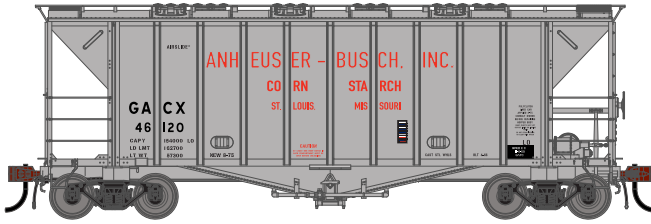


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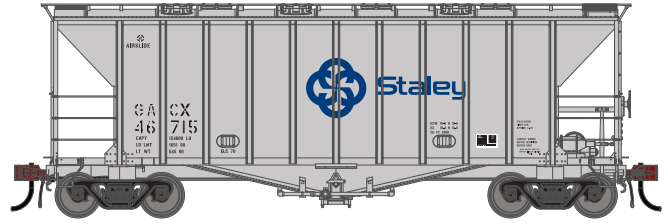
GACX



Era: Late 1970s+

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

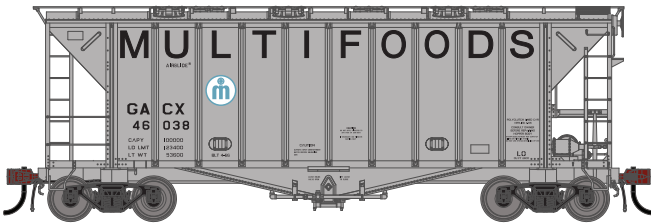
Staley



Era: Early 1990s+

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

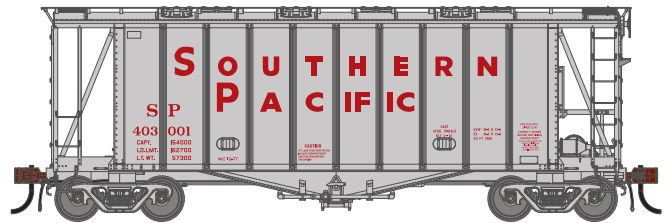
Multifoods



Era: 1966+

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

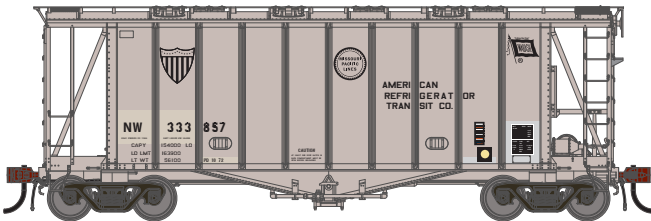
Southern Pacific*



Era: 1977+

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

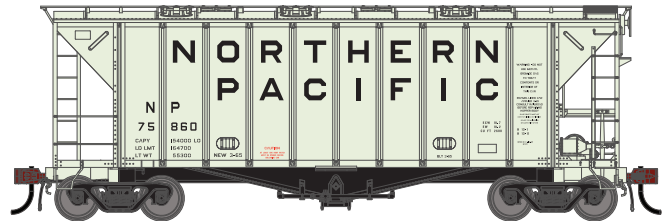
Norfolk and Western



Era: 1970s+

ATHG-3180 NW #333857
 ATHG-3181 NW #333858

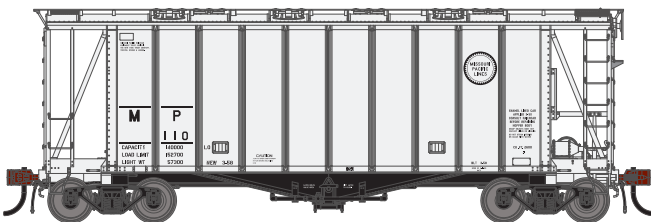
Northern Pacific



Era: 1965+

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

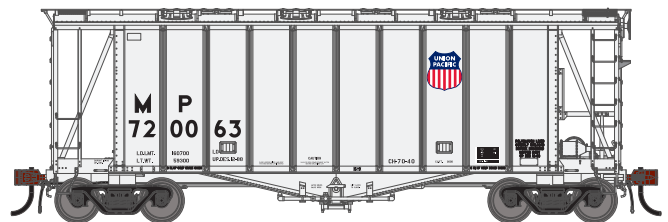
Missouri Pacific*



Era: 1958+

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

Union Pacific*



Era: 1990s+

ATHG-3187 MP #720063

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 \$54.99 INDIVIDUAL**

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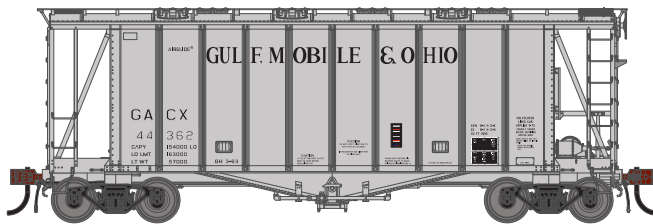
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Gulf, Mobile & Ohio

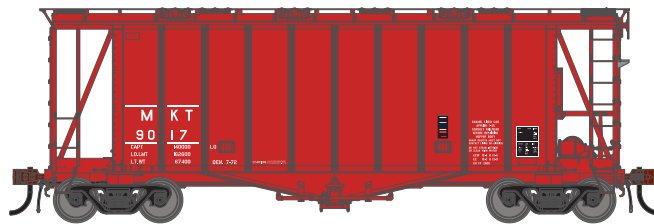


Era: 1970s+

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 1970s+

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"

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.



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

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