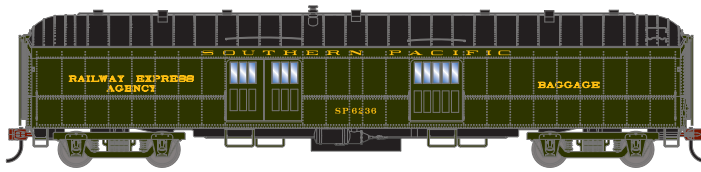




60ft Pullman Common Standard Baggage Car HO

BRAND NEW MODEL!

Southern Pacific*

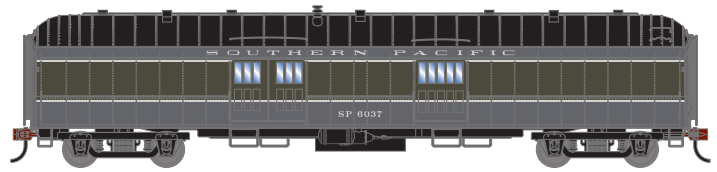


Era: 1949+

ATH-2637 SP #6236
ATH-2638 SP #6047 / 6052

SP Features: Wooden doors, underbody battery box and air cylinder

Southern Pacific*



Era: 1959+

ATH-2639 SP #6037
ATH-2340 SP #6237

SP Features: Wooden doors, underbody battery box and air cylinder

Southern Pacific*



Era: 1959+

ATH-2641 SP #6042
ATH-2642 SP #6046

SP Features: Ply-metal doors, underbody battery box and air cylinder

Union Pacific*

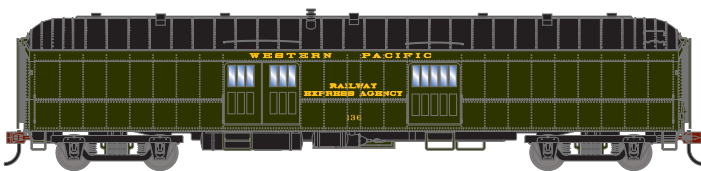


Era: 1910+

ATH-2643 UP #1161
ATH-2644 UP #1162 / 1165

UP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

Western Pacific*

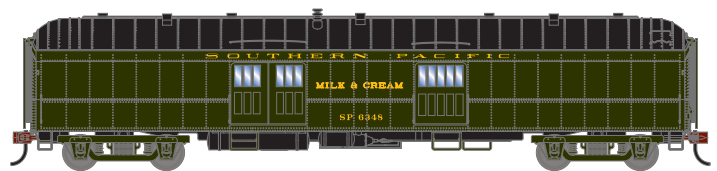


Era: 1924+

ATH-2645 WP #136
ATH-2646 WP #137 / 140

WP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

Southern Pacific*

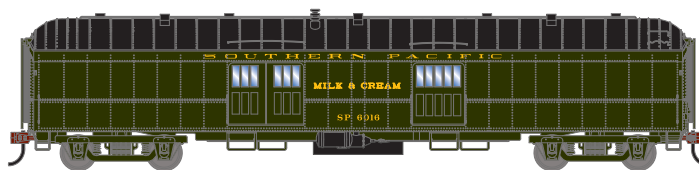


Era: 1954+

ATH-2647 SP #6348

SP Features: Wooden doors, underbody gas tanks, toolbox and air cylinder
Lettered for Milk & Cream service

Southern Pacific*



Era: 1954+

ATH-2648 SP #6016

SP Features: Wooden doors, underbody battery box and air cylinder
Lettered for Milk & Cream service

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Orders Due: 01.24.25

ETA: AUGUST 2026

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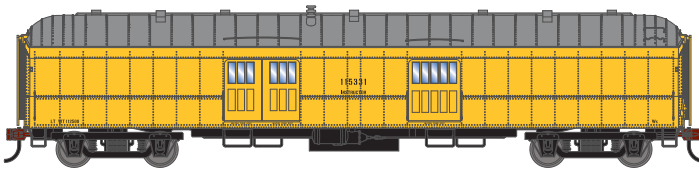
* Union Pacific Licensed Product



60ft Pullman Common Standard Baggage Car HO

BRAND NEW MODEL!

Maintenance of Way

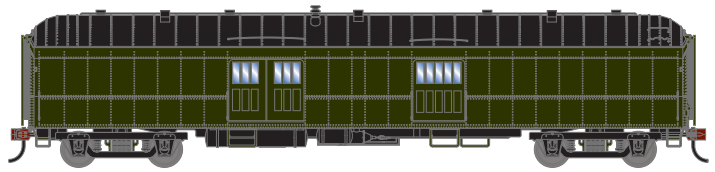


ATH-2649 MOW #115331

Era: 1955+

MOW Features: Wooden doors, underbody battery box and air cylinder

Unlettered



ATH-2650 Green

Era: 1910+

Unlettered Features: Wooden doors, underbody gas tanks, toolbox and air cylinder

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 Baggage Cars were built by Pullman Standard.

Generally, the "Common Standard" baggage cars were designed to haul the baggage of the passengers riding the train, typically suitcases and trunks. Less typical examples of passenger baggage would be skis and golf clubs, notably for the seasonal trains. Parcels were also transported as required. Other examples of less common baggage could include: pets (in crates), newspapers, company mail (paychecks, vouchers, tickets, coupon books, and meal checks), caskets with human remains, along with milk and cream (typically in 5 or 10 gallon milk cans).

MODEL FEATURES:

- Arched overlapping roof panels with simulated rivets
- Pintsch gas vents and piping
- Roof vents, rectangular, staggered arrangement
- Stove smokestack
- Drip strips over side and end doors
- Formed wire grabs and ladder rests
- Magnetically attached roof for easier removal
- Wooden doors or ply-metal doors per prototype
- Diaphragm on ends
- Stirrup steps
- Two underframe versions: "As-Built" underframe with toolbox, gas tanks (2) , or "Modernized" underframe with battery box per prototype
- Brake cylinder & triple valve
- Air tank
- McHenry scale knuckle-spring couplers
- Four-wheel trucks
- Window glazing
- Interior
- Weighted for optimal performance
- 18" minimum radius

\$89.99 INDIVIDUAL | \$149.99 2-PACK

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