

4-8-8-2 Cab Forward



Part of the first transcontinental railroad, the Southern Pacific's passage over the Sierra Nevadas, from Sparks, Nevada to Roseville, California, has always been a challenge for man and machine. Grades in both directions approximate 2.5%. Thirty-nine tunnels and nearly 40 miles of snow sheds protect the track from snowdrifts and avalanches - Sierra Nevada, after all, is Spanish for "snow covered." Seeking more muscle for this route, the SP took delivery of two Baldwin articulated 2-8-8-2s in 1908. Initial trails, however, revealed that heat and exhaust gases in the tunnels and snowsheds made life nearly unbearable for the engine crew. Although cab forwards had been tried before in Italy and northern California, legend has it the SP cab forwards were inspired by an engineer who turned a Baldwin articulated

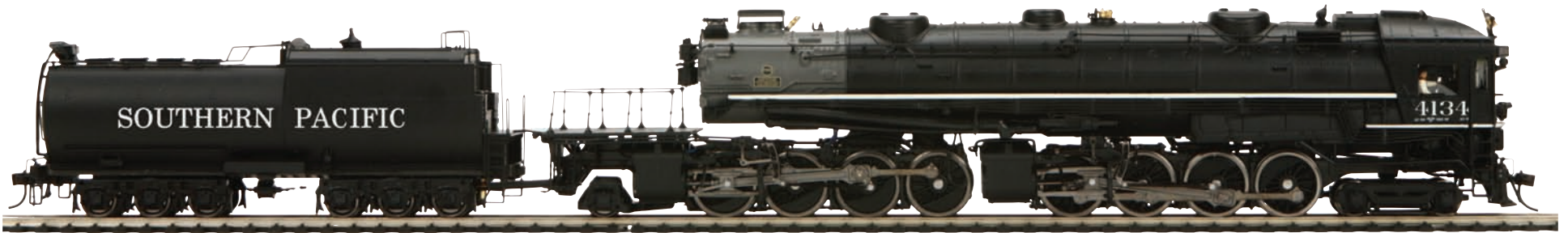
around and ran it tender-first, putting the smoke behind him so he could breathe while he did his job.

The first true Southern Pacific Cab Forwards were delivered in March of 1910 and proved so successful that the SP eventually bought 254 more in various classes. Because the firebox and tender were at opposite ends of the locomotive, the cab forwards burned oil, piped under pressure from the tender to the firebox. The cab in front gave the engineer the best forward visibility of any steam locomotive.

The AC-6 Cab Forward returns to the rails offered for the first time in HO with Proto-Sound 3.0 in die-cast metal construction and outfitted with additional details, including legible

builder's plates, painted backhead gauges, cab interior light, tender truck safety chains, and additional boiler details.

While many railfans are familiar with the AC-12 Cab Forward preserved at the California State Railroad Museum - the last new steam engine delivered to the Southern Pacific in 1944 - our model depicts the earlier AC-6 with its distinctive flat cab front and rounded Vanderbilt tender. Delivered in 1930-31, the AC-6 class set the pattern for all future Cab Forwards, with higher boiler pressure, more tractive effort, and the air compressors moved to the boiler front for better weight distribution. Several AC-6s were later modernized with a tapered cab front, and that version is also offered here for the first time.



- NEW!** Southern Pacific Lines - 4-8-8-2 Cab Forward Steam Engine
 80-3181-1 Cab Number 4134 \$599.95
 Southern Pacific Lines - 4-8-8-2 AC-6 Cab Forward Steam Engine
 80-3180-1 Cab Number 4126 \$599.95

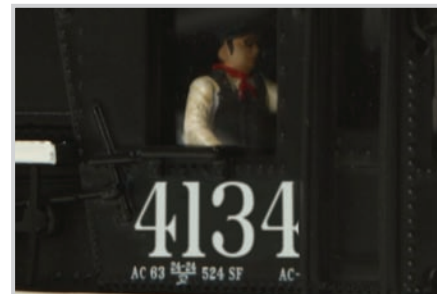
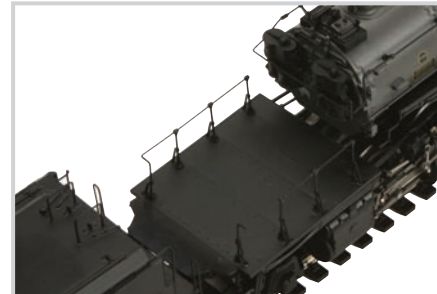
**All Models Include
 On Board DCC Receiver**



