



2014

VOLUME 1 PRODUCT GUIDE



WWW.BROADWAY-LIMITED.COM

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Throughout this product guide, artist's renderings are used to present each model. In some cases, road numbers depicted in the images may not be available for order. Please refer to the item list for available items. In addition, some features depicted in the artist's renderings such as cylinder steam let off are not available. Please refer to each product's feature list for details on available features. Every effort has been made to ensure the accuracy of the information stated herein, but Broadway Limited Imports reserves the right to amend or change any feature or specification at any time.



"We pride ourselves on building..."

...the models you run when club night is at your house."

To Our Valued Customers,

It's true. We have always been proud of our models. And we notice that you, our customers, are proud of them too. More often than not, when it's club night at your house or family and friends come to see your layout, it's the Broadway Limited locomotives that you run. And that makes us even more proud. It drives us to research, innovate and to create even more accurate models with more cutting edge features -- features that will make you want to show off your Broadway Limited collection. So for 2014, here's to committing to the research and engineering that will make model railroading more enjoyable for you:

Research. Our researchers go to extreme lengths to make sure our models are as accurate as possible. We believe they are the most accurate models available. Many of the steam era locomotives no longer exist, so we scour the archives for photos and plans. Since many of the photographs are black and white, finding the right color can be particularly difficult. Our PRR H10 is a shining example of our dedication to accuracy. We worked with the PRR Technical and Historical Society to bring you an accurate model of the H10 as it existed from 1942 to 1949. Don't settle for a model that sort of looks like an H10. Investing in a BLI H10 is an investment in quality and accuracy.

Engineering. While our researchers are busy scouring the past, our engineers are busy planning the future. The technology of model trains has become more and more complex with each new innovation. At Broadway Limited, we recognize that you don't want complexity and incompatibility to detract from your enjoyment of the hobby. For that reason we go to great lengths to ensure our models are compatible with the NMRA standards and are as easy to use as possible. The new *Address Changer* (page 96) is the latest example of our design philosophy. Enter the new address and press the "Program" button and the Address Changer figures out the details.

We're excited for what 2014 has to bring and thank you whole heartedly for your continued support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bob Grubba".

Bob Grubba
President & CEO
Broadway Limited Imports, LLC



BOB GRUBBA PRESIDENT & CEO / CHIEF ENGINEER

Between developing new product technologies and overseeing Broadway Limited at large, Bob stays pretty busy. Bob brings over 20 years of model train manufacturing experience – Beginning first as Director of Engineering at Lionel and then doing the same at K-Line trains. A graduate of the University of Florida with a BS in Mechanical Engineering and an MBA from University of Alabama, Bob has a unique perspective on innovation and its importance for the hobby. Bob is holder of 15 model train related US patents.

Bob is an avid offshore fisherman and diver and can be found on many weekends year-round, trolling the depths for game fish or diving wrecks for grouper. When he isn't fishing, he is likely cruising the Intracoastal Waterway with his sons Drew and Reid, and his wife Lisa.



DANIEL YANG GENERAL MANAGER / DE FACTO IT GUY

That's "de facto IT guy" -- as in the letter "I" and the letter "T"-- not the "it" guy. Aside from heading up the computer-related initiatives, repairs and maintenance at the company, Danny manages the day-to-day operations at BLI. In addition, he designs and develops all things related to advertising, web, catalog and pretty much every piece of marketing material that leaves 9 East Tower Circle, whether in print or digitally.

When he's not creating catalogs or websites, building servers or troubleshooting somebody's computer, Danny enjoys road cycling in balmy Florida. He's also known to be found dragging lures offshore in fair weather and enjoys a quiet cruise down the Halifax River with his wife Laura and his miniature Schnauzer, Georges-Pierre.

KEN SILVESTRI VICE PRESIDENT OF SALES

Often called "The Face of Broadway Limited" for his role as primary show-goer and as deliverer of exciting new BLI product announcements, Ken has been a pillar at Broadway Limited from day one. Ken made his start in trains when he founded his own hobby shop, Engine House Hobbies in Maryland (still in business today under different ownership) decades ago. He worked for many years at Williams Electric Trains before transitioning to Lionel and on to K-Line with Bob.

Ken's affable and friendly disposition is aptly fitting for what we know to be America's most friendly hobby. Most of Ken's time is spent keeping our resellers abreast of what's coming next and he also plays a key role in keeping the "fun" in our latest and greatest product features.



JERRY GRUBBA VICE PRESIDENT OF DEALER RELATIONS

Continuing the Grubba family tradition of serving the model railroading community, Jerry is a natural fit with the Broadway Limited team. His winning smile and excellent understanding of our resellers' needs make Jerry point man as VP of Dealer Relations. Jerry works daily to ensure that BLI dealers are informed of the latest products, product updates, arrivals and order deadlines. We rely on Jerry to keep his finger on the pulse of our dealer network -- to listen to dealer comments and suggestions -- and to get ideas and feedback quickly implemented.

Jerry and his wife Lorraine currently call Tampa, FL their home, and they have three children, Ken, Greg and Justina.



MATT WILLIAMSON PROJECT MANAGER

Matt is the go-to guy for all things product related. Prototypical accuracy is one of our top priorities at Broadway Limited and Matt is in charge of ensuring that our offerings are as real as they can be. To that end, Matt keeps in constant contact with railroad historians and prototype experts to seek their counsel on product development matters. Matt spends several weeks throughout the year in Tsingdao, China to make sure new BLI products are being produced properly to spec.

Matt and his wife Brandy have two Basset hounds, Bogart and Molly, and are expecting a brand new addition to their family soon. Congrats, you two!



CARMEN FERNANDEZ A/P / SHIPPING MANAGER

The one person at Broadway Limited who knows all there is to know about getting a premium model train to any place on earth is Carmen Fernandez. Carmen spends each day making sure that every BLI locomotive, passenger car and rolling stock piece goes out safely and correctly to the right place. She also currently holds the BLI record for the most units packed, labeled and shipped in the final 30 minutes of a day before our UPS man comes! When Carmen isn't packing and shipping, she's keeping the lights and water running by keeping all our obligations paid and up to date.

Away from the weigh scale, Carmen enjoys spending time with her husband Vicente and their two dogs. They both can often be found fishing for flounder or redfish at Matanzas Inlet, about a 45 minute drive from the office.

GAYLE MEADE ACCOUNTANT & OFFICE MANAGER

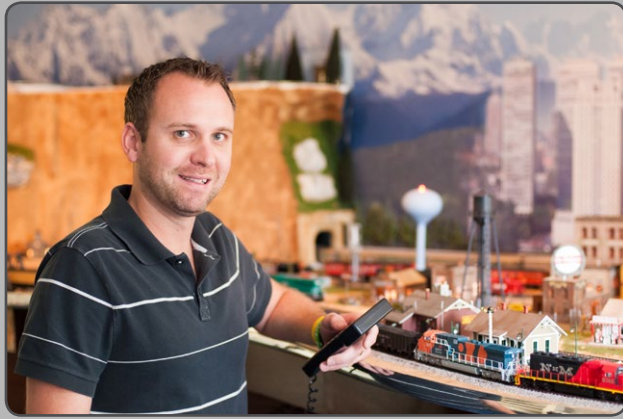
Gayle brings years of accounting and book keeping experience to the BLI team. Gayle's meticulous attention to detail is crucial to our ability to accurately fulfill orders and preorders. If you're ever in the area and visit our showroom, you'll be greeted by Gayle and her friendly smile. And...

...in the event your vehicle is ever stuck in the snow or mud, you'll not want to call anyone at the office but Gayle for help. She's the only one with four-wheel-drive Jeeps (yes, Jeeps with an 's') equipped with Warn winches and oversized tires-- All apparently prerequisites for being president of the Mid Florida Jeep Club.



Onto the SERVICE DEPARTMENT...





JAMIE ROBISON **GRAPHIC ARTIST / TECHNICIAN**

The “Jaminator” is a nick name we coined for Jamie when we realized that he could pretty much do anything we needed him to do. Hm...we need eye-popping graphics for use in this product guide? Oh yeah, Jamie can knock that out. We're a little backed up on repairs in the service area? Oh yeah, Jamie will help get us caught back up right after he finishes page 12's New Haven graphic. We need a custom-designed show display booth that reflects BLI's unique and premium brand and yet is light enough to ship around the country? You guessed it, Jamie does that too.

Some of you may remember BLI alum Krista Robison, who ably manned the front office before she and her husband Jamie moved to California for a stint. Though Krista's busy being mother to son Jack and daughter Kennedy, we're glad to have them all back with us in sunny Florida.



JOE GODDARD **TECHNICIAN**

As one of our newest team members in the service department, Joe wears a few different hats. He's taken over primary service-related email duties, parts fulfillment and now is a regular on the phone tech support rotation. Many of you have no doubt already had a chance to chat with Joe and can vouch for his friendly demeanor and willingness to assist in any way possible.

Joe is an Ormond Beach native and his passions include making music and working with sound-technician related tasks both on the recording and post production side.

VINNY FERNANDEZ **TECHNICIAN**

You might notice the resemblance between Vinny and a lady on the previous page. That's because we've come to know Vinny by way of his mother, Carmen. Vinny used to come around and ask if he could help at the office back when he was still in high school. After finding odd jobs here and there for Vinny, we began to see that he has a knack for doing whatever it takes to help the team get to its goals for the day. In addition, with just a bit of training from Larry and the gang, Vinny's become quite proficient at the bench. It's been a few years since Vinny's finished up with school and now he's proven himself to be an integral part of our service line up. Between performing repairs, and helping Danny out with product photography, Vinny also does his part to man the tech support lines to help modelers get maximum enjoyment from their BLI products.



CURTIS HILL **TECHNICIAN**

We were fortunate when we brought Joe onto the team because as it turns out, Joe has a guy named Curtis for an uncle -- and he's pretty handy with a soldering iron. Curtis comes from a career background in telephonics. After working for Siemens, the German technology giant, Curtis decided to apply his technical expertise in the hobby business with some of the world's coolest model trains.

Curtis, we'd like to offer you a warm welcome to the BLI team!



LARRY BEDWELL **TECHNICIAN**

We call him the Service Guru. And with good reason. Larry has been with Broadway Limited for as long as we can remember and he's done a great job heading up our technical support and repair department. On any given day, Larry can be found near one of our test layouts donning his trademark Donnegan visors and making wry wisecracks. No one at BLI is more knowledgeable about the nuances and inner workings from model to model than Larry. If you've called in for phone support, you've probably spoken to Larry.

As of March 1, 2014, Larry will be with us on a part-time basis as he focuses on other life pursuits.



JONATHAN FALLON **TECHNICIAN**

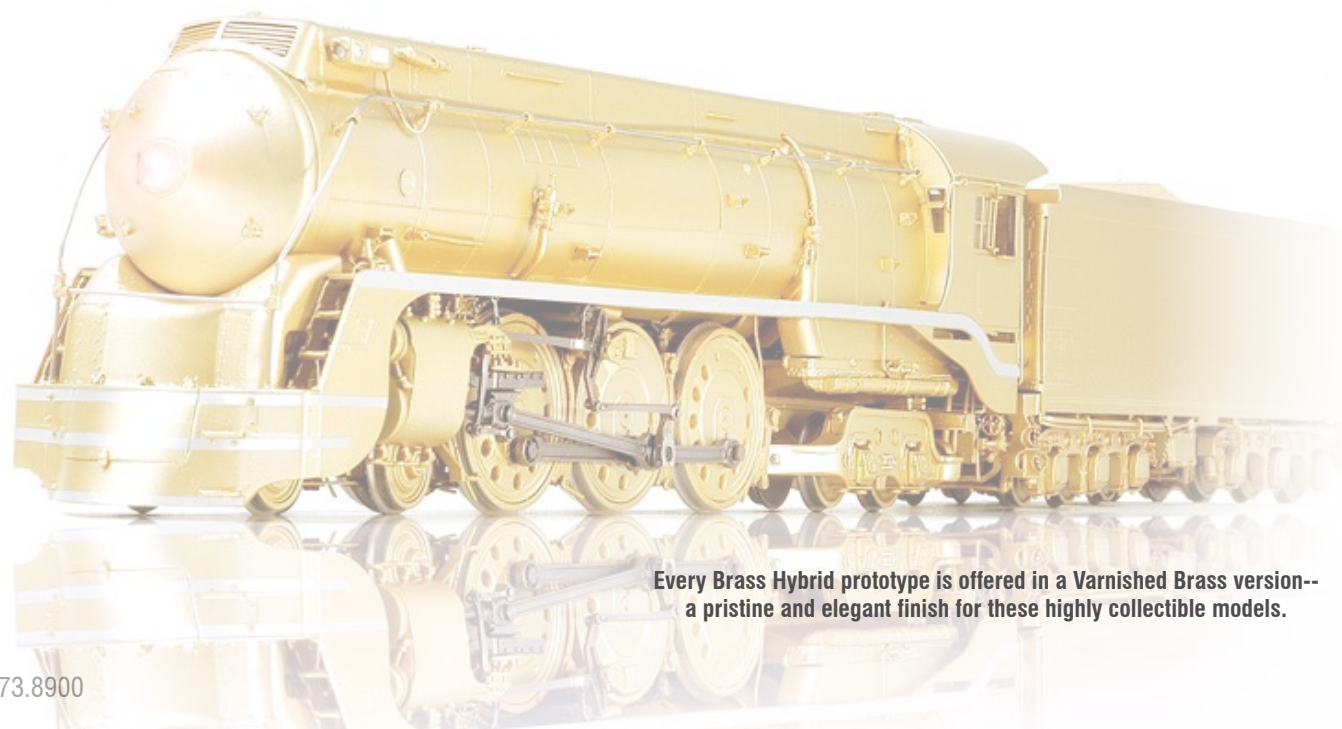
He's worn many hats, as many of us at BLI do. Jonathan first started with us several years ago as our office manager and resident do-anything guy. Quick-witted and a perfect complement to Larry's sense of humor, Jonathan splits time with Larry, Joe, and the guys on telephone technical support and repairs.

Jonathan is now with us on a part-time basis until he completely transitions into the nursing career he's been seeking.



“Superbly appointed models of prototypes that would never otherwise be available to the hobby. That’s what our Brass Hybrid Paragon2 models are.”

- Bob Grubba
President / CEO



Every Brass Hybrid prototype is offered in a Varnished Brass version-- a pristine and elegant finish for these highly collectible models.

Broadway’s Brass Hybrid line delivers unique prototypes through an innovative melding of a brass body and detailing with a die cast chassis and drive train. The end result is a museum quality model that is extremely rare, yet as reliable as a mass produced unit due to its cast mechanism. Brass Hybrids are truly remarkable.

Conventional model making has always been a game of constraints. Whether a prototype makes it to hobby store shelves or dies on the drawing board is dependent solely on that prototype’s likelihood of selling enough units to cover the costs involved in making the molds to produce it (among a few other considerations). This is why we see so many models of the most popular prototypes from the biggest railroads. These roads’ wide appeal makes building models sporting their paint schemes an easier proposition. But even within these popular road names, the popularity of the specific prototype is equally important. Just because a model is painted UP yellow doesn’t make it a viable prototype. It must have wide appeal to make sense to bring to market. This reality is not just ours, but one that constrains every model manufacturer in our great hobby and that is why you see multiple importers delivering the same popular prototypes, regardless of whether they’ve already been built by another manufacturer.

So what about all the other lesser known prototypes....? We’re glad you asked.

One of the advantages of working closely with one of the world’s foremost brass model train factories is that they really know their stuff when it comes to brass model making. And when our factory came to us and said they could make special limited runs that didn’t require the initial mold investment simply by leveraging their expertise in hand-crafting brass, we knew we were on to something. Something big. Something that meant that we could bring in prototypes that no one thought possible - at a fraction of what traditional brass models cost - and factory equipped with our cutting-edge Paragon2 Sound and Control system.

We invite you to peruse our growing line of Brass Hybrid models in HO and take advantage of the opportunity to own some of the rarest and most desirable steam in the world!

“2014 brings us 5 exciting prototypes that are available exclusively by way of our Brass Hybrid Technology.”

NEW HAVEN I-4



In the Fall of 1916, The New Haven Railroad received 50 4-6-2 Pacific Locomotives from American Locomotive Works. These locomotives received the class "I-4" with road numbers 1350-1399 by the New Haven Railroad.

With their large 79" drivers & 40,800 lbs of tractive effort, the I-4 locomotives became the premier passenger locomotives for the New Haven Railroad. The I-4 locomotives were assigned to carry Heavy Passenger Trains on the Boston to New Haven & Boston - New Haven via Springfield Routes. The I-4s could always be found at the head of the fastest & most important of the New Haven's Shore Line trains.

