

SPECIAL INTRODUCTORY ISSUE

THE ATLAS MODELER



MAY, 2007
www.atlasrr.com

NEW 4650 COVERED HOPPERS!

Atlas latest release in HO scale

History of the 4650s

Secret Prototype Photos of the 4650s



**Also Inside - Tank Car Lettering
What does it mean?**

**THE #1
SNEAK PEEK
MAGAZINE FOR
MODELERS!**

The Atlas Modeler

Issue N° 1 May 2007



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Welcome to the first issue...

...of *The Atlas Modeler*. The purpose of this publication is to give the Atlas Model customer some behind-the-scenes information on our products. My goal is to present prototype information on the models, plus stories, trivia, and other related items. I'm hoping over time to present some insight into the model selection process. There are things like why we choose the models we do and some of the problems encountered along the way. Most of our monthly releases are freight car and locomotive models, therefore most of the focus of this publication will be geared toward the freight cars and locomotives. However, we are certainly not restricted to those subjects. The conclusion is this publication is aimed at increasing your enjoyment and understanding of Atlas Model products. We will welcome your suggestions. - *David G. Casdorph*

Trivia Question:

What do the Atlas item #'s 1467 and 1470 have in common. Yes, they are both ACF 4650 cubic foot capacity covered hoppers. But there is something even deeper than that...

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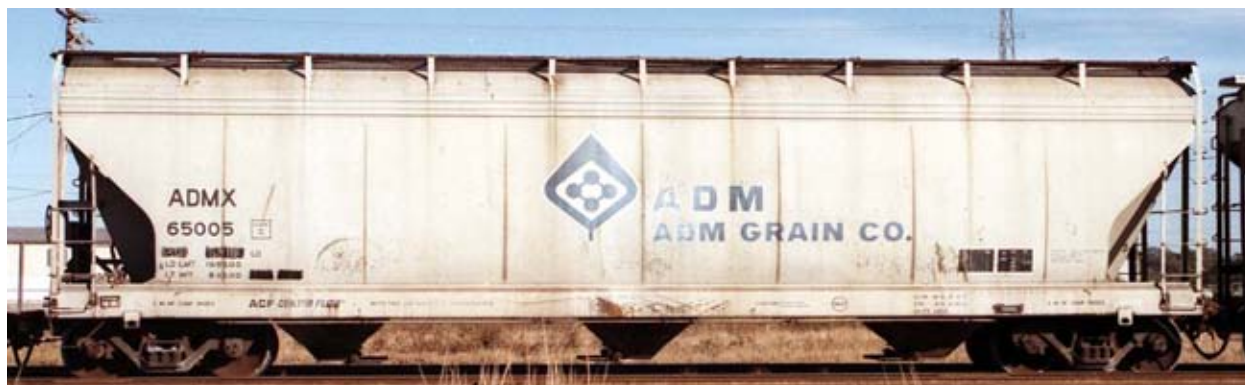
On the Cover: *ADMX 65005 is the subject of one of Atlas's latest releases in HO scale. This ACF covered hopper was built in 1980. Photo by Tim Frederick. Cover design by Don McGowan.*

Atlas 4650's for 2007

Historical background on Atlas's latest run of ACF 4650 Center Flow grain cars announced in the April 2007 Monthly mini-Catalog. They are scheduled for delivery in September 2007. To find an Atlas Dealer in your area, visit <http://www.atlasrr.com/locator/zSearch.asp>. For information on the models shown in this issue visit <http://www.atlasrr.com/HOFreight/ho46504.htm>

by David G. Casdorph

Item #'s 20 000 065 and 20 000 066



ADMX 65005 is shown here in nearly original paint. The "CAPY" line has been painted out along with the "NEW" date. On our model we reconstructed the CAPY and NEW lines to bring it back to as close to original as possible. There were 100 cars built in May and June 1980 by ACF's Huntington plant. Series ADMX 65001-65100. *Tim Frederick photograph.*

Item #'s 20 000 067 and 20 000 068



AEX 8498 was built in June 1980. This is one of three cars that were transferred to The Andersons (AEX 8497-9498). It was originally leased to W.R. Grace & Co - Agricultural Chemical Group. The Atlas model correctly depicts the patched numbers. *David G. Casdorph Photograph.*



Item #'s 20 000 069 and 20 000 070

Burlington Northern's "three-line" paint scheme moved nearly all of the lettering including the logo to the left side of the body. The arrow indicates the Havelock Shop's (Lincoln, NE) repaint date of 4-24-92. *Tim Frederick photograph.*

Item #'s 20 000 071 and 20 000 072

Our first 4650 with the new BNSF "swoosh" logo. The car was built in March 1977. It was painted in this scheme by the Gunderson Southwest shops at Cleburne, Texas in April 2006. The interior of the car was also coated with Carboline 992 at the time of painting. This car has gravity-pneumatic outlets. *Tim Frederick photograph.*



