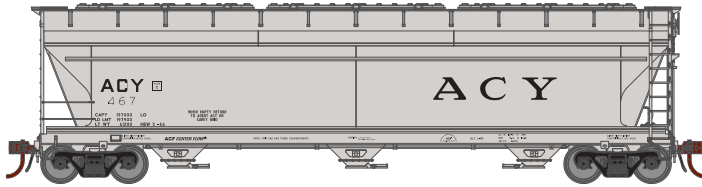


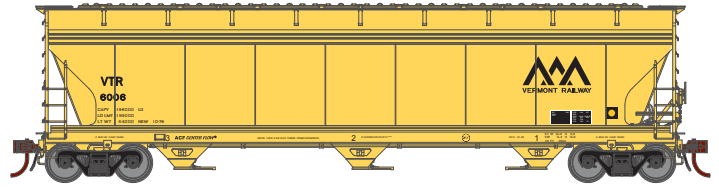
Akron, Canton and Youngstown



ATHG15427 ACY #467
ATHG15428 ACY #470

Era: Mid 1960s+

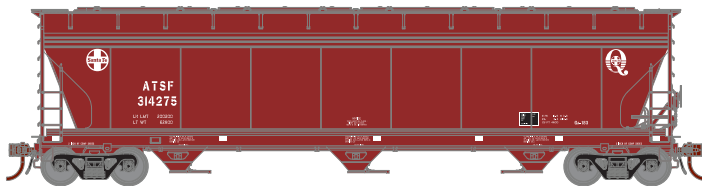
Vermont Railway



ATHG15429 VTR #6006
ATHG15430 VTR #6008

Era: 1978+

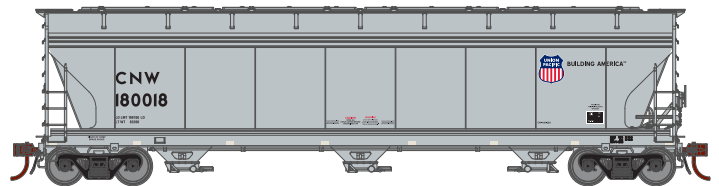
Santa Fe



ATHG15431 ATSF #314275
ATHG15432 ATSF #314337
ATHG15433 ATSF #314400/314446/314451

Era: 1990s+

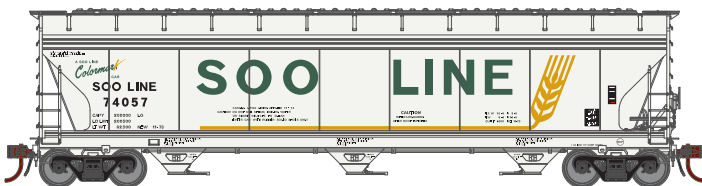
Union Pacific*



ATHG15434 CNW #180018
ATHG15435 CNW #180377
ATHG15436 CNW #180004/180027/180036

Era: 2000's +

Soo Line



ATHG15437 SOO #74057
ATHG15438 SOO #74112
ATHG15439 SOO # 73999/74012/74084

Era: 1973+

Western Pacific*



ATHG15440 WP #11974
ATHG15441 WP #11977
ATHG15442 WP #11975/11980/11993

Era: 1966+

- 3-Pack features different road numbers from single units.
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All Road Names

ACF 4600 HOPPER 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
- Photo-etched metal roofwalk
- Separately applied wire grab irons and stirrup steps
- Numerous detailed outlet versions
- Separate brake cylinder, valve and air reservoir with wire brake plumbing
- Multiple roadnumbers
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed
- Highly-detailed, injection molded body
- Separately applied brake wheel
- Screw mounted trucks
- Body-mounted McHenry® operating scale knuckle couplers
- Weighted for optimum performance
- Genesis 100-ton trucks with 36" machined metal wheels and animated spinning roller bearing caps

PROTOTYPE SPECIFIC INFORMATION

The 3-bay Center Flow 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 Center Flow 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.

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