The I-4 locomotives worked day & night for over 40 years hauling Passenger & Freight trains across the New Haven Railroad. The last run for the I-4 locomotive was in April 1952 when two I-4s, #1372 & 1388 carried a farewell-to-steam fan trip. This trip marked the end of steam locomotives on the New Haven Railroad.

The Broadway Limited model of the I-4 locomotive represents the New Haven I-4 in her prime years from the late 1920s through the 1940s. Four models of the locomotive are represented: I-4-c, I-4-d, I-4-e, & I-4-f. The I-4-c (early version) & I-4-e (later version) carried the type A superheater with electric headlight. The I-4-d (early curved hatches) & I-4-f (large box-type hatch) carried the type E superheater which required hatches behind the smoke deflector for servicing & electric headlight.

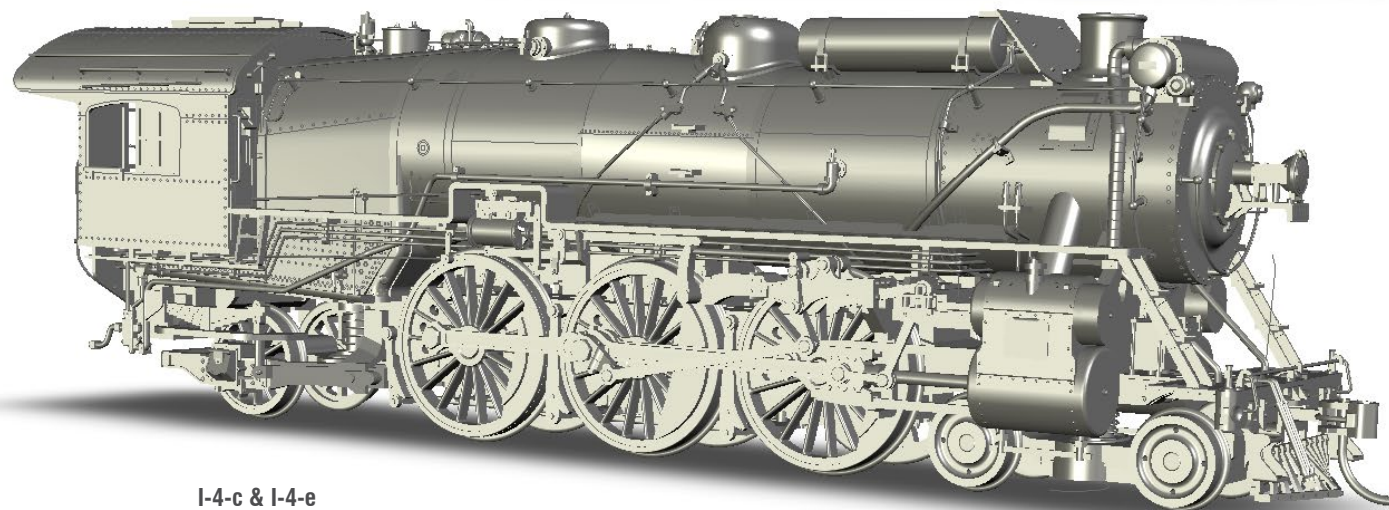
Two different type of tenders are represented with this model. The large W-12-c tender was used during the 1930s & beyond on all models of the I-4. The V-1-a Vanderbilt Tender was used with I-4-c #1359 & I-4-d #1392 during the late 1920s into 1930s on the Merchants Limited. Using the Vanderbilt tender with its larger water capacity eliminated the water stop in New London. The Vanderbilt tenders were also used on other I-4s as well when 1359 & 1392 were out of service.

FEATURES

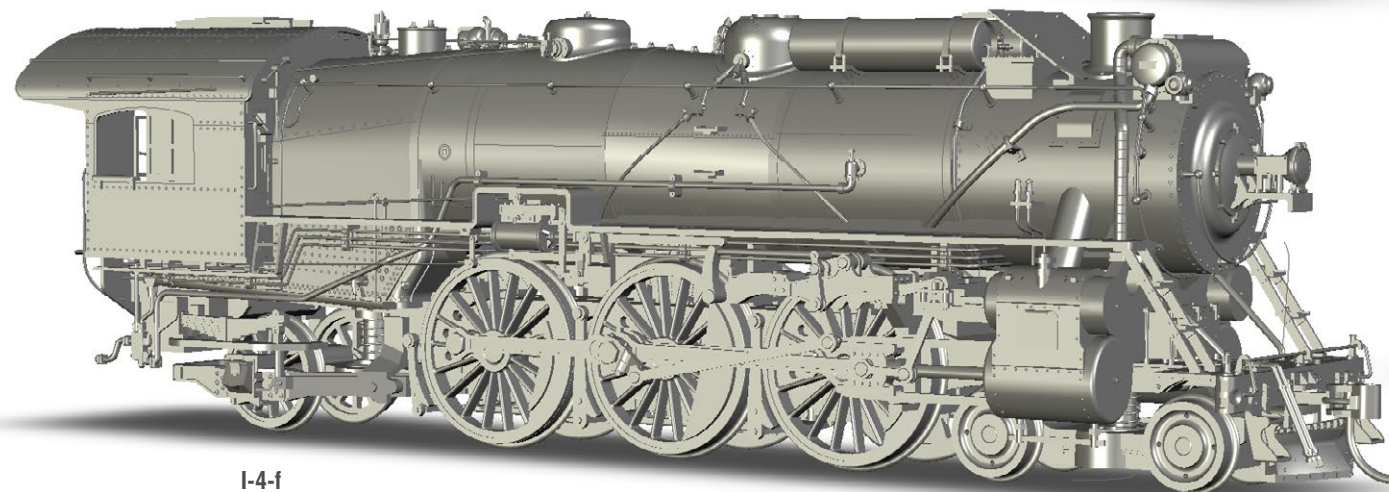
- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Synchronized Puffing Smoke with each Chuff
- Variable Puffing Smoke Intensity and Timing
- **Locomotive Composition:** Brass body with Die Cast Chassis
- **Tender Composition:** Brass body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

1936 NH I-4-e, #1351, W-12-c Tender, HO.....	\$699.99
1937 NH I-4-e, #1372, W-12-c Tender, HO.....	\$699.99
1938 NH I-4-f, #1353, W-12-c Tender, HO.....	\$699.99
1939 NH I-4-f, #1398, W-12-c Tender, HO.....	\$699.99
1940 NH I-4-d, #1357, W-12-c Tender, HO.....	\$699.99
1941 NH I-4-d, #1365, W-12-c Tender, HO.....	\$699.99
1942 NH I-4-d, #1359, V-1-a Vanderbilt Tender, HO.....	\$699.99
1943 NH I-4-c, #1361, V-1-a Vanderbilt Tender, HO.....	\$699.99
1944 NH I-4-c, #1392, V-1-a Vanderbilt Tender, HO.....	\$699.99
1945 NH I-4-f, Unlettered, W-12-c Tender, HO.....	\$699.99
1946 NH I-4-e, Unlettered, W-12-c Tender, Varnished Brass, HO.....	\$699.99

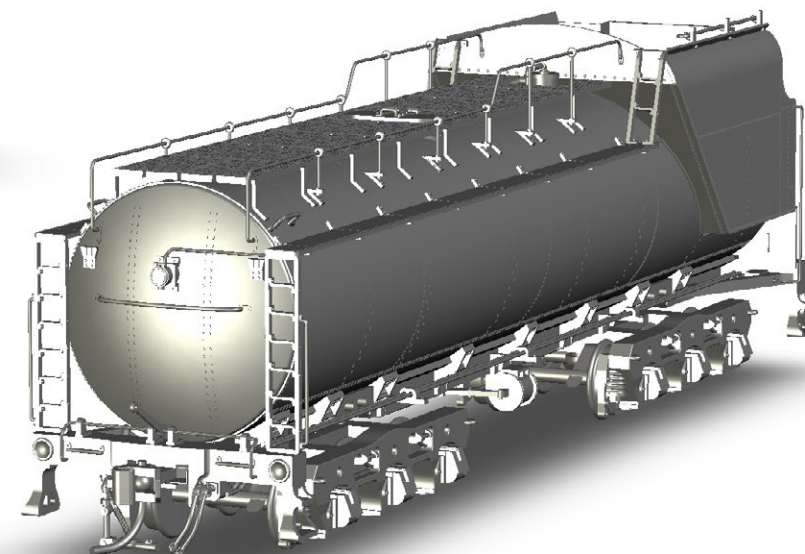
I-4-d with W-12-c Tender



I-4-c & I-4-e



I-4-f



V-1-a Vanderbilt Tender

NEW HAVEN I-5

In 1937, New Haven received ten 4-6-4 locomotives built by Baldwin. These were the last steam power the road would purchase and they were certainly the most beautiful. They featured streamlined boilers that were gloss black with stainless steel stripes and trim (aluminum paint on the tenders.) They were powered by large 80" Boxpox drivers that were ideal for the speedy Shoreline passenger trains that serviced New Haven and Boston. Many of these routes originated in, or continued to, New York via the New Haven's electrified western end. These locomotives hauled some of the most recognizable extra fare trains in railroading including the Merchants Limited, Senator and Yankee Clipper.

Broadway Limited is building the most accurate, smooth running, sound-equipped, HO New Haven I-5 Hudson ever—all made possible using our exclusive Hybrid Brass building technology!

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Synchronized Puffing Smoke with each Chuff
- Variable Puffing Smoke Intensity and Timing
- **Locomotive Composition:** Brass body with Die Cast Chassis
- **Tender Composition:** Brass body with Die Cast Chassis
- **Couplers:** Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

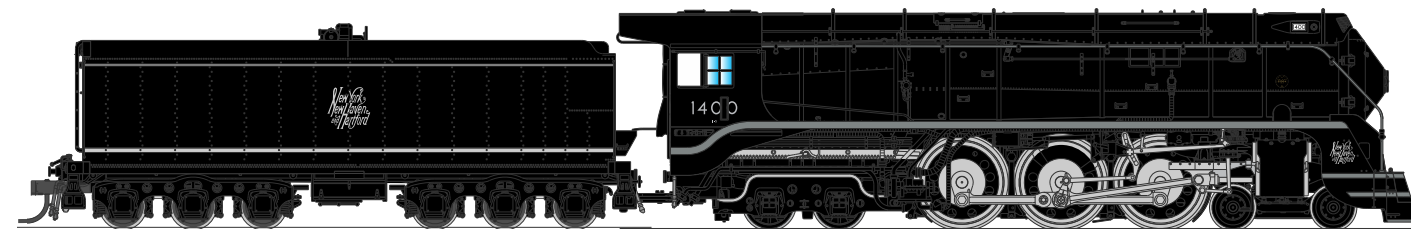
- 1622 #1404, Original Block Lettering, HO \$549.99
- 1623 #1405, Original Block Lettering, HO \$549.99
- 1624 #1400, Small Script, HO \$549.99
- 1625 #1407, Small Script, HO \$549.99
- 1626 #1403, Large Script, HO \$549.99
- 1627 #1409, Large Script, HO \$549.99
- 1628 Unlettered, HO \$549.99
- 1629 Varnished Brass, HO \$549.99



LARGE SCRIPT



ORIGINAL BLOCK LETTERING



SMALL SCRIPT

PRR S2 6-8-6 TURBINE

The world's first and only locomotive with a 6-8-6 wheel configuration was introduced in 1944. The PRR S2 direct-drive steam turbine powered locomotive was a unique experiment in motive power. Its six-wheel leading truck, eight drive wheels and six-wheel trailing truck made for a massive running platform that was quite efficient when the S2 was at speed. Originally, the S2 was to be a 4-8-4, but wartime restrictions on the usage of lighter steel alloys forced the use of heavier alloys - eventually driving the weight of the entire locomotive to need larger leading and trailing trucks.

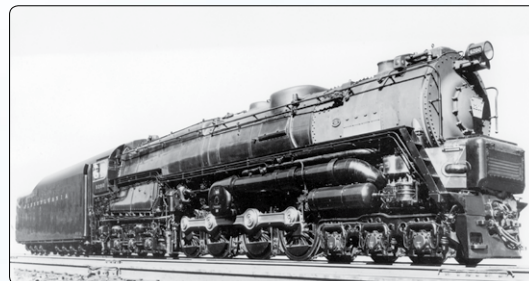
The S2 is outfitted with two steam turbines. One for each direction of travel. The large boiler sports a Belpaire firebox and the turbine's exhaust was channeled through four pipes in the smoke box. A Worthington-style feedwater heater honed the S2's efficiency further.

This iconic Pennsylvania steam locomotive is a must-have for every serious PRR steam collector. We are offering the S2 in four different ways - As Delivered (with no smoke deflectors), with Small Smoke Deflectors and with Large Smoke Deflectors. And for those who enjoy the varnished brass colored unit which truly makes each and every detail pop, that is also available in limited supply. The S2's completely unique look and mechanism makes any layout shine! Preorder today.

FEATURES

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- Factory Installed Engineer / Fireman Figures
- Synchronized Smoke with Engine Motion
- Variable Puffing Smoke Intensity and Timing
- **Locomotive Composition:** Brass body with Die Cast Chassis
- **Tender Composition:** Brass body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
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- Minimum Operating Radius: 22 in or greater

2694 #6200, As-Delivered version, HO.....	\$749.99
2695 #6200, with small smoke deflectors, HO	\$749.99
2696 #6200, with large smoke deflectors, HO	\$749.99
2697 Varnished Brass, large smoke deflectors, HO.....	\$749.99

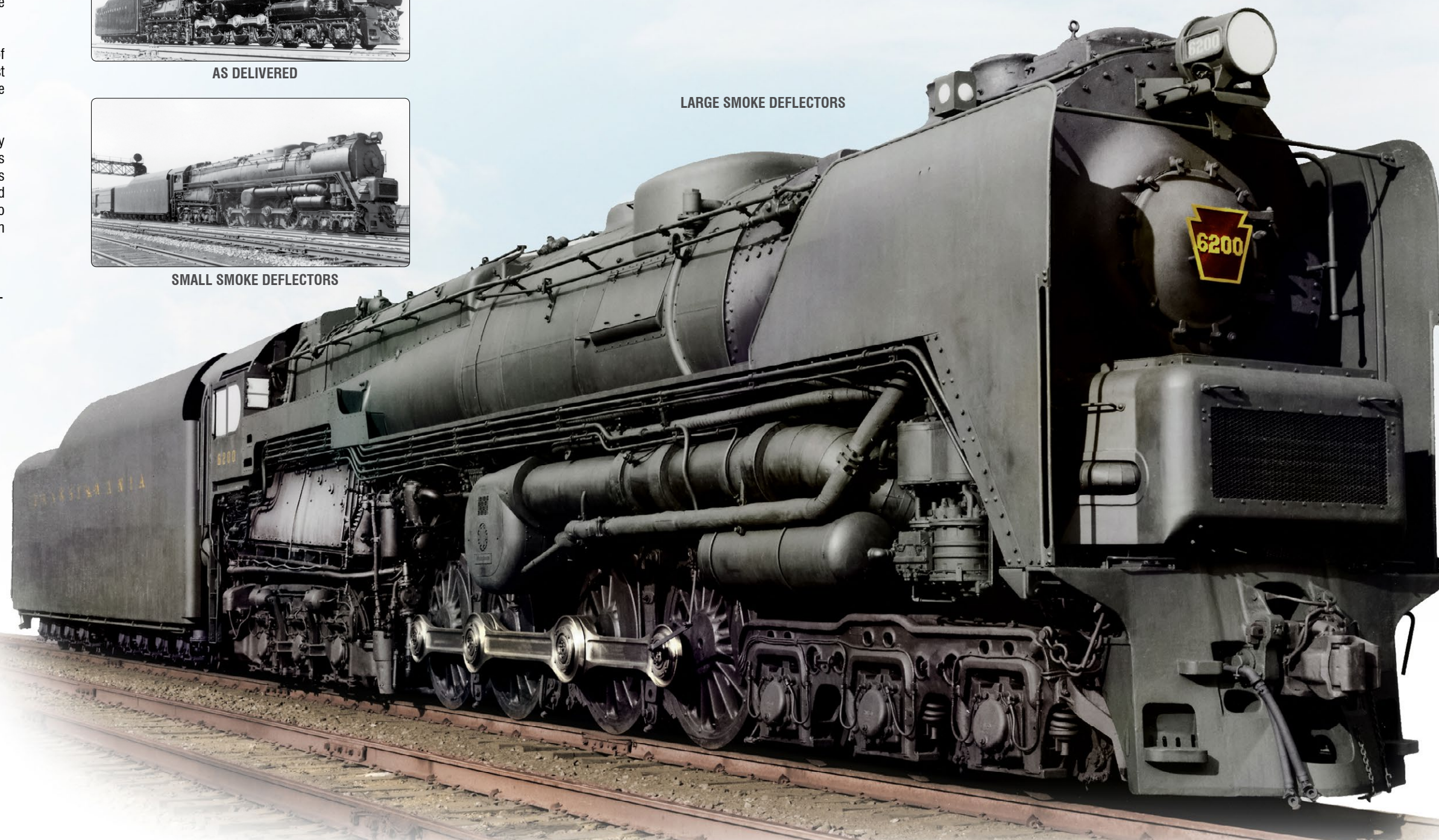


AS DELIVERED



SMALL SMOKE DEFLECTORS

LARGE SMOKE DEFLECTORS



TEXAS & PACIFIC 2-10-4

The Brass Hybrid Broadway Limited T&P 2-10-4 was researched and designed from over 300 detailed photographs of the fully restored and beautifully preserved operating T&P I-1a "Texas" 2-10-4 located in Palestine, Texas. The work – resulting in highly detailed CAD's – was "cross referenced" and "proofed" with historical photographs from several distinguished collections including Harold K. Vollrath's extensive work on the T&P before it was turned over to our master builders for execution. Our model represents this legendary locomotive "in service" circa 1948.

