

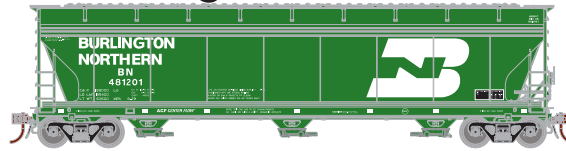


N ACF 4600 Covered Hopper

Announced 05.29.20
Orders Due: 06.26.20

ETA: May 2021

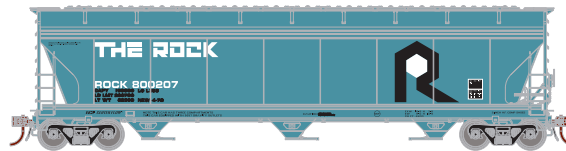
Burlington Northern



ATH12916	N ACF 4600 3-Bay Centerflow Hopper, BN #481201
ATH12917	N ACF 4600 3-Bay Centerflow Hopper, BN #481242
ATH12918	N ACF 4600 3-Bay Centerflow Hopper, BN #481265
ATH12919	N ACF 4600 3-Bay Centerflow Hopper, BN #(3)
ATH12920	N ACF 4600 3-Bay Centerflow Hopper, BN #(3)

Era: 1979+
BN: As-Delivered. Late style body with stiffener ribs and low brake wheel.

The Rock

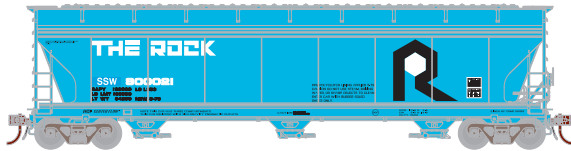


ATH12921	N ACF 4600 3-Bay Centerflow Hopper, ROCK #800207
ATH12922	N ACF 4600 3-Bay Centerflow Hopper, ROCK #800302
ATH12923	N ACF 4600 3-Bay Centerflow Hopper, ROCK #800360
ATH12924	N ACF 4600 3-Bay Centerflow Hopper, ROCK #(3)

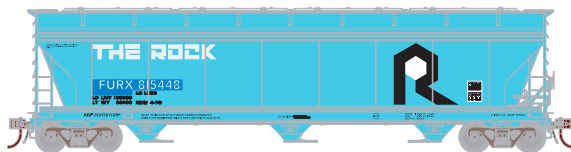
Era: 1978+
The Rock: As-Delivered. Late style body with stiffener ribs and low brake wheel.

Ex-The Rock

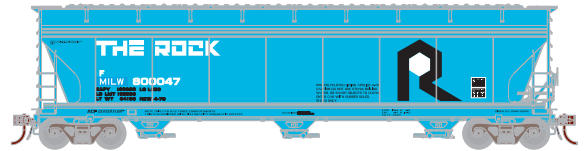
Cotton Belt



First Union Rail



Milwaukee Road



ATH12925	N ACF 4600 3-Bay Centerflow Hopper, SSW (Ex-Rock) #800219
ATH12926	N ACF 4600 3-Bay Centerflow Hopper, SSW (Ex-Rock) #800052
ATH12927	N ACF 4600 3-Bay Centerflow Hopper, MILW (Ex-Rock) #800047
ATH12928	N ACF 4600 3-Bay Centerflow Hopper, MILW (Ex-Rock) #800104
ATH12929	N ACF 4600 3-Bay Centerflow Hopper, FURX (Ex-Rock) #815448
ATH12930	N ACF 4600 3-Bay Centerflow Hopper, FURX (Ex-Rock) #815479

PRIMED FOR GRIME MODELS FEATURE:

- Faded base colors matched to the prototype, the perfect starting point for adding grime and rust
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Some Prime for Grime models feature paint scheme variations



#Ready2Rust

FURX: These cars over their life time went through a few different owners. Due to the expense of repainting an entire car, it was easier to just patch the new road name and number over the previous one. Era: 2000s+
SSW and MILW: After the bankruptcy of the Rock in 1980, these cars were quickly leased to railroads with a simple patch, still using the original numbers.
Era: Mid 1980s+

Chicago & Eastern Illinois



ATH12938	N ACF 4600 3-Bay Centerflow Hopper, C&EI #718519
ATH12939	N ACF 4600 3-Bay Centerflow Hopper, C&EI #718533

Era: Late 1970s+
CE&I: As-Delivered, Late body with stiffener ribs and low brake wheel.

