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**Rapido UK Newsletter No. 38**  
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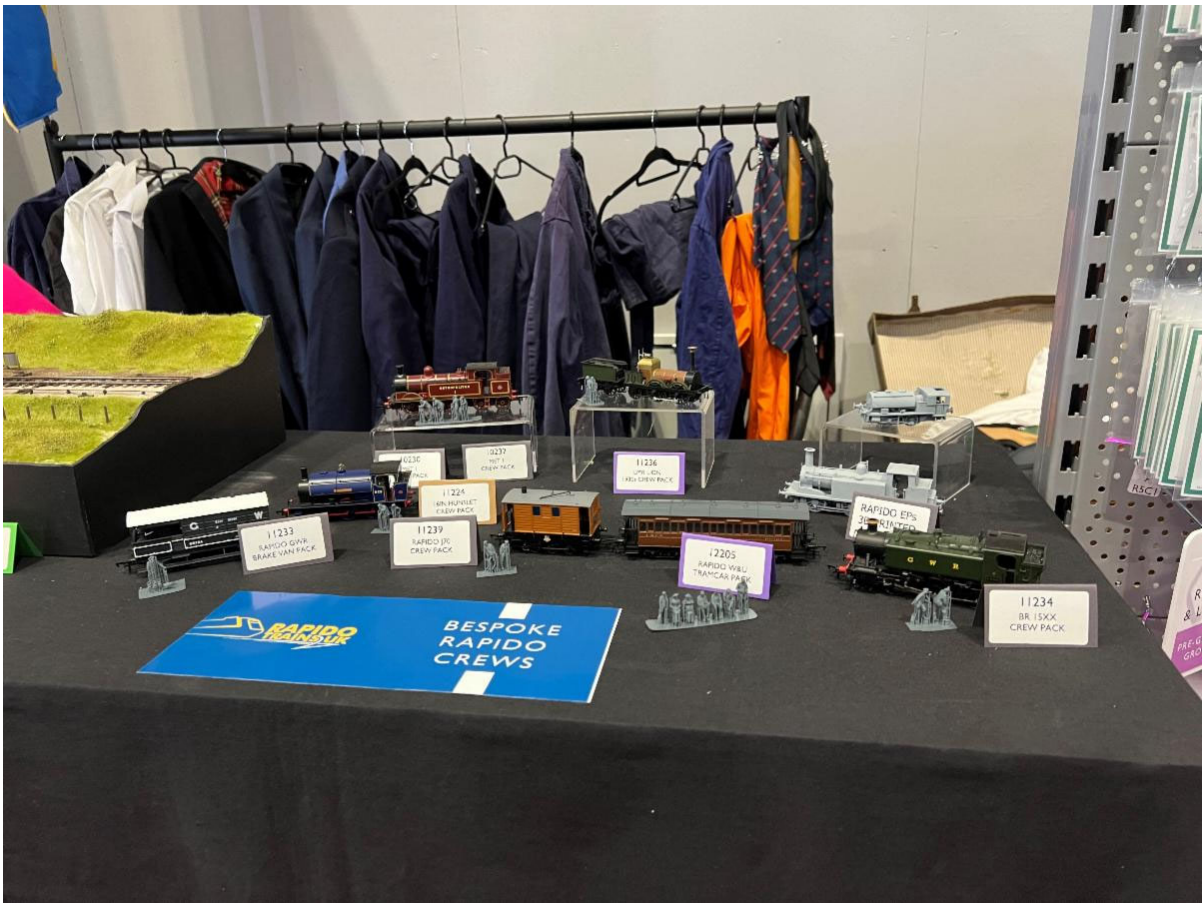
**Dear Rapido Customer,**

Told you it was going to be good, didn't we?

With Warley, the Winter Announcements and several deliveries arriving within a week or so, it's fair to say we've been busy.

We've been working solidly to get the initial renders and 3D prints across the line for quite a while now, and we were desperately trying to get them ready in time for the Winter Announcement date. It meant so much to us when we could finally make it public.

Your positive reaction to this announcement has made all the hard work and late nights worthwhile, so thanks to everyone who has been in touch with us, it means a lot. We would also like to thank our friends at Modelu who have pulled out all the stops and got us the Winter Announcement 3D prints in such an incredible turnaround time. It's fair to say we are in a tactile hobby, and their incredibly detailed prints make it much easier for our customers to visualise just how spectacular the final product will be.



*Our friends at [Modelu](#) not only produced our 3D printed sample locos - but they also brought a display of [bespoke figures](#) to fit a range of our products.*

The preparation for, and the actual event of Warley was an absolute riot, in more than one sense. We have also made progress on various other upcoming projects this month too, so fear not, we haven't just concentrated on the shiny new things.

This month's newsletter is going to be very picture-heavy, and that's for several reasons. Firstly, pictures show how much progress we are making much clearer than anything we can write, and secondly, Chris doesn't fancy sitting in his hotel room after Warley thrashing out a lengthy newsletter when he could be having fun with the rest of the team, or sleeping.

If you are using a web-based email service such as Gmail, be sure to click on the link near the bottom of the email that says something like "[Message clipped] View entire message". That will ensure you don't miss any of this newsletter.

Let's dive in and take a look at these projects, and have a quick recap of Warley while we are at it...

## **What's New: Even more samples!**

**Red Prairies are on the horizon!**



It's fair to say Great Western Railway modellers, preservation fans, and steam enthusiasts in general have a soft spot for the humble Prairie tank. Our upcoming Small Prairie, the [44XX](#), is no exception. With pre-orders coming in thick and fast, we were rather pleased to receive some lovely running engineering prototypes for it during our final preparations for Warley.



As this will be the most diverse ready-to-run Prairie ever built in OO gauge, it was nice to see how much the prototypes brought to life some of the subtle (and not so subtle) tooling differences we had been working on, and that will feature across the different versions. Although these samples don't cover every variant we are planning on releasing, it has given us, and in turn you, a great idea of what we can expect. As you can see, they are going to be immensely detailed! They will also run beautifully. We know these samples are not perfect and that there are some changes to be made - but they give a flavour of what is to come.

Quite nice aren't they?



Don't panic! The final versions won't be bright red. This was simply what colour plastic the factory had to hand when the samples were produced.



Well, if you like what you see and you fancy picking up the perfect loco to complement the B-set coaches and our ever-expanding range of GWR wagons, you can pre-order your [44XX](#) directly from us or through any of our Official Retailers.



**ORDER YOUR 44XX HERE**

### **Honey, I Shrunk the Wagons!**

Though it appears we've simply gone to town on our OO range with a shrink gun to create these brilliant [South Eastern and Chatham Railway freight sets](#) in N Gauge, we can assure you that this isn't the case. Our designers will tell you that it's not as simple as reducing the size of the drawing by a certain percentage and hitting go on the manufacturing. Looking at the detail of these titchy wagons we believe every word.



As you can see many hours have gone into re-scaling the four glorious freight vehicles for our first-ever steam-era N Gauge project, everything from rivets to axle boxes. To our knowledge, this is the first-ever 6-wheel ready-to-run N Gauge brake van too, so it's rewarding to know we are breaking new ground on a well-established scale. We were so proud of our OO SECR range and we

are confident that their N Gauge counterparts will be up to the same high standard.



We have received some early engineering samples and were showing them off to the busy crowds at Warley last weekend. It was great to see your reactions to them, and the feedback we received has been fantastic. If these samples meet our expectations and pass our review process, we will move this project to the production phase as fast as possible. Fingers crossed this project is as successful as we are hoping. Should we make a success of it, we will continue to look at other N Gauge projects that can be converted from our existing OO range.



Do you have some other N Gauge product suggestions, or maybe you think one of our OO gauge projects would be awesome in N? Complete our product suggestion form [here](#) with as much detail, and you never know, we may just make what you are hoping for.

The SECR Freight Packs are still available to pre-order and you can either grab them from our website direct or from any of our Official Retailers.

**Be quick, the orderbooks for these packs will close on January 15th 2024.**

**PICK UP YOUR SECR WAGON PACKS NOW**

**A tender subject**



The GNR Stirling Single No.1 project is moving faster than the Race to the North, and incredibly we already have a painted prototype of its lovely new small tender. Seeing it in all its colourful glory has brought back memories of its residency at the National Railway Museum for many of our team, as some (not all) of us are old enough to remember seeing it gleaming in York's Great Hall.

We are currently reviewing this painted prototype, but we think pictures speak louder than words on this occasion. It looks awesome!



We hope you'll agree that this pretty piece of railway history brought to life in model form is a must-have for pre-grouping and preservation fans alike. So, if you fancy adding this spectacular Stirling to your layout, or perhaps you were just unlucky enough to have missed out on the original Rapido Inc. release a few years ago, you will be pleased to hear that we are taking pre-orders now, and with order books closing on **Monday 14th March** you haven't got long to get on board.



As usual, you can order your models direct from us or from any Official Retailer.

**GET YOUR SMALL TENDER STIRLING HERE**

## **Warley Exhibition 2023**

Being able to sit down and reflect on another successful Warley National Model Railway Exhibition is rather nice. It was tiring, at times chaotic, but it was incredible.

The months of preparation have all been worthwhile to ensure that we had the Winter Announcement in the public domain, and all the samples and 3D printed prototypes ready for you lot to drool over when the doors of the NEC were flung open. We each have our favourites in the Winter Announcement, but it was great to hear such positive things about all of them. Your happy smiling faces when you finally got to see them at the show have certainly made us feel like we've made the most exciting choices.





So many of you came up to us and thanked us for the models that we released over the last 12 months too. Suffice to say, it sounds like the Titfield Thunderbolt Deluxe pack and Buffet Car have gone down better than one of Mr Valentine's large Gin and Tonics.

From all of the Rapido Trains UK team, thank you so much to everyone who came to see us at the stall. Your feedback, thanks, and product suggestions were brilliant, and we look forward to seeing you all at the next exhibition!

We have begun taking pre-orders for all of the releases that we have teased, so if you saw something that caught your eye, head to our [website](#) to find out more.



Oh, and we took the pee a bit with the loo ads too - did you spot them?

## Winter Announcements 2023

In the week running up to the Winter Announcement we had a bit of fun teasing you on social media with what was to come, did you get any of them right? A limbo tune for some vertically-challenged locos, or a single day to go for a Stirling surprise.

Anyway, in case you have been living in a cave for the last few weeks, or missed our amusing ads in the lavatory of the NEC for Warley last weekend, here are the Winter Announcements for 2023.



You can pre-order any of our Winter Announcement products on our website or from any Official Retailer.

**PLACE YOUR PRE-ORDERS HERE**

### **Production Updates**

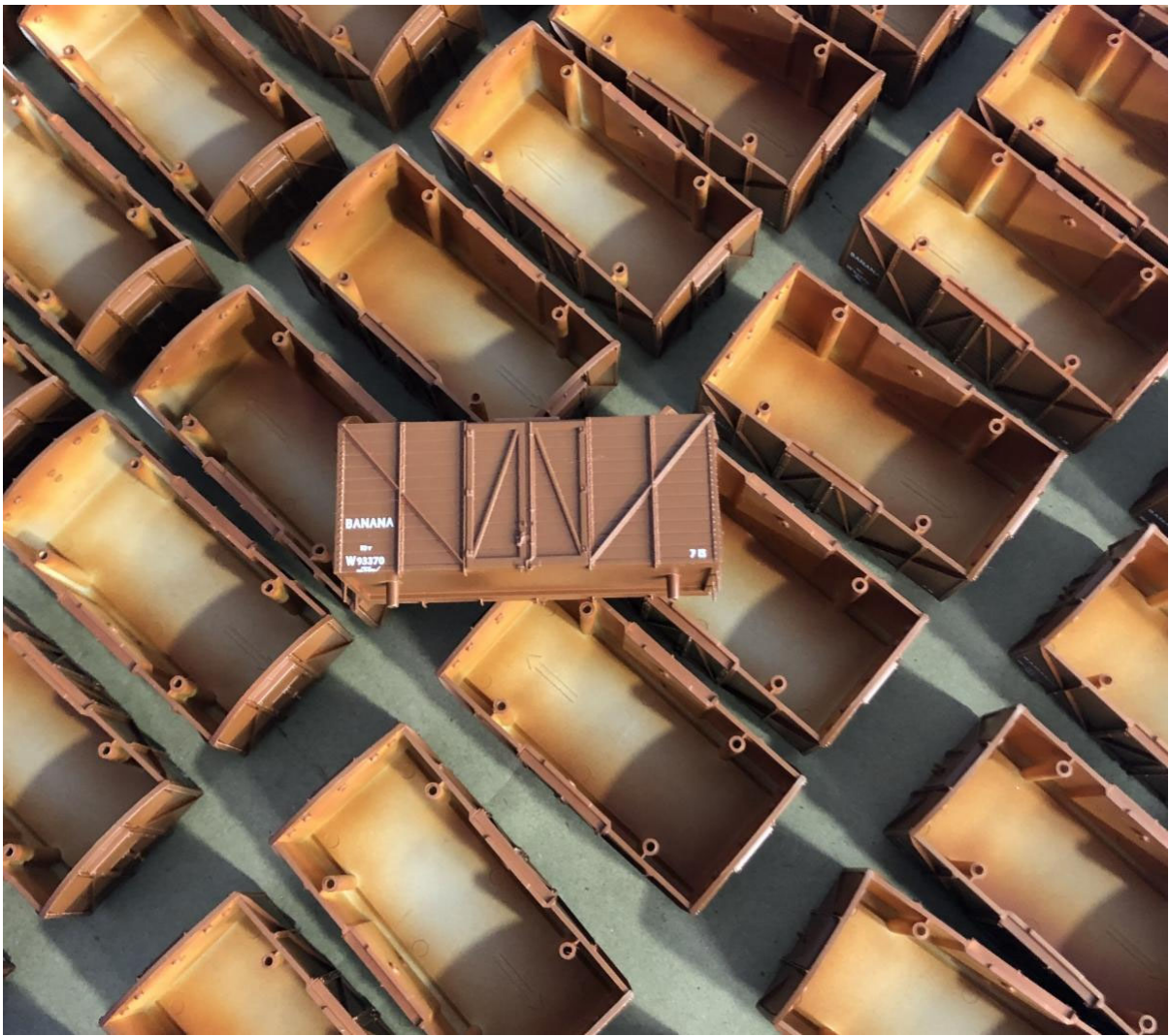
As usual we have a number of photos showing the progress made in the factories this month.



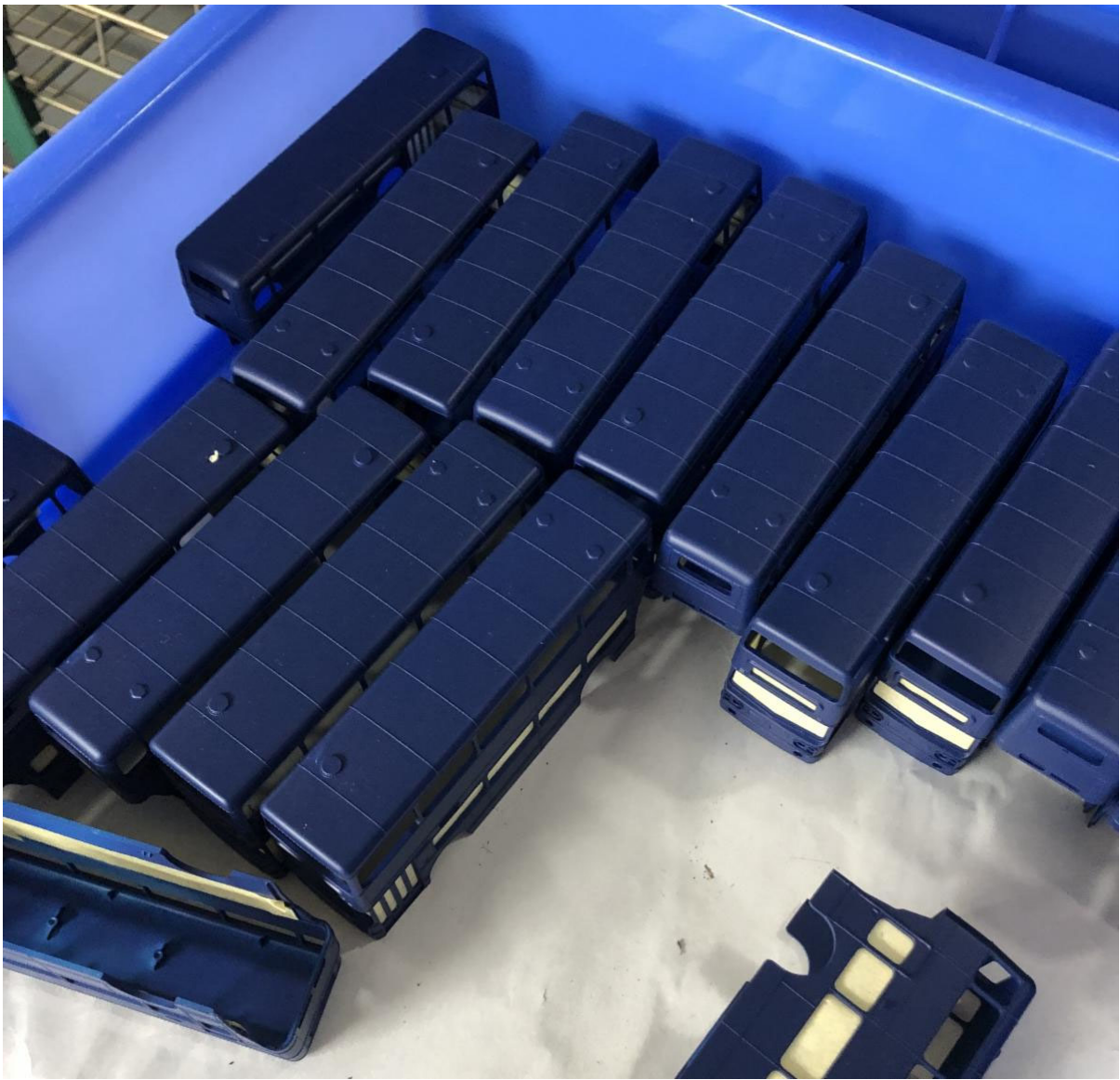
The [GWR Mink A \(V14 & V16\)](#) vans have had their lettering applied and will shortly be entering the assembly stages



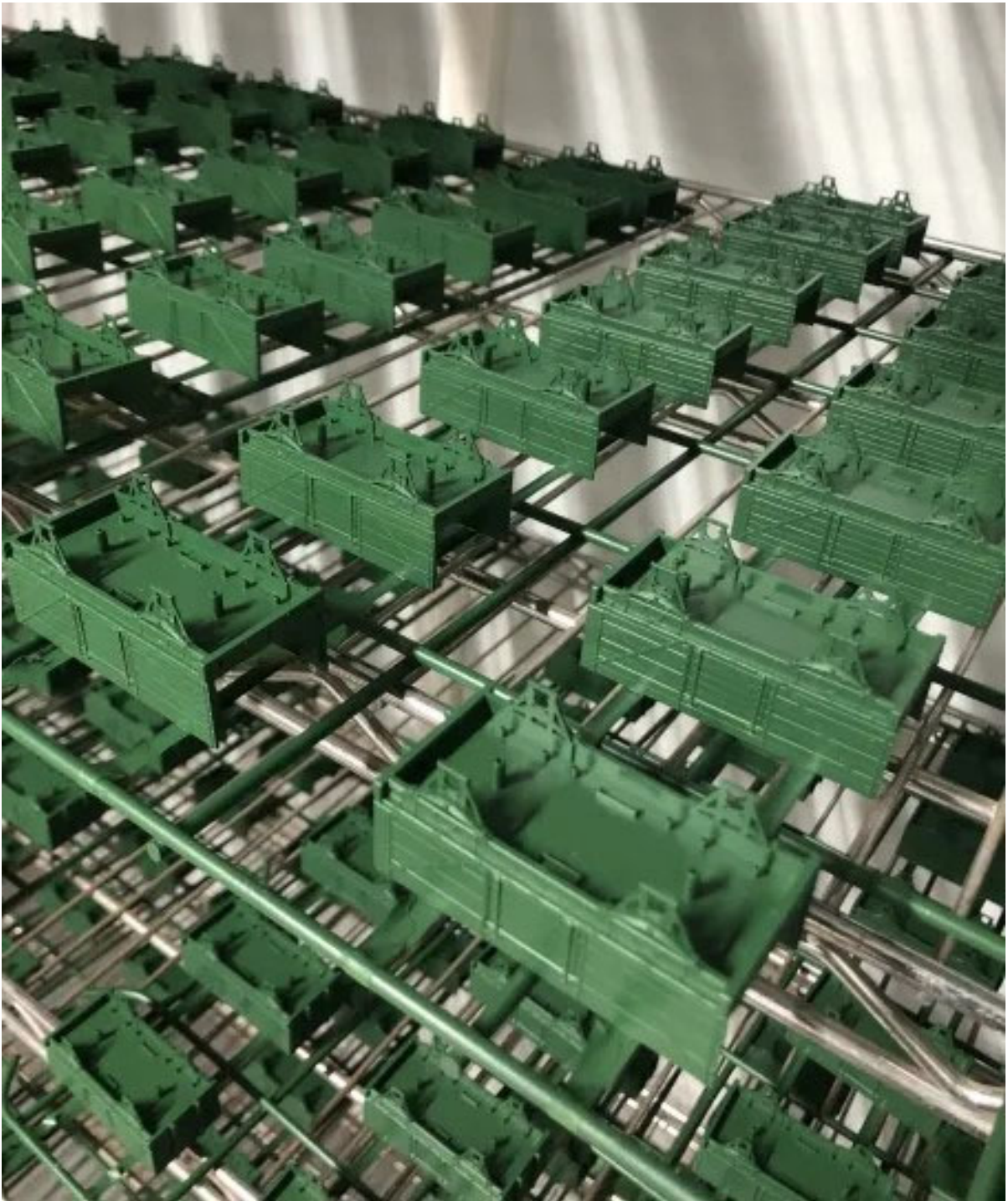
Alongside the vans the [GWR O11 & O15 5-plank opens](#) are also making great progress.



