

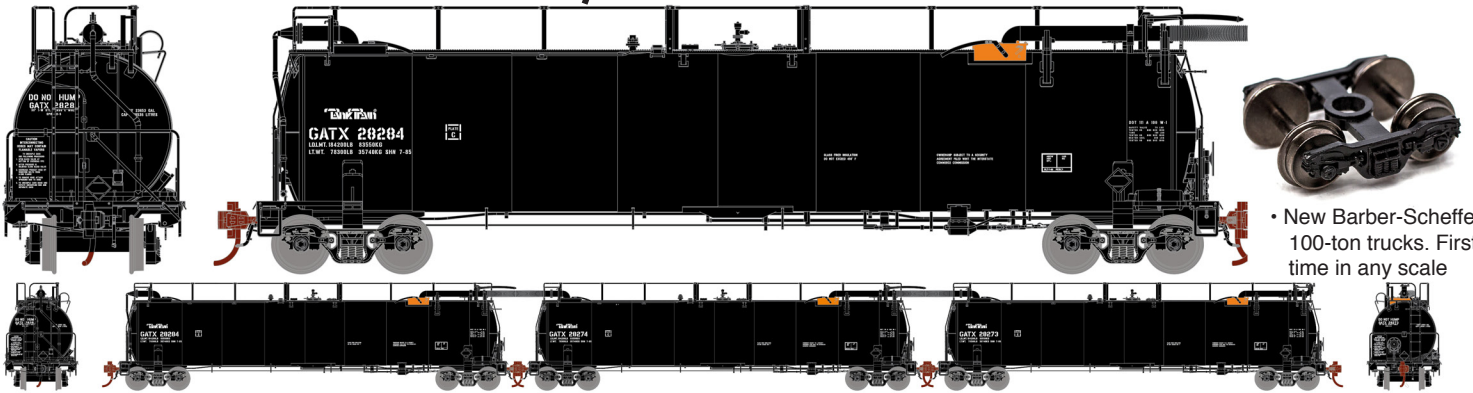


N GATX TankTrain

Announced 6.23.17
Orders Due: 7.28.17

ETA: June 2018

GATX Late w/ Barber-Scheffel Trucks



• New Barber-Scheffel 100-ton trucks. First time in any scale

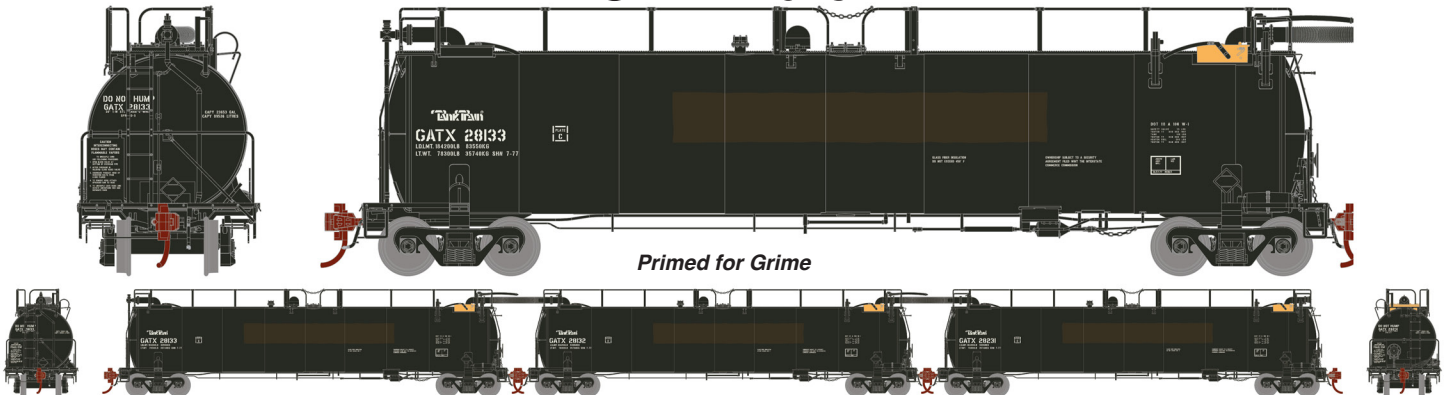
Era: 1990s+

Operated in **California** TankTrain service and later in **New England**. These cars feature an experimental self steering truck design that was intended to help alleviate rail wear.