Built by Lima in 1927, the prototype was upgraded through the years. All upgrades to the original issue were done in the railroad's Marshall and Fort Worth, Texas shops. The "I" or "Texas" class defined T&P superpower – the mission of which was hauling long and heavy freights across the torturous grades and enormous distances of West Texas between Fort Worth and El Paso. In practice, these locomotives fit the mission perfectly and are often called the apogee of American heavy steam freight locomotive design and function.

The T&P lineage of this model is obvious and striking in that the boiler and steam jackets are painted using the actual shop formula in use through the years for the T&P's unique "Russia Iron"; the iconic "beetle browed" Elesco Feedwater heater; appropriate T&P "shields"; correct capped or flared stack; highly detailed backhead and cab interior – including engine crew; correct steam booster engine on trailing truck; correct Boxpok center drive wheels; fully lighted headlight and backup light on tender; working smoke density light; and properly designed and executed "dog house" on the massive tender. In every way imaginable, our "Texas" class locomotive is a work of art and catches perfectly the image of this major technical and operational railroad milestone and icon.

The Freedom Train "edition" represents the T&P #610 in its 1976 Freedom Train livery as it participated in the Bi-Centennial tour through Louisiana and Texas.

The Southern Railway "edition" represents the T&P #610 while on lease to the Southern functioning as power for their excursion trains during the late 1970's.

Upon return to the Texas State Railroad, it was repainted into the all black, white trim and yellow-gold livery in which it exists today.

This mammoth steamer is a T&P icon and is one of our most requested specialty locomotives. Production will be limited to the preorders we receive through our dealer network. Don't miss out. Preorder today.



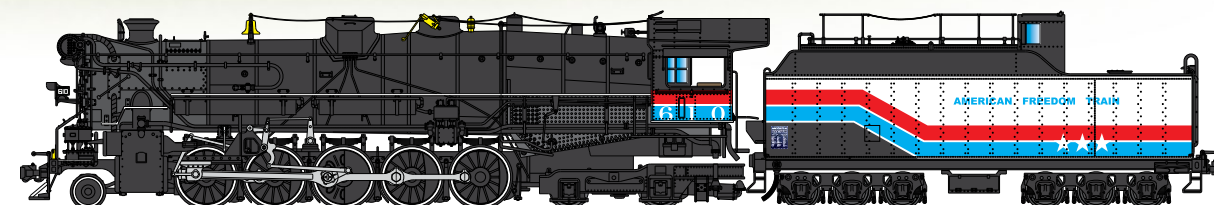
"IN SERVICE" VERSION



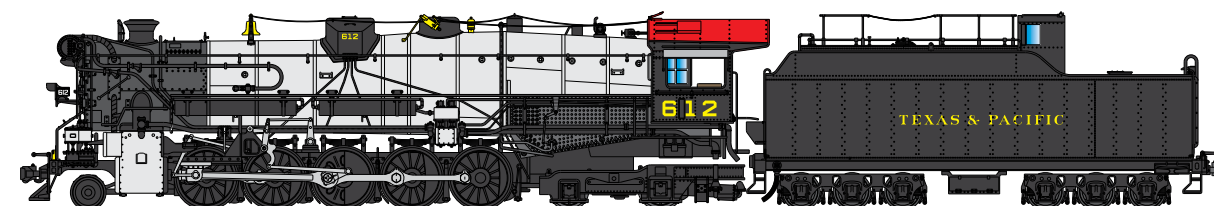
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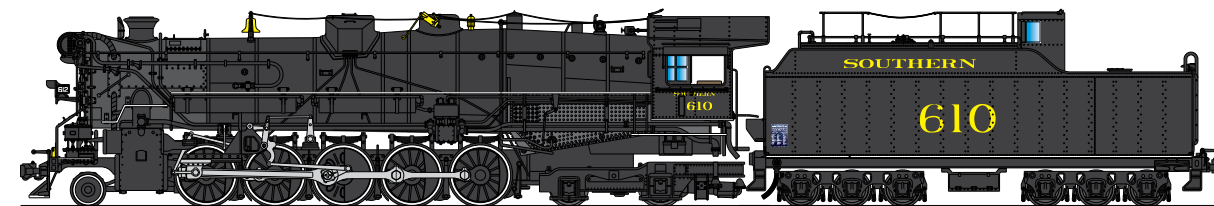
2825 #610, "In Service" Version, HO	\$749.99
2826 #612, "In Service" Version, HO	\$749.99
2827 #620, "In Service" Version, HO	\$749.99
2828 #624, "In Service" Version, HO	\$749.99
2829 Unlettered, "In Service" Version, HO	\$749.99
2830 #610, American Freedom Train version, HO	\$749.99
2831 #610, SOU Excursion Service version, HO	\$749.99
2832 Varnished Brass, HO	\$749.99



AMERICAN FREEDOM TRAIN



"IN SERVICE" VERSION



SOU EXCURSION SERVICE

UNION PACIFIC 4-12-2

The Broadway Limited Imports Brass Hybrid 4-12-2 models include locomotives from classes UP-4 and UP-5 and are detailed as the prototypes existed late in their careers. All of the locomotives feature Boxpok main drivers, an enlarged straight stack, accurate sand dome, 6 external Brewster sand traps and complete air pump plumbing. The tenders sport modernized features including a crew grip box and stoker motor box. Two models faithfully reproduce the "E-2 Nine" relocated and redesigned cab, which has never been offered on a model. Being predominantly brass in construction, details unrenderable in other materials are beautifully included on the BLI 4-12-2. BLI has worked hard to reproduce the distinctive sound of these locomotives. Superb accuracy and attention to detail, combined with the fine running qualities of BLI models and outstanding Paragon 2 DC/DCC sound make these models a must for every UP model railroad collector and operator.

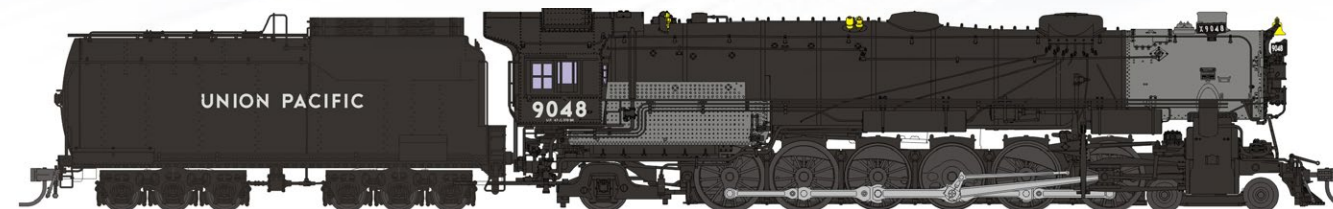
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Synchronized Puffing Smoke with each Chuff
- Variable Puffing Smoke Intensity and Timing
- **Locomotive Composition:** Brass body with Die Cast Chassis
- **Tender Composition:** Brass body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 22 in or greater

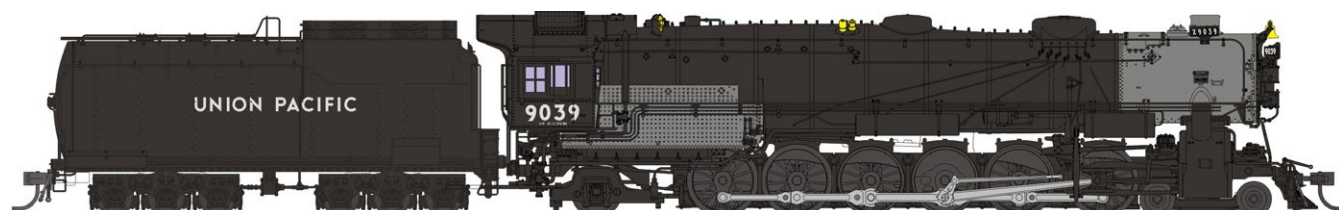
- 2060** UP-4, 4-12-2 #9039, modernized, Wilson blow down system, Boxpok main driver, 6 external sand traps, standard cab, 18,000 gallon tender, black & graphite, aluminum lettering, HO **\$699.99**
- 2061** UP-4, 4-12-2, #9048, modernized, Wilson blow down system, Boxpok main driver, 6 external sand traps, standard cab, 18,000 gallon tender, black & graphite, aluminum lettering, HO **\$699.99**
- 2062** UP-4, 4-12-2, #9035, modernized, E-2 Nine Cab, Wilson blow down system, Boxpok main driver, 6 external sand traps, 18,000 gallon tender, black & graphite, aluminum lettering, HO **\$699.99**
- 2063** UP-5, 4-12-2 #9083, modernized, "E-2 Nine" cab, Wilson blow down system, Boxpok main driver, 6 external sand traps, 18,000 gallon tender, black & graphite, aluminum lettering, HO **\$699.99**
- 2064** UP-3/4/5, 4-12-2, modernized, standard cab, Wilson blow down system, Boxpok main driver, 6 external sand traps, 18,000 gallon tender, black & graphite, UNLETTERED, HO **\$699.99**
- 2070** UP-3/4/5, 4-12-2, modernized Wilson blow down system, Boxpok main driver, 6 external sand traps, standard cab, 18,000 gallon tender, Varnished Brass, UNLETTERED, HO **\$699.99**



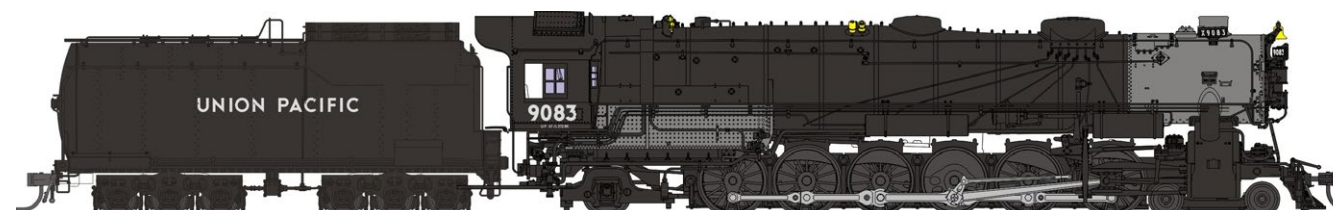
#9035 with E-2 Nine Cab



#9048 with Standard Cab



#9039 with Standard Cab



#9083 with E-2 Nine Cab

“Innovation has always been at the very heart of Broadway Limited.”

We believe innovation is what keeps America's most classic and enduring hobby alive and well -- even in today's digital age. Our in-house engineering expertise (Bob, our CEO & President is Chief Engineer) has allowed for rapid and free flow of new product and feature ideas, as well as near instantaneous assessment of the feasibility of those ideas. The result is that great ideas are fast tracked into development, rather than lost some place on the drawing board. Paragon2 is the culmination of our very best ideas for world class precision operation and sound in model trains.

NMRA compliant and compatible with the industry's leading controllers. Whether you run Lenz, CVP's EZ DCC, Digitrax, NCE or anything in between, Paragon2 locomotives will run with it beautifully. Paragon2 unleashes the features long hidden in your controller, such as quillable whistle with NCE and Digitrax DT400 and dozens of sound and operational functions mappable to the 28 NMRA defined functions.

Extreme slow speed control in DC and DCC. Whether operating in DCC or with any DC transformer, Paragon2 equipped locomotives will maintain speeds as low as 1/2 scale MPH, even pulling a load, up and down hills, around curves and through turnouts utilizing the latest and most precise back EMF algorithms.

Optimally designed acoustic chambers provide the best sound reproduction of the real prototype you have ever heard. Even in N scale!

Paragon2 is the best sound and control system Broadway has to offer and we put it into the best locomotives available in the hobby today. Features like road specific paint schemes and details, synchronized puffing smoke, full cab interiors with engineer and fireman figures, window glazing, cab lights, opening roof hatches, coal loads made from real coal crushed to scale sized lumps, engineer radio conversations recorded from the radios of real locomotives. These are not toys, these are scale models for discriminating hobbyists like you.

Throughout this product guide, when you see products with the Paragon2 logo, you'll find the great features mentioned below:

STEAM LOCO OVERVIEW

- Painstakingly researched for design accuracy, decoration and functionality
- ABS, Die Cast or Brass Body construction mated to Die Cast Chassis and Drive Train (see each prototype's section for details)
- Designed for maximum possible weight for the best traction
- Equipped with Traction Tires
- Integral Paragon2 DCC Decoder with Back EMF for Industry-Best Slow Speed Operation in DC and DCC
- Mechanically Synchronized Smoke & Chuff with On/Off (on most steams) with variable puffing smoke intensity and timing with load
- Precision Drive Mechanism engineered for continuous heavy load towing and smooth slow speed operation
- High Quality Fly-Wheel Equipped Can Motor(s)
- Premium Caliber Painting with Authentic Paint Schemes
- Prototypical Light Operation with Golden White LED Headlight and Rear-facing Light, if applicable
- Operating Knuckle Couplers (Kadee® or compatible)
- Factory Installed Engineer and Firemen Figures (on most models)
- The finest steam locomotive detail available on the market today

DIESEL LOCO OVERVIEW

- Painstakingly researched for design accuracy, decoration and functionality
- ABS Body construction mated to Die Cast Chassis and Drive Train
- Designed for maximum possible weight for the best traction
- Integral Paragon2 DCC Decoder with Back EMF for Industry-Best Slow Speed Operation in DC and DCC
- Precision Drive Mechanism engineered for continuous heavy load towing and smooth slow speed operation
- High Quality Fly-Wheel Equipped Can Motor(s)
- Premium Caliber Painting with Authentic Paint Schemes
- Prototypical Light Operation with Golden White LED Headlight and Rear-facing Light, Ditch Lights and Mars Lights where applicable
- Trainphone Antennas where applicable
- Operating Knuckle Couplers (Kadee® or compatible)
- Factory Installed Engineer and Firemen Figures (on most models)
- The finest diesel locomotive detail available on the market today



STEAM SOUND SYSTEM

- Operates in DC & DCC (use DC Master for DC Sound activation)
- Auto Pilot (ATS) - Records and plays back sound and movement for automatic operation (Macro Operation)
- 16-bit Sample Rate for exceptional high frequency sound clarity
- Playback Whistle for multiple whistle lengths and patterns
- Choice of 3 selectable Whistles
- Alternate Whistle / Horn where applicable for locos with air horn & steam whistle - both the main whistle & alternate can be easily played
- Adjustable bell ringing interval for faster or slower bell
- Numerous user-mappable functions with available keys
- Johnson Bar Sound at Direction Change (when applicable)
- Passenger Station Ambient Sounds - Controlled with Function Key
- Freight Yard Ambient Sounds - Controlled with Function Key
- Lumber Yard Ambient Sounds - Controlled with Function Key
- Crew Radio Communications - Controlled with Function Key
- Maintenance Yard Ambient Sounds - Controlled with Function Key
- Demo Mode for display and demonstrations
- Grade Crossing Automatic Signal
- Simple Programming with Integral DCC Decoder
- Automatic Forward / Reverse Signal - When activated, stopping triggers and stop whistle toot. When moving forward from a stopped position, toots twice. When moving in reverse, toots three times.
- Chuff sound intensity varies with load
- Individually adjustable sound volumes for each sound effect
- EZ Reset Button for quick return to factory default settings

DIESEL SOUND SYSTEM

- Operates in DC & DCC (use DC Master for DC Sound activation)
- Auto Pilot (ATS) - Records and plays back sound and movement for automatic operation (Macro Operation)
- 16-bit Sample Rate for exceptional high frequency sound clarity
- Playback Horn for multiple horn lengths and patterns
- Choice of 3 selectable Horns
- Adjustable bell ringing interval for faster or slower bell
- Numerous user-mappable functions with available keys
- Passenger Station Ambient Sounds - Controlled with Function Key
- Freight Yard Ambient Sounds - Controlled with Function Key
- Lumber Yard Ambient Sounds - Controlled with Function Key
- Crew Radio Communications - Controlled with Function Key
- Maintenance Yard Ambient Sounds - Controlled with Function Key
- Demo Mode for display and demonstrations
- Grade Crossing Automatic Signal
- 8 Diesel Motor Revs (when applicable)
- Pre-Motion Diesel Rev-Up function to simulate loaded startup
- Simple Programming with Integral DCC Decoder
- Automatic Forward / Reverse Signal - When activated, stopping triggers and stop whistle toot. When moving forward from a stopped position, toots twice. When moving in reverse, toots three times.
- Engine sound intensity varies with load
- Individually adjustable sound volumes for each sound effect
- EZ Reset Button for quick return to factory default settings

2-8-0 CONSOLIDATION

Known as a highly efficient replacement for the 2-6-0 Mogul- it could move trains twice as heavy at a fraction of the cost - the 2-8-0 Consolidation was a mainstay on railroads all over the world.