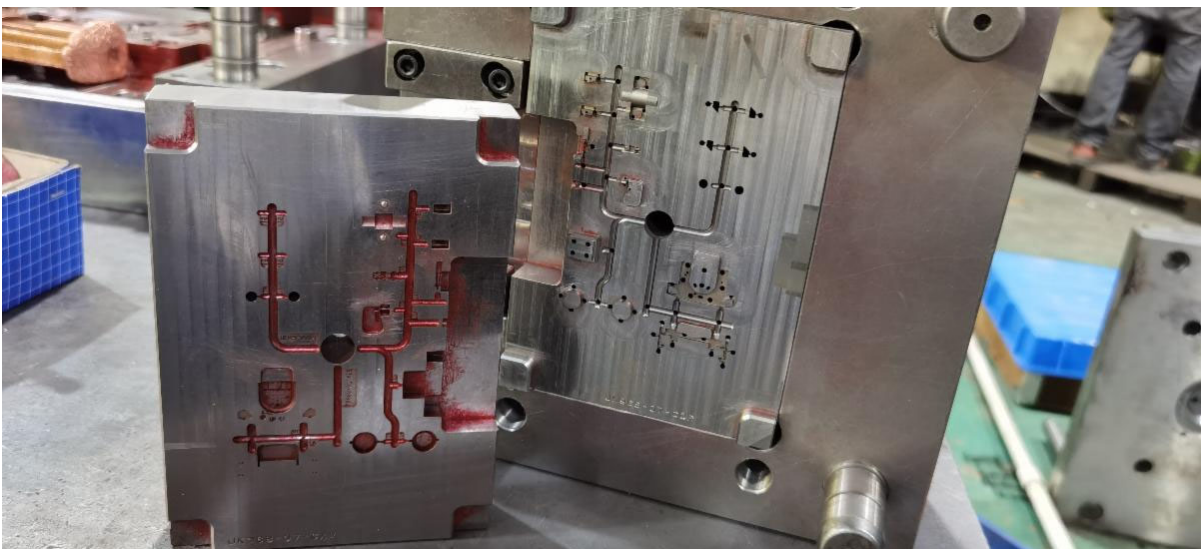
Don't forget that the [Y4 Banana Vans](#) are also in production and will arrive at the same time as the standard vans.



The [Leyland Fleetlines](#) are also progressing with all the body shells now sprayed ready for the next step.



Our [1907 RCH private owner wagons](#) are all now in the paintshop and receiving their base colours. Next stop other painted details and lettering...





Lastly we have an example of the tooling for our forthcoming [Port of Par Bagnall locomotives](#). Progress has been really swift with these diminutive shunters and we hope to have fully working samples in the New Year.

## Let's not forget the E1!

Every month we get asked - 'what's happening with the [LB&SCR E1](#)'?

Well the answer is - it's finally gone into tooling!

This has been a mammoth project and frankly a rather difficult one. This class of loco had so many variations that we have had to carefully work our way through the design to get as close as possible to the prototype. To give you the run down we will be tooling:

- Two styles of tank side
- Three smokebox doors
- Four different styles of wheel (standard and loW)
- Two styles of bufferbeams
- Three different smokeboxes
- Three chimneys
- Two domes
- Two styles of coal rails
- Two styles of Westinghouse pump
- Two different types of safety valve
- Two different Ramsbottom safety valve casings
- Additional loW front steps
- A myriad of injector, pipework, handrails, oil pots, condensing pipes, sandboxes, air tanks and clack valves
- And likely some things we have forgotten to list...



As soon as the samples arrive we will look to close the orderbook and move the project into the production phase as soon as possible.

## PRE-ORDER YOUR E1 HERE

### Shipping Updates

Typically just as we were packing for Warley our OO gauge OAA wagons arrived in the warehouse. Sadly the EWS maroon versions (SKU 915017) have been delayed but all the other versions have been received and these are now being prepared ready for delivery.

Just as we were finishing this issue we received news that our W&U Train Packs and remaining Titfield Thunderbolt sets are due to arrive next week. We will carry out our checks and get these items shipped out to our retailers and customers as soon as we can!

### Thought of the Month

#### What makes you pre-order our products?

As fellow hobbyists, we have our own reasons for purchasing models. This could be because it's prototypical for the railway company we are modelling, it's a damn good deal, or it's just a gorgeous model and we can't say no to it.

Whatever it may be, often the timing of that purchase means very little to you at the time, other than the flash of excitement as you pre-order your next model train, or the strike of fear as you realise you are going to need to sneak it past your spouse.

Each of our projects must have a pre-order cut-off, at which point we move to the production phase of the project and begin making it. At this point we decide how many we are going to make, and your pre-orders have a bearing on how many are produced. We ensure that everyone who pre-orders one gets one, but unfortunately, some people miss the boat (or train), and we would like to avoid this where possible.

It's very easy for us to anecdotally say at what stage our customers take the plunge and pre-order our products, but that seems silly, so we thought why not ask you lot instead!

So, this month's thought of the month is a little different. It's a very simple question, **at what stage do you decide to pre-order one of our models?**

#### **CLICK HERE TO TAKE OUR SHORT SURVEY**

By completing the survey above you will help shape the way we deliver and run our orderbook system. It only takes a minute and we would be grateful if you could find the time to spare.

Right, that covers everything we have to update you on at the moment, now time to get the old Christmas tree out of the loft and order Ernie (The Warehouse Westie) a funny little festive outfit.

Thanks for reading!

### **The Rapido Trains UK Team**

You can write to us at Rapido Trains UK, Unit 3, Clinton Business Centre, Lodge Road, Staplehurst, Kent TN12 0QF. Alternatively, you can call us on 03304 609496 or you can e-mail us at [customerservice@rapidotrains.co.uk](mailto:customerservice@rapidotrains.co.uk)

Check out our YouTube channel, Facebook page, Instagram and Twitter!





THE  
HEP E-UNITS

HO  
SCALE



Rapido once again breaks new ground by announcing a first in plastic! Behold the HEP-equipped E-unit, used predominately in commuter and inter-city services. Perhaps the most famous owner was the BN, with a fleet of 25 Morrison-Knudsen rebuilt E-9As for "suburban" service. Notable upgrades included; new 645EC prime movers pushing the horsepower output to 2400, Detroit Diesel HEP generators and the addition of dynamic brakes. The fleet would remain in service until the early '90s.

Amtrak also owned five HEP-equipped E-units for inter-city services, which were overhauled by Penn Central at their Juniata Shops. These mainly operated in the Northeast/New England area, but could occasionally be seen in other areas. It was not uncommon to see them hauling the brand new Amfleet cars by, either solo or teamed up with an F40PH. 497 would later be sold to Metro North, while 498 and 499 would become part of the Conrail OCS fleet.

AMTRAK • BURLINGTON NORTHERN • CONRAIL • METRO NORTH

### The BN and Amtrak Details Include:

- Correct HEP muffler and hatch
- Multiple dynamic brake options and fans
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Blanked sides with appropriate grille work
- Hyatt roller bearing journal covers
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

**\*Not all lighting features will work in DC mode.**

- Numerous road-specific detail parts in both plastic and etched metal.

ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**



Photos courtesy of Greg Sommers



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THE  
HEP E-UNITS

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SCALE**



**Amtrak (Phase I)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28301 <input type="text"/>	28801 <input type="text"/>
499	28302 <input type="text"/>	28802 <input type="text"/>



**Amtrak (Phase II)**

Preliminary artwork, subject to revisions.

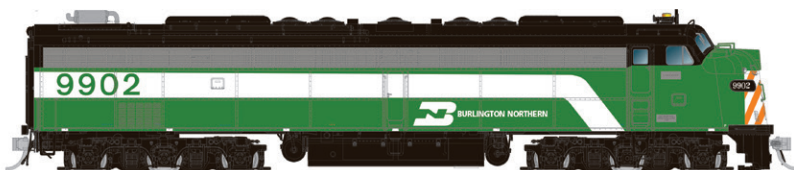
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
495	28303 <input type="text"/>	28803 <input type="text"/>	498	28305 <input type="text"/>	28805 <input type="text"/>
496	28304 <input type="text"/>	28804 <input type="text"/>			



**Metro North (ex Amtrak Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28306 <input type="text"/>	28806 <input type="text"/>



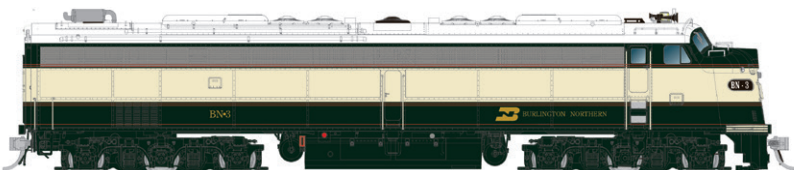
**Burlington Northern (Commuter E9)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9902	28310 <input type="text"/>	28810 <input type="text"/>	9915	28312 <input type="text"/>	28812 <input type="text"/>
9904	28311 <input type="text"/>	28811 <input type="text"/>	9924	28313 <input type="text"/>	28813 <input type="text"/>

**BN E-9 Names:**

- 9902 - "Village of Westmont"
- 9904 - "Village of Lisle"
- 9915 - "Village of Hinsdale"
- 9924 - "Walter T. Stanuch"



**Burlington Northern (Executive)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9925	28314 <input type="text"/>	28814 <input type="text"/>

Please note: locomotive road numbers may change before production. We will make every attempt to notify our customers of any changes.

**MSRP**

ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**  
 No Sound **\$239.95 / \$279.95** US / CAD  
 w/Sound **\$349.95 / \$399.95** US / CAD



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THE  
OCS E-UNITS

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Conrail was well known for their iconic blue locomotives, “can opener” logo and hot intermodal services. But perhaps the most elusive and best-dressed operation they ran was their Office Car Specials, complete with a trio of Pullman green E-units. Numbered 4020 through 4022, these were the backbone of many OCS trips, right on up till the final day in 1999. The 4020 and 4021 were equipped with HEP, while the 4022 retained its steam boiler. Other spotting features included: porthole removal, lack of skirting, mini anti-climbers, dynamic brakes (sans the 4022) and cab mounted Leslie RS3L air horn. Despite lacking a HEP generator, the 4022 did carry HEP pass-through receptacles, making it capable of trailing or leading.

## 4020 • 4021 • 4022

### The Conrail OCS E-unit Features:

- HEP muffler for 4020-4021
- Steam generator details for 4022
- Dynamic brake options where appropriate
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Rebuilt blanked sides (portholes removed) in two variations
- Non-skirted fuel tanks
- Three chime RS3L and Hancock air whistle air horns included
- Hyatt roller bearing journal covers
- Numerous road-specific detail parts in both plastic and etched metal.
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

*\*Not all lighting features will work in DC mode.*

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Photos courtesy of Brock Kerchner and Wes Reminder



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THE  
OCS E-UNITS

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**Conrail (OCS)**

Preliminary artwork, subject to revisions.

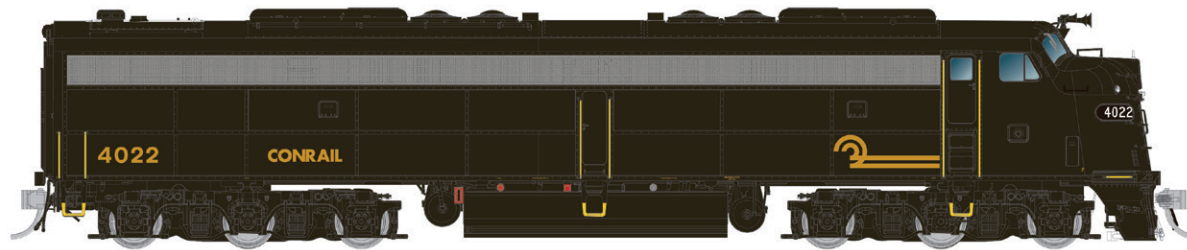
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4020	28307 <input type="text"/>	28807 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4021	28308 <input type="text"/>	28808 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4022	28309 <input type="text"/>	28809 <input type="text"/>

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ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**



Photo courtesy of Dan Darnell

Executive E-units? Why of course! Rapido once again delivers the goods. This time we are proud to present the Illinois Central and Canadian National executive E9As. When Metra retired the last of their E9As from commuter service, IC bought four for their executive fleet. Numbered 100 through 103, only 100 and 101 were painted in the special silver, white and black IC scheme. Eventually numbers 102 and 103 would be transferred to CN when they acquired the IC. 102 and 103 would first receive a green and black heritage scheme, reminiscent of their FP locos, then later on, repainted into the traditional red, black and white scheme. The four E-units share many of the same features of their BN siblings, but with added ditch light cut-outs in the nose.

### The IC and CN E9A Details Include:

- Correct HEP muffler and hatch
- Modified pilots
- Blanked sides with appropriate grille work
- Roof-mounted cooling coils
- Non-skirted fuel tanks
- Hyatt roller bearing journal covers
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, recessed ditch lights in nose, class lights, backup lights, ground lights, cab lights and more. (Not all lighting features will work in DC mode.)
- Numerous road-specific detail parts in both plastic and etched metal.



Photo courtesy of Craig Walker



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EXECUTIVE  
E - UNITS

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SCALE



**Canadian National (Executive / Green & Gold)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
102 / 103	28315 <input type="text"/>	28815 <input type="text"/>	



**Canadian National (Executive / Red, Black & White Noodle)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
102 / 103	28316 <input type="text"/>	28816 <input type="text"/>	



**Illinois Central (Executive / Gray & Black)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
100 / 101	28317 <input type="text"/>	28817 <input type="text"/>	

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No Sound **\$459.90 / \$529.90** US / CAD w/Sound **\$669.90 / \$759.90** US / CAD



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DEALER NAME

# F40PHM-2 LOCOMOTIVE



Decorated 3D CAD render shown, subject to revisions before final production.

ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**

MSRP No Sound **\$239.95 / \$279.95** US / CAD  
w/Sound **\$349.95 / \$399.95** US / CAD

Ready to fall in love with an F40? Despite sidelining the fan favorite BN E9s, these F40PHM-2s have created a similar iconic look for themselves hauling commuters in the Windy City for the past 30 years. Nicknamed “Winnebagos” for their similar appearance to the RV, these were the last 30 F40PHs that Metra ordered new, in 1991. Towards the end of 2016, the F40PHM-2s were sent out to Progress Rail for rebuilding and application of the new faded scheme that was already applied to the MP36 and 100 series F40PHs. Of the 30 locos, only one has been retired account of a wreck off-line.

The F40PHM-2s were delivered with the standard Metra/RTA features: Nathan P5a horn, dual Gyalite with clear and red targets, ditch lights, dual rooftop air conditioners, Stratolites and pilot plows. The locos that returned from rebuild featured a redesigned cab door window, front snowplow, single rooftop APU strobe, PTC antenna arrays and the new faded scheme. Rapido aims to capture the look and sound of this iconic locomotive that has brought Chicagoans to and from work for the last 30 years! ...wait! We can't forget 211! One F40PHM-2 received a special CB&Q-inspired heritage scheme in 2019, which we are proud to have on the first run!

## The F40PHM-2 Locomotive features:

- Correct “Winnebago” style front
- Dual rooftop air conditioners
- Extensive, separate underbody piping, conduit and wire grab irons
- Working head lights, marker lights and backup light
- Working Gyalite
- Stratolite or strobe light where appropriate
- Working ditch lights
- Separate, factory-applied wire grab irons
- PTC Antenna Array where appropriate
- See-through, etched-metal radiator grills and dynamic brake grills
- Full cab interior painted in correct colors
- Accurate fuel tank profile and exhaust silencer
- Correct pilot plow or snow plow per model
- Sound-equipped models feature a custom ESU LokSound V5 decoder
- Will operate smoothly on DC and DCC layouts
- Rapido's improved 5-pole, skew-wound motor and silky-smooth drive

*\*Not all lighting features will work in DC mode.*



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**RAPIDO**



# F40PHM-2 LOCOMOTIVE



**HO  
SCALE**



*Early factory samples shown, subject to revisions before final production.*

<b>MSRP</b>	ORDER DEADLINE: <b>DECEMBER 15<sup>TH</sup>, 2023</b>
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# F40PHM-2 LOCOMOTIVE



F40PHM-2 Names:  
(Blue Scheme)

186 - "Village of Streamwood"

213 - "Village of Franklin Park"

Preliminary artwork, subject to revisions.

## Metra (Blue Scheme) Late 90s - Current

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
186	83201 <input type="text"/>	83701 <input type="text"/>	209	83203 <input type="text"/>	83703 <input type="text"/>
192	83202 <input type="text"/>	83702 <input type="text"/>	213	83204 <input type="text"/>	83704 <input type="text"/>



Preliminary artwork, subject to revisions.

## Metra (Blue Scheme / Operation Lifesaver)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
214	83205 <input type="text"/>	83705 <input type="text"/>



F40PHM-2 Names:  
(Fade Scheme)

212 - "Village of Buffalo Grove"

Preliminary artwork, subject to revisions.

## Metra (Fade Scheme) 2017 - Current

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
189	83206 <input type="text"/>	83706 <input type="text"/>	206	83208 <input type="text"/>	83708 <input type="text"/>
197	83207 <input type="text"/>	83707 <input type="text"/>	212	83209 <input type="text"/>	83709 <input type="text"/>



Preliminary artwork, subject to revisions.

## Metra (CB&Q Heritage)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
211	83210 <input type="text"/>	83710 <input type="text"/>

MSRP

ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**

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PRODUCTION MODELS

**HO  
SCALE**

## AMTRAK NPCU "CABBAGE"

Rapido Trains Inc. is pleased to announce the second release of our Amtrak NPCU in HO Scale!

In the mid 1990s, Amtrak began a rebuild program to convert retired F40PH locomotives into Non-Powered Control Units (NPCUs) by removing the prime movers, with many having their now empty engine rooms converted to baggage areas. These NPCUs allow "push-pull" service and eliminated the need to turn trains at terminals or run locomotives at both ends of the train. The locomotive engineer controls the locomotive from the cab in the NPCU, much like purpose-built cab cars found on many commuter trains. Used on regional trains, these "Cabbages" as they have been coined by Railfans can be seen everywhere from California and Washington State to the Mid-west and even as far east as Maine! The majority of the NPCU fleet remains in service today.

In addition to the new road numbers for the first-release paint schemes, we are excited to add the much-requested Amtrak "Veterans" NPCU's #90208 and #90221 for the first time.

### The Amtrak NPCU features:

- Fully powered, available in silent DC or DC/DCC/Sound
- DC models are DCC-ready with a 21-pin plug
- Accurate enlarged marker lights, supplementary air reservoirs and K5LA horn
- Operating, flashing ditch lights
- Operating strobe lights, marker lights and number boards
- Etched-metal radiator grilles and windshield wipers
- Separate handrails and grab irons installed at the factory
- Rapido's proven 5-pole, skew-wound motor and silky-smooth drive system
- Metal, magnetic Macdonald-Cartier Couplers

**MSRP** DC/Silent \$239.95 USD \$279.95 CAD DCC/Sound \$349.95 USD \$399.95 CAD

**Order Deadline: DECEMBER 15<sup>TH</sup>, 2023**



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# AMTRAK NPCU "CABBAGE"

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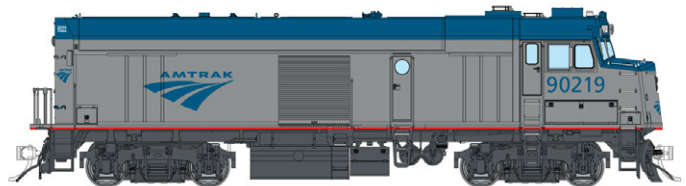


PRODUCTION MODELS



### Amtrak - Phase III

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90222	81015 <input type="text"/>	81515 <input type="text"/>
90225	81016 <input type="text"/>	81516 <input type="text"/>



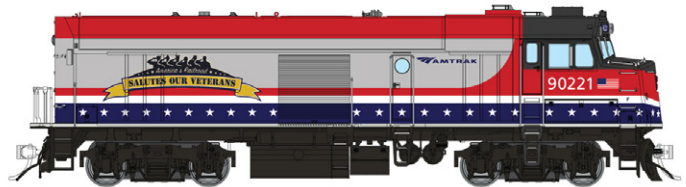
### Amtrak - Phase V

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90219	81017 <input type="text"/>	81517 <input type="text"/>
90229	81018 <input type="text"/>	81518 <input type="text"/>
90225	81019 <input type="text"/>	81519 <input type="text"/>



### Amtrak - Phase V "Downeaster"

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90214	81020 <input type="text"/>	81520 <input type="text"/>
90220	81021 <input type="text"/>	81521 <input type="text"/>



### Amtrak - "Salutes Our Veterans"

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90208	81022 <input type="text"/>	81522 <input type="text"/>
90221	81023 <input type="text"/>	81523 <input type="text"/>

**MSRP**

DC/Silent  
DCC/Sound

**\$239.95** USD  
**\$349.95** USD

**\$279.95** CAD  
**\$399.95** CAD

Order Deadline: **DECEMBER 15<sup>TH</sup>, 2023**



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**HO  
SCALE**

# BUDD HEP-EQUIPPED 'GALLERY' COMMUTER CARS

PRE-PRODUCTION SAMPLE IS SUBJECT TO CHANGES AND REFINEMENTS BEFORE PRODUCTION.

Continuing Rapido's introduction into the market of highly detailed commuter equipment, we are proud to introduce the all-new Budd 'Gallery' Commuter Cars in HO scale!

With the conclusion of World War II and the shift towards increased commuting from the newly established suburbs and downtown jobs, railroads were looking for ways to replace their fleets with modern equipment following the war. With the need to haul more passengers per car, and with the length of cars maxed out, Pullman and Budd developed what would quickly be called the "gallery car." Using a standard passenger car chassis design, the height of the car was extended to the maximum clearance permitted and cantilevered walkways were placed above standard passenger car (similar to luggage racks) with additional seating added on an upper level. The open space between the upper levels allowed a single conductor to check all tickets, and also gave the cars their nickname - The Gallery Car. With wide center doors and stairs to each of the 4 rows of gallery seating, these cars proved immensely popular in carrying more passengers and reducing loading time at stations.