ATH14999
 ATH15000
 ATH15001
 ATH15002

N TankTrain A/B Ends & Intermediate Car GATX/B-S-T (3-PACK)
 N TankTrain Intermediate, GATX/B-S-T #1 (3-PACK)
 N TankTrain Intermediate, GATX/B-S-T #2 (3-PACK)
 N TankTrain Intermediate, GATX/B-S-T #3 (3-PACK)

GATX Late



Primed for Grime

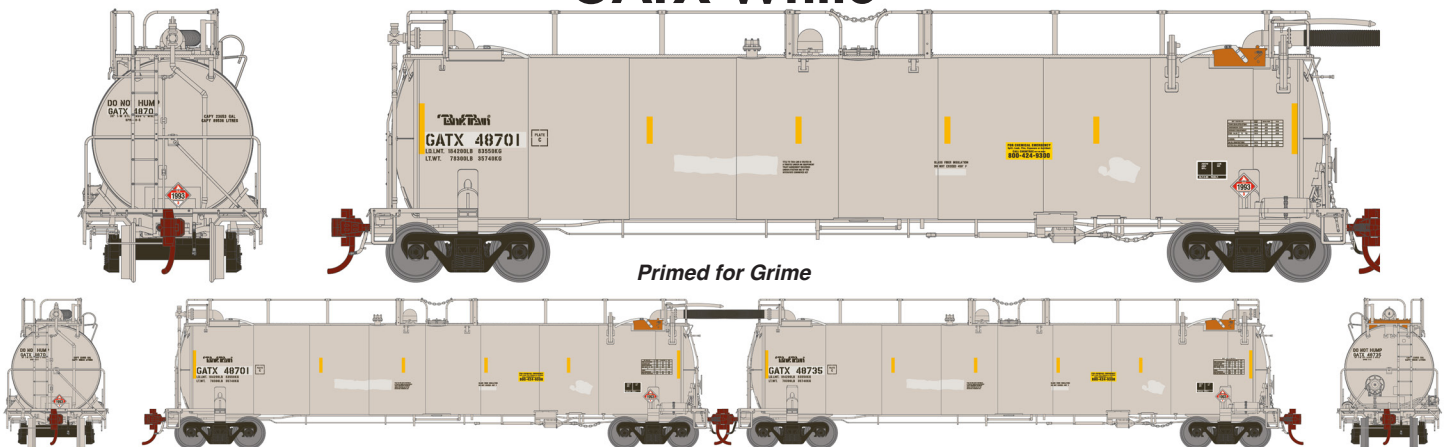
Era: 1980+

In service in **California** on the TankTrain. These cars were patched from the larger billboard lettering & placed into service. First time early body w/ late small lettering.

ATH15003
 ATH15004
 ATH15005
 ATH15006

N TankTrain A/B Ends & Intermediate Car GATX/P-TT-L (3-PACK)
 N TankTrain Intermediate, GATX/P-TT-L #1 (3-PACK)
 N TankTrain Intermediate, GATX/P-TT-L #2 (3-PACK)
 N TankTrain Intermediate, GATX/P-TT-L #3 (3-PACK)

GATX White



Primed for Grime

Era: 1980+

In service in **Canada/New England/New York** on a variety of railroads including the **Vermont Railway** & others.

ATH15007
 ATH15008
 ATH15009
 ATH15010

N TankTrain A/B Set, GATX/White #48701 #48735 (2-PACK)
 N TankTrain Intermediate, GATX/White #1 (2-PACK)
 N TankTrain Intermediate, GATX/White #2 (2-PACK)
 N TankTrain Intermediate, GATX/White #3 (2-PACK)

\$26.98SRP



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N GATX TankTrain

All Road Numbers

Announced 6.23.17
Orders Due: 7.28.17

ETA: June 2018

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

PROTOTYPE HISTORY:

Since the beginning of railroading in the United States, tank cars have been an essential part of the freight car fleet. From their primitive beginnings as barrels mounted to flatcars, tank cars have evolved into complex designs optimized for hauling a variety of liquids, from corn syrup to anhydrous ammonia.

