

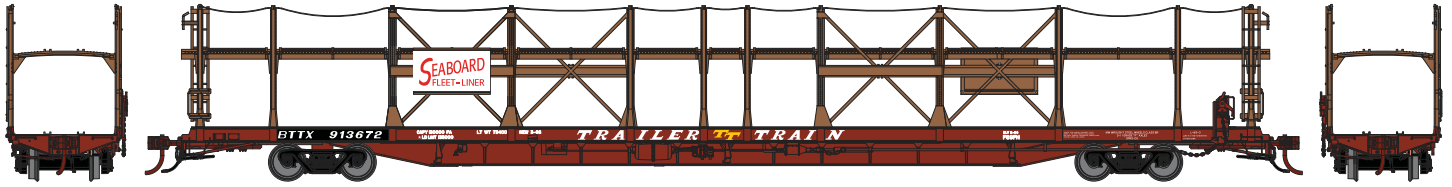


HO F89 Bi-Level Auto Rack

Announced 08.28.15
Orders Due: 09.25.15

Seaboard Air Line

ETA: July 2016



Era: 1964+

ATHG69927	HO F89-F Bi-Level Auto Rack, SAL/BTTX #913672
ATHG69928	HO F89-F Bi-Level Auto Rack, SAL/BTTX #913679
ATHG69929	HO F89-F Bi-Level Auto Rack, SAL/BTTX #913696

Louisville & Nashville



Era: 1966+

ATHG69930	HO F89-F Bi-Level Auto Rack, L&N/BTTX #913814
ATHG69931	HO F89-F Bi-Level Auto Rack, L&N/BTTX #913867
ATHG69932	HO F89-F Bi-Level Auto Rack, L&N/BTTX #913907

Northern Pacific



Era: 1966+

ATHG69933	HO F89-F Bi-Level Auto Rack, NP/BTTX #913438
ATHG69934	HO F89-F Bi-Level Auto Rack, NP/BTTX #913601
ATHG69935	HO F89-F Bi-Level Auto Rack, NP/BTTX #913676

\$49.98

These items are subject to Horizon's MAP policy



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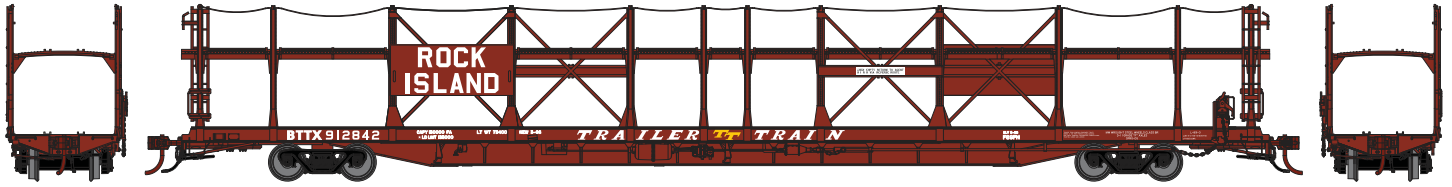


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Rock Island

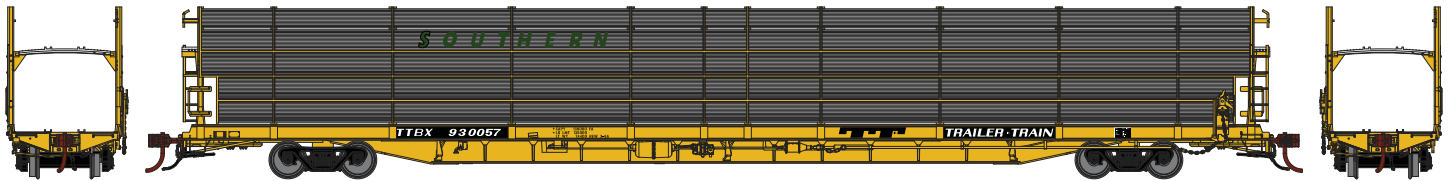
ETA: July 2016



Era: 1965+

ATHG69936	HO F89-F Bi-Level Auto Rack, RI/BTTX #912842
ATHG69937	HO F89-F Bi-Level Auto Rack, RI/BTTX #912924
ATHG69938	HO F89-F Bi-Level Auto Rack, RI/BTTX #912936

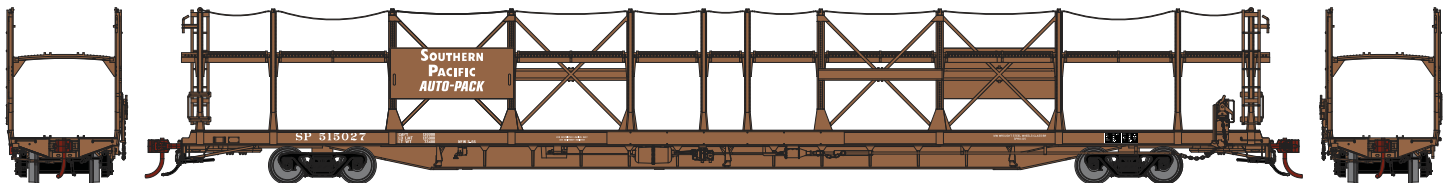
Southern



Era: 1971+

ATHG69939	HO F89-F Bi-Level Auto Rack, SOU/TTBX #930057
ATHG69940	HO F89-F Bi-Level Auto Rack, SOU/TTBX #930153
ATHG69941	HO F89-F Bi-Level Auto Rack, SOU/TTBX #930213

Southern Pacific*



Era: 1972+

ATHG69942	HO F89-F Bi-Level Auto Rack, SP #515027
ATHG69943	HO F89-F Bi-Level Auto Rack, SP #515036
ATHG69944	HO F89-F Bi-Level Auto Rack, SP #515042

\$49.98

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* Union Pacific Licensed Product



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All Road Names

FLATCAR FEATURES:

- Die-cast underframe
- Weighted for trouble free operation
- Authentic undulating safety railing
- Accurate Whitehead and Kales Auto Rack
- End bridge plates per prototype and era
- 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 Code 55, 70, 75, 80, 83, and 100 rail
- 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"+

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.

It wasn't unusual for these cars to see several different loading configurations throughout their careers, in order to meet the changing needs of shippers. In service with Trailer Train, the three or four-letter reporting marks indicated the cars' intended service and corresponding equipment. For example, an "XTTX" car was equipped with four collapsible hitches, capable of carrying various combinations of 28', 40', or 45' trailers. A car in the "RTTX" configuration featured a pair of fixed hitches at the ends, and a retractable hitch amidships, allowing it to carry a pair of long (up to 45') trailers back-to-back, or three 28' "pup" trailers.

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 hitches, body variants, and other separate details were created, allowing us to accurately offer these cars in their different configurations over the years, from four-hitch "XTTX" cars, to the distinctive drawbar-connected "TTEX" Triple-57 "Long Runner" bulge-deck conversions introduced in 1987. And you can rest assured of its smooth performance, thanks to a heavy die-cast frame for reliable tracking, and our famed Genesis 70-ton ASF Ride-Control trucks with spinning bearing cap details, and .110" tread metal wheels.

Operationally, these cars are appropriate for any layout set from the 1960s to the present day. In the mid-1960's new production 89' flatcars were being employed beyond piggyback service. A few cars from various manufacturers were receiving Auto Racks. The Auto Racks would be fastened to the 89' flatcar for auto service from Detroit. The Athearn Genesis Auto Rack features a Bethlehem Steel F89FH with a Whitehead and Kales bi-level rack. Genesis level of detail ensures authenticity to the prototype.

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