The first examples of these cars built by Budd would be delivered to the Chicago, Burlington & Quincy Railroad in 1950 with an order of 30 coaches. The first cab cars would be developed for the Milwaukee Road with an order of 8 (along with 32 regular coaches) in 1961. Over 350 cars in total would be built by Budd, with the final examples rolling off the line in 1978. The design has continued on being constructed by other builders more recently, including Nippon-Sharyo.

While the Milwaukee Road and Rock Island fleets were built with Head End Power (HEP), the original Burlington cars were equipped for steam heat. Starting in 1973, the Burlington Northern started a program to convert the original CBQ fleet to include HEP. This resulted in the cars losing their steam

heat in favor of electric heat and the original incandescent lights was replaced with fluorescent lights.

All remaining gallery cars from the Burlington, Rock Island, Milwaukee Road and Chicago & North Western would go on to form the backbone for Metra, the new regional commuter operator in the Chicago area, starting in 1984. Many of the original Budd-built cars, as well as some Pullman examples, continue to provide service today.

### Each Rapido 'Gallery' Commuter Car features:

- Designed from original blueprints, design drawings and field measurements.
- Track-powered flicker-free interior lighting compatible with DC and DCC layouts.
- Free-rolling, highly-detailed trucks with metal wheelsets.
- Minimum 22" radius curves recommended.
- Full underbody including HEP conduit and equipment.
- Complete interior including actual "gallery" seating.
- Accurate painting and lettering, both inside and out.
- Correctly-colored tinted windows.
- Metal side grab irons and sprung diaphragms.
- Constant flicker-free interior lighting in both DC and DCC.
- Controllable cab car lighting in both DC and DCC, including headlights, marker lights, as well as ditch lights and strobe lights (when applicable)

<b>3-Car Sets</b>	<b>\$349.95 USD</b>	<b>\$439.95 CAD</b>
<b>Coaches</b>	<b>\$119.95 USD</b>	<b>\$149.95 CAD</b>
<b>Cab Coaches</b>	<b>\$134.95 USD</b>	<b>\$164.95 CAD</b>

**PRE-ORDER DEADLINE  
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# BUDD HEP-EQUIPPED 'GALLERY' COMMUTER CARS

DEALER NAME



## BURLINGTON NORTHERN (Early 1970s–Mid 1980s)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145001	728, 746	791
<input type="checkbox"/> 145002	769, 774	802

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145003	Unnumbered



## METRA (BURLINGTON NAMEBOARD) (Mid 2000s–Present)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145004	768, 773	798
<input type="checkbox"/> 145005	762, 780	801

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145006	Unnumbered



## METRA (BNSF RAILWAY NAMEBOARD) (Mid 2000s–Present)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145007	748, 765	811
<input type="checkbox"/> 145008	750, 777	808

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145009	Unnumbered



## METRA (NO NAMEBOARD) (Mid 2000s–Present)

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145010	Unnumbered



## PAINTED, UNLETTERED

Item #	
<input type="checkbox"/> 145098	Cab Coach
<input type="checkbox"/> 145099	Coach

3-Car Sets	\$349.95 USD	\$439.95 CAD
Individual Coaches	\$119.95 USD	\$149.95 CAD
Individual Cab Coaches	\$134.95 USD	\$164.95 CAD

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Rapido once again breaks new ground by announcing a first in plastic! Behold the HEP-equipped E-unit, used predominately in commuter and inter-city services. Perhaps the most famous owner was the BN, with a fleet of 25 Morrison-Knudsen rebuilt E-9As for "suburban" service. Notable upgrades included; new 645EC prime movers pushing the horsepower output to 2400, Detroit Diesel HEP generators and the addition of dynamic brakes. The fleet would remain in service until the early '90s.

Amtrak also owned five HEP-equipped E-units for inter-city services, which were overhauled by Penn Central at their Juniata Shops. These mainly operated in the Northeast/New England area, but could occasionally be seen in other areas. It was not uncommon to see them hauling the brand new Amfleet cars by, either solo or teamed up with an F40PH. 497 would later be sold to Metro North, while 498 and 499 would become part of the Conrail OCS fleet.

AMTRAK • BURLINGTON NORTHERN • CONRAIL • METRO NORTH

### The BN and Amtrak Details Include:

- Correct HEP muffler and hatch
- Multiple dynamic brake options and fans
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Blanked sides with appropriate grille work
- Hyatt roller bearing journal covers
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

**\*Not all lighting features will work in DC mode.**

- Numerous road-specific detail parts in both plastic and etched metal.



ORDER DEADLINE: **DECEMBER 15TH, 2023**

Photos courtesy of Greg Sommers



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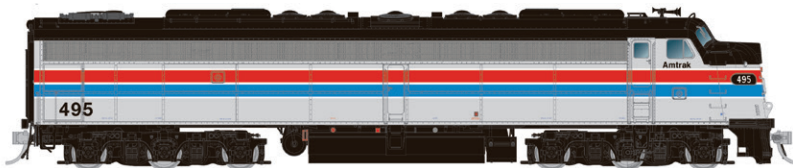
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**Amtrak (Phase I)**

Preliminary artwork, subject to revisions.

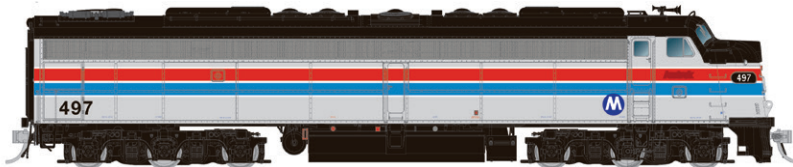
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28301 <input type="text"/>	28801 <input type="text"/>
499	28302 <input type="text"/>	28802 <input type="text"/>



**Amtrak (Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
495	28303 <input type="text"/>	28803 <input type="text"/>	498	28305 <input type="text"/>	28805 <input type="text"/>
496	28304 <input type="text"/>	28804 <input type="text"/>			



**Metro North (ex Amtrak Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28306 <input type="text"/>	28806 <input type="text"/>



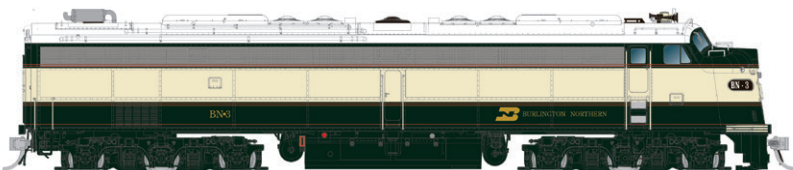
**Burlington Northern (Commuter E9)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9902	28310 <input type="text"/>	28810 <input type="text"/>	9915	28312 <input type="text"/>	28812 <input type="text"/>
9904	28311 <input type="text"/>	28811 <input type="text"/>	9924	28313 <input type="text"/>	28813 <input type="text"/>

**BN E-9 Names:**

- 9902 - "Village of Westmont"
- 9904 - "Village of Lisle"
- 9915 - "Village of Hinsdale"
- 9924 - "Walter T. Stanuch"



**Burlington Northern (Executive)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9925	28314 <input type="text"/>	28814 <input type="text"/>

**MSRP**

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Conrail was well known for their iconic blue locomotives, “can opener” logo and hot intermodal services. But perhaps the most elusive and best-dressed operation they ran was their Office Car Specials, complete with a trio of Pullman green E-units. Numbered 4020 through 4022, these were the backbone of many OCS trips, right on up till the final day in 1999. The 4020 and 4021 were equipped with HEP, while the 4022 retained its steam boiler. Other spotting features included: porthole removal, lack of skirting, mini anti-climbers, dynamic brakes (sans the 4022) and cab mounted Leslie RS3L air horn. Despite lacking a HEP generator, the 4022 did carry HEP pass-through receptacles, making it capable of trailing or leading.

## 4020 • 4021 • 4022

### The Conrail OCS E-unit Features:

- HEP muffler for 4020-4021
- Steam generator details for 4022
- Dynamic brake options where appropriate
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Rebuilt blanked sides (portholes removed) in two variations
- Non-skirted fuel tanks
- Three chime RS3L and Hancock air whistle air horns included
- Hyatt roller bearing journal covers
- Numerous road-specific detail parts in both plastic and etched metal.
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

*\*Not all lighting features will work in DC mode.*

ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**



Photos courtesy of Brock Kerchner and Wes Reminder



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**Conrail (OCS)**

Preliminary artwork, subject to revisions.

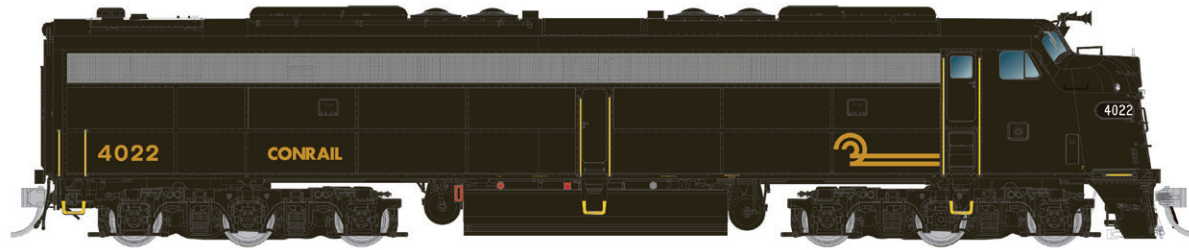
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4020	28307 <input type="text"/>	28807 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4021	28308 <input type="text"/>	28808 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4022	28309 <input type="text"/>	28809 <input type="text"/>

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DEALER NAME

YOU CAN REALLY REST IN *Pullman-Standard's* NEW  
"Day-Nite" COACHES FOR *Northern Pacific*



CAR MANUFACTURING COMPANY

Offices in six cities . . . Manufacturing plants in three cities



# "Day-Nite" COACHES FOR Northern Pacific

## ALL NEW!!

### HO SCALE



## CONDITIONAL RELEASE! RESERVE TODAY!

Rapido and the Northern Pacific Railway Historical Association are extremely excited to announce the conditional release of Northern Pacific Day-Nite Coaches in both the Loewy and Streamline paint schemes. This is car series 588 to 599 that served on the North Coast Limited from initial production to the end of the NP and beyond. These coaches were built by Pullman-Standard in 1946

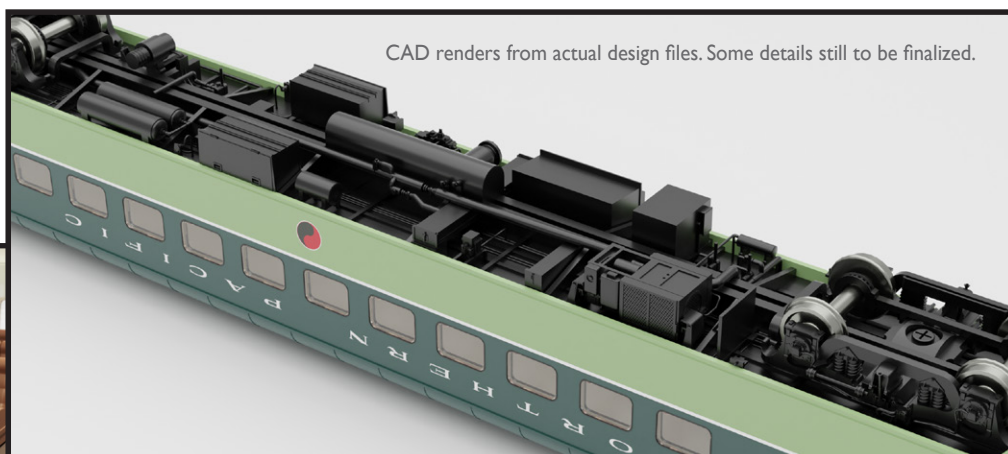
Please note that this is a **Conditional Release** – This car will only be produced if the NPRHA and Rapido receive sufficient orders to justify the production investment. This and possible future North Coast Limited models are being developed as a close partnership between the NPRHA and Rapido Trains Inc., and more cars will follow only if this project is a success. Please do your part and get your reservations in ASAP so this car is merely the start of a long line of high quality NCL cars!

To sweeten the deal, any orders placed before January 15, 2024 will receive a **5% pre-order discount!**

**Reserve today!**

This all-new HO model includes:

- Designed from original blueprints and field measurements of existing cars
- Accurate interior and exterior paint and lettering, approved by the NPRHA
- Highly detailed underbody arrangements
- Truck and skirt tooling specific to the paint scheme era
- Fully detailed interior configuration, tinted windows where appropriate
- Multi-color interior decoration
- Full flicker-free track-powered interior lighting
- Accurate free-rolling trucks
- Metal magnetic knuckle couplers



CAD renders from actual design files. Some details still to be finalized.



US MSRP  
**\$129.95 (SINGLE)**

CANADIAN MSRP  
**\$149.95 (SINGLE)**



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### RAPIDO



# "Day-Nite" COACHES FOR *Northern Pacific*

**CONDITIONAL RELEASE!  
RESERVE TODAY!**

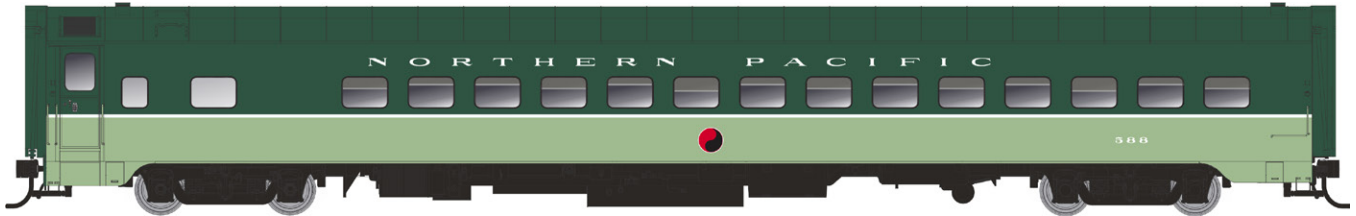
Reserve before January 15, 2024  
and receive a

**5% Pre-order Discount!**



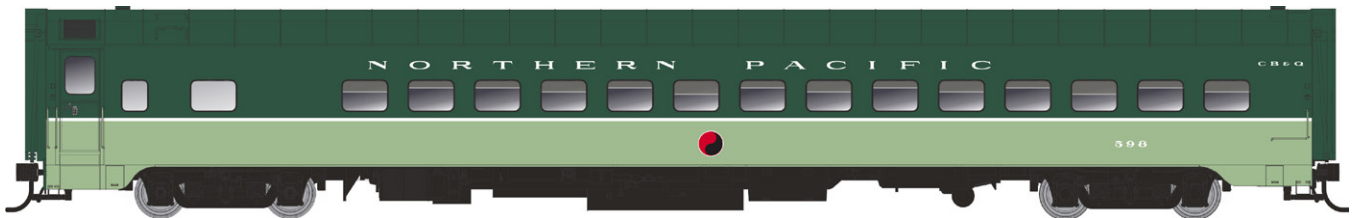
### Northern Pacific Streamline Scheme

Item	Car #
<input type="checkbox"/>	197001 #590
<input type="checkbox"/>	197002 #592
<input type="checkbox"/>	197003 #593
<input type="checkbox"/>	197004 #595



### Northern Pacific Loewy Scheme

Item	Car #
<input type="checkbox"/>	197005 #589
<input type="checkbox"/>	197006 #591
<input type="checkbox"/>	197007 #592
<input type="checkbox"/>	197008 #594
<input type="checkbox"/>	197009 #597



### Northern Pacific - CB&Q Loewy Scheme

Item	Car #
<input type="checkbox"/>	197010 #598

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**CANADIAN MSRP  
\$149.95 (SINGLE)**

Additional Cars Available Exclusively From  
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Go to <https://store.nprha.org/> for full details.



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**R**apido once again breaks new ground by announcing a first in plastic! Behold the HEP-equipped E-unit, used predominately in commuter and inter-city services. Perhaps the most famous owner was the BN, with a fleet of 25 Morrison-Knudsen rebuilt E-9As for "suburban" service. Notable upgrades included; new 645EC prime movers pushing the horsepower output to 2400, Detroit Diesel HEP generators and the addition of dynamic brakes. The fleet would remain in service until the early '90s. Amtrak also owned five HEP-equipped E-units for inter-city services, which were overhauled by Penn Central at their Juniata Shops. These mainly operated in the Northeast/New England area, but could occasionally be seen in other areas. It was not uncommon to see them hauling the brand new Amfleet cars by, either solo or teamed up with an F40PH. 497 would later be sold to Metro North, while 498 and 499 would become part of the Conrail OCS fleet.

**AMTRAK • BURLINGTON NORTHERN • CONRAIL • METRO NORTH**

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  - Multiple dynamic brake options and fans
  - Sealed, twin-beam headlight configuration
  - Modified pilots
  - Correct side grills
  - Blanked sides with appropriate grille work
  - Hyatt roller bearing journal covers
  - Heavy die-cast chassis
  - Smooth running drive system with all wheels powered
  - Accurate E8 sounds provided by ESU LokSound
  - Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.
- \*Not all lighting features will work in DC mode.**
- Numerous road-specific detail parts in both plastic and etched metal.

ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**



Photos courtesy of Greg Sommers



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DEALER NAME





THE  
HEP E-UNITS

**HO  
SCALE**



**Amtrak (Phase I)**

Preliminary artwork, subject to revisions.

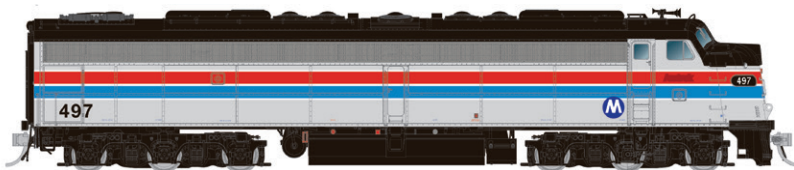
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28301 <input type="text"/>	28801 <input type="text"/>
499	28302 <input type="text"/>	28802 <input type="text"/>



**Amtrak (Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
495	28303 <input type="text"/>	28803 <input type="text"/>	498	28305 <input type="text"/>	28805 <input type="text"/>
496	28304 <input type="text"/>	28804 <input type="text"/>			



**Metro North (ex Amtrak Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28306 <input type="text"/>	28806 <input type="text"/>



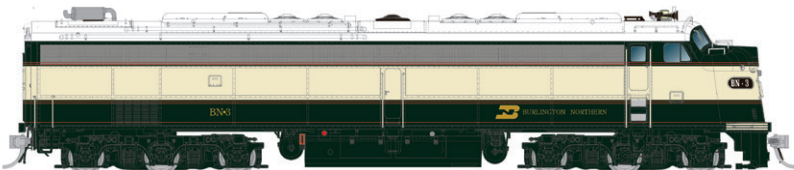
**Burlington Northern (Commuter E9)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9902	28310 <input type="text"/>	28810 <input type="text"/>	9915	28312 <input type="text"/>	28812 <input type="text"/>
9904	28311 <input type="text"/>	28811 <input type="text"/>	9924	28313 <input type="text"/>	28813 <input type="text"/>

**BN E-9 Names:**

- 9902 - "Village of Westmont"
- 9904 - "Village of Lisle"
- 9915 - "Village of Hinsdale"
- 9924 - "Walter T. Stanuch"



**Burlington Northern (Executive)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9925	28314 <input type="text"/>	28814 <input type="text"/>

Please note: locomotive road numbers may change before production. We will make every attempt to notify our customers of any changes.

**MSRP**

ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**  
 No Sound **\$239.95 / \$279.95** US / CAD  
 w/Sound **\$349.95 / \$399.95** US / CAD



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Conrail was well known for their iconic blue locomotives, “can opener” logo and hot intermodal services. But perhaps the most elusive and best-dressed operation they ran was their Office Car Specials, complete with a trio of Pullman green E-units. Numbered 4020 through 4022, these were the backbone of many OCS trips, right on up till the final day in 1999. The 4020 and 4021 were equipped with HEP, while the 4022 retained its steam boiler. Other spotting features included: porthole removal, lack of skirting, mini anti-climbers, dynamic brakes (sans the 4022) and cab mounted Leslie RS3L air horn. Despite lacking a HEP generator, the 4022 did carry HEP pass-through receptacles, making it capable of trailing or leading.

## 4020 • 4021 • 4022

### The Conrail OCS E-unit Features:

- HEP muffler for 4020-4021
- Steam generator details for 4022
- Dynamic brake options where appropriate
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Rebuilt blanked sides (portholes removed) in two variations
- Non-skirted fuel tanks
- Three chime RS3L and Hancock air whistle air horns included
- Hyatt roller bearing journal covers
- Numerous road-specific detail parts in both plastic and etched metal.
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

*\*Not all lighting features will work in DC mode.*

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Photos courtesy of Brock Kerchner and Wes Reminder



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THE  
OCS E-UNITS

**HO**  
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**Conrail (OCS)**

Preliminary artwork, subject to revisions.

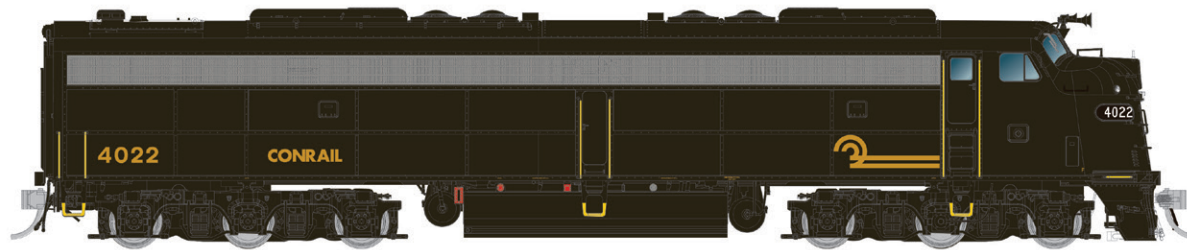
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4020	28307 <input type="text"/>	28807 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4021	28308 <input type="text"/>	28808 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4022	28309 <input type="text"/>	28809 <input type="text"/>

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ORDER DEADLINE: **FEBRUARY 15<sup>TH</sup>, 2023**



Photo courtesy of Dan Darnell

Executive E-units? Why of course! Rapido once again delivers the goods. This time we are proud to present the Illinois Central and Canadian National executive E9As. When Metra retired the last of their E9As from commuter service, IC bought four for their executive fleet. Numbered 100 through 103, only 100 and 101 were painted in the special silver, white and black IC scheme. Eventually numbers 102 and 103 would be transferred to CN when they acquired the IC. 102 and 103 would first receive a green and black heritage scheme, reminiscent of their FP locos, then later on, repainted into the traditional red, black and white scheme. The four E-units share many of the same features of their BN siblings, but with added ditch light cut-outs in the nose.