While tank cars are prolific, most railroads do not own large fleets of these relatively specialized cars, preferring to make use of fleets managed by freight car companies, such as GATX. One of the larger equipment management companies, GATX can trace its history to the turn of the century, and is well-known for its large fleet of tank cars of varying designs, many of which were built in-house. One of the more distinctive designs to originate from GATX is the “TankTrain”, which made its debut in the 1970s. The TankTrain concept was a solution to the problem of long load/unload times for unit train shipments of particular commodities, such as crude oil. A typical unit train can take significant time to load or unload, with the need for workers to attach the necessary hoses and other fittings to each individual car, coupled with the necessary time to load or unload the commodity from each car. The TankTrain was designed to significantly reduce this time. TankTrain cars are interconnected with a large-diameter, flexible hose between each car, which allows the commodity to be siphoned off at a single point at the end of a set of cars while being “pushed” at the opposite end with inert nitrogen gas. Using this method, TankTrain cars can be loaded or unloaded at a rate of approximately 3,000 gallons per minute, allowing a train of 90 cars to be loaded or unloaded in under five hours. This has the obvious benefit of increased equipment utilization, as well as reduced labor costs, and shorter dwell times at terminals. Additionally, TankTrain cars were built in various sizes and designs to handle various commodities resulting in a wide variety of TankTrain cars roaming the nations’ rails.

TankTrain cars are typically grouped into interconnected sets ranging from two to thirteen cars, the set size varying upon the car types, commodity, and shipper being served. One of the commodities routinely handled by TankTrain cars is crude oil, whose viscous nature, and tendency to be shipped in unit train quantities, lends itself well to the TankTrain concept. The most well-known operation using TankTrain equipment was Southern Pacific railroad’s operation of these cars, on behalf of Shell Oil Company, from a loading facility in Bakersfield, California, to a refinery in Carson, California. This operation began in the early 1980s, and proved to be highly successful for Shell, allowing them economical transport of Kern County crude oil to their refinery. Two trainsets were operated, allowing a continuous load/empty cycle to operate between the loadout and the refinery. These trains were comprised of insulated cars with a 23k nominal capacity, grouped into sets of 12-13 cars, with a full train being around 75-78 cars (more or less, depending upon cars that may have been cut out of the individual sets for maintenance). This train proved to be a fairly high-priority operation on the Southern Pacific, mainly stemming from the need to make sure the loaded trains arrived at the refinery on time, in order to prevent production disruptions, as well as to make sure the warmed crude oil (heated as a result of the initial extraction process) does not cool and thicken inside of the car, which would slow down the unloading process.

N-SCALE FREIGHT CAR FEATURES::

- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Photo etched metal walkways and end platforms
- Wire safety rails and end handrails
- Printed placards
- Separately applied brake wheel
- Screw mounted trucks
- Weighted for trouble free operation
- Operates on Code 50, and 80 rail
- Body-mounted, McHenry operating scale knuckle couplers
- Multiple road numbers
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage

TANK TRAIN FEATURES:

- All-new tooling first time ever in N-scale
- Two GATX classes represented: 282-series and 486-series
- Correct walkways, manways, and load/unload pluper series
- Finely detailed walkways
- Correct transfer plumbing per prototype series and end (A-end or B-end)
- Full underbody plumbing and rigging
- Detailed, soft vinyl transfer hoses that bend as the car negotiates curves
- Cars available as end unit sets and as individual intermediate units
- 100-ton roller-bearing trucks with scale 36” machined metal wheels
- **Convenient packs of 3 makes modeling prototypical 12 unit set simple**
- Minimum radius: 11”
- Recommended radius: 15”
- 282-series era: 1977 to present
- 486-series era: 1982 to present

These all-new Athearn N-scale models represent 23K-capacity GATX TankTrain cars from the 486-number series (built in 1977), and 282-series (built in 1982). Based upon GATX diagrams, as well as photos and field measurements taken from prototype TankTrain cars at GATX’s West Colton repair facility, these new N-scale models faithfully replicate the prototype differences between the two different series’, including variations on the tank saddles, walkways, manways, brake rigging, and transfer piping. While these cars are most closely associated with Southern Pacific, TankTrain sets comprised of these cars have been, and can be seen in operation across the country. Grand Trunk Western, for example, operated TankTrain cars from the 486-series in the Great Lakes region, hauling fuel oil, in the late 1970s. And despite construction of a pipeline that eliminated the need for Southern Pacific’s original routing of TankTrain equipment, a new TankTrain, operated by Southern Pacific successor Union Pacific along the former SP “Coast Line”, operates to this day with many of the same cars, from a loading facility in San Ardo, California, to a refinery in Carson, California.

\$26.98SRP



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