Although only a handful of railroads bought Consolidations when Baldwin first introduced them, substantial credence was given to the design when the Pennsy made it their staple freight hauler in 1875. Over 33,000 2-8-0 locomotives were built in the US. 12,000 of them were exported. That left 21,000 of these classic steamers to do their work Stateside.

Broadway Limited is pleased to bring Consolidations painted for many of the classic railroads in US History. Its compact wheel base and die cast construction makes this a real treat for steam enthusiasts who seek a high quality model with cutting edge detail and design that will run on smaller radius curves.

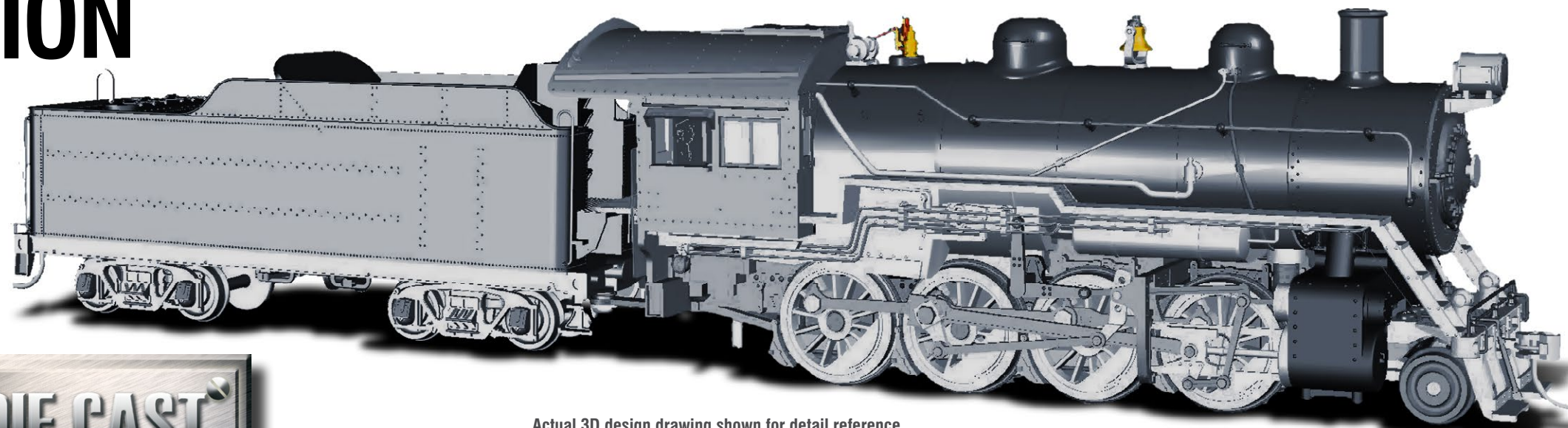
Production is built to order. Preorder with your dealer today!

FEATURES

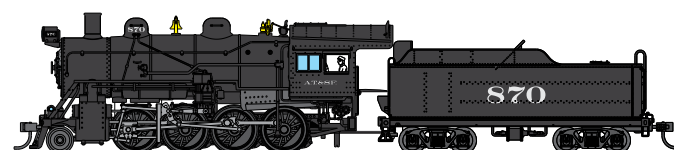
- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Synchronized Puffing Smoke with each Chuff
- Variable Puffing Smoke Intensity and Timing
- **Locomotive Composition:** Die Cast body with Die Cast Chassis
- **Tender Composition:** ABS Body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

2785 2-8-0, ATSF #870, HO (NP)	\$449.99
2786 2-8-0, ATSF #874, HO (NP)	\$449.99
2787 2-8-0, B&O #2550, HO (NP)	\$449.99
2788 2-8-0, B&O #2556, HO (NP)	\$449.99
2789 2-8-0, D&RGW #1185, HO (NP).....	\$449.99
2790 2-8-0, D&RGW #1188, HO (NP).....	\$449.99
2791 2-8-0, Grand Canyon RR #29, HO (NP).....	\$449.99
2792 2-8-0, GN #1141, HO (NP).....	\$449.99
2793 2-8-0, GN #1147, HO (NP).....	\$449.99
2794 2-8-0, NKP #455, HO (NP).....	\$449.99
2795 2-8-0, NKP #458, HO (NP).....	\$449.99
2796 2-8-0, NYC #1183, HO (NP).....	\$449.99
2797 2-8-0, NYC #1199, HO (NP).....	\$449.99
2798 2-8-0, OHCR #13, HO (NP).....	\$449.99
2799 2-8-0, SOU Standard Freight Service Version, HO (NP)	\$449.99
2800 2-8-0, SOU #722, Green Excursion Service Version, HO (NP)	\$449.99
2801 2-8-0, UP #616, sublettered for OSL, HO (NP).....	\$449.99
2802 2-8-0, UP #618, sublettered for OSL, HO (NP).....	\$449.99
2803 2-8-0, Unlettered, HO (NP).....	\$449.99

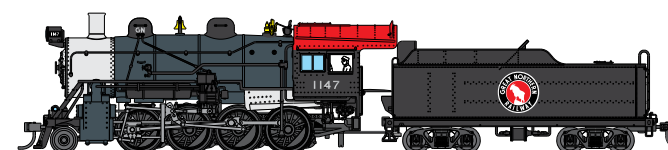
* - Refer to page 82 for more information on the NP notation.



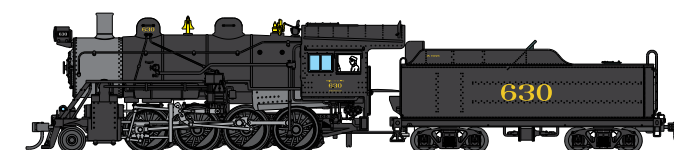
Actual 3D design drawing shown for detail reference



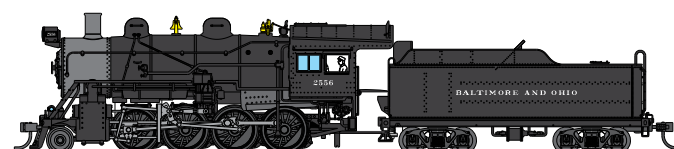
ATSF



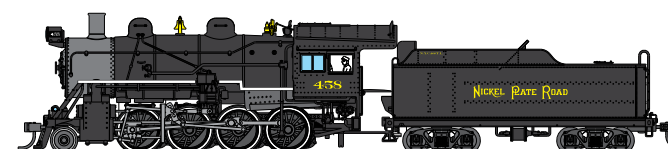
GN



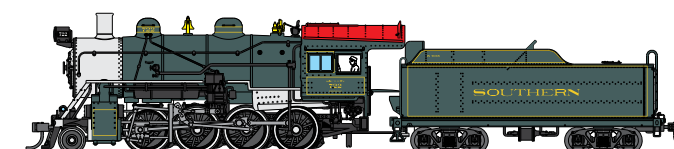
SOU STANDARD FREIGHT



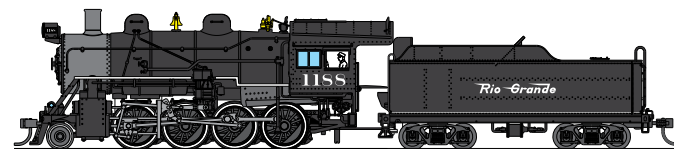
B&O



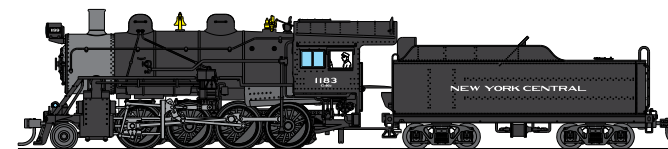
NKP



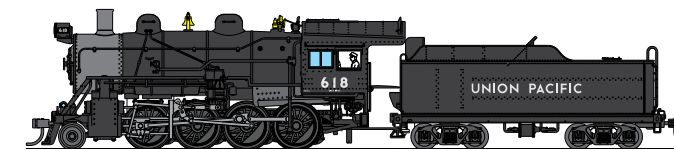
SOU GREEN EXCURSION



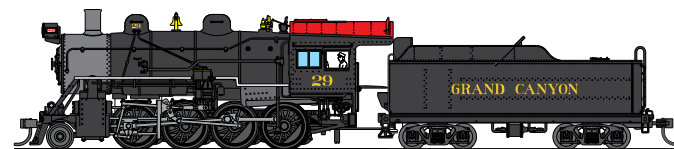
D&RGW



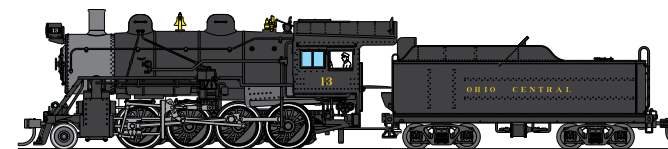
NYC



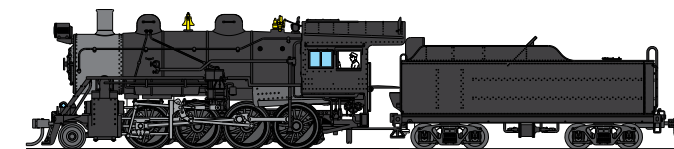
UP



GRAND CANYON



OHCR



UNLETTERED

4-6-2 PACIFIC

The Pacific-type locomotive evolved as the need for power and speed increased. The USRA design improvements include:

- 4-wheel leading truck for stability at higher speeds
- 6 drivers for pulling power and speed
- 2-wheel trailing truck to support a larger firebox

The USRA designation for light and heavy locomotives was a function of the track's ability to withstand weight. Excessive axle weight could damage the rails, loosen fastenings and also cause damage to the locomotive. Thus the USRA deemed a maximum of 54,000 pounds per axle as a light locomotive.

The USRA Light Pacific:

- Weight 277,000 lbs
- 54,000 pounds per axle
- 73 inch driver diameter
- Boiler pressure of 200lb/in²
- Tractive force of 40,700 pounds

The USRA Heavy Pacific:

- Weight 306,000 lbs
- 60,000 pounds per axle
- 79 inch driver diameter
- Boiler pressure of 200lb/in²
- Tractive force of 43,900 pounds

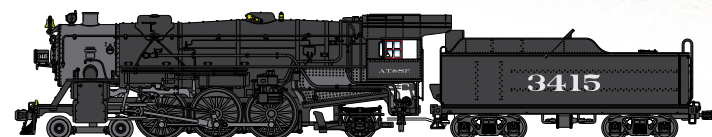
The United States Railway Administration (USRA) was established in 1917 to better coordinate the nation's railroads for the war effort. Standardization of plans and parts for locomotives and rolling stock were instrumental for the war effort.

FEATURES

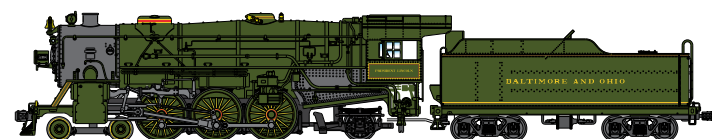
- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Tender Composition:** ABS Body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

2920 Heavy 4-6-2, ATSF #3415, HO (NP)	\$349.99
2921 Heavy 4-6-2, ATSF #3416, HO (NP)	\$349.99
2922 Heavy 4-6-2, B&O #5302, President Jefferson, HO (NP)	\$349.99
2923 Heavy 4-6-2, B&O #5314, President Lincoln, HO (NP)	\$349.99
1142 Heavy 4-6-2, Unlettered, HO (NP)	\$349.99
2926 Light 4-6-2, B&A #502, HO (NP)	\$349.99
2927 Light 4-6-2, B&A #501, HO (NP)	\$349.99
2928 Light 4-6-2, CN #5302, HO (NP)	\$349.99
2929 Light 4-6-2, CN #5296, HO (NP)	\$349.99
2930 Light 4-6-2, MILW #171 "Chippewa", HO (NP)	\$349.99
2931 Light 4-6-2, MILW #155, HO (NP)	\$349.99
2932 Light 4-6-2, MKT #407, HO (NP)	\$349.99
2933 Light 4-6-2, MKT #406, HO (NP)	\$349.99
2934 Light 4-6-2, NdeM #154, HO (NP)	\$349.99
2935 Light 4-6-2, NdeM #130, HO (NP)	\$349.99
2936 Light 4-6-2, NYC 4552, HO (NP)	\$349.99
2937 Light 4-6-2, NYC 4550, HO (NP)	\$349.99
2938 Light 4-6-2, WAB #696, HO (NP)	\$349.99
2939 Light 4-6-2, WAB #660, HO (NP)	\$349.99
1079 Light 4-6-2, Unlettered, HO (NP)	\$349.99

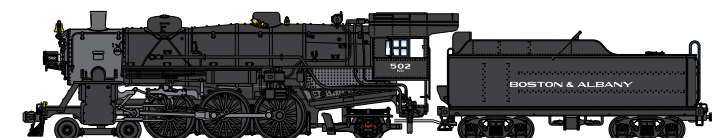
* - Refer to page 82 for more information on the NP notation.



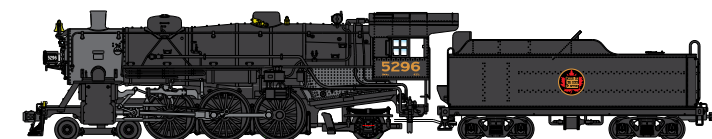
HEAVY ATSF



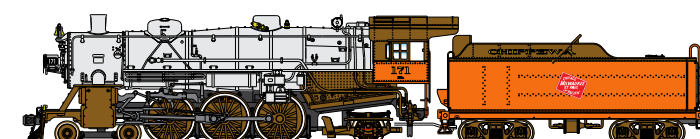
HEAVY B&O PRESIDENT JEFFERSON



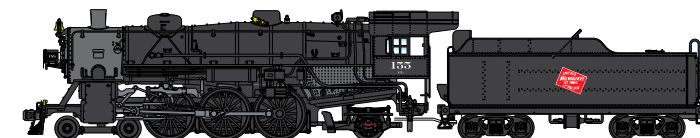
LIGHT B&A



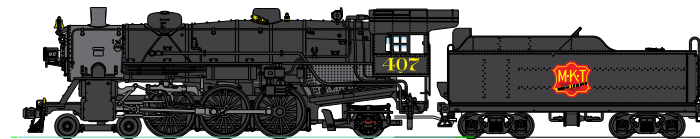
LIGHT CN



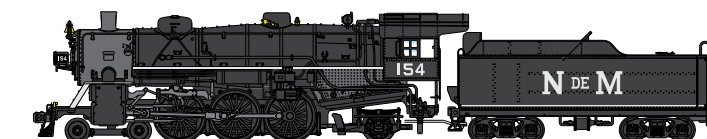
LIGHT MILW CHIPPEWA



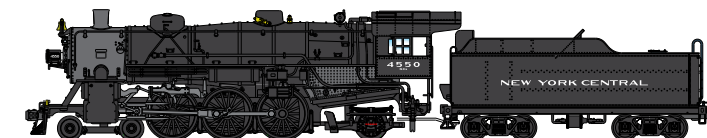
LIGHT MILW



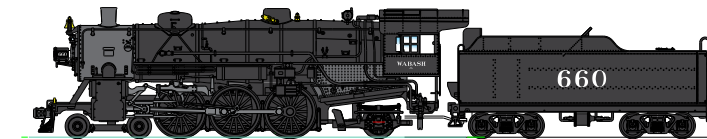
LIGHT MKT



LIGHT NdeM



LIGHT NYC



LIGHT WAB

ATSF 2-10-2 MODERNIZED

The 2-10-2 wheel arrangement, called the "Santa Fe" type, got its name because the AT&SF had such a large fleet of them – about 250 locomotives. The 3800 Class, built by Baldwin, were the largest 2-10-2's on the railroad. The locomotives were an improvement on the 2-10-0 Decapods – the trailing truck was added to help guide the engine in reverse.