### The IC and CN E9A Details Include:

- Correct HEP muffler and hatch
- Modified pilots
- Blanked sides with appropriate grille work
- Roof-mounted cooling coils
- Non-skirted fuel tanks
- Hyatt roller bearing journal covers
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, recessed ditch lights in nose, class lights, backup lights, ground lights, cab lights and more. (Not all lighting features will work in DC mode.)
- Numerous road-specific detail parts in both plastic and etched metal.



Photo courtesy of Craig Walker



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**Canadian National (Executive / Green & Gold)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
102 / 103	28315 <input type="text"/>	28815 <input type="text"/>	



**Canadian National (Executive / Red, Black & White Noodle)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
102 / 103	28316 <input type="text"/>	28816 <input type="text"/>	



**Illinois Central (Executive / Gray & Black)** Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	<b>A / A SET</b>
100 / 101	28317 <input type="text"/>	28817 <input type="text"/>	

MSRP

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No Sound **\$459.90 / \$529.90** US / CAD w/Sound **\$669.90 / \$759.90** US / CAD



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DEALER NAME

# F40PHM-2 LOCOMOTIVE



Decorated 3D CAD render shown, subject to revisions before final production.

ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**

MSRP No Sound **\$239.95 / \$279.95** US / CAD  
w/Sound **\$349.95 / \$399.95** US / CAD

Ready to fall in love with an F40? Despite sidelining the fan favorite BN E9s, these F40PHM-2s have created a similar iconic look for themselves hauling commuters in the Windy City for the past 30 years. Nicknamed “Winnebagos” for their similar appearance to the RV, these were the last 30 F40PHs that Metra ordered new, in 1991. Towards the end of 2016, the F40PHM-2s were sent out to Progress Rail for rebuilding and application of the new faded scheme that was already applied to the MP36 and 100 series F40PHs. Of the 30 locos, only one has been retired account of a wreck off-line.

The F40PHM-2s were delivered with the standard Metra/RTA features: Nathan P5a horn, dual Gyalite with clear and red targets, ditch lights, dual rooftop air conditioners, Stratolites and pilot plows. The locos that returned from rebuild featured a redesigned cab door window, front snowplow, single rooftop APU strobe, PTC antenna arrays and the new faded scheme. Rapido aims to capture the look and sound of this iconic locomotive that has brought Chicagoans to and from work for the last 30 years! ...wait! We can't forget 211! One F40PHM-2 received a special CB&Q-inspired heritage scheme in 2019, which we are proud to have on the first run!

## The F40PHM-2 Locomotive features:

- Correct “Winnebago” style front
- Dual rooftop air conditioners
- Extensive, separate underbody piping, conduit and wire grab irons
- Working head lights, marker lights and backup light
- Working Gyalite
- Stratolite or strobe light where appropriate
- Working ditch lights
- Separate, factory-applied wire grab irons
- PTC Antenna Array where appropriate
- See-through, etched-metal radiator grills and dynamic brake grills
- Full cab interior painted in correct colors
- Accurate fuel tank profile and exhaust silencer
- Correct pilot plow or snow plow per model
- Sound-equipped models feature a custom ESU LokSound V5 decoder
- Will operate smoothly on DC and DCC layouts
- Rapido's improved 5-pole, skew-wound motor and silky-smooth drive

*\*Not all lighting features will work in DC mode.*



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**RAPIDO**



# F40PHM-2 LOCOMOTIVE



*Early factory samples shown, subject to revisions before final production.*

MSRP ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**

No Sound	<b>\$239.95 / \$279.95</b>	US / CAD
w/Sound	<b>\$349.95 / \$399.95</b>	US / CAD



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## RAPIDO

# F40PHM-2 LOCOMOTIVE



F40PHM-2 Names:  
(Blue Scheme)

- 186 - "Village of Streamwood"
- 213 - "Village of Franklin Park"

Preliminary artwork, subject to revisions.

## Metra (Blue Scheme) Late 90s - Current

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
186	83201 <input type="text"/>	83701 <input type="text"/>	209	83203 <input type="text"/>	83703 <input type="text"/>
192	83202 <input type="text"/>	83702 <input type="text"/>	213	83204 <input type="text"/>	83704 <input type="text"/>



Preliminary artwork, subject to revisions.

## Metra (Blue Scheme / Operation Lifesaver)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
214	83205 <input type="text"/>	83705 <input type="text"/>



F40PHM-2 Names:  
(Fade Scheme)

- 212 - "Village of Buffalo Grove"

Preliminary artwork, subject to revisions.

## Metra (Fade Scheme) 2017 - Current

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
189	83206 <input type="text"/>	83706 <input type="text"/>	206	83208 <input type="text"/>	83708 <input type="text"/>
197	83207 <input type="text"/>	83707 <input type="text"/>	212	83209 <input type="text"/>	83709 <input type="text"/>



Preliminary artwork, subject to revisions.

## Metra (CB&Q Heritage)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
211	83210 <input type="text"/>	83710 <input type="text"/>

MSRP

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AMTRAK®



PRODUCTION MODELS

**HO  
SCALE**

## AMTRAK NPCU "CABBAGE"

Rapido Trains Inc. is pleased to announce the second release of our Amtrak NPCU in HO Scale!

In the mid 1990s, Amtrak began a rebuild program to convert retired F40PH locomotives into Non-Powered Control Units (NPCUs) by removing the prime movers, with many having their now empty engine rooms converted to baggage areas. These NPCUs allow "push-pull" service and eliminated the need to turn trains at terminals or run locomotives at both ends of the train. The locomotive engineer controls the locomotive from the cab in the NPCU, much like purpose-built cab cars found on many commuter trains. Used on regional trains, these "Cabbages" as they have been coined by Railfans can be seen everywhere from California and Washington State to the Mid-west and even as far east as Maine! The majority of the NPCU fleet remains in service today.

In addition to the new road numbers for the first-release paint schemes, we are excited to add the much-requested Amtrak "Veterans" NPCU's #90208 and #90221 for the first time.

### The Amtrak NPCU features:

- Fully powered, available in silent DC or DC/DCC/Sound
- DC models are DCC-ready with a 21-pin plug
- Accurate enlarged marker lights, supplementary air reservoirs and K5LA horn
- Operating, flashing ditch lights
- Operating strobe lights, marker lights and number boards
- Etched-metal radiator grilles and windshield wipers
- Separate handrails and grab irons installed at the factory
- Rapido's proven 5-pole, skew-wound motor and silky-smooth drive system
- Metal, magnetic Macdonald-Cartier Couplers

**MSRP** DC/Silent \$239.95 USD \$279.95 CAD DCC/Sound \$349.95 USD \$399.95 CAD

**Order Deadline: DECEMBER 15<sup>TH</sup>, 2023**



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# AMTRAK NPCU "CABBAGE"

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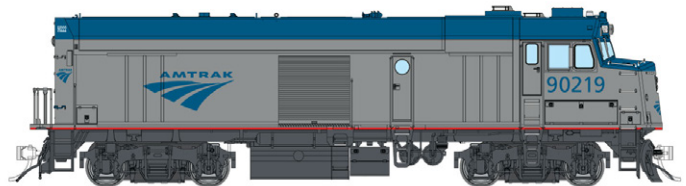


PRODUCTION MODELS



### Amtrak - Phase III

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90222	81015 <input type="text"/>	81515 <input type="text"/>
90225	81016 <input type="text"/>	81516 <input type="text"/>



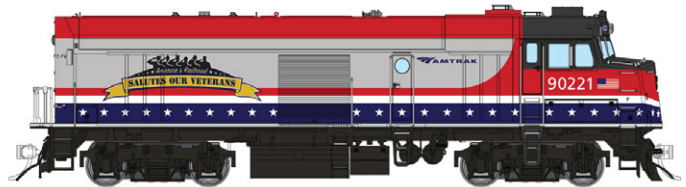
### Amtrak - Phase V

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90219	81017 <input type="text"/>	81517 <input type="text"/>
90229	81018 <input type="text"/>	81518 <input type="text"/>
90225	81019 <input type="text"/>	81519 <input type="text"/>



### Amtrak - Phase V "Downeaster"

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90214	81020 <input type="text"/>	81520 <input type="text"/>
90220	81021 <input type="text"/>	81521 <input type="text"/>



### Amtrak - "Salutes Our Veterans"

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
90208	81022 <input type="text"/>	81522 <input type="text"/>
90221	81023 <input type="text"/>	81523 <input type="text"/>

**MSRP**

DC/Silent  
DCC/Sound

**\$239.95** USD  
**\$349.95** USD

**\$279.95** CAD  
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# BUDD HEP-EQUIPPED 'GALLERY' COMMUTER CARS

PRE-PRODUCTION SAMPLE IS SUBJECT TO CHANGES AND REFINEMENTS BEFORE PRODUCTION.

Continuing Rapido's introduction into the market of highly detailed commuter equipment, we are proud to introduce the all-new Budd 'Gallery' Commuter Cars in HO scale!

With the conclusion of World War II and the shift towards increased commuting from the newly established suburbs and downtown jobs, railroads were looking for ways to replace their fleets with modern equipment following the war. With the need to haul more passengers per car, and with the length of cars maxed out, Pullman and Budd developed what would quickly be called the "gallery car." Using a standard passenger car chassis design, the height of the car was extended to the maximum clearance permitted and cantilevered walkways were placed above standard passenger car (similar to luggage racks) with additional seating added on an upper level. The open space between the upper levels allowed a single conductor to check all tickets, and also gave the cars their nickname - The Gallery Car. With wide center doors and stairs to each of the 4 rows of gallery seating, these cars proved immensely popular in carrying more passengers and reducing loading time at stations.

The first examples of these cars built by Budd would be delivered to the Chicago, Burlington & Quincy Railroad in 1950 with an order of 30 coaches. The first cab cars would be developed for the Milwaukee Road with an order of 8 (along with 32 regular coaches) in 1961. Over 350 cars in total would be built by Budd, with the final examples rolling off the line in 1978. The design has continued on being constructed by other builders more recently, including Nippon-Sharyo.

While the Milwaukee Road and Rock Island fleets were built with Head End Power (HEP), the original Burlington cars were equipped for steam heat. Starting in 1973, the Burlington Northern started a program to convert the original CBQ fleet to include HEP. This resulted in the cars losing their steam

heat in favor of electric heat and the original incandescent lights was replaced with fluorescent lights.

All remaining gallery cars from the Burlington, Rock Island, Milwaukee Road and Chicago & North Western would go on to form the backbone for Metra, the new regional commuter operator in the Chicago area, starting in 1984. Many of the original Budd-built cars, as well as some Pullman examples, continue to provide service today.

### Each Rapido 'Gallery' Commuter Car features:

- Designed from original blueprints, design drawings and field measurements.
- Track-powered flicker-free interior lighting compatible with DC and DCC layouts.
- Free-rolling, highly-detailed trucks with metal wheelsets.
- Minimum 22" radius curves recommended.
- Full underbody including HEP conduit and equipment.
- Complete interior including actual "gallery" seating.
- Accurate painting and lettering, both inside and out.
- Correctly-colored tinted windows.
- Metal side grab irons and sprung diaphragms.
- Constant flicker-free interior lighting in both DC and DCC.
- Controllable cab car lighting in both DC and DCC, including headlights, marker lights, as well as ditch lights and strobe lights (when applicable)

<b>3-Car Sets</b>	<b>\$349.95 USD</b>	<b>\$439.95 CAD</b>
<b>Coaches</b>	<b>\$119.95 USD</b>	<b>\$149.95 CAD</b>
<b>Cab Coaches</b>	<b>\$134.95 USD</b>	<b>\$164.95 CAD</b>

**PRE-ORDER DEADLINE  
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# BUDD HEP-EQUIPPED 'GALLERY' COMMUTER CARS

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## BURLINGTON NORTHERN (Early 1970s–Mid 1980s)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145001	728, 746	791
<input type="checkbox"/> 145002	769, 774	802

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145003	Unnumbered



## METRA (BURLINGTON NAMEBOARD) (Mid 2000s–Present)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145004	768, 773	798
<input type="checkbox"/> 145005	762, 780	801

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145006	Unnumbered



## METRA (BNSF RAILWAY NAMEBOARD) (Mid 2000s–Present)

### CAB-COACH-COACH 3-PACKS

Item #	Coaches	Cab Coach
<input type="checkbox"/> 145007	748, 765	811
<input type="checkbox"/> 145008	750, 777	808

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145009	Unnumbered



## METRA (NO NAMEBOARD) (Mid 2000s–Present)

### INDIVIDUAL COACHES

Item #	
<input type="checkbox"/> 145010	Unnumbered



## PAINTED, UNLETTERED

Item #	
<input type="checkbox"/> 145098	Cab Coach
<input type="checkbox"/> 145099	Coach

3-Car Sets	\$349.95 USD	\$439.95 CAD
Individual Coaches	\$119.95 USD	\$149.95 CAD
Individual Cab Coaches	\$134.95 USD	\$164.95 CAD

**PRE-ORDER DEADLINE  
DECEMBER 15<sup>TH</sup>, 2023**



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THE  
HEP E-UNITS

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SCALE



Rapido once again breaks new ground by announcing a first in plastic! Behold the HEP-equipped E-unit, used predominately in commuter and inter-city services. Perhaps the most famous owner was the BN, with a fleet of 25 Morrison-Knudsen rebuilt E-9As for "suburban" service. Notable upgrades included; new 645EC prime movers pushing the horsepower output to 2400, Detroit Diesel HEP generators and the addition of dynamic brakes. The fleet would remain in service until the early '90s. Amtrak also owned five HEP-equipped E-units for inter-city services, which were overhauled by Penn Central at their Juniata Shops. These mainly operated in the Northeast/New England area, but could occasionally be seen in other areas. It was not uncommon to see them hauling the brand new Amfleet cars by, either solo or teamed up with an F40PH. 497 would later be sold to Metro North, while 498 and 499 would become part of the Conrail OCS fleet.

AMTRAK • BURLINGTON NORTHERN • CONRAIL • METRO NORTH

### The BN and Amtrak Details Include:

- Correct HEP muffler and hatch
- Multiple dynamic brake options and fans
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Blanked sides with appropriate grille work
- Hyatt roller bearing journal covers
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

**\*Not all lighting features will work in DC mode.**

- Numerous road-specific detail parts in both plastic and etched metal.



ORDER DEADLINE: **DECEMBER 15TH, 2023**

Photos courtesy of Greg Sommers



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DEALER NAME



THE  
HEP E-UNITS

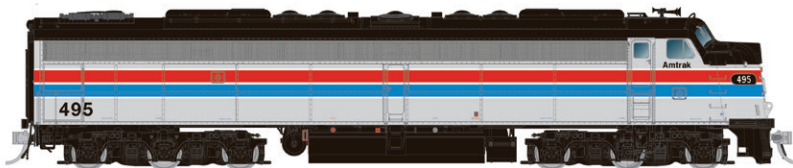
**HO  
SCALE**



**Amtrak (Phase I)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28301 <input type="text"/>	28801 <input type="text"/>
499	28302 <input type="text"/>	28802 <input type="text"/>



**Amtrak (Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
495	28303 <input type="text"/>	28803 <input type="text"/>	498	28305 <input type="text"/>	28805 <input type="text"/>
496	28304 <input type="text"/>	28804 <input type="text"/>			



**Metro North (ex Amtrak Phase II)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28306 <input type="text"/>	28806 <input type="text"/>



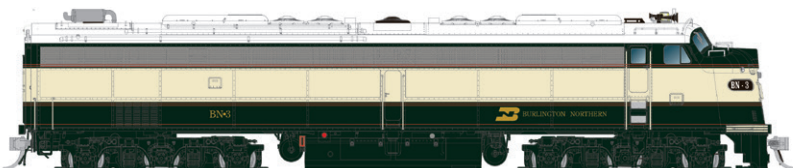
**Burlington Northern (Commuter E9)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9902	28310 <input type="text"/>	28810 <input type="text"/>	9915	28312 <input type="text"/>	28812 <input type="text"/>
9904	28311 <input type="text"/>	28811 <input type="text"/>	9924	28313 <input type="text"/>	28813 <input type="text"/>

**BN E-9 Names:**

- 9902 - "Village of Westmont"
- 9904 - "Village of Lisle"
- 9915 - "Village of Hinsdale"
- 9924 - "Walter T. Stanuch"



**Burlington Northern (Executive)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9925	28314 <input type="text"/>	28814 <input type="text"/>

**MSRP**

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DEALER NAME



THE  
OCS E-UNITS

HO  
SCALE



Conrail was well known for their iconic blue locomotives, “can opener” logo and hot intermodal services. But perhaps the most elusive and best-dressed operation they ran was their Office Car Specials, complete with a trio of Pullman green E-units. Numbered 4020 through 4022, these were the backbone of many OCS trips, right on up till the final day in 1999. The 4020 and 4021 were equipped with HEP, while the 4022 retained its steam boiler. Other spotting features included: porthole removal, lack of skirting, mini anti-climbers, dynamic brakes (sans the 4022) and cab mounted Leslie RS3L air horn. Despite lacking a HEP generator, the 4022 did carry HEP pass-through receptacles, making it capable of trailing or leading.

## 4020 • 4021 • 4022

### The Conrail OCS E-unit Features:

- HEP muffler for 4020-4021
- Steam generator details for 4022
- Dynamic brake options where appropriate
- Sealed, twin-beam headlight configuration
- Modified pilots
- Correct side grills
- Rebuilt blanked sides (portholes removed) in two variations
- Non-skirted fuel tanks
- Three chime RS3L and Hancock air whistle air horns included
- Hyatt roller bearing journal covers
- Numerous road-specific detail parts in both plastic and etched metal.
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Accurate E8 sounds provided by ESU LokSound
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, Stratolite or beacons and more.

*\*Not all lighting features will work in DC mode.*

ORDER DEADLINE: **DECEMBER 15<sup>TH</sup>, 2023**



Photos courtesy of Brock Kerchner and Wes Reminder



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DEALER NAME



THE  
OCS E-UNITS

HO  
SCALE



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

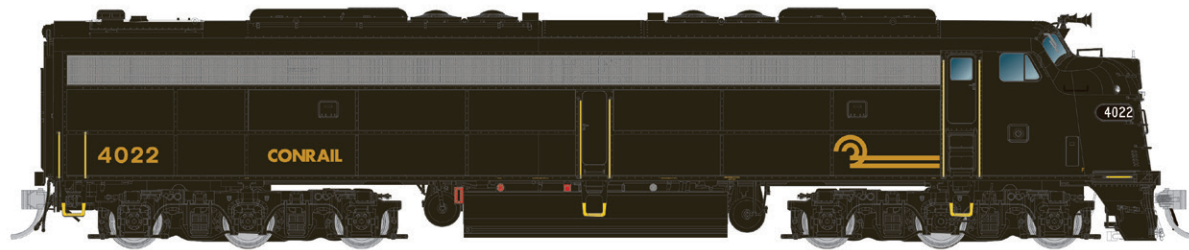
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4020	28307 <input type="text"/>	28807 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4021	28308 <input type="text"/>	28808 <input type="text"/>



**Conrail (OCS)**

Preliminary artwork, subject to revisions.

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4022	28309 <input type="text"/>	28809 <input type="text"/>

MSRP

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DEALER NAME



YOU CAN REALLY REST IN *Pullman-Standard's* NEW  
"Day-Nite" COACHES FOR *Northern Pacific*



CAR MANUFACTURING COMPANY

Offices in six cities . . . Manufacturing plants in three cities



# "Day-Nite" COACHES FOR Northern Pacific

## ALL NEW!!

### HO SCALE



## CONDITIONAL RELEASE! RESERVE TODAY!

Rapido and the Northern Pacific Railway Historical Association are extremely excited to announce the conditional release of Northern Pacific Day-Nite Coaches in both the Loewy and Streamline paint schemes. This is car series 588 to 599 that served on the North Coast Limited from initial production to the end of the NP and beyond. These coaches were built by Pullman-Standard in 1946

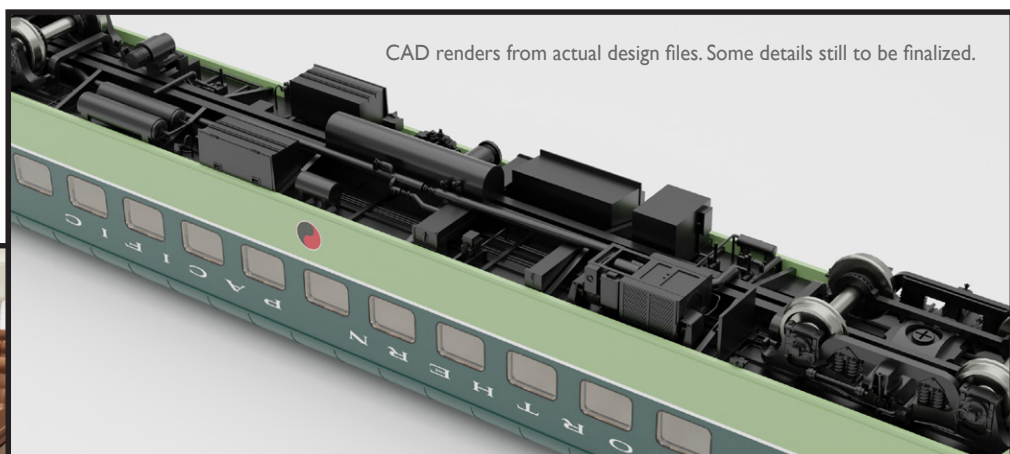
Please note that this is a **Conditional Release** – This car will only be produced if the NPRHA and Rapido receive sufficient orders to justify the production investment. This and possible future North Coast Limited models are being developed as a close partnership between the NPRHA and Rapido Trains Inc., and more cars will follow only if this project is a success. Please do your part and get your reservations in ASAP so this car is merely the start of a long line of high quality NCL cars!

