ATHG87670 HO GATC 2600 Airslide Hopper, UP w/ WP Rptg Mrks #11602
ATHG87671 HO GATC 2600 Airslide Hopper, UP w/ WP Rptg Mrks #11605
ATHG87672 HO GATC 2600 Airslide Hopper, UP w/ WP Rptg Mrks #11607
ATHG87673 HO GATC 2600 Airslide Hopper, UP w/ Mixed Rptg Mrks (2)

Era: 1980s+
G87670-G87672 features: Early body. UP class CH-70-26. Entire body, including trucks, painted Aluminum. WP reporting marks.
G87673 includes two single cars, both with different artwork and reporting marks.

ATHG87674 HO GATC 2600 Airslide Hopper, BN #400112
ATHG87675 HO GATC 2600 Airslide Hopper, BN #400114
ATHG87676 HO GATC 2600 Airslide Hopper, BN #400117
ATHG87677 HO GATC 2600 Airslide Hopper, BN Drawbar (2)
ATHG87678 HO GATC 2600 Airslide Hopper, BN Drawbar (2)

Era: 1980s+

ATHG87680 HO GATC 2600 Airslide Hopper, SSW #79538
ATHG87681 HO GATC 2600 Airslide Hopper, SSW #79544
ATHG87682 HO GATC 2600 Airslide Hopper, SSW #79546
ATHG87683 HO GATC 2600 Airslide Hopper, SSW (2)

Era: 1980s+
PROTOTYPE AND BACKGROUND INFO:
For the first half of the 20th century, bulk goods were usually bagged and carried in boxcars. After the late 1940s, covered hoppers greatly simplified the process by allowing the bulk material to be poured in through the roof hatches and dumped out the hopper bays. However, flour, starch, sugar and plastics do not “flow” easily from a standard hopper bay.

To solve this problem, the Fuller Company of Catasauqua, PA, patented the Airslide concept. In an Airslide covered hopper, the bays are formed into two narrow, steep-sided troughs with a layer of air-permeable material at the bottom. Air is pumped through the material causing the lading to fluidize and flow easily through the hopper outlets.

Starting in 1953, General American Transportation began building Airslide covered hoppers. One of the two original configurations was a 2,600-cubic foot, single-bay car with a 70-ton capacity. In addition to railroad-owned cars, there were a number of Airslide covered hoppers leased by GATC to sugar and bakery companies. Later on, larger cars were introduced as the railroads continued to improve their infrastructure. To extend the useful lives of the smaller 2600 cuft cars, some of them were permanently connected in 2-unit drawbar sets. The drawbar sets operated as a single car, and therefore had a whopping total capacity of 5200 cuft - although their substantial length was a notable drawback.

MODEL FEATURES:
• Three different body styles
• Rectangular or oval shaker brackets
• See through metal roof walk
• Separately applied round roof hatches and brake wheel
• Fully-assembled and ready-to-run out of the box
• Highly detailed, injection molded body
• Weighted for trouble free operation
• Body mounted McHenry operating scale knuckle couplers

$56.98 SRP - Individual

$107.98 SRP - 2-Pack/Drawbar Set

* Union Pacific Licensed Product