Item #'s 20 000 073 and 20 000 074



IMC's all brown paint scheme is shown on IMCX 10207. This car was built in September 1974. It was painted at the PDS Calgary shops in January 1998. Notice the white diamond shaped conspicuity marks along the side sill. The photo to the left shows the interesting tan colored anti-skid strip on the roof. *Tim Frederick photograph. July 8, 2000.*



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Item #'s 20 000 075 and 20 000 076

“Stacked” Cotton Belt Scheme. SSW 70433 flies by the Pepper Street overpass at Colton, CA in January 2007. ACF built 500 of these at their Huntington, WV plant in 1979. The cars were numbered SSW 70000-70499. Atlas reconstructed the original paint scheme based on this photo by adding the original CAPY and NEW lines. *David G. Casdorff Photograph.*



The Atlas Modeler N° 1



Item #'s 20 000 077 and 20 000 078

Texas Railcar Leasing's TRLX 74108 started life as STAX 74108. This particular car was painted in 12-92 by Texana Tank Car. The yellow conspicuity stripes were added probably in early 2006. Photographed on October 8, 2006. I'm not sure why there is a 7-77 next to the light weight because this car was built in September 1971. *David G. Casdorff Photograph.*

For information on the models shown in this issue visit
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Item #'s 20 000 079 and 20 000 080

WCDX 7417 still retains its original Flint Flex internal coating that was applied a month after (3-74) the car's build date (2-74) by ACF's Red House, WV shop. The car has almost certainly been repainted since it was built because it lacks original builder's logos and typical ACF fonts. Photographed on October 7, 2001. *Tim Frederick photograph.*



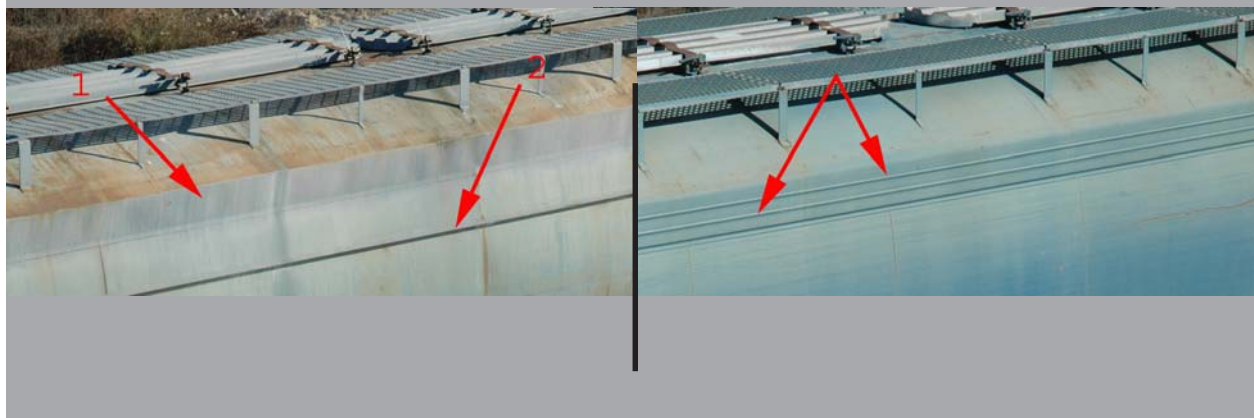


Item #'s 20 000 081 and 20 000 082

SSW 77382. The photographs of the original car were so heavily graffitied that I thought it best to show the artwork. This car has gone through a lot. It was originally built in 1969 as part of a 500 car series, numbered SSW 77200-77699. In 1991 it was refurbished into the Golden West Service paint scheme and leased back to the Southern Pacific (later Union Pacific) by Greenbrier Railcar Inc. Sometime in late 2006 or early 2007 the car was “patched, relettered back to the SSW number, and three yellow conspicuity stripes added. The prototype car was photographed on March 4, 2007. *Technical illustration by Tim Holwick.*

Quick ID for the Pre- and Post-1971 models.

The Pre-1971 version on the left has a smooth upper side plate (1) and a angled reinforcement on the side sheets (2). The Post-1971 design has two corrugations in the upper side plate (arrows)