BLI's original ATSF 2-10-2's modeled the 1930's version. Our Modernized Version locomotives will model this beauty as she appeared in the late 1940's and 50's. This modern 2-10-2 is most readily distinguished by its extended cab, raised running boards, drifting valve gear, and LFM disc main driver.

We are offering two types of the Modernized ATSF 2-10-2. One commonly used for switching has the switching pilot on the front, a large headlight on the rear of the tender roof, and a footboard pilot on the rear of the tender. This locomotive was commonly seen at the Valley Division north of Bakersfield, and in LA for the Cajon Pass. Our second type is the road unit – this locomotive has the road pilot, a regular back-up light on the rear, and does not have the footboard pilot on the tender rear. Our models are specifically of engines used on Cajon, in Albuquerque, and on the Plains in Texas.

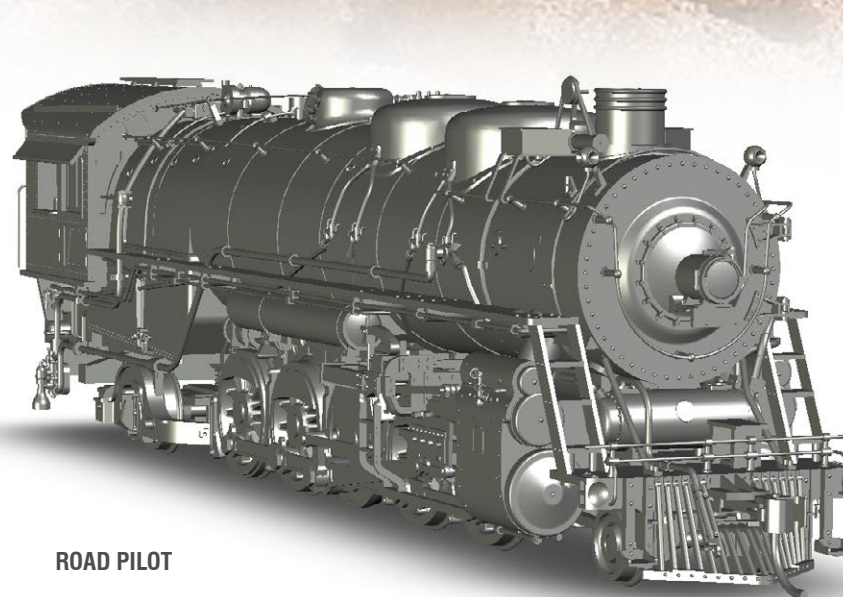
FEATURES

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- Variable Puffing Smoke Intensity and Timing
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- **Tender Composition:** ABS Body with Die Cast Chassis
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- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 22 in or greater

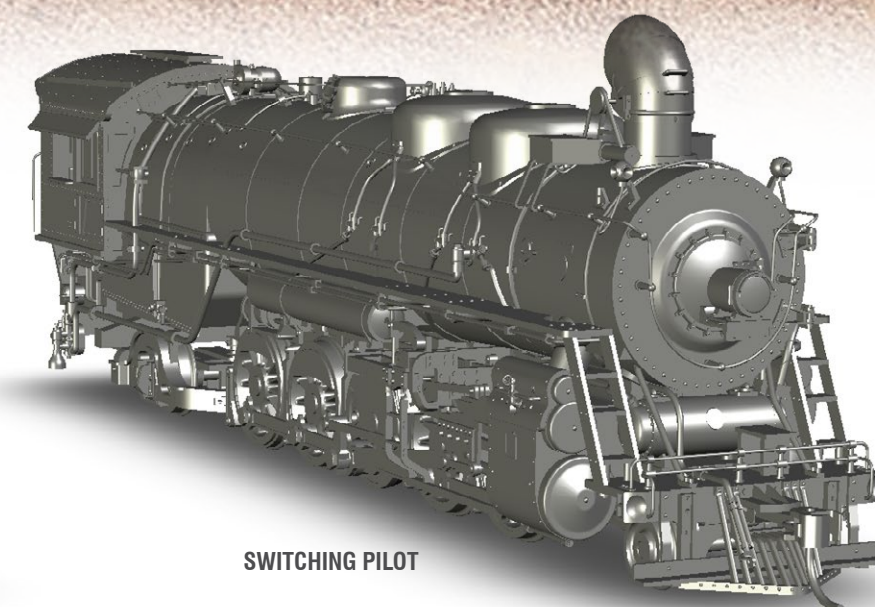
- 2191 #3869, Modernized Version w/ switching pilot and tender, HO.....\$399.99
- 2192 #3880, Modernized Version w/ switching pilot and tender, HO.....\$399.99
- 2193 #3857, Modernized Version w/ road pilot and tender, HO.....\$399.99
- 2194 #3886, Modernized Version w/ road pilot and tender, HO.....\$399.99
- 2195 #3851, Modernized Version w/ switching pilot and tender, HO.....\$399.99
- 2196 #3866, Modernized Version w/ switching pilot and tender, HO.....\$399.99
- 2197 #3888, Modernized Version w/ road pilot and tender, HO.....\$399.99
- 2198 #3890, Modernized Version w/ road pilot and tender, HO.....\$399.99
- 2199 Unlettered, Modernized Version w/ switching pilot and tender, HO.....\$399.99
- 2200 Unlettered, Modernized Version w/ road pilot and tender, HO.....\$399.99



ROAD PILOT AND TENDER



ROAD PILOT



SWITCHING PILOT

PRR H10s 2-8-0

Pennsy's H class locomotives were of the consolidation type. These 2-8-0 mighty mites measured just under 66 feet with the locomotive and tender combined! The H locos may have been small in size but certainly not small in quantities. PRR built over 1,500 units.

First built in 1907 with the signature Pennsy Belpaire firebox, the H class locomotives were still in service until 1957 when the Pennsy ended all steam locomotive operations. Amazing!

PRR and BLI are nearly synonymous in HO steam locomotive modeling. We combine the tireless work of our dedicated researchers, the finest train toolmakers in the world and incredibly talented mechanical and sound engineers to produce the locomotives that Pennsy fans have come to love. We love what we do!

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
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- Variable Puffing Smoke Intensity and Timing
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- **Tender Composition:** ABS Body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

- 2320 PRR H10s 2-8-0, #8022, w/ 80F81 Lines West Tender, HO \$449.99
- 2321 PRR H10s 2-8-0, #8304, w/ 80F81 Lines West Tender, HO \$449.99
- 2322 PRR H10s 2-8-0, #8421, w/ 80F81 Lines West Tender, HO \$449.99
- 2323 PRR H10s 2-8-0, #9915, w/ 80F81 Lines West Tender, HO \$449.99
- 2324 PRR H10s 2-8-0, Unlettered, w/ 80F81 Lines West Tender, HO \$449.99

- 2325 LIRR H10s 2-8-0, #108, w/ 80F81 Lines West Tender, HO \$449.99
- 2326 LIRR H10s 2-8-0, #110, w/ 80F81 Lines West Tender, HO \$449.99

- 2836 PRR H10s 2-8-0, #8014, w/ 90F82 Lines East Tender, HO \$449.99
- 2837 PRR H10s 2-8-0, #8259, w/ 90F82 Lines East Tender, HO \$449.99
- 2838 PRR H10s 2-8-0, #9422, w/ 90F82 Lines East Tender, HO \$449.99
- 2839 PRR H10s 2-8-0, Unlettered, w/ 90F82 Lines East Tender, HO \$449.99



#8022 with 80F81 Lines West Tender



with LIGHTED MARKER LIGHTS! ▾ ▸



LONG ISLAND SCHEME



LIGHTED CAB INTERIOR (PREPRODUCTION SAMPLE SHOWN)



#8014 with 90F82 Lines East Tender



#8022 with Lines West Tender

USRA HEAVY MIKADO

There were 233 original USRA Heavy 2-8-2's built plus another 957 copies, covering 23 railroads. There were 625 original USRA Light 2-8-2's and 641 copies. They were extremely successful designs, indeed.

The USRA heavy 2-8-2's used pretty much the same running gear as the light 2-8-2's, but the boilers were 10 inches larger in diameter and they had larger cylinders as well. Tractive effort was about 10% higher for the heavy 2-8-2's.

BLI's models follow the as-delivered design very closely. And in most instances, there will be two locomotive numbers offered for each railroad, plus a painted model without any lettering.

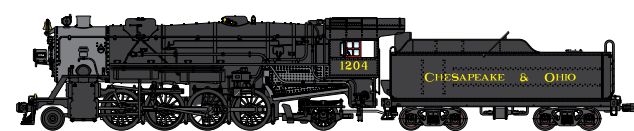
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Tender Composition:** ABS Body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

2880 C&O #1181, HO.....	\$349.99
2881 C&O #1205, HO.....	\$349.99
2882 GN #3204, HO.....	\$349.99
2883 GN #3207, HO.....	\$349.99
2884 L&N #1760, HO.....	\$349.99
2885 L&N #1762, HO.....	\$349.99
2886 MILW #8635, HO.....	\$349.99
2887 MILW #8639, HO.....	\$349.99
2888 NH #3102, HO.....	\$349.99
2889 NH #3107, HO.....	\$349.99
2890 NYC #9592, HO.....	\$349.99
2891 NYC #9594, HO.....	\$349.99
2892 NKP #685, HO.....	\$349.99
2893 NKP #687, HO.....	\$349.99
2894 WAB #2732, HO.....	\$349.99
2895 WAB #2742, HO.....	\$349.99
2896 MOPAC #1422, HO.....	\$349.99
2897 MOPAC #1430, HO.....	\$349.99
2164 Unlettered/Unnumbered, HO.....	\$349.99



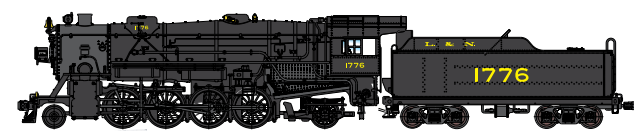
MOPAC



C&O



GN



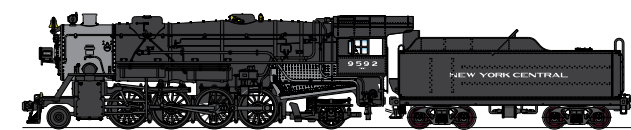
L&N



MILW



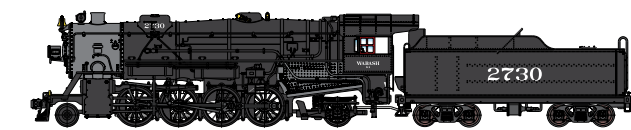
NH



NYC



NKP



WAB

USRA LIGHT MIKADO

There were 233 original USRA Heavy 2-8-2's built plus another 957 copies, covering 23 railroads. There were 625 original USRA Light 2-8-2's and 641 copies. They were extremely successful designs, indeed.

The USRA heavy 2-8-2's used pretty much the same running gear as the light 2-8-2's, but the boilers were 10 inches larger in diameter and they had larger cylinders as well. Tractive effort was about 10% higher for the heavy 2-8-2's.

BLI's models follow the as-delivered design very closely. And in most instances, there will be two locomotive numbers offered for each railroad, plus a painted model without any lettering.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Tender Composition:** ABS Body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

2900 ATSF #3135, HO	\$349.99
2901 ATSF #3141, HO	\$349.99
2902 C&E #1925, HO	\$349.99
2903 C&E #1935, HO	\$349.99
2904 CN #3717, HO	\$349.99
2905 CN #3724, HO	\$349.99
2906 GTW #455, HO	\$349.99
2907 GTW #461, HO	\$349.99
2908 PRR #9627, HO	\$349.99
2909 PRR #9630, HO	\$349.99
2910 CRI&P (Rock Island) #2300, HO	\$349.99
2911 CRI&P (Rock Island) #2308, HO	\$349.99
2912 SOU #4501, Excursion Service, HO	\$349.99
2913 SOU #4759, Freight Service, HO	\$349.99
2914 UP #2481, HO	\$349.99
2915 UP #2489, HO	\$349.99
2182 Unlettered/Unnumbered, HO	\$349.99



ATSF



C&E



CN



GTW



PRR



UP



CRI&P



SOUTHERN

ALCO RSD-15 / RSD-7

The ALCO RSD-15s were built between 1956 and 1960 in Schenectady, New York. Rated at 2,400 horsepower these versatile locomotives were known as a "Jack of all trades" as they were suited for main-line freight as well as passenger service. They also saw duty as yard switchers!

Railroads could order the RSD-15 with either a high or low front hood. The low hood versions quickly donned the nickname of ...Alligators...

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

2980 RSD-15, ATSF #806, Zebra Stripes Santa Fe, HO.....	\$279.99
2981 RSD-15, ATSF #810, Zebra Stripes Santa Fe, HO.....	\$279.99
2982 RSD-15, ATSF #9838, Yellow Bonnet Scheme, HO.....	\$279.99
2983 RSD-15, ATSF #9840, Yellow Bonnet Scheme, HO.....	\$279.99
2984 RSD-7, C&O #6801, Blue & Yellow Scheme, HO.....	\$279.99
2985 RSD-7, C&O #6802, Blue & Yellow Scheme, HO.....	\$279.99
2986 RSD-15, PRR #8611, Brunswick Green, HO.....	\$279.99
2987 RSD-15, PRR #8612, Brunswick Green, HO.....	\$279.99
2988 RSD-15, PC #6811, Black w/ White Lettering, HO.....	\$279.99
2989 RSD-15, PC #6814, Black w/ White Lettering, HO.....	\$279.99
2990 RSD-15, Quebec Cartier Mining #95, Black & Orange Scheme, HO.....	\$279.99
2433 RSD-15, SP #250, Bloody Nose Scheme, HO.....	\$279.99
2434 RSD-15, SP #251, Bloody Nose Scheme, HO.....	\$279.99
2991 RSD-15, Squaw Creek #9842, Yellow w/ Red Lettering, HO.....	\$279.99
2992 RSD-15, Squaw Creek #9843, Yellow w/ Red Lettering, HO.....	\$279.99
2993 RSD-15, Utah Railway #401, Blue & Yellow Scheme, HO.....	\$279.99
2994 RSD-15, Utah Railway #402, Blue & Yellow Scheme, HO.....	\$279.99
2435 RSD-15, Unpainted, High Nose, HO.....	\$279.99
2436 RSD-15, Unpainted, Low Nose, HO.....	\$279.99



ATSF YELLOW BONNET



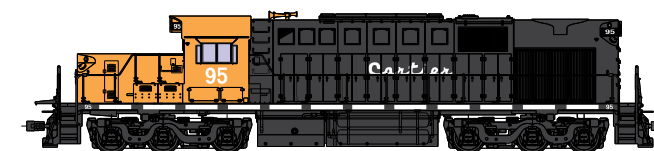
C&O



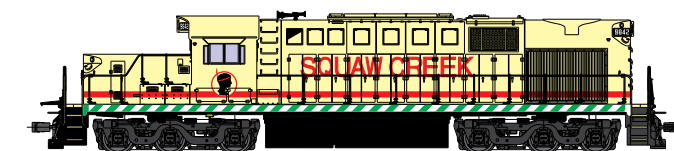
PRR



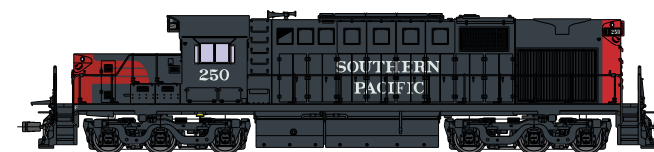
PC



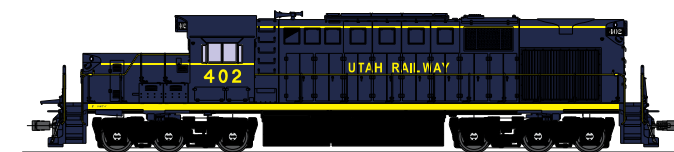
QUEBEC CARTIER MINING



SQUAW CREEK



SP



UTAH RAILWAY

BALDWIN SHARKNOSE

Baldwin's RF-16 Sharknose diesels' distinctive contours were inspired by Pennsy's T1 class steam locomotive and certainly appear related to the GG1. Known as excellent "luggers," the Sharks saw service hauling heavy ore and coal drags.