To sweeten the deal, any orders placed before January 15, 2024 will receive a **5% pre-order discount!**

**Reserve today!**

This all-new HO model includes:

- Designed from original blueprints and field measurements of existing cars
- Accurate interior and exterior paint and lettering, approved by the NPRHA
- Highly detailed underbody arrangements
- Truck and skirt tooling specific to the paint scheme era
- Fully detailed interior configuration, tinted windows where appropriate
- Multi-color interior decoration
- Full flicker-free track-powered interior lighting
- Accurate free-rolling trucks
- Metal magnetic knuckle couplers



CAD renders from actual design files. Some details still to be finalized.



US MSRP  
**\$129.95 (SINGLE)**

CANADIAN MSRP  
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## RAPIDO



# "Day-Nite" COACHES FOR *Northern Pacific*

**CONDITIONAL RELEASE!  
RESERVE TODAY!**

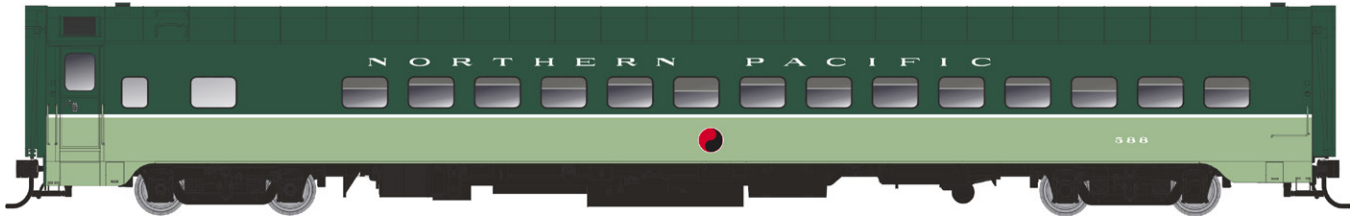
Reserve before January 15, 2024  
and receive a

**5% Pre-order Discount!**



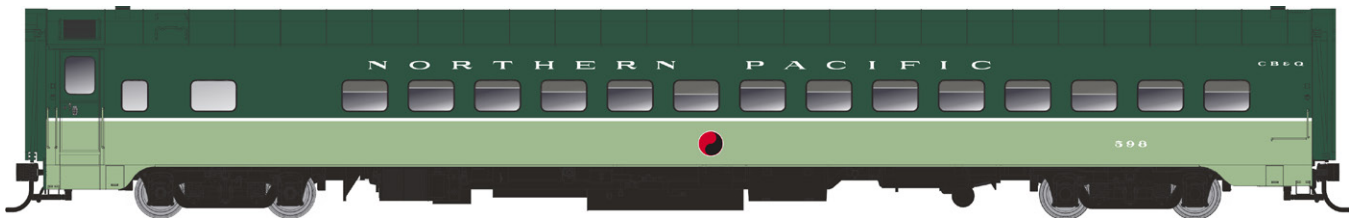
### Northern Pacific Streamline Scheme

Item	Car #
<input type="checkbox"/>	197001 #590
<input type="checkbox"/>	197002 #592
<input type="checkbox"/>	197003 #593
<input type="checkbox"/>	197004 #595



### Northern Pacific Loewy Scheme

Item	Car #
<input type="checkbox"/>	197005 #589
<input type="checkbox"/>	197006 #591
<input type="checkbox"/>	197007 #592
<input type="checkbox"/>	197008 #594
<input type="checkbox"/>	197009 #597



### Northern Pacific - CB&Q Loewy Scheme

Item	Car #
<input type="checkbox"/>	197010 #598

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**RAPIDO**

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**Rapido UK Newsletter No. 39**  
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**Dear Rapido Customer,**

See, we haven't forgotten you N Gauge modellers!

What better way to wrap up 2023 than with an N Gauge Christmas cracker of a newsletter?

(It's not all N gauge - scroll down for more OO gauge news too!)

It's not been too long since we put out the last newsletter (only a couple of weeks) but we felt it would make a nice little festive present to get this out in the wild as soon as we could. Oh, and none of us fancied thrashing out a newsletter while thoroughly bloated on turkey, port, and all things overindulgent.

Let's pop on our festive paper hats, read the bad joke (please see our previous newsletters for more examples of almost-funny jokes) and be merry for some delightful N Gauge gifts and general product updates.

## **N Gauge Models Available to Order!**

What is Jean-Luc Picard's favourite model railway gift at Christmas?

N-Gauge!

(We did warn you the jokes are bad)

## **BR Class 44 Diesel in N Gauge is on sale.**

You've asked and we delivered. Eventually....

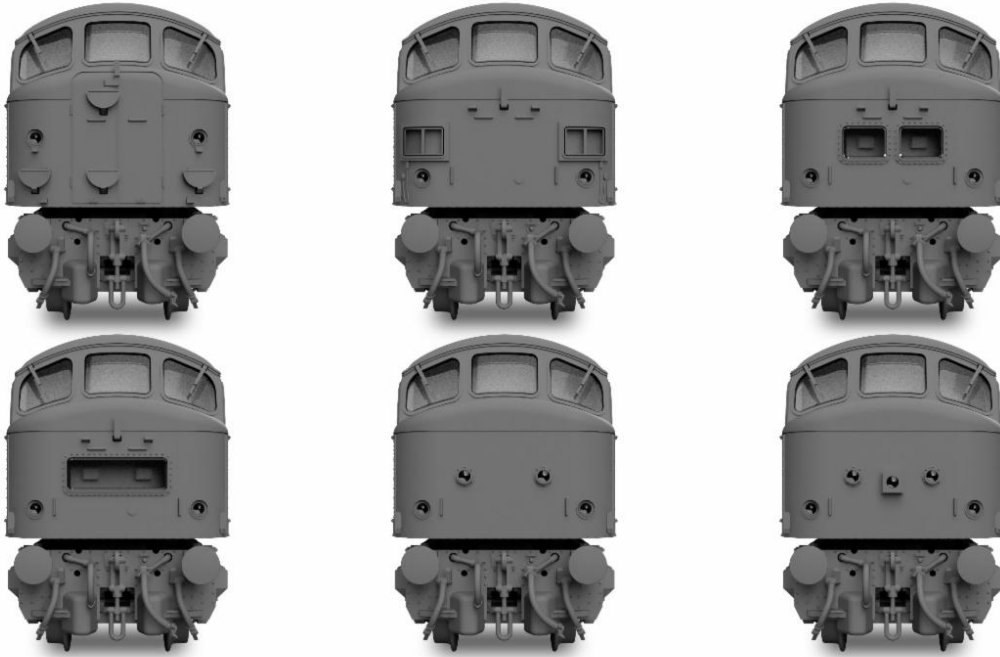
It's been a lot of work, and we have had to politely bat off requests for more information on this long-awaited project for a while now, as much of what we were doing was either mechanical or subtle tweaks to the design that would have been rather uninteresting for the majority of people who read our newsletter. Now that we are finally able to take pre-orders for it, we thought it only fair to put into context what you've all been waiting so patiently for.

Back in October, we were very proud to win the Hornby Magazine Model Railway Award for best N Gauge loco for 2023, and we are immensely grateful to everyone who voted for us. However, we are always looking at ways to improve, and we felt that a tweak to the pickup design of our N Gauge locos going forward could change our models' reliability for the better. We have also increased clearance tolerances which has taken some time to get right.



*An early 3D print showing what is to come. The model will shortly be going for tooling and we expect to have samples in the spring.*

One of the other areas of the loco's design that seemed to rob us of time was the chassis. Now, we could have knocked out a Class 44 design significantly quicker, we won't lie, but we thought that it would be rather silly to design a bespoke chassis for the 44, then get to the inevitable Class 45 and 46 and realise that, though similar to the 44s chassis, it simply doesn't work for the others. So we have designed the chassis to have interchangeable parts that are suitable for the Class 44, Class 45, and Class 46. However, this future-proofing has taken a fair bit of time.



*Work on the Class 44 has also seen us carrying out design work for the Class 45 and 46 locomotives. With so many different noses we have designed a chassis with modular lighting components that will allow us to future-proof the Class 44 design and allow a large range of Class 45 and 46 models to be produced. Please note the renders show some panels missing.*

So now you have a better idea of our design processes, here is a bit of historical info so you can see how widely travelled the Class 44 was.

BR ordered ten new Co-Cos from Derby Works as part of its appraisal of comparative locomotive designs (dubbed the 'Pilot Scheme'). They were inspired by the pioneer diesel designs of the LMS and Southern and were outwardly similar to English Electric's Type 4 (subsequently Class 40). Although fitted with a Sulzer 12LDA28 diesel engine capable of 2,300hp, the new BR Type 4s were heavy. Their 133 ton weight required a 1Co-Co1 wheel arrangement.

The first, D1, emerged from Derby in 1959 and was named *Scafell Pike*. The remaining nine locomotives were also named after English and Welsh peaks and the class soon gained the nickname 'Peak', which was also applied to the subsequent Class 45s and 46s.



*A brand new D1 'Scafell Pike'. Courtesy Colour Rail*

Although a mixed traffic design, they were initially used on West Coast Main Line passenger services before being transferred en masse to the Midland Main Line. The subsequent arrival of the Sulzer Type 4s (later Class 45) meant that the BR Type 4s (which would become Class 44 on TOPS) were allocated predominantly to freight work radiating out from Toton. Consequently, they could be seen as far afield as York or Severn Tunnel Junction.

Any small class of locomotive was always under threat and the '44s' were no exception. 44 003 was withdrawn in July 1976 and all had gone by the end of 1980. Happily, two survive; D8 *Penyghent* is based at Peak Rail and D4 *Great Gable* is owned by the Peak Locomotive Company and is based at the Midland Railway, Butterley.



*Another view of the 3D print alongside our OAA wagons.*

Our new models will feature a variety of detail variants seen across the working lives of the locomotives, including plated-over steps on the body side, removal of inner sandboxes and extra steps on the bogies.



951001

951002



951003

951004



951005

951006



951007

951008



951008

You can choose from nine different N Gauge Class 44 models, and they are available in DCC Ready (£144.95 RRP) and DCC Sound Fitted (£249.95 RRP) versions. You can pre-order them directly from our website, or from any of our [Official Retailers](#) now.

Go on, why not treat yourself? It's Christmas!



## PRE-ORDER YOUR CLASS 44 HERE

### Mini Minks - 'Iron Minks' Announced for N Gauge

This new announcement is ready to explode like a Christmas Cracker.

Our range of Iron Minks was an absolute blast in OO and loads of you have asked us to shrink them down to N Gauge. We have been mulling it over and we think that now is a good time to follow up on the popularity of the recently released Not-Quite-Minks, and Iron out the designs for our N Gauge fans.



*We thought we would scale down our Iron Minks into N following many requests.  
OO models shown.*

The Great Western Railway's V6 'Iron Mink' is one of the most recognisable designs that came out of the Swindon wagon drawing office. What made these wagons so recognisable was the fact that they shunned traditional wooden construction and were made from metal instead. Shortages of timber forced the GWR to investigate building vans from metal but it wasn't until 1888 that what could be called the 'Standard Iron Mink' appeared. This boasted a 16ft 6in underframe and a capacity of 8 tons. Over 4,000 were built up to 1901 when the GWR reverted to wooden bodies.



*The Ubiquitous Iron Mink - courtesy of Mike King*

With war looming, the metal construction of the 'Iron Mink' made it an ideal gunpowder van. The standard doors were replaced with thick metal ones and the end ventilators were covered with a plain panel. After the First World War, some of these 'Iron Minks' were converted back for goods traffic.

The 'Iron Minks' were long-lived with examples surviving into British Railways days in revenue and Departmental service. They could be found all over the UK railway network and some were recorded as far north as Inverness.

Luckily, several complete 'Iron Minks' (alongside several van bodies) have survived into the preservation at the Severn Valley Railway, Didcot Railway Centre, Swindon and Cricklade and South Devon Railway.



*Whilst built in large numbers only a few have been preserved. No.11152 can be found at Didcot. - Courtesy G Price*

Though the GWR pioneered the 'Iron Mink', the basic design was adopted by not only private wagon builders but also other railway companies, who would use what was essentially the 'Iron Mink' body with underframes and fittings to their own design. Whilst not quite right we thought we would offer ready-to-run 'Not-Quite-Minks' that represent railway companies and private owner organisations where the pickings of RTR models are quite slim – we trust that modellers will overlook any slight prototypical inaccuracies in order to enjoy highly authentic and well-researched liveries on a beautiful looking and refined model.



*Our model features many optional parts including standard and gunpowder van doors, standard vents and plated over vents and varying brake options.*

Across the range we have a nice selection of tooling variants to cover some of the different guises the 'Iron Mink' had throughout its existence. These include plated or vented ends, Standard or GPV metal doors, and numerous brake configurations. There will be a swathe of livery options that cover the wagon's

long history and well-travelled nature, including many of the same liveries that featured as part of the OO 'Not-Quite-Mink' range.



*The popular Not-Quite-Minks will also be scaled down into N. Why not add something colourful to your layout? OO models shown.*

Rather than confusing you with tonnes of versions, we've combined as many of them into convenient Triple packs, similar to our previous N Gauge wagon packs. Of course, some of them just didn't make sense in three packs, so, we've done a handful as individuals too.



*With such a huge variety including GWR, SR, BR, LMS and pre-grouping liveries there is certainly something for everyone.*

We've made enough versions to catch the eye of steam-era modellers the length and breadth of the country, the question is which version are you going to treat yourself to? These wagons will shortly be going into tooling and we hope to have samples in the late spring. You can pre-order your N Gauge 'Iron Mink' packs directly from our website here, or from any of our [Official Retailers](#) now. RRP for triple packs is £69.95 and single wagons £24.95.

**ORDER YOUR MINI-MINK HERE**

**Stop Press! - One final present to unpeel - even more samples have arrived!**

In the nick of time, and just minutes before this newsletter was due to go out, we received some beautiful production samples of the upcoming OO Gauge GWR O11, O15, V14, V16, X6 Mica and Y4 Banana Vans.



*The unmistakable designs of GWR 5-plank opens and vans has been brought up to modern standards with these new models.*

We know we have been showing off our hand-painted prototypes at recent shows and events, and lots of you have been singing their praises, so we considered making you wait until the next newsletter to see them. But that's not really in the festive spirit is it, so here is an early Christmas prezzie for all of you eager Western modellers.



*Banana van samples have also arrived.*

We have a bunch of them available to pre-order directly from our website via the links below:

[O11 & O15 Opens](#)  
[V14 & V16 Vans](#)

## [Y4 Banana Vans](#)

Remaining stock is limited for this pre-order, and we have sold out of several variants already, so don't miss out!



*Liveries include variations on GWR and BR...*

If we have sold out of your preferred livery you will be pleased to hear that many of our [Official Retailers](#) have ordered stock for them, so don't hesitate to contact your retailer of choice and grab them before they are gone.



*...alongside some oddballs including PLA, PBA, War Department and even a BR(S) version!*

## **Exclusive News!**

**Great Central LOWMAC from Tony's Trains of Rugby**

We are pleased to be working with Tony's Trains of Rugby to add an unusual livery to our upcoming LNER/LMS 25t LOWMAC Machine Wagon range - Great Central No. 37752 in 'what if' Grey.



Having been inspired by the Not-Quite-Minks we have taken our new model and applied the GC livery as seen on the MAC N - the ancestor of the LOWMAC.

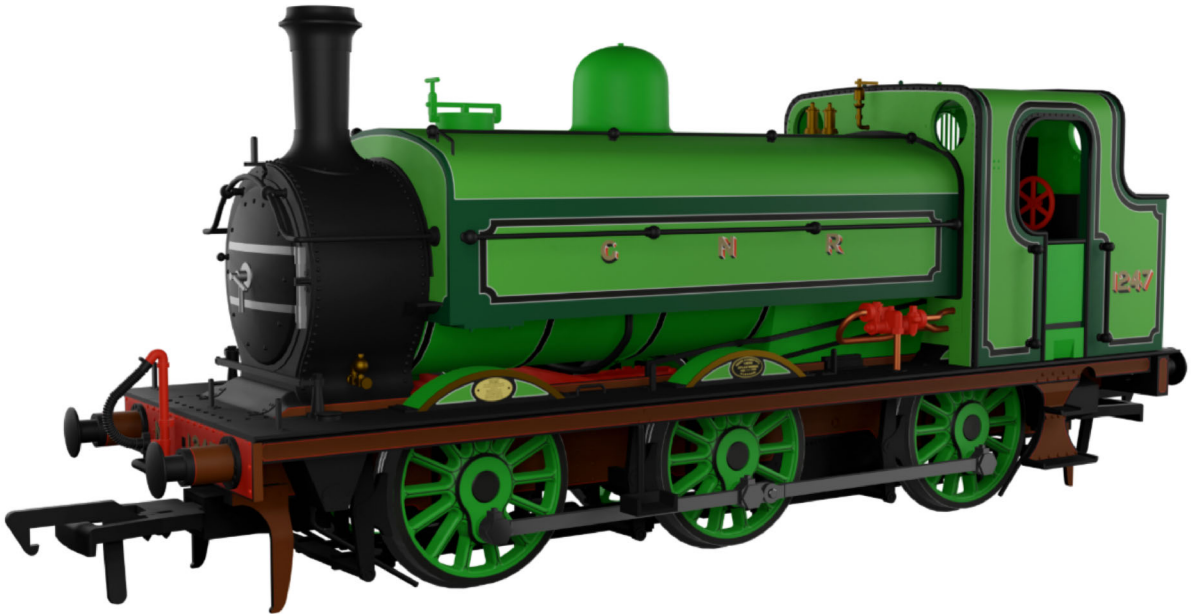
Tony has been one of our Official Retailers since the early days of Rapido Trains UK, so it is awesome that we are able to work together on their very first exclusive project, hopefully the first of many. Its an apt choice - as the GC livery not only has a link to the LOWMAC, but also to Tony who is a fireman on the preserved Great Central Railway.



A limited number of these models is being produced, so if it takes your fancy pop over to the shop or order online [HERE](#).

#### **Quartet of exclusives from Locomotion Models**

We've been working alongside [Locomotion Models](#) for many years to produce some lovely exclusive models, so we are very pleased to continue hand-in-hand with them on a deluge of upcoming exclusive models.



Kicking off this smorgasbord of eye-catching models is the GNR J52 NO.1247 in Museum Condition with lining and painting as seen in Station Hall. The Locomotion Models exclusive variant will accurately portray the physical and cosmetic condition of the locomotive as seen in the National Collection today, and features subtle changes to the 1960s version that we are offering directly.

To save you the effort of scouring our website here is a list of its unique features:

- The addition of an extra brass plate on the front splasher
- Lining positions on the side of the tank differ.
- Buffer bases in a different colour
- Different wheel lining
- Dark green panel edging on top of the tank
- Different bunker rear lining
- Numbers on the cab side in a different style
- A different style and position for the numbers on the front buffer beam

You can find out more about the exclusive GNR J52 NO.1247 in Museum Condition [HERE](#).





The next delightful exclusive is the lovely LNWR Diagram 88 van No.21408, which is preserved in the National Collection at York and can also be seen in Station Hall.

This model shows the wagon in full LNWR livery as it would have been in its service life. You can find out more about Van No.21408 [HERE](#).



Last, but by no means least, is our second exclusive LNER/LMS 25t LOWMAC. The Locomotion Models' exclusive LOWMAC is LMS 25t No.M700728, which you may have seen as part of the National Collection and is currently based at Shildon. You can find out more about their exclusive LOWMAC [HERE](#).



Lastly, Locomotion Models are also producing a short run of N Gauge LNER Dynamometer Cars in "museum condition". This model mimics the condition of the dyno car as seen at York in LNER teak condition, with grey roof, no lining and lettering as per the preserved example. You can find out more [HERE](#).

Don't forget Locomotion Models are also having another run of the Stirling single with the larger tender! You can find out more [HERE](#).

And if you haven't made the trip, we implore you to make the pilgrimage to the Railway Museum at York, and Locomotion at Shildon. Both are only closed for a couple of days over Christmas (24<sup>th</sup>-26<sup>th</sup> Dec), but if you find yourself with a spare day or two throughout the winter we would highly encourage you to pay them a visit.

### **A British Caboose**

Alongside the GWR wagon samples shown above we have also received a sample of our exclusive N gauge CP Angus Van No.434677. Produced by our colleagues at Rapido Trains Inc., this model features markings and numbers as seen on the UK-based preserved example at [Mangapps Railway Museum](#).



Only 50 models are being produced and these are selling fast! They are only available direct from us - click on the button below to order yours!

**ORDER YOUR EXCLUSIVE ANGUS VAN NOW!**

### **Orderbooks Closing**

Our [LNWR Diagram 88](#) vans have gone down a storm in recent months. With the engineering samples now fully assessed and revisions made we are pleased to say that the orderbooks will close on Monday 12th February 2024.



