



# 57' FGE Mechanical Reefer

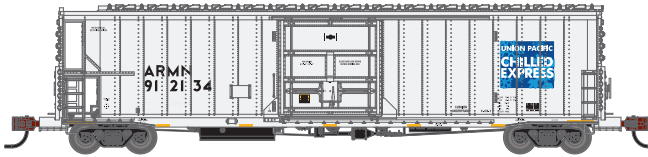
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\* Union Pacific Licensed Product

Orders Due: 11.28.25

ETA: FEBRUARY 2027

## Union Pacific\* with Reflectors

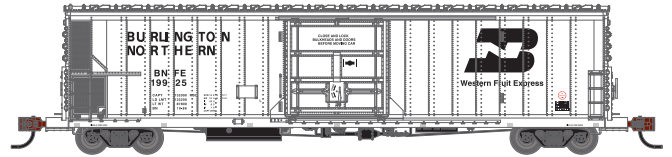


ARMN #912134  
ARMN #923968  
ARMN #993999

**without Sound**  
ATH-3162  
ATH-3163  
ATH-3164

Era: 2005-2022  
**with Sound**  
ATH-3176  
ATH-3177  
ATH-3178

## Burlington Northern



BNFE #19925  
BNFE #19935

**without Sound**  
ATH-3165  
ATH-3166

Era: 1996-2006+  
**with Sound**  
ATH-3179  
ATH-3180

## BNSF Railway with Reflectors

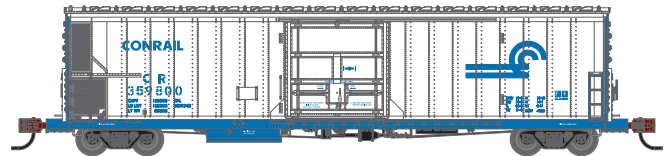


BNSF #795146  
BNSF #795201  
BNSF #795456

**without Sound**  
ATH-3167  
ATH-3168  
ATH-3169

Era: 2005-2009  
**with Sound**  
ATH-3190  
ATH-3191  
ATH-3192

## Conrail

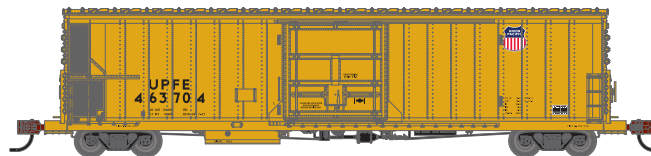


CR #359800  
CR #359803  
CR #359807

**without Sound**  
ATH-3170  
ATH-3171  
ATH-3172

Era: 1991+  
**with Sound**  
ATH-3193  
ATH-3194  
ATH-3195

## Union Pacific\*



UPFE #463704  
UPFE #463887  
UPFE #463948

**without Sound**  
ATH-3173  
ATH-3174  
ATH-3175

Era: 1970-2000+  
**with Sound**  
ATH-3196  
ATH-3197  
ATH-3198

**\$49.99 w/o SOUND | \$99.99 w/ SOUNDTRAXX SOUND**

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

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## All Road Names

### PROTOTYPE AND BACKGROUND INFO:

Trinity Steel was founded by C. J. Bender in Dallas in 1933. The company didn't enter into the railroad freight car market until 1984, when Trinity acquired the railcar designs and production facilities of the Pullman-Standard Car Manufacturing Company, once the largest railcar manufacturer in North America. That same year Trinity also acquired the railcar designs of General American Transportation Corporation. In 1986 the rail car designs and production facilities of Greenville Steel Car Company were purchased, including the auto rack designs of Portec-Paragon. Also acquired in 1986 were the railcar designs of North American Car Corporation, and in 1987 Ortner Freight Car was acquired.

With this collective experience across several facilities, Trinity developed many new designs that became ubiquitous to present day railroading. One of their most famous designs is the 3-bay 5161cuft covered hopper. This covered hopper is optimized to transport agricultural products, sugar, dry chemicals, or other similar products and can be seen in unit train assignments all over North America. Introduced around 1995, these cars are extremely common today and owned by many Class 1 and short line railroads alike.

### 57' MECHANICAL REEFER FEATURES:

- Available with onboard SoundTraxx sound
- Scaled from prototype manufacturer's drawings and field measurements
- Underframe detail including Keystone cushioning, air brake reservoir, control valve, brake cylinder, and fuel tank
- Two different exhaust stack types: straight pipe with "flapper" or T-shaped "smokejack" per prototype and era
- Body-mounted McHenry operating knuckle couplers
- 100-ton roller bearing trucks with 36" machined metal wheels that operate on all Code 55 and 80 rail
- Fully-assembled and ready-to-run
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Weighted for trouble-free operation
- Minimum radius: 9 3/4" — Recommended radius: 11"

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Sound recorded from actual reefer unit
- Sound randomly cycles on and off
- Utilizes minimum track power
- Volume can be adjusted on the sound board



### LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

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