The RF-16 Shark beat the F7 with 100 additional horsepower and tied the FA2 with 1600 horsepower.

Contrary to many reports, Baldwin diesels could be run in MU operation with diesels built by other makers if the units were ordered with the proper MU equipment from the Baldwin catalog.

There are two surviving Sharks owned by the Escanaba and Lake Superior Railroad.

DID YOU KNOW? Not even the most expensive of brass models have accurately modeled the Sharknose's unique front end profile. BLI's Sharknose is properly modeled with the correct front end profile—an industry first.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

P120 PRR BF-16 A/B set, #2004-A/2004-B, Brunswick Green, 5-Stripe, with Antenna, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit, HO	\$399.99
P121 PRR BF-16 A/B set, #2008-A/2008-B, Brunswick Green, 5-Stripe, with Antenna, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit, HO	\$399.99
P122 PRR BF-16 A, #2007-A, Brunswick Green, 5-Stripe, with Antenna Paragon2 Sound/DC/DCC	\$279.99
P123 PRR BF-16 B, #2002-B, Brunswick Green, 5-Stripe Paragon2 Sound/DC/DCC	\$279.99
P124 B&O RF-16 A/B set, #851A/851X, Blue/Gray/Gold, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit.....	\$399.99
P125 B&O RF-16 A/B set, #853A/853X, Blue/Gray/Gold, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit	\$399.99
P126 B&O RF-16 A, Blue/Gray/Gold, #857A Paragon2 Sound/DC/DCC	\$279.99
P127 B&O RF-16 B, Blue/Gray/Gold, #857X Paragon2 Sound/DC/DCC	\$279.99
P128 NYC RF-16 A/B set, #3804/3706, Cigar Band, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit, HO.....	\$399.99
P129 NYC RF-16 A/B set, #3808/3704, Cigar Band, A-unit Paragon2 Sound/DC/DCC, Unpowered B-unit, HO	\$399.99
P130 NYC RF-16 A, #3810, Cigar Band Paragon2 Sound/DC/DCC	\$279.99
P131 NYC RF-16 B, #3705, Cigar Band Paragon2 Sound/DC/DCC	\$279.99
P132 BF-16 A, Unpainted, PRR Type Tall nose door, Antenna Paragon2 Sound/DC/DCC	\$279.99
P135 RF-16 B, Unpainted Paragon2 Sound/DC/DCC.....	\$279.99
P230 D&H RF-16 A, #1205, Blue Warbonnet Paragon2 Sound/DC/DCC	\$279.99
P231 D&H RF-16 A, #1216, Blue Warbonnet Paragon2 Sound/DC/DCC.....	\$279.99



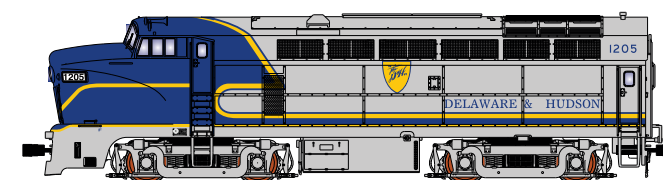
NYC CIGAR BAND



B&O



PRR BRUNSWICK GREEN
(Preproduction Sample Model Shown)



D&H



EMD E6

EMD built the E-Units between 1937 through 1963. Originally the name E unit referred to the fact that these units boasted of eighteen hundred horsepower. This designation remained throughout the E unit production even though later models incorporated higher horsepower ratings.

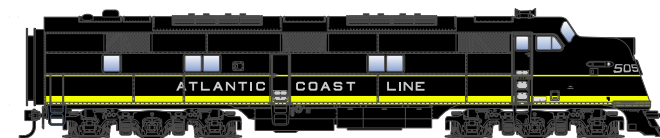
Due to the technology of the time, E units like many locomotives used multiple units to achieve the required power. EMD offered cabled units called B or booster units. Some railroads ordered AB, ABB or ABA units depending on power needs.

E6's were manufactured by EMD in La Grange, Illinois, between the years 1939 and 1941. To achieve 2,000 horsepower, EMD combined two 1,000 horsepower, 12 cylinder, model 567 engines inside of the engine compartment.

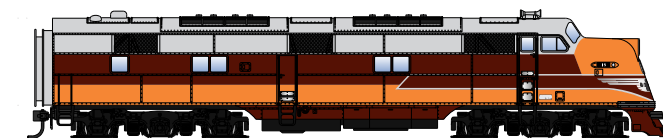
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

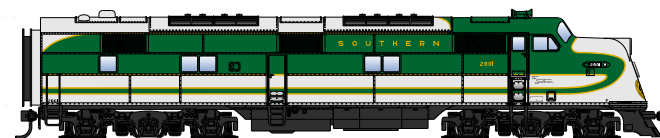
- | | |
|--|-----------------|
| 3270 EMD E6 A/B Set, ATSF #15L/#15A, Warbonnet Scheme, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, HO | \$399.99 |
| 3271 EMD E6 A/B Set, ACL #505/751, Black w/ Yellow, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, HO..... | \$399.99 |
| 3272 EMD E6 A/B Set, SOU #2801/2950, Grn & White "Southerner" Scheme, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, HO | \$399.99 |
| 3273 EMD E6 A/B Set, UP-C&NW #LA-4/LA-5, City of Los Angeles, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, HO | \$399.99 |
| 3274 EMD E6A, ATSF #13L, Warbonnet Scheme, HO..... | \$289.99 |
| 3275 EMD E6B, ATSF #13A, Warbonnet Scheme, HO | \$249.99 |
| 3276 EMD E6A, Rock Island #628, Rocket Scheme, HO | \$289.99 |
| 3277 EMD E6A, Rock Island #630, Rocket Scheme, HO | \$289.99 |
| 3278 EMD E6A, L&N #452A, As-Delivered Scheme, HO | \$289.99 |
| 3279 EMD E6A, L&N #454A, As-Delivered Scheme, HO | \$289.99 |
| 3280 EMD E6A, MILW #15A, Second Hiawatha Scheme, HO | \$289.99 |
| 3281 EMD E6A, MILW #15B, Second Hiawatha Scheme, HO | \$289.99 |
| 3282 EMD E6B, UP-C&NW #LA-6, City of Los Angeles, HO | \$249.99 |
| 2347 E6A, Unpainted, Dual headlight, HO..... | \$289.99 |
| 2348 E6B, Unpainted, HO | \$249.99 |



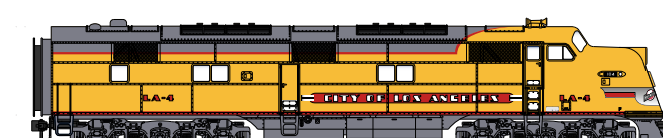
ACL



MILW



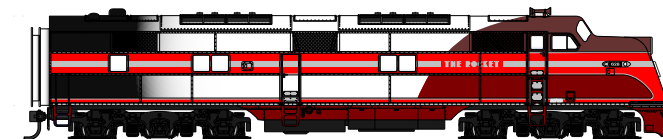
SOU



UP



L&N



ROCK ISLAND



EMD E7

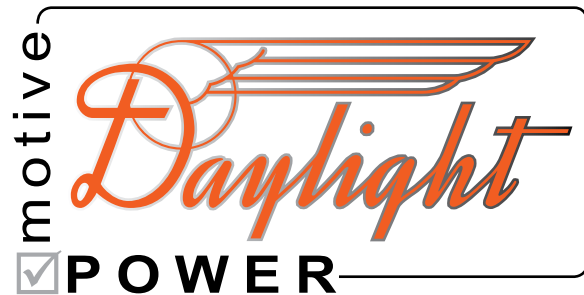
EMD built the E-Units between 1937 through 1963. Originally the name E unit referred to the fact that these units boasted of eighteen hundred horsepower. This designation remained throughout the E unit production even though later models incorporated higher horsepower ratings.

Due to the technology of the time, E units like many locomotives used multiple units to achieve the required power. EMD offered cabled units called B or booster units. Some railroads ordered AB, ABB or ABA units depending on power needs.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

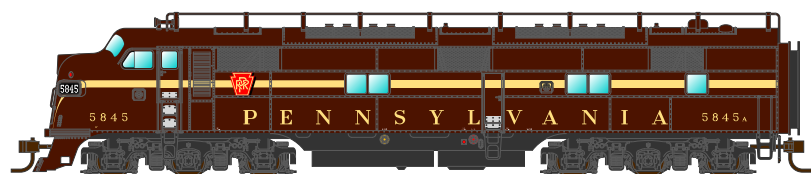
- 2725 EMD E7A/B, PRR #5845A/5848B, Tuscan Red, Single Stripe, A-unit Paragon2 Sound/DC/DCC, B-unit Unpowered, HO\$399.99
- 2726 EMD E7A/B, SP #6003A/5905B, 1955 Daylight Scheme, A-unit Paragon2 Sound/DC/DCC, B-unit Unpowered, HO\$399.99
- 2727 EMD E7A, B&M #3807, Rock Island Scheme, HO\$289.99
- 2728 EMD E7A, B&M #3808, Rock Island Scheme, HO\$289.99
- 2729 EMD E7A, GN #504, Simplified EB Scheme, HO\$289.99
- 2730 EMD E7A, GN #506, Simplified EB Scheme, HO\$289.99
- 2731 EMD E7A, PRR #5864A, Tuscan Red, Single-stripe, HO\$289.99
- 2732 EMD E7B, PRR #5864B, Tuscan Red, Single-stripe, HO.....\$249.99
- 2733 EMD E7A, SP #6000, 1955 Daylight Scheme, HO\$289.99
- 2734 EMD E7B, SP #5904, 1955 Daylight Scheme, HO\$249.99
- 2735 EMD E7A, Unpainted, dual headlight, HO\$289.99
- 2736 EMD E7B, Unpainted, HO\$249.99



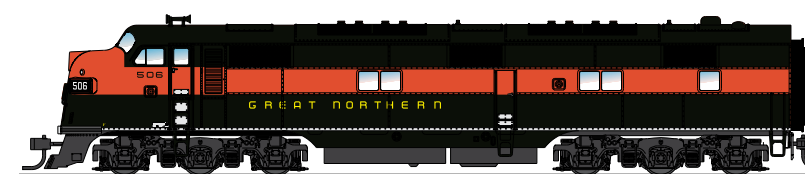
The SP E7s are prototypically accurate locomotives to pull our SP Daylight Passenger Trains on pages 64-66.



B&M



PRR



GN

EMD E8/9

EMD built the E-Units between 1937 through 1963. Originally the name E unit referred to the fact that these units boasted of eighteen hundred horsepower. This designation remained throughout the E unit production even though later models incorporated higher horsepower ratings.

Due to the technology of the time, E units like many locomotives used multiple units to achieve the required power. EMD offered cabled units called B or booster units. Some railroads ordered AB, ABB or ABA units depending on power needs.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

2355 E8A, CB&Q #9964, Red Stainless Steel Scheme, HO.....	\$289.99
2356 E8A, CB&Q #9967, Red Stainless Steel Scheme, HO.....	\$289.99
2740 E8 A/B Set, Amtrak #330/370, Phase One Scheme (Inverted Arrow), Silver, A-unit Paragon2 Sound/DC/DCC, Dummy B, HO ...	\$399.99
2741 E8 Am/Bm Set, ATSF #80L/80A, Warbonnet Scheme, A-unit Paragon2 Sound/DC/DCC, Dummy B, HO.....	\$399.99
2742 E9 A/B Set, UP #904/901B, Yellow & Gray Streamliner Scheme, A-unit Paragon2 Sound/DC/DCC, Dummy B, HO.....	\$399.99
2743 E8A, Amtrak #341, Phase One Scheme (Inverted Arrow), HO.....	\$289.99
2744 E8B, Amtrak #371, Silver w Black Roof, HO.....	\$289.99
2745 E8Am, ATSF #86L, Warbonnet Scheme, HO.....	\$289.99
2746 E8Bm, ATSF #84A, Warbonnet Scheme, HO.....	\$249.99
2747 E8A, CB&Q #9965, Black Stainless Steel Scheme, HO.....	\$289.99
2748 E8A, CB&Q #9966, Black Stainless Steel Scheme, HO.....	\$289.99
2749 E8A, C&NW #509, Standard Late Scheme, HO.....	\$289.99
2750 E8A, C&NW #510, Standard Late Scheme, HO.....	\$289.99
2751 E8A, NYC #4080, Lightning Stripes Scheme, HO.....	\$289.99
2752 E8A, NYC #4085, Lightning Stripes Scheme, HO.....	\$289.99
2753 E8A, T&P #2013, Eagle Scheme, HO.....	\$289.99
2754 E8A, T&P #2016, Eagle Scheme, HO.....	\$289.99
2755 E9A, UP #907, Yellow & Gray Streamliner Scheme, HO (dual headlight)....	\$289.99
2756 E9B, UP #904B, Yellow & Gray Streamliner Scheme, HO.....	\$249.99
2757 E8A, Wabash #1007, Bluebird Scheme, HO.....	\$289.99
2758 E8A, Wabash #1008, Bluebird Scheme, HO.....	\$289.99
2759 E8A, Unpainted, Dual headlight, HO.....	\$289.99
2760 E8B, Unpainted, HO.....	\$249.99



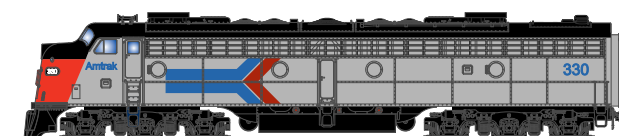
CB&Q Red

motive

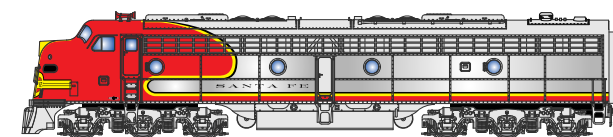
CB&Q Black

CB&Q Red

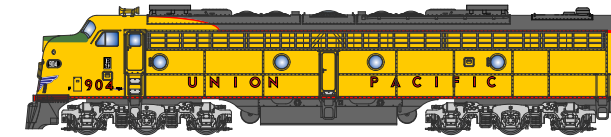
The CB&Q E8s are prototypically accurate locomotives to pull the California Zephyr Train on page 62.



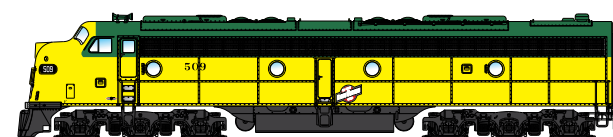
AMTRAK



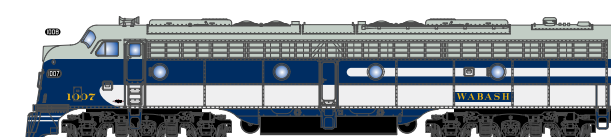
ATSF



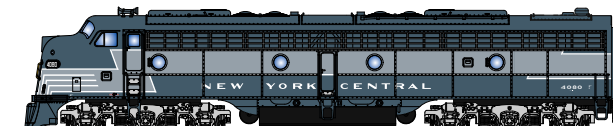
UP



C&NW



WABASH



NYC



T&P

EMD NW2

The 1,000 horsepower EMD NW2 is a switcher locomotive built by General Motors' Electro-Motive Division from 1939 to 1949. 1,145 of these useful switchers were built: 1,121 for use in the United States and 24 were exported to Canadian railroads. In late 1948, NW2 manufacture was moved from La Grange, Illinois to Cleveland, Ohio.

GM generated 1,000 hp by using a 12-cylinder model 567 engine. Later, they switched to using model 567A engines.

Between 1949 and 1951, EMD built 489 SW7's. Over 50 railroads relied on these popular 1200 horsepower workhorses for their switching duties.

