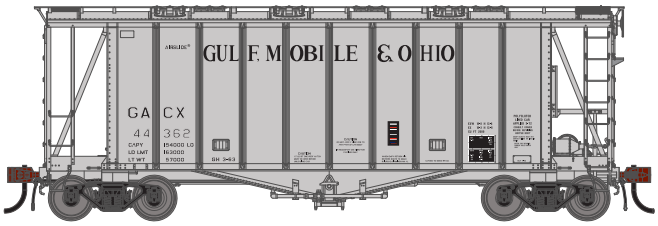
HO

Athearn GENESIS

Orders Due: 06.30.26

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Gulf, Mobile & Ohio



Era: 1970s+

ATHG-3188	GACX #44362
ATHG-3189	GACX #44368
ATHG-3190	GACX #44375

GACX leased these cars to GMO in the series 44361-44382. They were known to be used in sugar loading, and some lasted in service through the 1980s.

Missouri, Kansas, Texas



Era: Mid 1970+

ATHG-3191	MKT #9017
ATHG-3192	MKT #9020
ATHG-3193	MKT #9033

MKT series 9016-9035 were built by GATC in 1959 and are shown here in a mid 1970s look. The road used them to transport sugar and flour.

All Road Names

MODEL FEATURES:

- Three different body styles
- Detailed underbody including outlet piping
- Rectangular or oval shaker brackets
- Gravity or gravity-pneumatic outlets
- See-through metal roof walk
- Factory installed wire grab irons and brake piping
- Separately applied round roof hatches and brake wheel
- Roller bearing or Bettendorf trucks
- Machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Accurately painted and printed
- Highly detailed, injection molded body
- Minimum radius: 18”

PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of “In Service” equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

PROTOTYPE AND BACKGROUND INFO:

For the first half of the 20th century, bulk goods were usually bagged and carried in boxcars. After the late 1940s, covered hoppers greatly simplified the process by allowing the bulk material to be poured in through the roof hatches and dumped out the hopper bays. However, flour, starch, sugar and plastics do not “flow” easily from a standard hopper bay.

To solve this problem, the Fuller Company of Catasauqua, PA, patented the Airslide concept. In an Airslide covered hopper, the bays are formed into two narrow, steep-sided troughs with a layer of air-permeable material at the bottom. Air is pumped through the material causing the lading to fluidize and flow easily through the hopper outlets.

Starting in 1953, General American Transportation began building Airslide covered hoppers. One of the two original configurations was a 2,600-cubic foot, single-bay car with a 70-ton capacity. In addition to railroad-owned cars, there were a number of Airslide covered hoppers leased by GATC to sugar and bakery companies. Later on, larger cars were introduced as the railroads continued to improve their infrastructure. To extend the useful lives of the smaller 2600 cuft cars, some of them were permanently connected in 2-unit drawbar sets. The drawbar sets operated as a single car, and therefore had a whopping total capacity of 5,200 cu.ft. - although their substantial length was a notable drawback.

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