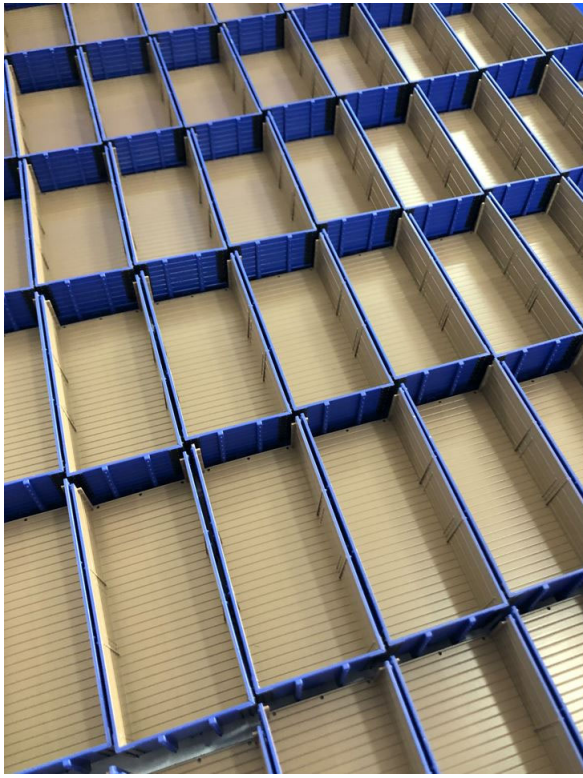
*We have hand painted a few samples to give a flavour of what is to come. These vans feature a distinctive shape and design - why not add something different to your layout?*

With a large number of liveries to choose from there really is something for everyone. These vans are available to pre-order direct from us or from any [Official Retailer](#) today.

**PRE-ORDER YOUR D88 VAN HERE**

## **Factory Updates**

Our factories work at a pace that would impress even the most productive of Santa's elves, but a fortnight really isn't much time for us to expect them to magic something special out of thin air. However, progress is being made on the [1907 RCH Private Owner Wagons](#) and [Leyland Fleetline buses](#).



*The interiors have now been sprayed into the PO wagon bodies whilst underframes are being assembled prior to painting.*

## **Product Deliveries**

Santa has come a little early and in the two weeks between the last newsletter and this one we have received, checked and shipped out our [Titfield Thunderbolt Standard Train packs](#), [W&U Train Packs](#), and [OO Gauge OAA Wagons](#). So, it's not just the N Gauge modellers who have a nice prezzie from Rapido this month!



*Whilst it might be dark and rainy outside our latest deliveries are full of colour.*

## Thought of The Month

### Whether you should weather, or whether you shouldn't weather?

Well, that title took a couple of rereads.

Anyway...

We have had a few locos that have come through our warranty department in the last few months including some rather beautifully weathered locos, be that a personal project, or by a variety of very talented professional companies and individuals. Sadly, this presents us with several issues.

The first issue is the aesthetic problem. On occasion, a warranty repair may require a part to be exchanged. Of course, if someone has gone to the effort of weathering a loco, they don't want one component looking unusually clean, so this makes us reluctant to replace bits where we would usually just swap them straight out.

Now that being said, we aren't saying don't weather your models, in fact we love seeing Rapido models weathered, it really helps bring them to life. We also aren't saying that we don't want to hear from you regarding warranty repairs if your model is weathered; weathering is just part of the fun of model railways. However, what we are suggesting is that you have some resolve and patience, which brings us nicely to our second point.



*We love a mucky industrial engine. This 16" Hunslet has had a hard life shuffling wagons around. However all that weathering can get onto the wheels and pickups - if its not working properly after weathering they are always the first items to check.*

If you are going to do it, when should you weather a model? Common advice for creating a model railway is to lay the track and let it settle before applying weathering to the track and the ballasting, this is because the track naturally moves as the temperature changes. Those living in the UK will appreciate this, as a few weeks ago half the country was covered in snow, yet only 8 weeks

prior, in early-to-mid October, we were still getting warm summer-like evenings. A piece of rolling stock, and more importantly a loco, is no different to your layout. You need to make sure it is mechanically sound before getting creative with paints and finishing effects.

Our instruction manuals recommend that you should run a loco in for an hour or so at various speeds in both directions before putting it under the strain of pulling a difficult train, or running up an incline. We think this little snippet of info is often forgotten or overlooked, as some over-enthusiastic artists bust out their airbrush or paints, and go to town on their newly acquired locomotive or wagon before properly running them in. Your weathering is permanent to a certain extent, so ensuring your model is mechanically sound before weathering is paramount.



*Jack Pedersen's fantastic weathering work has brought this Dynamometer car to life.*

For people who have chosen not to weather their model, this is much less of an issue. An unweathered loco means we can take the newly acquired model and diagnose it with relative ease. However, with a weathered model it's not so simple. For example, if we receive a weathered model that isn't running smoothly, we know how the model was created so we can methodically work backwards eliminating potential issues one at a time. This understanding of the model doesn't account for pickups thick with paint, dirty wheels where they haven't been cleaned after being sprayed or airbrushed, or paint and weathering powders that have built up in the rods. Unfortunately, we have seen models in our warranty department with the issues listed above and received them both from individuals and retailers.

It's also worth noting that if the model ran nicely after running in, but then subsequently ran badly after it's been weathered, the problem with your loco may be staring you in the face. Give your models a clean and ensure all the wheels and pickups are clear of any grime, paint or powder. We use Track Magic, but other versions and brands are available. Then retest it, you may find that there is nothing wrong with your loco at all.



*It is also important to check wagons prior to weathering. Giving them a once over before upgrading them can save you (and us) a headache later - and gives you an excuse to run some trains!*

So, in summary, please weather our models to your heart's content, because we love it. But whatever you do, make sure you run them in thoroughly before your inner Neil Buchanan or Tony Hart gets a flash of inspiration and reaches for the brushes. Oh, and pleeeeeease give it the once-over before getting in touch with us because it may just need a cleanup.

**JASON:** I love *Vision On*. It was repeated all through the 1970s and 1980s on TVOntario in Canada. They never showed my art in the gallery, though. My kids love this *Vision On* book we have called *A Book of Nonsense with Some Sense In It*. Can we just talk about Tony Hart for the rest of this newsletter?

**RAPIDO UK:** No.

As we were saying, if you are still experiencing any issues with one of our models after you've thoroughly cleaned it and got rid of all the stray weathering goop, please don't hesitate to contact us via our Warranty Form here:

### **WARRANTY FORM**

**JASON:** Can I just add that I had the hugest crush on Joanna Kirk from Hartbeat? She was SO CUTE.

**RAPIDO UK:** PLEASE GO AWAY.



*SECR O1 No.65 approaches Horsted Keynes on the Bluebell Railway on a snowy day in 2022. Courtesy David Cable.*

A massive thank you to all of the dedicated modellers out there who have helped make 2023 awesome! From those of you who picked up your first Rapido Trains UK wagon as recently as Warley, right back to the early Rapido veterans who have a Stirling Single thundering around their layout, you have all helped us grow and given us the support so that we can continue to bring you the wonderful models you all love.

So full steam ahead and on to 2024.

Merry Christmas, Happy Chanukah, and a Happy New Year from us all.

The Rapido Trains UK Team

You can write to us at Rapido Trains UK, Unit 3, Clinton Business Centre, Lodge Road, Staplehurst, Kent TN12 0QF. Alternatively, you can call us on 03304 609496 or you can e-mail us at [customerservice@rapidotrains.co.uk](mailto:customerservice@rapidotrains.co.uk)

Check out our YouTube channel, Facebook page, Instagram and Twitter!





**HO  
SCALE**

# GE C30-7



Kevin Eudaly collection

Rapido is happy to announce the next in our series of classic General Electric locomotives, the C30-7 in HO scale.

The C30-7 was General Electric's improvement of the U30C locomotive, featuring a 16-cylinder 3,000 horsepower diesel engine. Built between September 1976 and May 1986, over 1100 units were produced for many of the Class I railroads across the United States for use primarily in heavy-haul freight. A fair number would go on to have extended careers with both short/regional lines and private industrial railroads, owing to the locomotives reliability and pulling power.

The C30-7 later gave way to the similar C36-7, as well as various unique models such as the Conrail C30-7A and the BC Rail C36-8m, rebuilt from former Conrail C30-7s.

## Rapido's new HO scale C30-7 features:

- Correct nose and body contours
- High or Low headlights, as appropriate
- Correct Rockwell or Adirondack trucks, as appropriate
- New traction motor casings details
- Heavy, die-cast weight for heavy hauling
- 5-pole motor with dual flywheels
- Operating headlights and rear lights
- Operating roof-top beacons and class lights, where applicable
- Detailed underbody piping and conduit
- Separate grab irons and handrails
- Sound-equipped units feature ESU Loksound V5 decoders



## MSRP

### DC/SILENT

**\$239.95 (USD) \$269.95 (CAD)**

### DCC/SOUND

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## ORDER DEADLINE: JANUARY 15<sup>TH</sup>, 2024

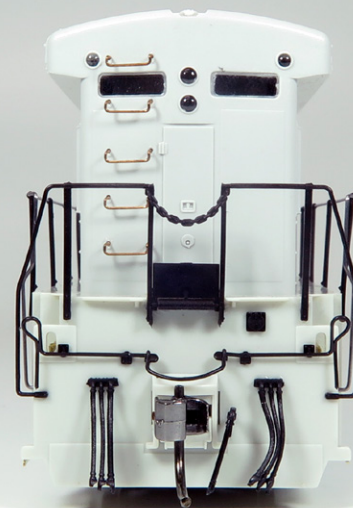
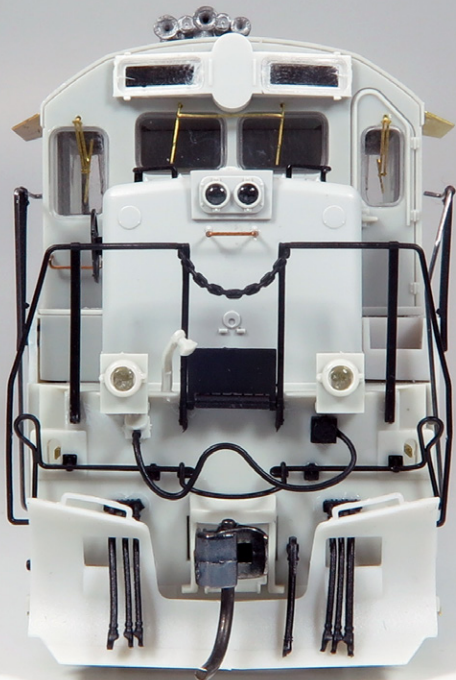


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**RAPIDO**

**HO  
SCALE**

# GE C30-7 BY RAPIDO



First test samples.  
Subject to refinements and additional detail variations

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# GE C30-7 BY RAPIDO

DEALER NAME:



## Atchison, Topeka & Santa Fe (Early)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
8012	42001 <input type="text"/>	42501 <input type="text"/>
8025	42002 <input type="text"/>	42502 <input type="text"/>
8039	42003 <input type="text"/>	42503 <input type="text"/>
8051	42004 <input type="text"/>	42504 <input type="text"/>



## Burlington Northern (Early)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
5514	42005 <input type="text"/>	42505 <input type="text"/>
5526	42006 <input type="text"/>	42506 <input type="text"/>
5533	42007 <input type="text"/>	42507 <input type="text"/>
5546	42008 <input type="text"/>	42508 <input type="text"/>



## Conrail

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
6600	42009 <input type="text"/>	42509 <input type="text"/>
6603	42010 <input type="text"/>	42510 <input type="text"/>
6605	42011 <input type="text"/>	42511 <input type="text"/>
6608	42012 <input type="text"/>	42512 <input type="text"/>



## CSX Transportation (YN2) with Ditch Lights

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
7029	42013 <input type="text"/>	42513 <input type="text"/>
7036	42014 <input type="text"/>	42514 <input type="text"/>
7041	42015 <input type="text"/>	42515 <input type="text"/>
7047	42016 <input type="text"/>	42516 <input type="text"/>



## Ferrocarriles Nacionales de México (Early)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
11002	42017 <input type="text"/>	42517 <input type="text"/>
11014	42018 <input type="text"/>	42518 <input type="text"/>
11017	42019 <input type="text"/>	42519 <input type="text"/>
11025	42020 <input type="text"/>	42520 <input type="text"/>



## Norfolk & Western (Black)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
8020	42021 <input type="text"/>	42521 <input type="text"/>
8044	42022 <input type="text"/>	42522 <input type="text"/>
8059	42023 <input type="text"/>	42523 <input type="text"/>
8068	42024 <input type="text"/>	42524 <input type="text"/>



## Norfolk Southern

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
8008	42025 <input type="text"/>	42525 <input type="text"/>
8014	42026 <input type="text"/>	42526 <input type="text"/>
8032	42027 <input type="text"/>	42527 <input type="text"/>
8049	42028 <input type="text"/>	42528 <input type="text"/>



## Union Pacific (Early)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
2415	42029 <input type="text"/>	42529 <input type="text"/>
2419	42030 <input type="text"/>	42530 <input type="text"/>
2422	42031 <input type="text"/>	42531 <input type="text"/>
2429	42032 <input type="text"/>	42532 <input type="text"/>

DC/SILENT

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DCC/SOUND

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# "Day-Nite" COACHES FOR Northern Pacific

## ALL NEW!!

### HO SCALE



## CONDITIONAL RELEASE! RESERVE TODAY!

Rapido and the Northern Pacific Railway Historical Association are extremely excited to announce the conditional release of Northern Pacific Day-Nite Coaches in both the Loewy and Streamline paint schemes. This is car series 588 to 599 that served on the North Coast Limited from initial production to the end of the NP and beyond. These coaches were built by Pullman-Standard in 1946

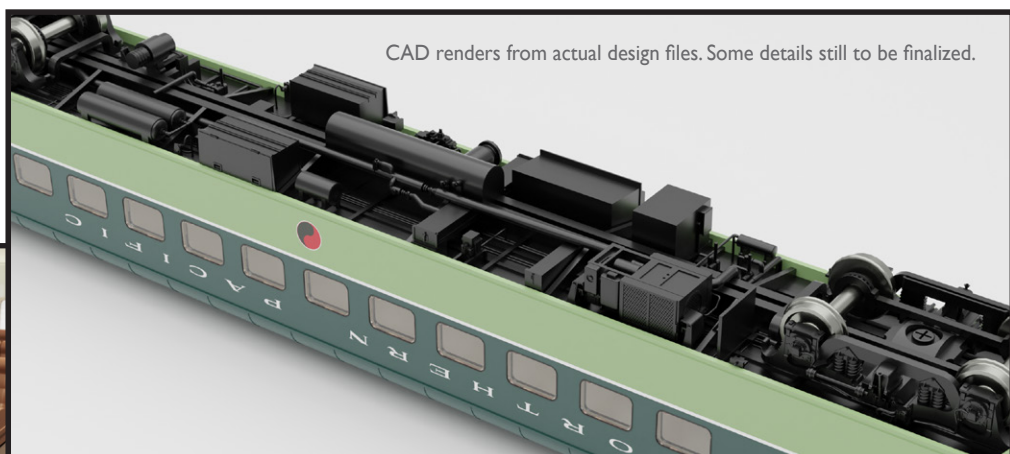
Please note that this is a **Conditional Release** – This car will only be produced if the NPRHA and Rapido receive sufficient orders to justify the production investment. This and possible future North Coast Limited models are being developed as a close partnership between the NPRHA and Rapido Trains Inc., and more cars will follow only if this project is a success. Please do your part and get your reservations in ASAP so this car is merely the start of a long line of high quality NCL cars!

To sweeten the deal, any orders placed before January 15, 2024 will receive a **5% pre-order discount!**

**Reserve today!**

This all-new HO model includes:

- Designed from original blueprints and field measurements of existing cars
- Accurate interior and exterior paint and lettering, approved by the NPRHA
- Highly detailed underbody arrangements
- Truck and skirt tooling specific to the paint scheme era
- Fully detailed interior configuration, tinted windows where appropriate
- Multi-color interior decoration
- Full flicker-free track-powered interior lighting
- Accurate free-rolling trucks
- Metal magnetic knuckle couplers



CAD renders from actual design files. Some details still to be finalized.



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### RAPIDO



# "Day-Nite" COACHES FOR *Northern Pacific*

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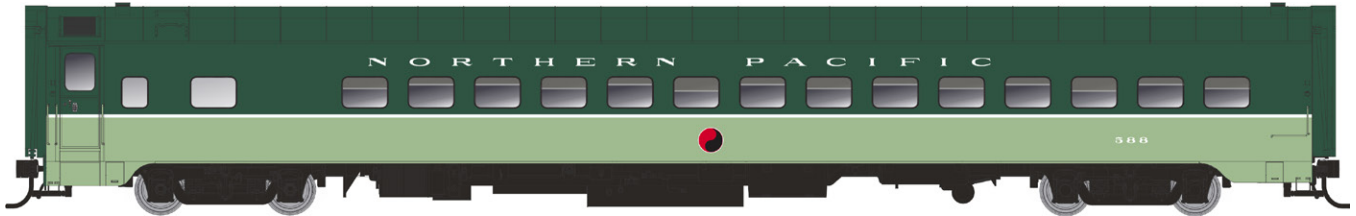
Reserve before January 15, 2024  
and receive a

**5% Pre-order Discount!**



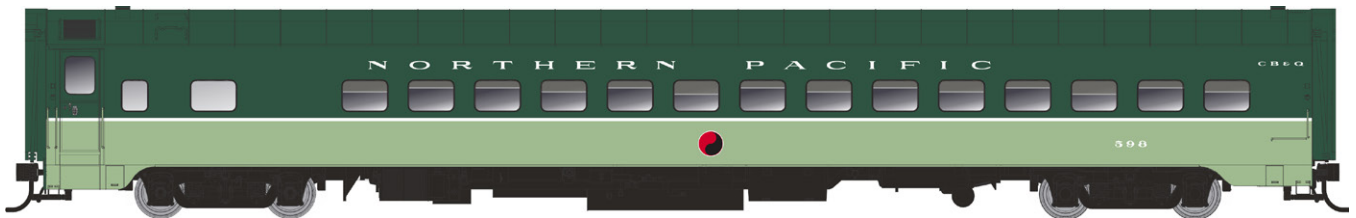
### Northern Pacific Streamline Scheme

Item	Car #
<input type="checkbox"/>	197001 #590
<input type="checkbox"/>	197002 #592
<input type="checkbox"/>	197003 #593
<input type="checkbox"/>	197004 #595



### Northern Pacific Loewy Scheme

Item	Car #
<input type="checkbox"/>	197005 #589
<input type="checkbox"/>	197006 #591
<input type="checkbox"/>	197007 #592
<input type="checkbox"/>	197008 #594
<input type="checkbox"/>	197009 #597



### Northern Pacific - CB&Q Loewy Scheme

Item	Car #
<input type="checkbox"/>	197010 #598

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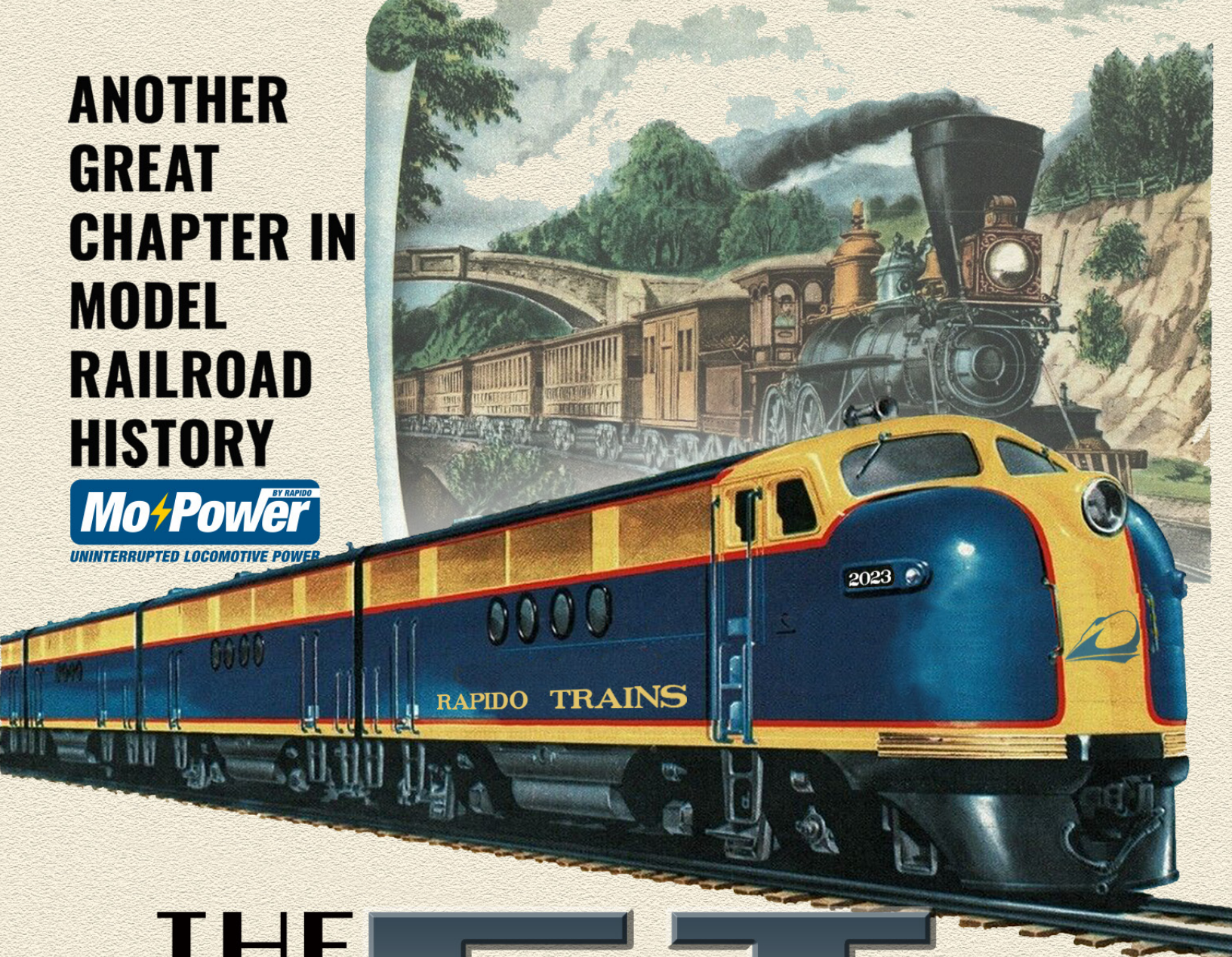
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**THE** **FT** **BY**

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**TRAINS INC.**



# THE FT

BY RAPIDO

**HO  
SCALE**



Clayton C. Tinkham Photograph, Robert C. Tinkham collection

General Motors' FT diesels were truly game changers. They could well be considered the first successful diesel road locomotive, and initial success with FTs convinced many steam-era railroads to start retiring steam and dieselize their fleets. The FT introduced EMD's iconic bulldog nose to the world, a design that would carry over onto thousands of E- and F-series locomotives, as well as others worldwide.

