

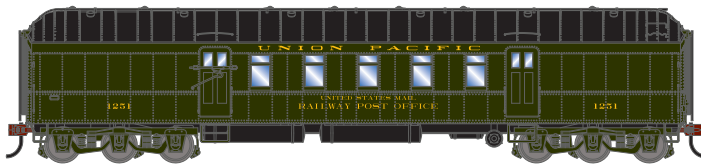


60ft Pullman Common Standard Postal Car

HO

BRAND NEW MODEL!

Union Pacific*

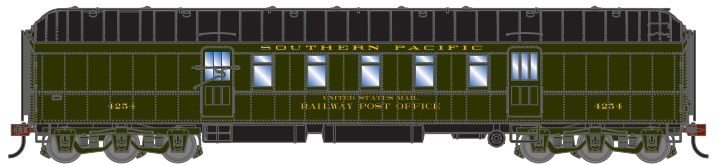


Era: 1911+

ATH-2579 UP #1251
ATH-2580 UP #1252 / 1524

UP Features: Underbody gas tanks, Pressed steel side doors, mail catcher arms

Southern Pacific*



Era: 1911+

ATH-2581 SP #4254
ATH-2582 SP #4255 / 4257

SP Features: Underbody gas tanks, Wooden side doors, mail catcher arms

Illinois Central

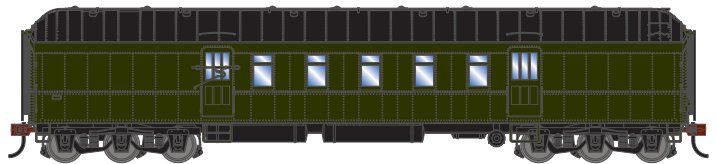


Era: 1911+

ATH-2583 IC #80
ATH-2584 IC #81 / 82

IC Features: Underbody gas tanks, Pressed steel side doors, mail catcher arms

Unlettered

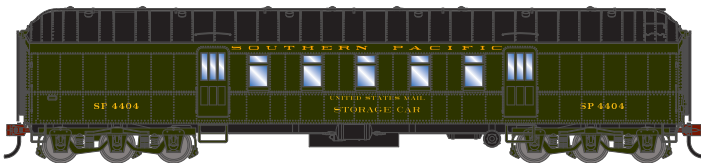


Era: 1911+

ATH-2585 Green
ATH-2586 Green 2-Pack

Unlettered Features: Underbody gas tanks, Wooden side doors, mail catcher arms

Southern Pacific*

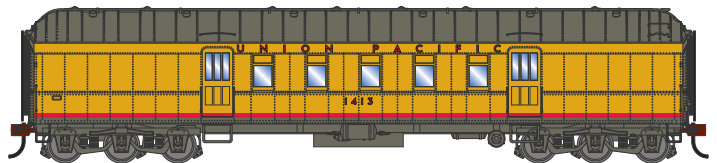


Era: 1949+

ATH-2587 SP #4404

SP Features: Underbody battery box, Wooden side doors, mail catcher arms omitted for postal storage service

Union Pacific*

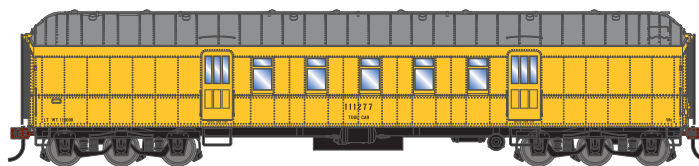


Era: 1957+

ATH-2588 UP #1413

UP Features: Underbody battery box, Wooden side doors, mail catcher arms omitted for postal storage service

Maintenance of Way



Era: 1955+

ATH-2589 MOW #111277
ATH-2590 MOW #111279 / 111280

MOW Features: Underbody battery box, Wooden side doors, mail catcher arms omitted

\$89.99 INDIVIDUAL | \$149.99 2-PACK

*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

Orders Due: 12.27.24

ETA: MAY 2026

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* Union Pacific Licensed Product



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PROTOTYPE AND BACKGROUND INFO:

In the early 20th century, there was a need to replace wooden passenger and head-end cars with steel construction. Wood construction had two major issues. It is a combustible product, especially when placed near a heat source, such as a stove used for heating. It also lacks the strength of steel. Wreckage of wooden passenger and head-end cars has resulted in many deaths. Wood lacks the strength to prevent the "telescoping" of rail cars during a wreck, significantly increasing the casualties.

In 1905, the Southern Pacific began developing an experimental steel passenger car, built on I-Beams and cast body bolsters. Steel side sills and vertical posts, along with a horizontal belt rail formed the framework for a strong girder type of construction. Metal plates were attached to the girder sides. An arched roof consisting of overlapping rolled steel plates provided great lateral strength between the car sides. Further development of the design included weight reduction, the use of a cement flooring, and insulation application.

During this developmental period, the Southern Pacific was controlled by E. H. Harriman, who also had or acquired control of the Union Pacific, Illinois Central, and the Chicago & Alton. These railroads, often referred to as the Harriman "Associated Lines", adopted a "Common Standard" design of these cars and other railroad equipment. This "Common Standard" design eliminated the duplication of engineering time while lowering the cost of purchased equipment. With few exceptions, the 60' Common Standard Postal Cars were built by Pullman Standard.

Generally, the "Common Standard" postal cars were designed to expedite the handling of mail by postal clerks. The interior of these prototype cars often featured letter cases (referred to as "pigeon hole" cases on Pullman prototype plans), pouch racks, bins, drawers and sorting tables. A mail slot was often located on each side of the car. Sometimes skylights were located above the letter cases to supplement the dim lighting provided by early overhead electrical or gas lamps. Mail sack "Catcher Arms" were typically located at a door on each side of the car so that mail sacks could be picked up "on the fly" without stopping the train. Depending on the volume of mail, additional postal cars could be found in a consist to be used for the storage of mail. A toilet, stove and a container for water would normally be provided for the comfort of the clerks, who typically handled first class mail, newspapers, and parcel post materials.

The use of trucks and airplanes for transporting mail increased significantly in the 1960's. At that time, postal cars started fading from American railroad history, but their use remains as a significant part in the history of mail service.

MODEL FEATURES:

- Arched overlapping roof panels with simulated rivets
- Pintsch gas vents and piping
- Roof vents, paired 8" diameter
- Overhead trainline conduit
- Stove smokestack
- Drip strips over side and end doors
- Formed wire grabs and ladder rests
- Magnetically attached roof for easier removal
- Mail slot on each side of car
- Mail catcher arms on each side of car (omitted for Postal Storage cars)
- Pressed Steel Doors or Wooden Doors (per prototype)
- Diaphragm on ends
- Stirrup steps
- Two underframe versions: "As-Built" underframe with gas tanks (4) per prototype, or "Modernized" underframe with battery box per prototype
- Brake cylinder & triple valve
- Air tank
- Generator (body-hung)
- McHenry scale knuckle-spring couplers
- Six-wheel trucks
- Window glazing
- Interior
- Weighted for optimal performance
- 18" minimum radius

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