Broadway Limited is proud to bring precision switching power to your layout—fully sound equipped with crew chatter, autopilot and much, much more.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer Figure
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

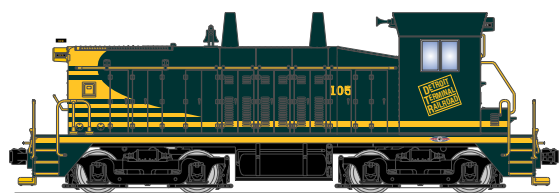
2944 ATSF #1215, Yellow Bonnet Switcher Scheme, HO.....	\$229.99
2945 ATSF #1217, Yellow Bonnet Switcher Scheme, HO.....	\$229.99
2946 CBQ #9244, "Way of the Zephyr", HO.....	\$229.99
2947 CBQ #9245, "Way of the Zephyr", HO.....	\$229.99
2948 DTRR #105, Dark Green & Yellow, HO.....	\$229.99
2949 DTRR #109, Dark Green & Yellow, HO.....	\$229.99
2950 EJ&E #410, Brown & Yellow, HO.....	\$229.99
2951 EJ&E #433, Brown & Yellow, HO.....	\$229.99
2952 LV #182, Red & Gold w/ White Flag, HO.....	\$229.99
2953 LV #185, Red & Gold w/ White Flag, HO.....	\$229.99
2954 PFE #1048, Orange, Silver, & Black, HO.....	\$229.99
2955 SP #1309, Bloody Nose Scheme, HO.....	\$229.99
2956 SP #1312, Bloody Nose Scheme, HO.....	\$229.99
2957 Tropicana #5281, Orange w Black Lettering, HO.....	\$229.99
2634 Unpainted, HO.....	\$229.99



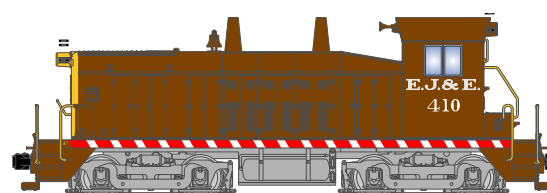
ATSF



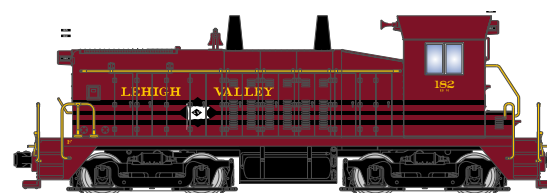
CB&Q



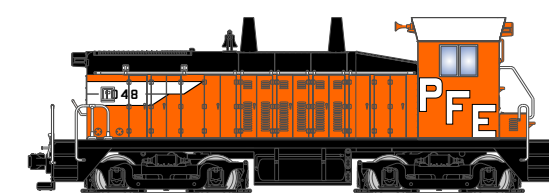
DTRR



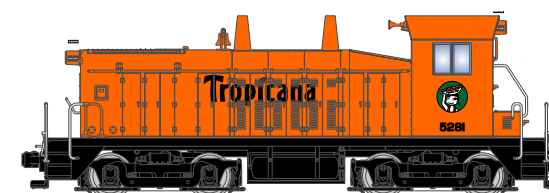
EJ&E



LV



PFE



TROPICANA

EMD SD40-2

The EMD SD40-2 is a 3,000 horsepower (2,240 kW) diesel-electric locomotive built by General Motors' Electro-Motive Division between January 1972 and February 1986.

3,957 examples were built, and every class 1 railroad in North America has operated this locomotive. Part of the EMD Dash 2 line, the SD40-2 was an upgraded SD40 with modular electronic control systems, HT-C trucks, and many other detail improvements. The SD40-2 is one of the best-selling diesel locomotive models of all time. Broadway Limited Imports is proud to bring to your layout this American staple locomotive.

These versatile and reliable locomotives have also seen service in Canada, Mexico, Brazil and Guinea.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

2270 ATSF #5038, Yellow Bonnet Scheme, HO	\$269.99
2701 ATSF #5044, Yellow Bonnet Scheme, HO	\$269.99
2702 B&O #7601, Chessie System Scheme, HO	\$269.99
2703 B&O #7612, Chessie System Scheme, HO	\$269.99
2704 BHP Iron Ore #3093, Bubbles Scheme, HO	\$269.99
2705 BHP Iron Ore #3097, Bubbles Scheme, HO	\$269.99
2706 BNSF #1593, H3 Swoosh Scheme, HO	\$269.99
2707 BNSF #1595, H3 Swoosh Scheme, HO	\$269.99
2708 C&NW #6910, Green & Yellow, HO	\$269.99
2709 C&NW #6922, Green & Yellow, HO	\$269.99
2710 CN #5384, CN North America Scheme, HO	\$269.99
2711 CN #5386, CN North America Scheme, HO	\$269.99
2712 CSX #2432, YN3 "Dark Future" Scheme, HO	\$269.99
2713 CSX #2439, YN3 "Dark Future" Scheme, HO	\$269.99
2714 ICE #6217, City of Lyle, HO	\$269.99
2715 ICE #6418, City of Chicago, HO	\$269.99
2716 MILW #132, Orange & Black, HO	\$269.99
2717 MILW #140, Orange & Black, HO	\$269.99
2718 UP #3056, "We Will Deliver" Scheme, HO	\$269.99
2719 UP #3079, "We Will Deliver" Scheme, HO	\$269.99
2720 Unpainted, HO (includes option for dynamic brake)	\$269.99
2721 RBMN #3050, Green & Yellow, HO	\$269.99
2722 RBMN #3052, Green & Yellow, HO	\$269.99



ATSF YELLOW BONNET



B&O



BHP IRON ORE



BNSF



C&NW



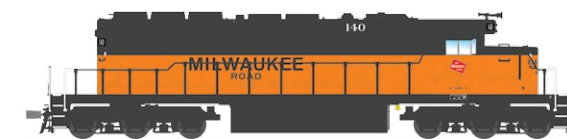
CN



CSX



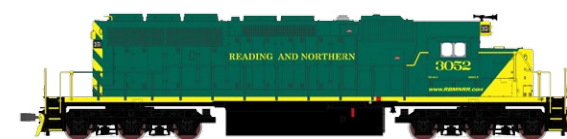
ICE



MILW



UP



RBMN

EMD SW1500

EMD produced 807 of the 12-cylinder SW1500 switchers between 1966 and 1974. These prolific switchers are easily recognized by their high mounted walkways, tall-low radius arched roof cab, dual exhaust stacks and a long hood headlight. The SW's were offered with either the standard AAR type A or the optional Flexicoil designed trucks. More than half of the railroads chose the Flexicoil trucks.

EMD's SW1500 was a very capable switcher that saw distinguished duty for many railroads. BLI's SW1500 is ready for duty on your layout. Like all BLI locomotives, the EMD SW1500 looks, operates, and sounds great!

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer Figure
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

* - SP Type equipped with special SP Light Package with separately controlled DCC lighting, including Mars Light!

2844 BNSF #3465, Heritage I Scheme, HO	\$249.99
2845 BNSF #3466, Heritage I Scheme, HO	\$249.99
2846 Conrail #9530, "Conrail Quality" Scheme, HO	\$249.99
2847 Conrail #9532, "Conrail Quality" Scheme, HO	\$249.99
3336 CSX #1100, YN2 Paint Scheme, HO (rerun of PCM-836)	\$249.99
3337 CSX #1125, YN2 Paint Scheme, HO (rerun of PCM-837)	\$249.99
2850 GN #202, Big Sky Blue Scheme, HO	\$249.99
2851 GN #208, Big Sky Blue Scheme, HO	\$249.99
3342 NS #2324, Black & White, HO (rerun of PCM-842)	\$249.99
3343 NS #2339, Black & White, HO (rerun of PCM-843)	\$249.99
2854 PC #9543, Black & White, HO	\$249.99
2855 PC #9544, Black & White, HO	\$249.99
3320 SP #2539, Kodachrome Scheme, HO (rerun of PCM-820)	\$249.99
3321 SP #2575, Kodachrome Scheme, HO (rerun of PCM-821)	\$249.99
3322 SP #2549, Bloody Nose Scheme, HO (rerun of PCM-822)	\$249.99
3323 SP #2621, Bloody Nose Scheme, HO (rerun of PCM-823)	\$249.99
3326 UP #1315, Yellow & Gray, HO (rerun of PCM-826)	\$249.99
3327 UP #1327, Yellow & Gray, HO (rerun of PCM-827)	\$249.99
2862 US Pipe & Foundry #53, Red & White, HO	\$249.99
2863 US Steel Corporation #150, "Clairton Plant", HO	\$249.99
3344 Unpainted, HO (rerun of PCM-844)	\$249.99



BNSF



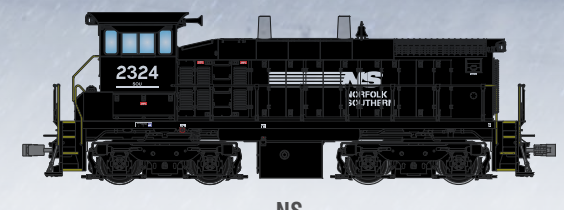
CONRAIL



CSX



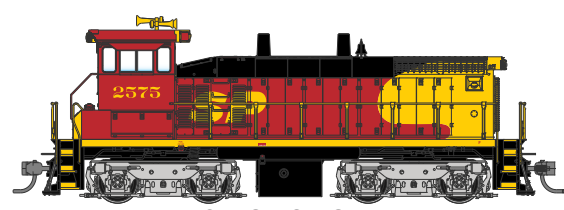
GN



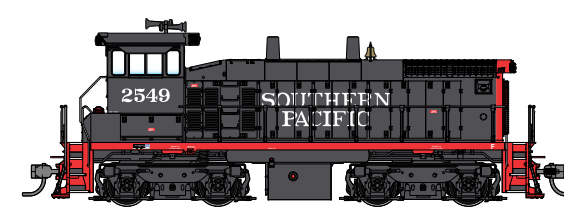
NS



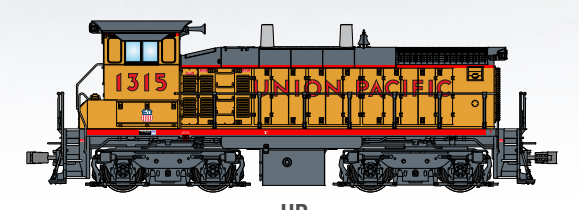
PC



SP KODACHROME



SP BLOODY NOSE



UP



US PIPE & FOUNDRY



US STEEL CORPORATION

SP BLOODY NOSE

EMD SW7 / 9 / 1200

The 1,000 horsepower EMD NW2 is a switcher locomotive built by General Motors' Electro-Motive Division from 1939 to 1949. 1,145 of these useful switchers were built: 1,121 for use in the United States and 24 were exported to Canadian railroads. In late 1948, NW2 manufacture was moved from La Grange, Illinois to Cleveland, Ohio.

GM generated 1,000 hp by using a 12-cylinder model 567 engine. Later, they switched to using model 567A engines.

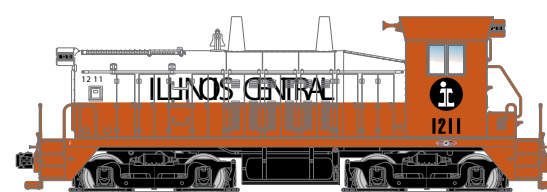
Between 1949 and 1951, EMD built 489 SW7's. Over 50 railroads relied on these popular 1200 horsepower workhorses for their switching duties.

Broadway Limited is proud to bring precision switching power to your layout—fully sound equipped with crew chatter, autopilot and much, much more.

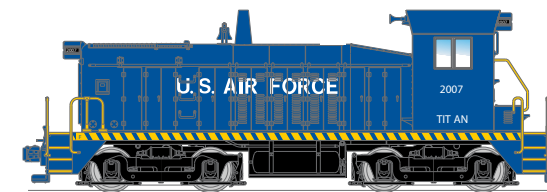
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer Figure
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

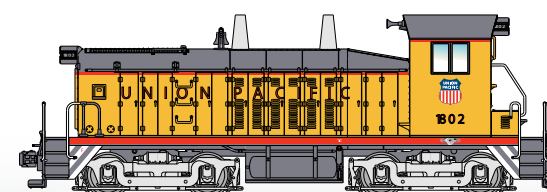
2960 EMD SW1200 Amtrak #565, Silver & Charcoal Gray Scheme, HO	\$229.99
2961 EMD SW1200 Amtrak #567, Silver & Charcoal Gray Scheme, HO	\$229.99
2962 EMD SW9 CP Rail #7402, Red, Black, & White, HO.....	\$229.99
2963 EMD SW9 CP Rail #7403, Red, Black, & White, HO.....	\$229.99
2964 EMD SW7 GN #165, Simplified Empire Builder, HO	\$229.99
2965 EMD SW7 GN #166, Simplified Empire Builder, HO	\$229.99
2966 EMD SW7 IC #1211, Orange & White Scheme, HO.....	\$229.99
2967 EMD SW7 IC #1212, Orange & White Scheme, HO.....	\$229.99
2968 EMD SW7 NYC #8883, Black w/ White Lettering, HO.....	\$229.99
2969 EMD SW7 NYC #8892, Black w/ White Lettering, HO.....	\$229.99
2970 EMD SW7 UP #1802, Yellow & Gray w/ UP Shield, HO.....	\$229.99
2971 EMD SW7 UP #1824, Yellow & Gray w/ UP Shield, HO.....	\$229.99
2972 EMD SW7 USAF #2007, HO.....	\$229.99
2973 EMD SW7 USAF #2021, HO.....	\$229.99
2974 EMD SW7 Weyerhaeuser #300, HO	\$229.99
2975 EMD SW7 Weyerhaeuser #301, HO	\$229.99
2656 EMD SW7 Unpainted, HO.....	\$229.99



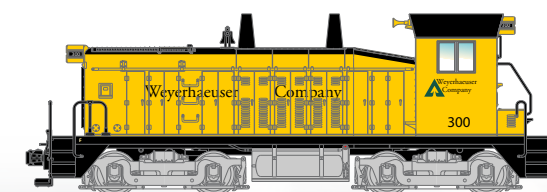
IC



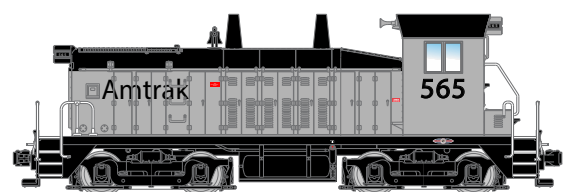
USAF



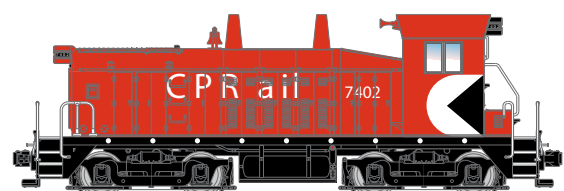
UP



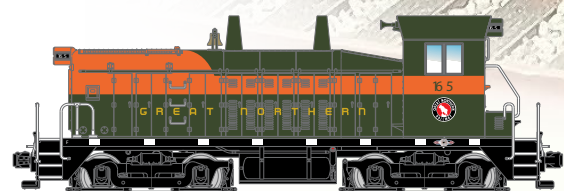
WEYERHAUSER



AMTRAK



CP RAIL



GN

GALLOPING GOOSE in On30

RIO GRANDE SOUTHERN PASSENGER BODY

In 1890-1892, Otto Mears founded the Rio Grande Southern Railroad running from Ridgeway to Durango, Colorado. The rail was a three-foot, narrow-gauge track line running 162 miles through the most rugged parts of the Colorado Mountains. Depressed economic conditions in 1930 had its affect on the RGS, which had been declining for years. As a result, the RGS filed for bankruptcy. Fortunately, they received a contract from the United States Postal Service and saw an opportunity for small passenger traffic. The railroad decided to use automotive-based rail buses instead of locomotives, passenger and freight cars. These unusual vehicles became known as the famous "Galloping Geese".

These units were the salvation of the RGS as they galloped through the San Juan's carrying passengers, freight and the lucrative U.S. Mail. This allowed them to continue for the next 20 years until the Rio Grande Southern finally abandoned its rail line forever in 1952.

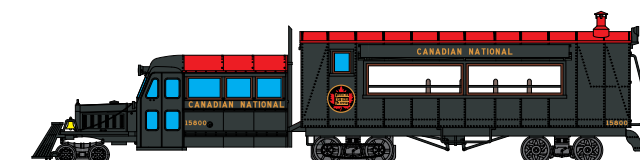
Goose number 1 did not survive but Geese 2 through 7 all survive today. Units one and two were based on the "Buick" design. Units three through seven were based on the "Pierce-Arrow" design. It might be said that these railcars exist today due to the Goose's excellent service allowing the RGS to economically survive. Also, the naturalistic grandeur of the rail line offers its sightseeing passengers some of the best scenery America has to offer. Needless to say, the Geese have fans and devoted followers from all over the world.