The first FTs were built for the Santa Fe at the end of 1940 and early 1941. Additional units were delivered to US railroads across the country until production ended in 1945. During its production life 555 FT A-units were built along with 541 FT B-units, with many lasting in service into the 1960s. Equipped with EMD's 567 prime mover, each single unit was rated at 1,350 horsepower. Most ran as semi-permanently coupled 2,700 horsepower A+B sets, but some roads (like the Santa Fe) had couplers installed on both ends of all units for maximum flexibility.

Like many locomotives, the FT fleet underwent numerous modifications and rebuilds during its service life. Many road-specific changes would appear, including changes to number boards, pilots, cooling systems and more.



Rapido's all-new HO scale FT locomotive models have many features never offered before in an FT model. These include a close coupling system to keep the A and B units close together on straights, yet still allow operation on model railroad curves. Units can be coupled with either a drawbar connection or couplers, mimicking the prototype. Three versions of dynamic brake hatch will be offered. Three- and four-digit lighted number boards will also be produced. Many road-specific details will be made including different nose door arrangements, unique pilot and truck details, as well as rebuilt number boards. Full underbody details will be offered, including the massive coupler draft gear at each end of each A+B Set. A complete cab interior rounds off the model.

Power will be provided by Rapido's proven five-pole motor with dual flywheels, backed up with our MoPower capacitor system for uninterrupted operation. All models will be DCC-ready, and sound-equipped models will feature ESUV5 decoders and full lighting effects as appropriate.

## Rapido's New FT Features:

- **\* Close-coupling system for great appearance on straights and curves**
- **\* Drawbar or coupler connections between A and B units**
- **\* Multiple styles of number boards, installed as appropriate**
- Correct nose and windshield contours
- Three styles of dynamic brake hatch, installed as appropriate
- Steam generator hatch installed as appropriate
- Etched side and fan screens
- Heavy, die-cast chassis
- 5-pole motor with dual flywheels
- **\* Working headlights, ground lights, number boards and back-up lights**
- **\* Full underbody details including piping and draft gear**
- Separate grab irons and handrails
- **\* Numerous road-specific details**
- Full, multi-color interior
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound (ESU LokSound) options
- Accurate sounds
- **\* For the first time ever in plastic!**
- Featuring the Mo-Power capacitor system!



 <b>A+B Sets</b> <b>\$439.95</b> DC/DCC-ready <b>\$659.95</b> DC/DCC/Sound <b>B-Units</b> <b>\$209.95</b> DC/DCC-ready <b>\$319.95</b> DC/DCC/Sound	 <b>A+B Sets</b> <b>\$519.95</b> DC/DCC-ready <b>\$789.95</b> DC/DCC/Sound <b>B-Units</b> <b>\$249.95</b> DC/DCC-ready <b>\$379.95</b> DC/DCC/Sound
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# THE FT

BY RAPIDO

**HO**  
SCALE



3D CAD Renders shown of current design. Subject to revision.



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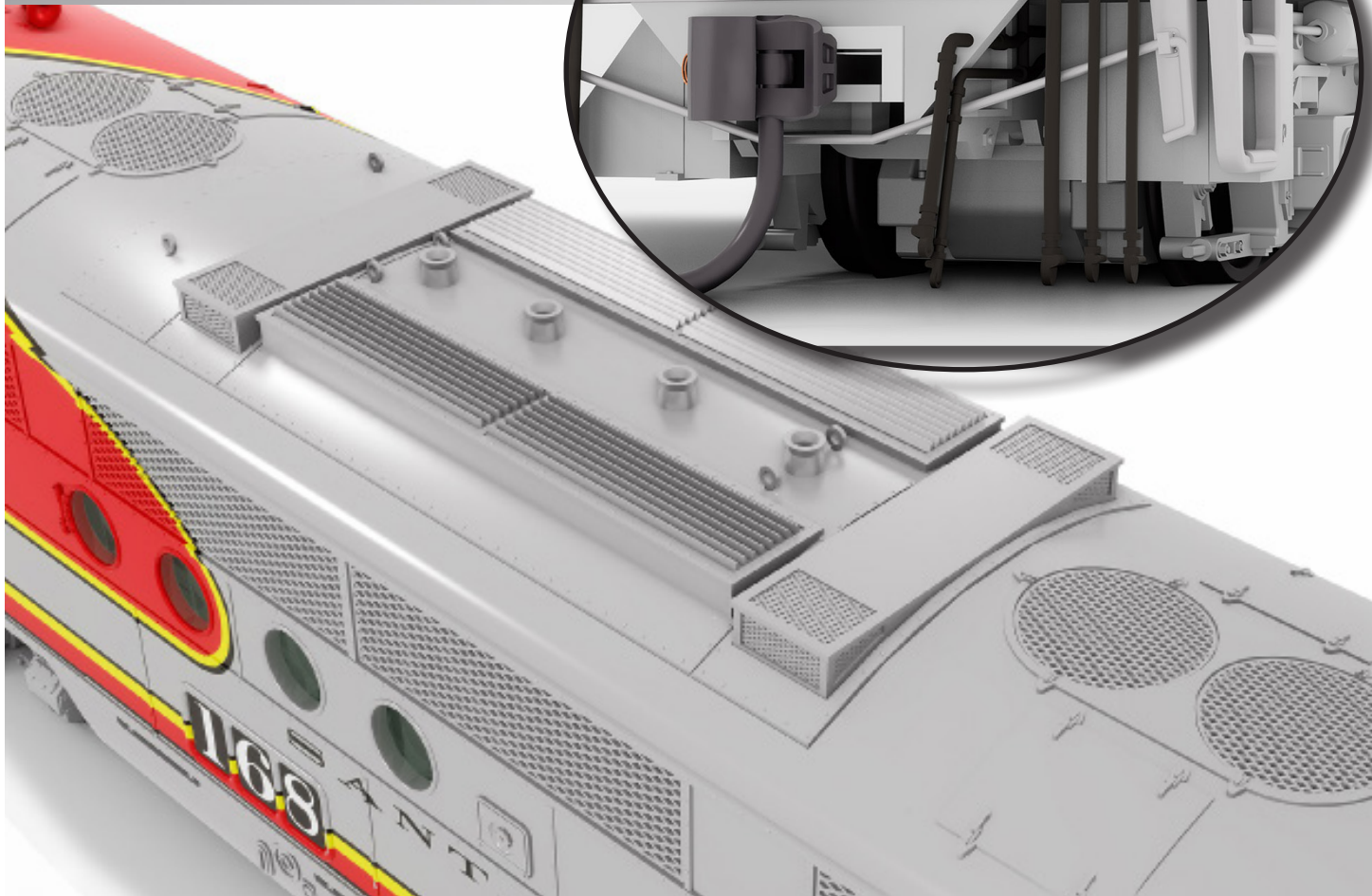
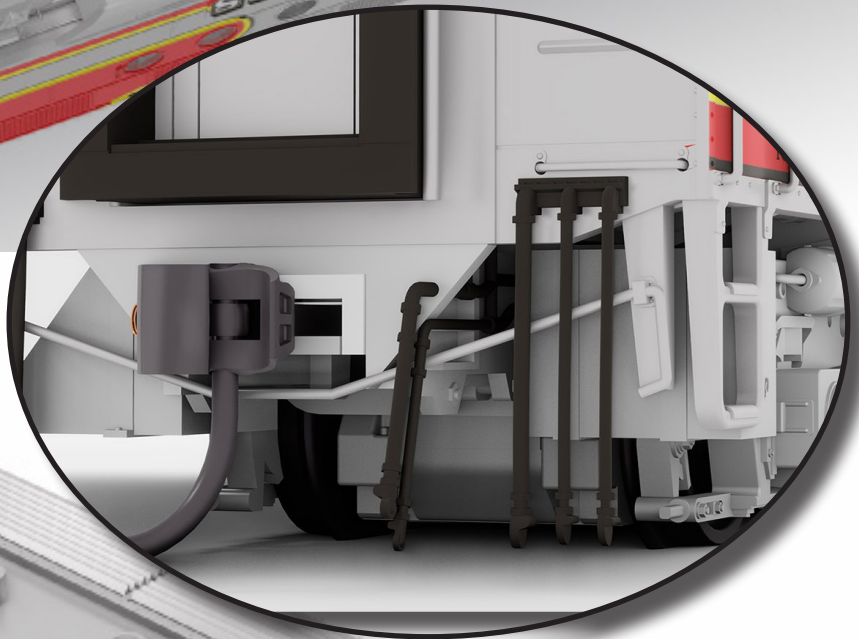
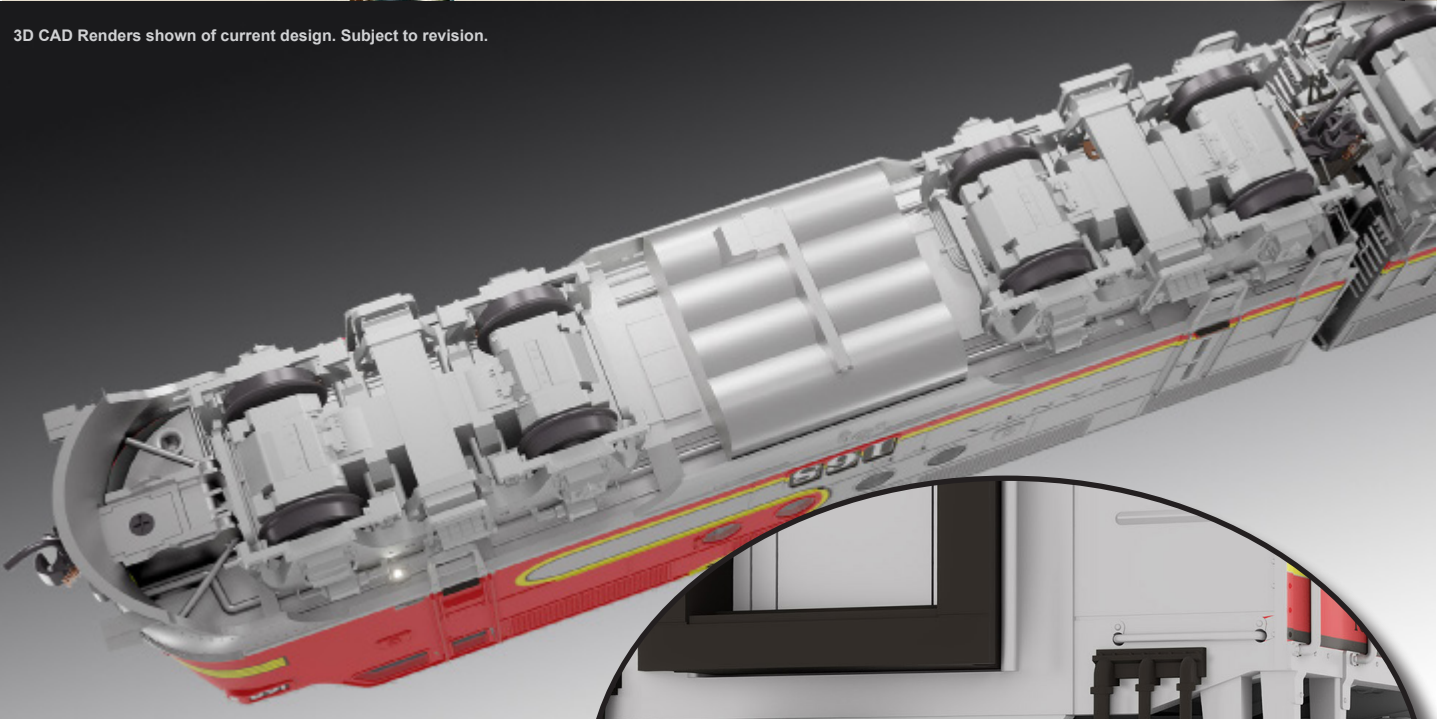


# THE FT

BY RAPIDO

**HO**  
**SCALE**

3D CAD Renders shown of current design. Subject to revision.



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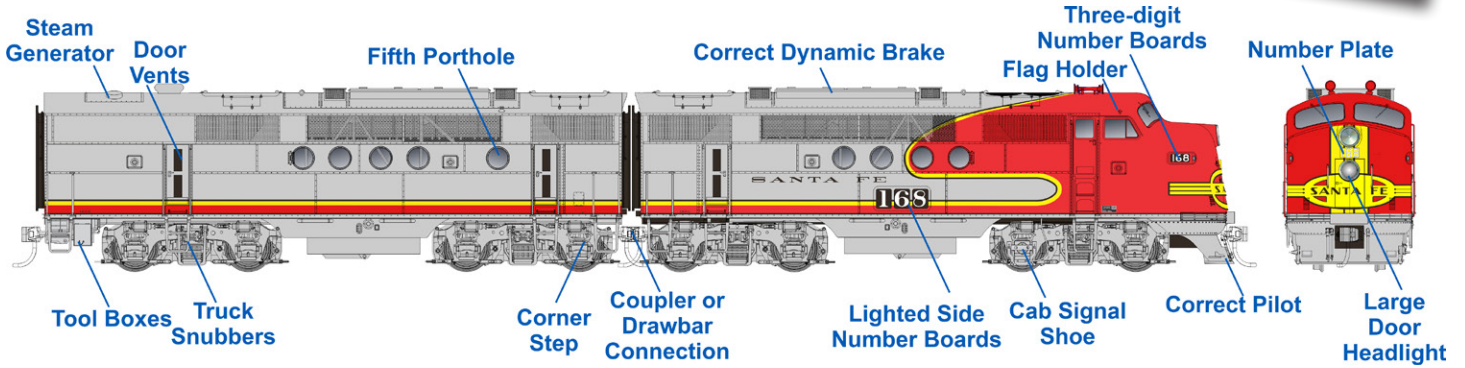
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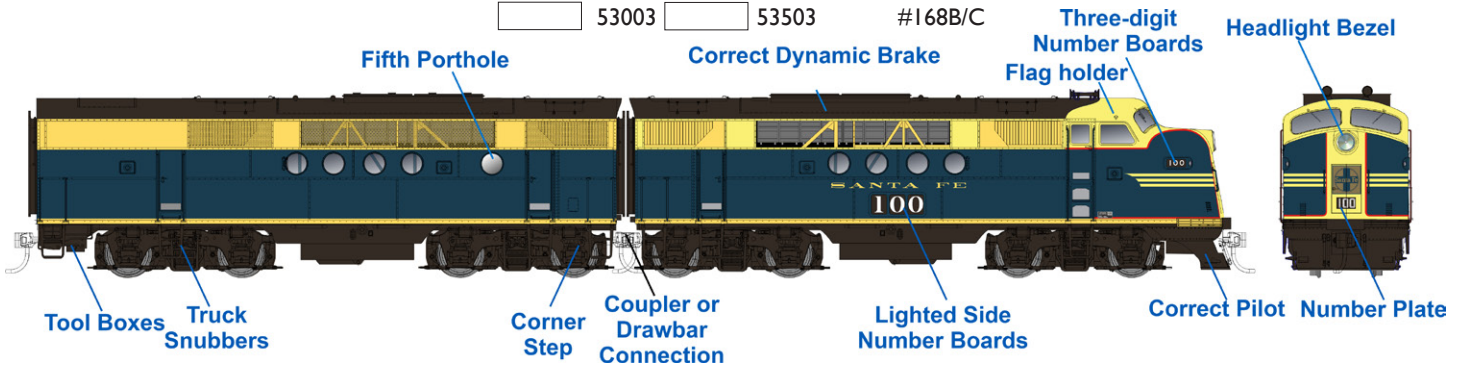
BY RAPIDO

**HO  
SCALE**



## Santa Fe (Passenger) A+B Set

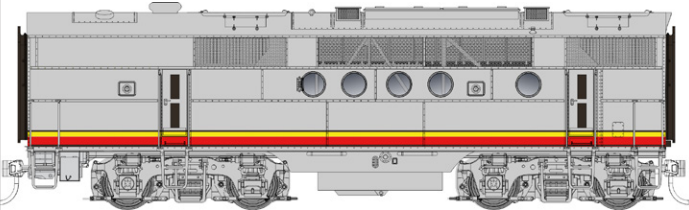
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<input type="text"/>	53002	<input type="text"/> 53502 #167B/C
<input type="text"/>	53003	<input type="text"/> 53503 #168B/C



## Santa Fe (Freight) A+B Set

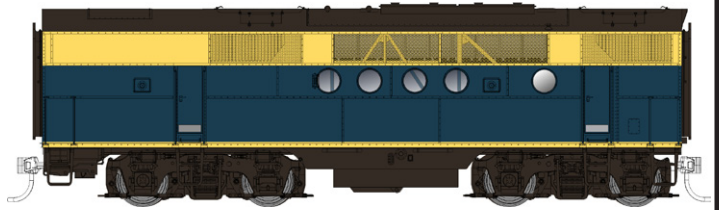
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<input type="text"/>	53006	<input type="text"/> 53506 #103/103A
<input type="text"/>	53007	<input type="text"/> 53507 #110/110A

Santa Fe's FTs were equipped with couplers at both ends of each unit. This allowed the Santa Fe to run FTs in A+B+B (or even A+B+B+B!) sets. Our individual coupler-equipped FT B-units allow modelers to easily recreate these lash ups for the first time!



### Santa Fe (Passenger) FTB Single

DC	DC/DCC/Sound	Road Number
<input type="text"/>	53004	<input type="text"/> 53504 No #



### Santa Fe (Freight) FTB Single

DC	DC/DCC/Sound	Road Number
<input type="text"/>	53008	<input type="text"/> 53508 No #

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#### B-Units

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#### A+B Sets



#### B-Units

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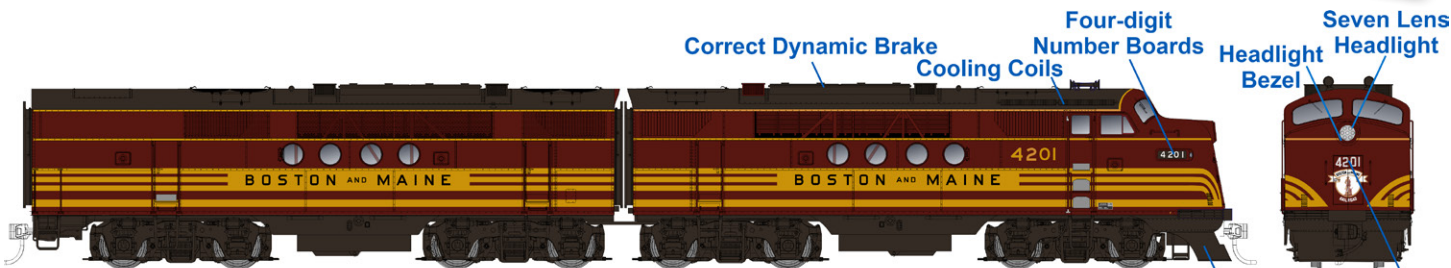
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# THE FT

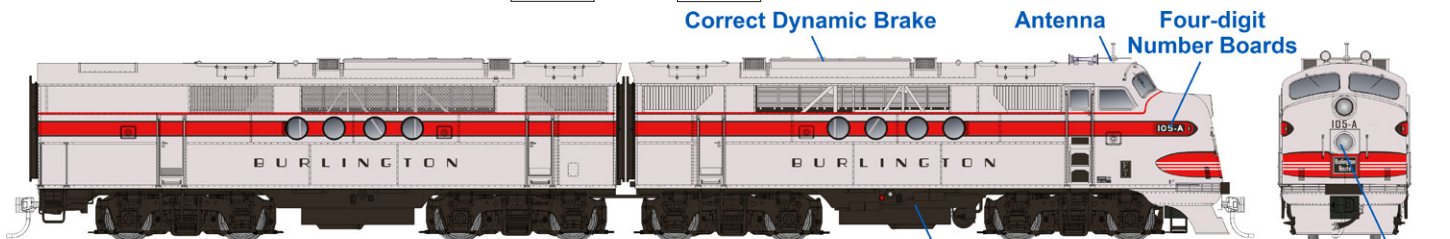
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## Boston & Maine A+B Set

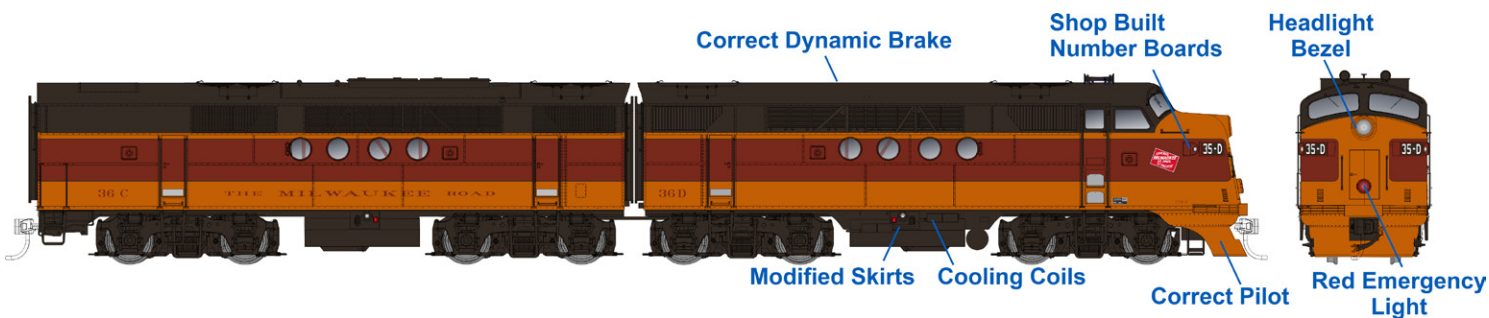
	DC	DC/DCC/Sound	Road Number
<input type="checkbox"/>	53009	<input type="checkbox"/> 53509	#4201A/B
<input type="checkbox"/>	53010	<input type="checkbox"/> 53510	#4206A/B
<input type="checkbox"/>	53011	<input type="checkbox"/> 53511	#4212A/B

