



N F89 Autorack Western Pacific*

Announced 10.25.19
Orders Due: 11.22.19

ETA: October 2020



Primed for Grime

Era: 1976+

- | | |
|----------|--|
| ATH14475 | N F89-F Bi-Level Auto Rack, WP #910807 |
| ATH14476 | N F89-F Bi-Level Auto Rack, WP #910808 |
| ATH14477 | N F89-F Bi-Level Auto Rack, WP #910809 |



Gulf Mobile & Ohio



Era: 1975+

- | | |
|----------|--|
| ATH14437 | N F89-F Bi-Level Auto Rack, GM&O #912789 |
| ATH14470 | N F89-F Bi-Level Auto Rack, GM&O #912840 |
| ATH14471 | N F89-F Bi-Level Auto Rack, GM&O #912856 |

Baltimore & Ohio



Era: 1964+

- | | |
|----------|---|
| ATH14472 | N F89-F Bi-Level Auto Rack, B&O #911880 |
| ATH14473 | N F89-F Bi-Level Auto Rack, B&O #911888 |
| ATH14474 | N F89-F Bi-Level Auto Rack, B&O #911923 |

\$43.98 Bi-Level SRP **\$44.98** Tri-Level SRP

* Union Pacific Licensed Product



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Rio Grande*

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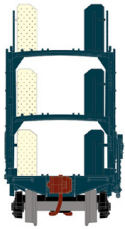
Era: 1966+

ATH14425	N F89-F Tri-Level Auto Rack, DRGW #910620
ATH14426	N F89-F Tri-Level Auto Rack, DRGW #910796
ATH14427	N F89-F Tri-Level Auto Rack, DRGW #910811

DRGW FEATURES:

- "When Empty Return to Southern Pacific, Milpitas, Calif."

Wabash



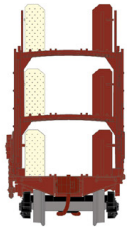
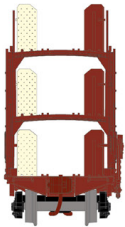
Era: 1964+

ATH14428	N F89-F Tri-Level Auto Rack, WAB #910210
ATH14429	N F89-F Tri-Level Auto Rack, WAB #910212
ATH14430	N F89-F Tri-Level Auto Rack, WAB #911381

WAB FEATURES:

- "When Empty Return to N&W RR, Detroit, MI."

Union Pacific*



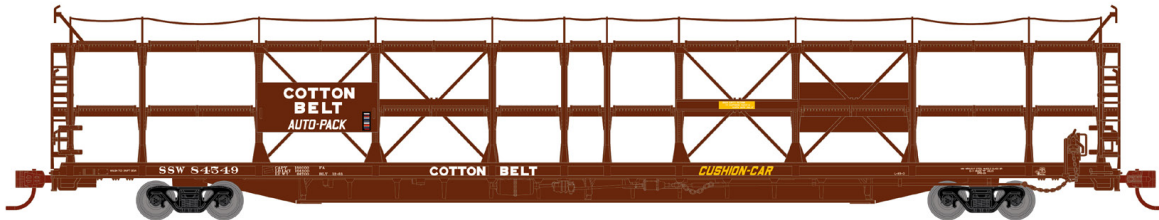
Era: 1964+

ATH14431	N F89-F Tri-Level Auto Rack, UP #911613
ATH14432	N F89-F Tri-Level Auto Rack, UP #911620
ATH14433	N F89-F Tri-Level Auto Rack, UP #911632

UP FEATURES:

- "When empty return to ATSF RWY CO Arlington Texas"

Cotton Belt*



Era: 1965+

ATH14434	N F89-F Tri-Level Auto Rack, SSW #84549
ATH14435	N F89-F Tri-Level Auto Rack, SSW #84634
ATH14436	N F89-F Tri-Level Auto Rack, SSW #84682

SSW FEATURES:

- "When Empty Return to Southern Pacific, South Gate, Calif."

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All Road Names

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 N-scale 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 die-cast frame for reliable tracking, and our newly tooled N-scale 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.

MODEL 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
- Use for dedicated intermodal trains or mixed freight
- Detailed deck
- Decorated models fully-assembled and ready to run out of the box
- Highly-detailed, injection-molded body
- Separately applied hand brake per prototype
- 70-Ton roller bearing trucks with 33" scale machined metal wheels operate on Code 55, 70, and 80 rail
- Body mounted McHenry operating knuckle couplers
- Clear blister packaging for easy viewing
- Minimum radius: 10"
- Recommended radius: 12"+

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



#Ready2Rust

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