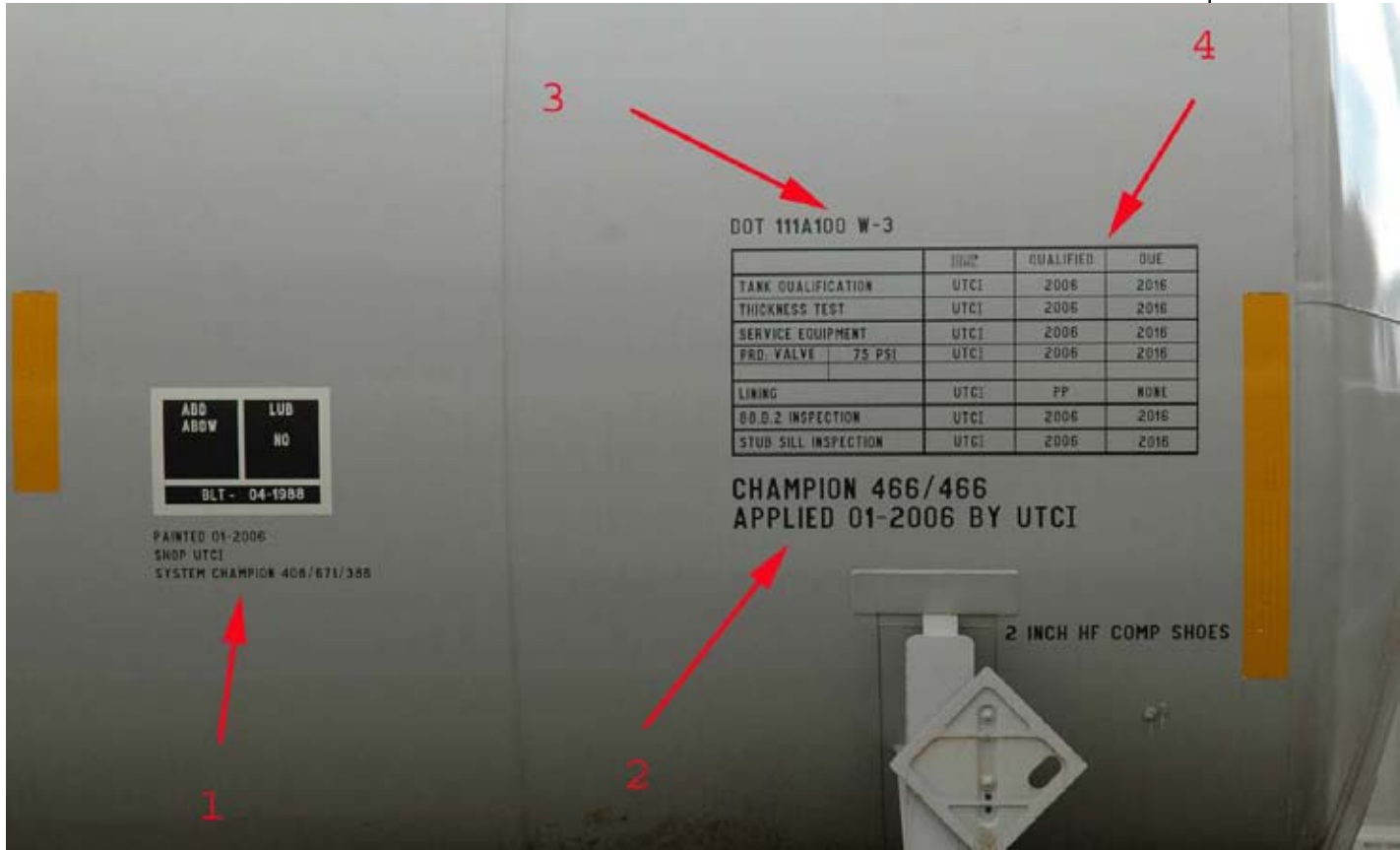
A Short History of the ACF® 4650

ACF’s Huntington, WV plant built nearly 16,000 cars from 1963 to 1982. The design has gone through many changes including two major body changes. Atlas represents those two body changes in its Pre- and Post 1971 models. The cars are most commonly seen in grain (with gravity outlets) and sugar (with gravity-pneumatic outlets) service. In addition, special versions of the 4650 have been used in bulk plastics, soda ash, salt, corn starch and carbon black service. Almost all the major railroads of the late Sixties and early Seventies acquired the 4650 designs.

Tank Car Lettering - What does it mean?

by David G. Casdorph

In the recent run of our Trinity corn syrup tank cars we presented three different Cargill models. The three Cargill tanks may look alike to the untrained eye, but take a closer look. Using one of the samples as our guide let's take a look at what some of the lettering on a tank car means.



Key:

1. Below the COTS box are three lines. The first line indicates when the car was painted (external coating). The second line shows the shop that painted it, here it is a Union Tank Car shop in Muscatine, Iowa (hence UTCI). The bottom line is the paint code.

2. These two lines indicate the internal lining. Lining often is very similar to paint. Here the lining is the same brand name as the external coating. The second line shows the internal lining was applied in January 2006 by the UTCI shop (Union Tank Car Iowa).

3. The DOT 111A100 W-3 is the Department of Transportation's tank class.

4. This is the "new" spreadsheet" test information for tank cars. Most of the information is self-explanatory. The "PRD . VALVE" is product valve. Note the year the tests are due again is ten years from the "qualified" year date. The station code in each case is UTCI.