Correct Pilot Number Plate



## Burlington (CB&Q) A+B Set

	DC	DC/DCC/Sound	Road Number
<input type="checkbox"/>	53012	<input type="checkbox"/> 53512	#105-A/105-B
<input type="checkbox"/>	53013	<input type="checkbox"/> 53513	#108-D/108-C
<input type="checkbox"/>	53014	<input type="checkbox"/> 53514	#110-A/110-B



## Milwaukee A+B Set

	DC	DC/DCC/Sound	Road Number
<input type="checkbox"/>	53015	<input type="checkbox"/> 53515	#35 D/C
<input type="checkbox"/>	53016	<input type="checkbox"/> 53516	#37 A/B
<input type="checkbox"/>	53017	<input type="checkbox"/> 53517	#42 A/B

<b>A+B Sets</b>	<b>B-Units</b>
<b>\$439.95</b> DC/DCC-ready	<b>\$209.95</b> DC/DCC-ready
<b>\$659.95</b> DC/DCC/Sound	<b>\$319.95</b> DC/DCC/Sound

<b>A+B Sets</b>	<b>B-Units</b>
<b>\$519.95</b> DC/DCC-ready	<b>\$249.95</b> DC/DCC-ready
<b>\$789.95</b> DC/DCC/Sound	<b>\$379.95</b> DC/DCC/Sound



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 Tel. 1-855-LRC-6917 Fax. 1-905-474-3325 Website [www.rapidotrains.com](http://www.rapidotrains.com)

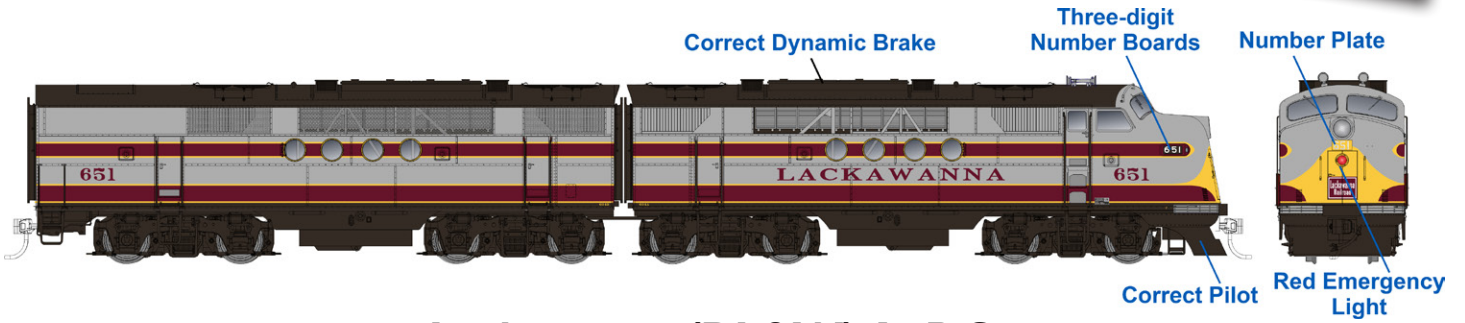
Customer Name \_\_\_\_\_  
 Phone Number \_\_\_\_\_

**RAPIDO**



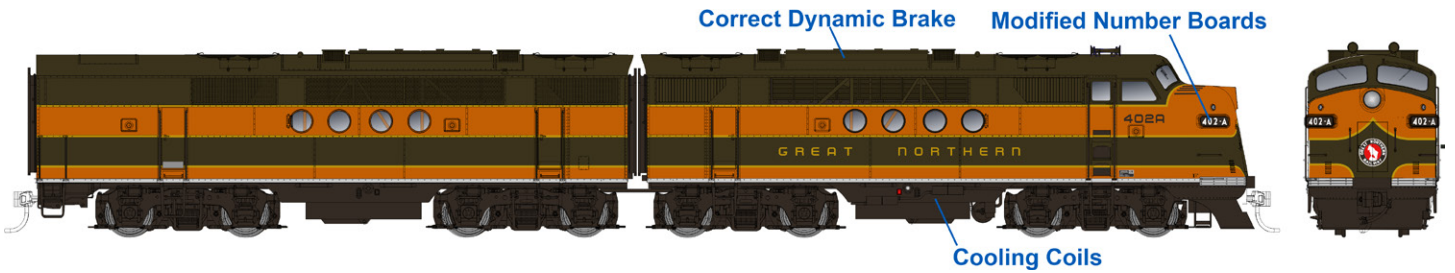
# THE FT

BY RAPIDO



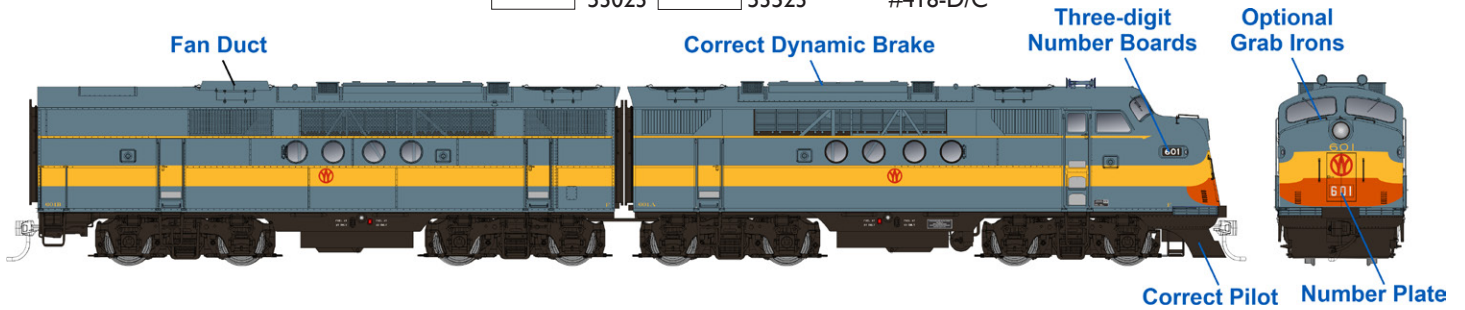
## Lackawanna (DL&W) A+B Set

	DC	DC/DCC/Sound	Road Number	
<input type="checkbox"/>	53018	<input type="checkbox"/>	53518	#651 A/B
<input type="checkbox"/>	53019	<input type="checkbox"/>	53519	#653 A/B
<input type="checkbox"/>	53020	<input type="checkbox"/>	53520	#654 A/B



## Great Northern A+B Set

	DC	DC/DCC/Sound	Road Number	
<input type="checkbox"/>	53021	<input type="checkbox"/>	53521	#402-A/B
<input type="checkbox"/>	53022	<input type="checkbox"/>	53522	#408-D/C
<input type="checkbox"/>	53023	<input type="checkbox"/>	53523	#418-D/C



## New York, Ontario & Western A+B Set

	DC	DC/DCC/Sound	Road Number	
<input type="checkbox"/>	53024	<input type="checkbox"/>	53524	#601 A/B
<input type="checkbox"/>	53025	<input type="checkbox"/>	53525	#804 A/B
<input type="checkbox"/>	53026	<input type="checkbox"/>	53526	#808 A/B

<b>A+B Sets</b>		<b>B-Units</b>
\$439.95 DC/DCC-ready		\$209.95 DC/DCC-ready
\$659.95 DC/DCC/Sound		\$319.95 DC/DCC/Sound

<b>A+B Sets</b>		<b>B-Units</b>
\$519.95 DC/DCC-ready		\$249.95 DC/DCC-ready
\$789.95 DC/DCC/Sound		\$379.95 DC/DCC/Sound



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 Phone Number \_\_\_\_\_

**RAPIDO**



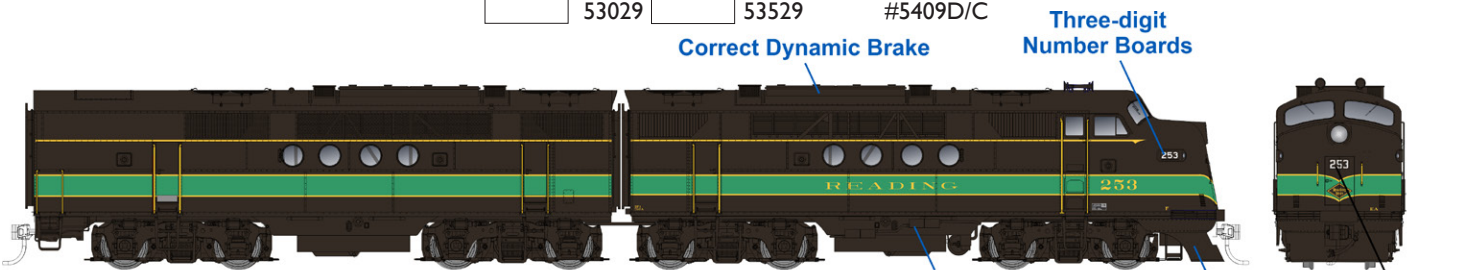
# THE FT BY RAPIDO

**HO SCALE**



## Northern Pacific A+B Set

DC	DC/DCC/Sound	Road Number	
<input type="text"/>	53027	<input type="text"/> 53527	#5402A/B
<input type="text"/>	53028	<input type="text"/> 53528	#5406A/B
<input type="text"/>	53029	<input type="text"/> 53529	#5409D/C



## Reading A+B Set

DC	DC/DCC/Sound	Road Number	
<input type="text"/>	53030	<input type="text"/> 53530	#253A/B
<input type="text"/>	53031	<input type="text"/> 53531	#256A/B
<input type="text"/>	53032	<input type="text"/> 53532	#258A/B



Kevin EuDaly Collection, courtesy of White River Productions.

### Looking for Un-Decorated or Un-Numbered units?

Rapido will produce special runs of un-numbered A or B units (no decals included) in groups of three sets or more. Get together with friends and place your special order directly with us! Contact us at the addresses below for more details.

<b>A+B Sets</b>		<b>B-Units</b>
\$439.95 DC/DCC-ready		\$209.95 DC/DCC-ready
\$659.95 DC/DCC/Sound		\$319.95 DC/DCC/Sound

<b>A+B Sets</b>		<b>B-Units</b>
\$519.95 DC/DCC-ready		\$249.95 DC/DCC-ready
\$789.95 DC/DCC/Sound		\$379.95 DC/DCC/Sound



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Customer Name \_\_\_\_\_  
 Phone Number \_\_\_\_\_

**RAPIDO**



# TORONTO'S FIRST SUBWAY

**HO  
SCALE**

Toronto's Yonge Subway will be celebrating its 70th anniversary in 2024, and we're joining in the fun by announcing the first ever model of a Toronto subway train! A must for modellers, transit enthusiasts, tourists, history buffs, and everyone who thinks subways are cool — don't miss out on this limited opportunity to own a little bit of classic Toronto in your home!

You can order your subway as a working model or as an unpowered display two-car set that comes with a slice of the original St. Clair station platform. How cool is that?

It all started in 1951, when the Toronto Transit Commission contracted the Gloucester Railway Carriage and Wagon Company in the UK to build the cars for Canada's first subway. The original line ran under Yonge Street from Union Station in the south to Eglinton Avenue in the north, opening on March 30th, 1954. This line is still in service today as the southern half of TTC's Line 1.

These unique rapid transit cars featured bold red paint with yellow stripes both above and below the large picture windows.

## AVAILABLE AS:

- Gorgeous display model of a two-car train in St. Clair Station, OR
- Four-car, operating model (silent or equipped with SOUND), AND
- Two-car, operating add-on model (silent or equipped with SOUND)

**Our Toronto's First Subway project is a conditional announcement. Order by **APRIL 15, 2024**, through your preferred hobby shop or our website to help make this project a reality! In addition, all orders placed by this date will include a **5% EARLY BIRD DISCOUNT!****

M S R P	A-B-B-A Train	DC	\$549.95 USD	\$659.95 CAD	A-B Train	DC	\$279.95 USD	\$359.95 CAD
		DCC	\$749.95 USD	\$899.95 CAD	2 Cars + Display Set	DCC	\$479.95 USD	\$579.95 CAD
							\$249.95 USD	\$299.95 CAD



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**RAPIDO**

**HO  
SCALE**

# TORONTO'S FIRST SUBWAY

DEALER  
NAME



PRE-PRODUCTION 3D RENDERS ARE SUBJECT TO  
CHANGES AND REFINEMENTS BEFORE PRODUCTION

## - TORONTO'S FIRST SUBWAY -

### Each Rapido Toronto Subway Car features:

- Design created from original factory drawings and field measurements
- Fully detailed interiors including seats, hand holds and lighting
- Working lights: headlights, rear marker lights, destination sign
- Fully detailed underbodies
- Wire grab irons
- DC/DCC ready or DCC/Sound (Display models are unpowered)
- Display models include lighting powered by an included 12V DC power supply
- Ages 14 and up. This is not a toy.

**Our Toronto's First Subway project is a conditional announcement. Order by APRIL 15, 2024, through your hobby shop or our website to help make this project a reality! In addition, all orders placed by this date will include a 5% EARLY BIRD DISCOUNT!**



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**RAPIDO**



**HO  
SCALE**

# TORONTO'S FIRST SUBWAY

DEALER  
NAME

PRELIMINARY ORDER DEADLINE: **APRIL 15<sup>TH</sup>, 2024**



Our Toronto's First Subway project is a conditional announcement. Order by April 15, 2024, through your preferred hobby shop or our website to help make this project a reality! In addition, all orders placed by this date will include a 5% EARLY BIRD DISCOUNT!

## - TORONTO'S FIRST SUBWAY -

### 4-CAR TRAIN SET (2 MARRIED PAIRS)



DC/Silent SKU 206001   
**\$549.95 USD \$659.95 CAD**

DC/DCC/Sound SKU 206501   
**\$749.95 USD \$899.95 CAD**

### A-B TRAIN SET (Married Pair)



DC/Silent SKU 206002   
Car #: 5034 / 5035

DC/DCC/Sound SKU 206502   
Car #: 5034 / 5035

DC/Silent SKU 206003   
Car #: 5098 / 5099

DC/DCC/Sound SKU 206503   
Car #: 5098 / 5099

**\$279.95 USD \$359.95 CAD**

**\$479.95 USD \$579.95 CAD**



### 2 CARS + DISPLAY SET

INCLUDES: ST. CLAIR STATION PLATFORM DISPLAY BASE

Unpowered SKU 206004   
Car #: 5000 / 5001

**\$249.95 USD \$299.95 CAD**

PRE-PRODUCTION ARTWORK SHOWN. SUBJECT TO REVISION BEFORE FINAL PRODUCTION.



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**RAPIDO**

**Budd**

**RDC**

**N  
SCALE**



**CONDITIONAL RELEASE - 5% DISCOUNT ON ORDERS RECEIVED BY MARCH 15TH, 2024**

Built by the Budd Company of Philadelphia in their hundreds between the late 1940s and early 1960s, the single-car RDC (Rail Diesel Car) fleet was ubiquitous on passenger service throughout Canada and the United States on any routes that could not justify loco-hauled operation. The 85ft long vehicles, which were powered by a pair of Detroit Diesel Series 110 engines, could be employed in single formation or coupled together with other examples - all controlled from the lead RDC cab.

In the United States, the Boston & Maine was the principle user of these single-car units, but they were also an important part of the rural lines and short-haul commuter passenger fleet of other railroad companies, including the Santa Fe, B&O, New Haven, NP, NYC, Reading, SP, and many others. Many later went on to Amtrak and various commuter agencies such as the Metro-North among others. RDCs can still be found in small numbers on scenic lines in both countries, as well as some rare regular services.

In Canada, CN and CP rostered large numbers of RDCs, which later passed to VIA. The RDC served branchlines from coast to coast, and were a means of reducing the costs of unprofitable local runs. They were also ubiquitous on the mainline, often in multiple units of three, six or even 11 cars! CN's RDCs could be found across the country in early years and mainly in the Toronto area in later years. Eager to cut costs, CP used the RDCs everywhere, especially in commuter service, the Maritimes, and Vancouver Island. In VIA years, the RDC formed the backbone of shorter services in Quebec, the Toronto area and the Maritimes, as well as in Alberta and BC. PGE and later BCR used a fair number of RDCs in British Columbia right up until 2002.

The Rapido N scale RDC is designed from the ground up based on the success of our HO scale version, as well as feedback from the N scale community on what they look for in a model. These units feature a hidden drive system and exceptional interior detailing, allowing for maximum performance and realism. For the inaugural release, the all-coach RDC-1 will be available in both Phase 1 and Phase 2 body styles (as appropriate).

**MSRP DC/Silent \$149.95 USD \$179.95 CAD DCC/Sound \$259.95 USD \$299.95 CAD**

**CONDITIONAL ORDER DEADLINE - MARCH 15TH, 2024**



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**RAPIDO**



*Rapido*

# RDC

DEALER  
NAME

**CONDITIONAL RELEASE - 5% DISCOUNT ON ORDERS RECEIVED BY MARCH 15TH, 2024**

**The Rapido N scale RDC features:**

- Designed from original blueprints and field measurements
- Accurate Phase 1 and Phase 2 body details
- Both fabricated and cast trucks, as appropriate
- Single-motor, all-wheel drive for unparalleled reliability
- All-wheel electrical pickup
- Directional headlights and red marker lights
- Flicker-free interior lighting
- Tinted windows and fully detailed interiors
- DC/Silent (DCC Ready) or DC/DCC/Sound (ESU LokSound)
- Factory-installed couplers mounted at the correct height



*Left to Right: Amtrak, Santa Fe, Canadian National, Canadian Pacific, New York Central, Reading and Southern Pacific*

*Operating Headlights on Phase 2 (left) and Phase 1 (right)*



*Operating Red Marker Lights on Phase 1 (left) and Phase 2 (right)*



*3D Renders subject to revisions, refinements and additional detail changes before production.*

**MSRP DC/Silent \$149.95 USD \$179.95 CAD DCC/Sound \$259.95 USD \$299.95 CAD**

**CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024**



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**RAPIDO**



*Rapido*

# RDC

DEALER  
NAME

**CONDITIONAL RELEASE - 5% DISCOUNT ON ORDERS RECEIVED BY MARCH 15TH, 2024**

**The Rapido N scale RDC features:**

- Designed from original blueprints and field measurements
- Accurate Phase 1 and Phase 2 body details
- Both fabricated and cast trucks, as appropriate
- Single-motor, all-wheel drive for unparalleled reliability
- All-wheel electrical pickup
- Directional headlights and red marker lights
- Flicker-free interior lighting
- Tinted windows and fully detailed interiors
- DC/Silent (DCC Ready) or DC/DCC/Sound (ESU LokSound)
- Factory-installed couplers mounted at the correct height



Gary Hadfield photo



John Sheridan collection

**Amtrak (Phase II)**

*Phase I*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516001 <input type="text"/>	516501 <input type="text"/>

**Baltimore & Ohio**

*Phase I*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516003 <input type="text"/>	516503 <input type="text"/>

**BC Rail (Blue)**

*Phase II*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516005 <input type="text"/>	516505 <input type="text"/>

**CP Rail (Action Red)**

*Phase II*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516007 <input type="text"/>	516507 <input type="text"/>

**AT&SF DC-191 + DC-192 (2 pack)**

*Phase I*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516002 <input type="text"/> \$299.90 USD \$359.90 CAD	516502 <input type="text"/> \$519.90 USD \$599.90 CAD

**Boston & Maine (McGinnis)**

*Phase II*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516004 <input type="text"/>	516504 <input type="text"/>

**CN (Noodle)**

*Phase II*



Item # (DC/Silent)	Item # (DC/DCC/Sound)
516006 <input type="text"/>	516506 <input type="text"/>

**NOTE:** All RDCs (unless noted) come without numbers. Basic numbering decals will be provided with each unit that is not numbered.

**MSRP DC/Silent \$149.95 USD \$179.95 CAD DCC/Sound \$259.95 USD \$299.95 CAD**

**CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024**



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**RAPIDO**



*Build*

# RDC

DEALER  
NAME

**CONDITIONAL RELEASE - 5% DISCOUNT ON ORDERS RECEIVED BY MARCH 15TH, 2024**



Don Oltmann photo



Kaluza-Mueller collection

### MTA Metro North

Phase I



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516008	<input type="text"/>	516508	<input type="text"/>

### New Haven (McGinnis)

Phase I



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516009	<input type="text"/>	516509	<input type="text"/>

### New York Central (Stripes)

Phase I



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516010	<input type="text"/>	516510	<input type="text"/>

### Reading

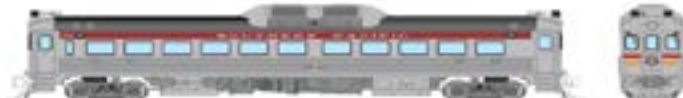
Phase II



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516011	<input type="text"/>	516511	<input type="text"/>

### Southern Pacific #10

Phase I



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516012	<input type="text"/>	516512	<input type="text"/>

### VIA Rail (Early)

Phase II



Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
516013	<input type="text"/>	516513	<input type="text"/>

### Painted, Unlettered



	Item #	(DC/Silent)	Item #	(DC/DCC/Sound)
<b>Phase I</b>	516094	<input type="text"/>	516594	<input type="text"/>
<b>Phase II</b>	516095	<input type="text"/>	516595	<input type="text"/>

**NOTE:** All RDCs (unless noted) come without numbers. Basic numbering decals will be provided with each unit that is not numbered.

**MSRP DC/Silent \$149.95 USD \$179.95 CAD DCC/Sound \$259.95 USD \$299.95 CAD**

**CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024**



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