- NEW!** Southern Pacific Lines - 4-8-8-2 AC-8 Cab Forward Steam Engine
 80-3182-1 Cab Number 4144 \$599.95
 80-3183-1 Cab Number 4150 \$599.95

Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skewed Flywheel Equipped Motor
- (2) Kadee Compatible Scale Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Engineer & Fireman Cab Figures
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
- Proto-Sound 3.0 With The Digital Command System Featuring: Quillable Whistle With Freight Yard Proto-Effects
- Unit Measures: 16 3/4" x 1 1/2" x 2 5/16"
- Operates On 18" Radius Curves



4-8-8-4 Big Boy



Just months before Pearl Harbor, the American Locomotive Company delivered the first Big Boy to the Union Pacific Railroad. The UP's Department of Research and Mechanical Standards had designed the locomotive for a specific task: to pull a 3600-ton train unassisted over the Wasatch Mountains in Utah. While the Big Boy is often cited as the biggest steam locomotive ever built, in fact it is not. The Norfolk & Western's Y6 and A, the Duluth Missabe & Iron Range's Yellowstones, and the Chesapeake and Ohio's Alleghenys were all in the same league, and some exceeded the Big Boy's weight and power.

But in the battle for hearts and minds, the Big Boy won. Perhaps it was the name, simple and direct, scrawled on a locomotive under construction by an Alco shop worker. Maybe it was timing, as the Big Boys hit the road just when

America needed symbols to rally around. Maybe the UP's publicity department just did a better job of telling the world what great equipment they had. Whatever the reason, the Big Boy captured the imagination of railfans and the American public over the ensuing years, perhaps more than any other steam engine. In many ways it is the symbolic locomotive of the American West, as big and powerful as the country it sped through.

Writer Henry Comstock beautifully described the Big Boy's place at the apex of steam engine history: "A Union Pacific 'Big Boy' was 604 tons and 19,000 cubic feet of steel and coal and water, poised upon 36 wheels spaced no wider apart than those of an automobile. That it could thunder safely over undulating and curved track at speeds in excess of 70 miles an hour was due in large measure to the efforts

of two long-forgotten pioneers. As early as 1836, the basic system that held its wheels in equalized contact with the rails was patented by a Philadelphian named Joseph Harrison; and a French technical writer, Anatole Mallet, first thought to couple two driving units heel to toe below one boiler in 1874."

This enduring symbol of American railroading returns to the rails, complete with the industry-leading speed control, smoke output, and range of accurate sounds that characterize all MTH locomotives. Our model features a precision 12 volt 5-pole skew wound motor and die-cast metal construction for pulling power and speed that rival the original Big Boy - as well as authentic articulated chuffing sounds with the two engines drifting in and out of sync.



NEW! Union Pacific - 4-8-8-4 Big Boy (Modified) Steam Engine

80-3189-1	Cab Number 4014	\$599.95
80-3190-1	Cab Number 4012	\$599.95
80-3191-1	Cab Number 4006	\$599.95
80-3192-1	Cab Number 4017	\$599.95
80-3193-1	Cab Number 4004	\$599.95

**All Models Include
On Board DCC Receiver**

Features

- Die-Cast Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme & Cab Numbers
- RP-25 Metal Wheels Mounted On Metal Axles
- Operating Lighted Marker Lights
- Constant Voltage Headlight
- Prototypical Rule 17 Lighting
- Detailed Truck Sides
- Detailed Cab Interior
- Powerful Balanced 12-Volt 5-Pole Precision Skewed Flywheel Equipped Motor
- (2) Kadee Compatible Scale Couplers
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Sprung Drive Wheels
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Locomotive Cab To Tender Deck Plate
- Detailed Tender Undercarriage
- Real Coal Load
- Engineer & Fireman Cab Figures
- Interchangeable Traction Tire-Equipped Drive Wheels
- On-Board DCC Receiver
- Operates On Code 70, 83, & 100 Rail Curves
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- Unit Measures: 18 5/8" x 1 1/2" x 5 5/16"
- Operates On 18" Radius Curves