\$33.98 SRP - Individual

\$96.98 SRP - Multi-Pack

* Union Pacific Licensed Product



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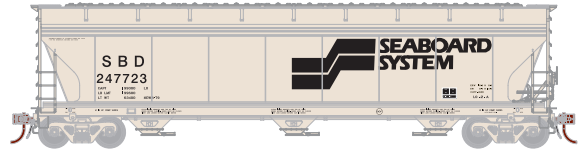
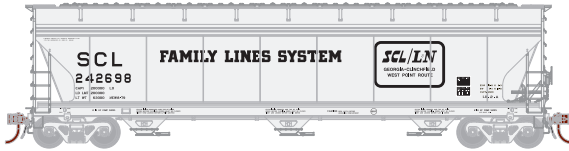


N ACF 4600 Covered Hopper

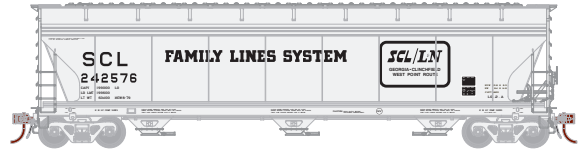
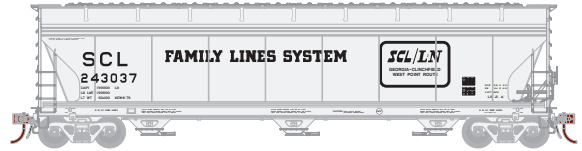
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Family Lines



- ATH12931 N ACF 4600 3-Bay Centerflow Hopper, SCL #242698
- ATH12932 N ACF 4600 3-Bay Centerflow Hopper, SCL #242784
- ATH12933 N ACF 4600 3-Bay Centerflow Hopper, SCL #242855
- ATH12934 N ACF 4600 3-Bay Centerflow Hopper, SCL/SBD #(3)



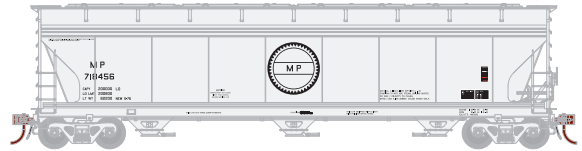
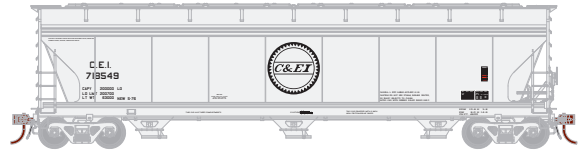
Era: 1979+

As-Delivered, late style body with stiffener ribs and low brake wheel.

Limited run 3-pack includes pre-CSX merger cars from Seaboard and Family Lines System.

Some of these cars were never fully repainted into CSX, roaming the system in their original paint 30+ years after being delivered.

Missouri Pacific*



- ATH12935 N ACF 4600 3-Bay Centerflow Hopper, MP #718259
- ATH12936 N ACF 4600 3-Bay Centerflow Hopper, MP #718275
- ATH12937 N ACF 4600 3-Bay Centerflow Hopper, MP/CEI #(3)

Era: Mid 1970s+

MP: "buzz saw" logo. As-delivered, late style body with stiffener ribs and low brake wheel.

Limited run 3-pack includes pre-merger MP and CE&I cars, and a unique MP "patched" ex-CE&I car.

All Road Names

PROTOTYPE AND BACKGROUND INFO:

The 3-bay CenterFlow covered hopper first entered service in the mid-1960s, built by American Car and Foundry. The cars handle loads such as grain, corn and similar bulk commodities. The Centerflow design relies on the car's rounded body to provide structural strength - eliminating the traditional center sill, and making gravity unloading easier. Our 3-bay car represents the common 4600 cu.ft. capacity version. The railroads looking to replace their aging 40' box cars in grain service needed a modern hopper design - one that could operate within the tighter Plate B clearances for light branchline and industrial service. ACF's design won them many contracts from a plethora of railroads. One can find these cars still in revenue service today in grain trains and other similar service.

MODEL FEATURES:

• Three body styles:

Early- High side ladder & brake wheel, single side stiffener

Mid- Low brake wheel, short side ladders both ends, single side stiffener

Late- As above but with double side stiffeners (post 1971)

- Round or trough hatches
- Separately applied wire grab irons and stirrup steps
- Separate brake cylinder, valve and air reservoir with wire brake plumbing
- Fully-assembled and ready-to-run out of the box
- Highly detailed, injection molded body
- Screw mounted trucks
- Weighted for trouble free operation
- Detailed outlets
- Photo-etched metal roofwalk
- Numerous detailed outlet versions
- Multiple roadnumbers
- Accurately painted and printed
- Separately applied brake wheel
- Body mounted McHenry operating scale knuckle couplers
- Minimum radius: 9 3/4"
- 100-ton trucks with 36" machined metal wheels

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