Perhaps the most unique piece of railroad history, the Galloping Goose will be a central character in any model railroad setting. Put a Goose on your layout and listen for the excitement and conversation to begin. Kids, tomorrow's model railroaders, luv 'em!

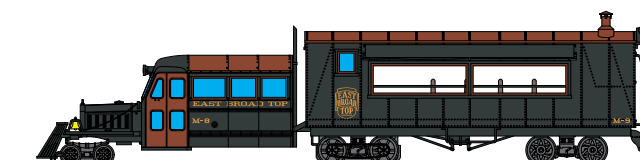
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

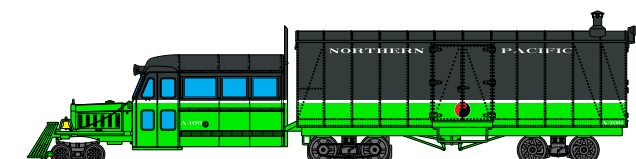
1964 Rio Grande Southern #5, Passenger Body, On30	\$299.99
1965 Rio Grande Southern #5, Freight Body, On30	\$299.99
1966 Rio Grande Southern #6, Passenger Body, On30	\$299.99
1967 Rio Grande Southern #6, Freight Body, On30	\$299.99
1968 Rio Grande Southern #7, Passenger Body, On30	\$299.99
1969 Rio Grande Southern #7, Freight Body, On30	\$299.99
1970 East Broad Top, Passenger Body, On30	\$299.99
1971 School Bus, Passenger Body, On30 (NP)	\$299.99
1972 US Mail (RGS #1), Freight Body, On30	\$299.99
1973 Canadian National, Freight Body, On30 (NP)	\$299.99
1974 Northern Pacific, Freight Body, On30 (NP)	\$299.99
1975 Rio Grande Southern #2, Freight Body, On30	\$299.99
1976 Bear Harbor and Eel River Railroad, Freight Body, On30 (NP) ...	\$299.99
1977 White Pass and Yukon, Passenger Body, On30 (NP)	\$299.99



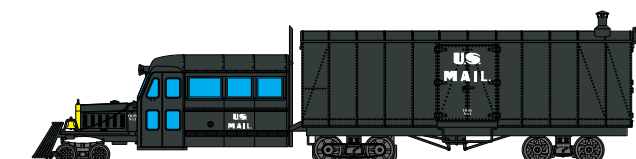
CANADIAN NATIONAL



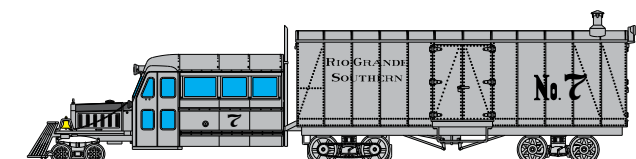
EAST BROAD TOP



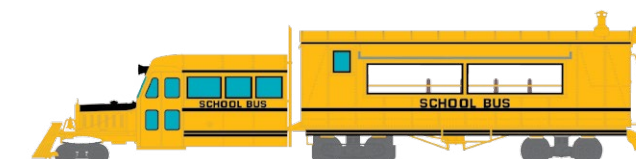
NORTHERN PACIFIC



US MAIL (RGS#1)



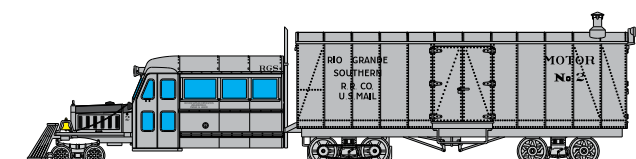
RIO GRANDE SOUTHERN FREIGHT



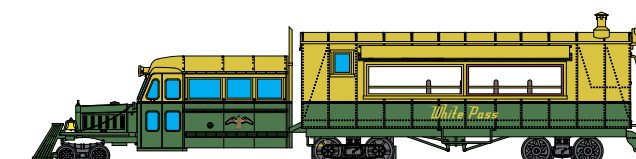
SCHOOL BUS



BEAR HARBOR LUMBER CO



RIO GRANDE SOUTHERN #2



WHITE PASS & YUKON

GE AC6000 with SMOKE

Meet the winner of the horsepower race: the GE AC6000CW with 6000 hp under the hood - that's more than the Big Boys were able to do. They are about 76 ft. long from coupler face to coupler face and are often run in pairs. On today's railroads, they are the king of the hill! BLI is producing these monsters from GE's Erie, PA plant and our models do them justice. Our P2 AC6000's perform as well as all of our previous releases, which have won praise for their performance.

And ALL NEW for 2014 is the addition of our FIRST diesel smoke feature! Realistic smoke will billow from the exhaust stack to the rear of the AC6000 and its intensity will be matched with the load of the locomotive. Yet another BLI first!

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Variable Load-Based Smoke Output
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

4000 BHP Iron Ore #6070, Blue & White "Port Hedland", w/ Smoke, HO	\$329.99
4001 BHP Iron Ore #6076, Blue & White "Mount Goldsworthy", w/ Smoke, HO	\$329.99
4002 BHP Iron Ore #6072, Bubbles Scheme "Hesta", w/ Smoke, HO	\$329.99
4003 BHP Iron Ore #6075, Bubbles Scheme "Newman", w/ Smoke, HO	\$329.99
4004 BNSF #5838, Heritage II scheme w/ Smoke, HO (NP)	\$329.99
4005 BNSF #5840, Heritage II scheme w/ Smoke, HO (NP)	\$329.99
4006 BNSF #6441, Swoosh Scheme, w/ Smoke, HO (NP)	\$329.99
4007 BNSF #6438, Swoosh Scheme, w/ Smoke, HO (NP)	\$329.99
4008 CSX #625, Blue/Gray/Yellow, w/ Smoke, HO	\$329.99
4009 CSX #636, Blue/Gray/Yellow, w/ Smoke, HO	\$329.99
4010 CSX #606, YN3 Paint Scheme ("Dark Future"), w/ Smoke, HO	\$329.99
4011 CSX #623, YN3 Paint Scheme ("Dark Future"), w/ Smoke, HO	\$329.99
4012 CP #9808, Golden Beaver Scheme, w/ Smoke, HO (NP)	\$329.99
4013 CP #9810, Golden Beaver Scheme, w/ Smoke, HO (NP)	\$329.99
4014 GECX #6001, Red & Gray Scheme, w/ Smoke, HO	\$329.99
4015 UP #7545, Yellow & Gray Scheme, w/ Smoke, HO	\$329.99
4016 UP #7562, Yellow & Gray Scheme, w/ Smoke, HO	\$329.99
4017 Unpainted, CSX Type, w/ Smoke, HO	\$329.99
4018 Unpainted, UP Type, w/ Smoke, HO	\$329.99



BNSF SWOOSH

NOW SMOKE EQUIPPED!



GECX



BNSF Heritage II



BHP IRON ORE BLUE & WHITE



BHP IRON ORE BUBBLE SCHEME



CP GOLDEN BEAVER



CSX BLUE / GRAY / YELLOW



CSX YN3 DARK FUTURE



UP YELLOW & GRAY

GE ES44AC

Broadway Limited is excited to release its most modern diesel locomotive ever -- The GE ES44AC. The "Evolution Series 4400HP DC Traction" locomotive is part of GE Transportation Systems' line of diesel locomotives that were built to meet the EPA's 2005 Tier 2 locomotive emissions standards.

All Evolution Series locomotives delivered to the North American market are six axle locomotives equipped with Nathan-Airchime K5HL-R2 "Evolution" airhorns.

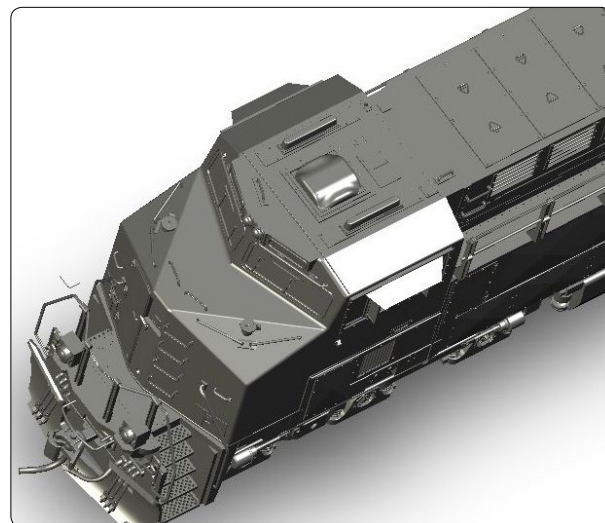
The GE ES44AC is still in use today serving the entire nation through a variety of hauling tasks including traffic resulting from the Ethanol mandate. CSX has some 200 units on or coming onto its roster, while Iowa Interstate ordered 14 units. Norfolk Southern purchased 24 units, receiving the first of its allotment in 2008.

This spectacularly detailed modern diesel will come equipped with our cutting edge Paragon2 Sound and control system and will feature variable load-based smoke output -- yet another way that Broadway Limited leads the pack in model railroading technology.

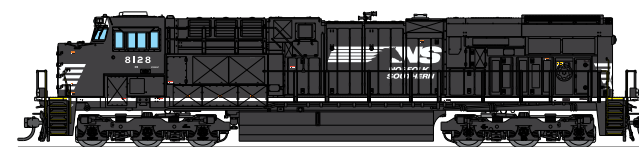
FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Variable Load-Based Smoke Output
- **Locomotive Composition:** ABS body with Die Cast Chassis
- **Couplers:** (2) Operating Kadee® or Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in or greater

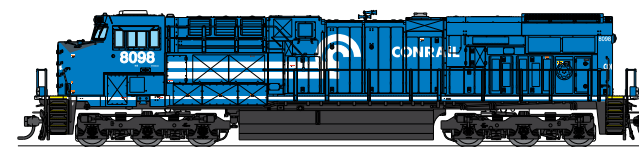
2809 NS #8128, Black & White, HO	\$329.99
2810 NS #8130, Black & White, HO	\$329.99
2811 NS #8098, Conrail Heritage Paint, HO	\$329.99
2812 NS #8099, Southern Railway Heritage Paint, HO	\$329.99
2813 NS #8100, Nickel Plate Road Heritage Paint, HO	\$329.99
2814 NS #8101, Central of Georgia Heritage Paint, HO	\$329.99
2815 NS #8102, Pennsylvania Railroad Heritage Paint, HO	\$329.99
2816 NS #8103, Norfolk & Western Heritage Paint, HO	\$329.99
2817 NS #8104, Lehigh Valley Railroad Heritage Paint, HO	\$329.99
2818 NS #8105, Interstate Railroad Heritage Paint, HO	\$329.99
2819 NS #8114, Norfolk Southern Heritage Paint, HO	\$329.99
2820 UP #8096, (C45AH), "Building America" paint scheme, HO ...	\$329.99
2821 UP #8104, (C45AH), "Building America" paint scheme, HO ...	\$329.99
2822 Unpainted, NS Type, HO	\$329.99
2823 Unpainted, UP Type, HO	\$329.99



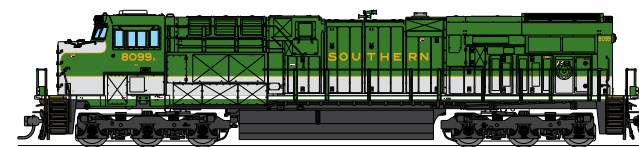
NS TYPE SPECIFIC ROOF DETAIL ON NS UNITS



BLACK & WHITE



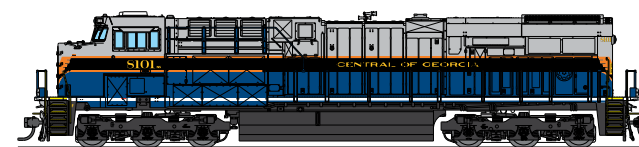
CONRAIL HERITAGE



SOUTHERN RAILWAY HERITAGE



NICKEL PLATE ROAD HERITAGE



CENTRAL OF GEORGIA HERITAGE



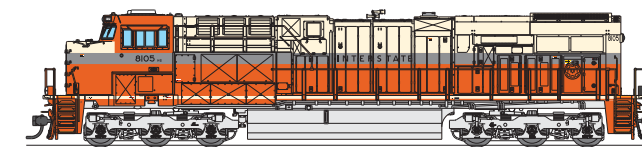
PENNSYLVANIA RAILROAD HERITAGE



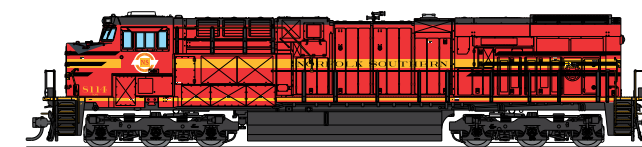
NORFOLK & WESTERN HERITAGE



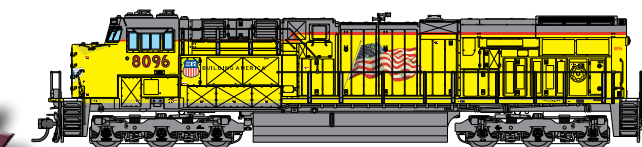
LEHIGH VALLEY RAILROAD HERITAGE



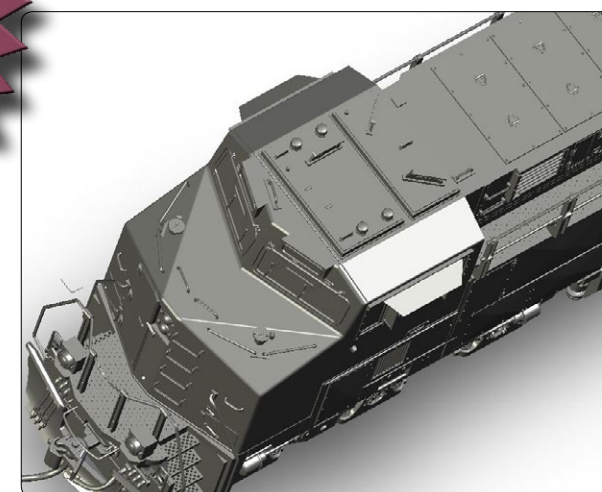
INTERSTATE RAILROAD HERITAGE



NORFOLK SOUTHERN HERITAGE



UP "BUILDING AMERICA"



UP TYPE SPECIFIC ROOF DETAIL ON UP UNITS

1929 HI-RAIL SEDANS

Hi-Railers were used on early railroads and are still in use today for inspection, maintenance and more. These Brass Hi-Railers will add detail to your layout that friends will find interesting as well as fun.

Broadway Limited Imports' faithful brass renditions of these beautiful vehicles are available in a variety of paint schemes and they are all "dual mode" meaning they run on DC & DCC!

Caution: Historically Hi Railers have often been involved in an alarming number of serious accidents and deaths. Please think Safety First when operating these vehicles.

FEATURES

- Beautifully Detailed Motorized Rail Car
- Authentic Design
- Precision Paint and Color Application
- **Body Composition:** Brass
- **Chassis Composition:** Die Cast
- **Wheel Composition:** Metal
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Recommended Minimum Radius: 14 in or greater

1900 ATSF Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1901 B&O Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1902 CB&Q Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1903 CP Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1904 GN Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1905 MILW Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1906 MOW Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1907 PRR Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1908 RR Police Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1909 SOU Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1910 SP Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1911 UP Track Inspection Sedan, DC/DCC, HO.....	\$89.99
1912 Unlettered Track Inspection Sedan, Black, DC/DCC, HO..	\$89.99
1934 Unlettered Track Inspection Sedan, BRASS, DC/DCC, HO.	\$89.99



UP



ATSF



B&O



CP



MILW



CB&Q



GN



RR POLICE



MOW



PRR



SOU



SP

TRACKMOBILE®

Dollar for dollar, Trackmobiles are cheaper for railroads, grain elevators, quarries, factories and a multitude of other operations to buy and operate. With the ability to lower the road wheels (road wheels are static on our model, rail drive wheels are motorized) and travel to her next switching assignment, the Trackmobile has proven to be the perfect alternative to conventional switcher locos.

Whether your layout has a switch yard, steel company or any other type of facility that requires the movement of freight cars, the BLI Trackmobile will be a welcome addition.

FEATURES

- Beautifully Detailed Motorized Rail Car Mover
- Authentic Design
- Precision Paint and Color Application
- Many Separately Applied Details
- Factory Installed Driver Figure
- Available in Dual Mode DCC or in DC Only
- **Body Composition:** Heavy Weight Die Cast
- **Chassis Composition:** Die Cast
- **Wheel Composition:** Metal
- **Coupler:** (1) Scale #58 Metal Kadee® / Non-functional coupler on front for prototypical accuracy
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Recommended Minimum Radius: 14 in or greater

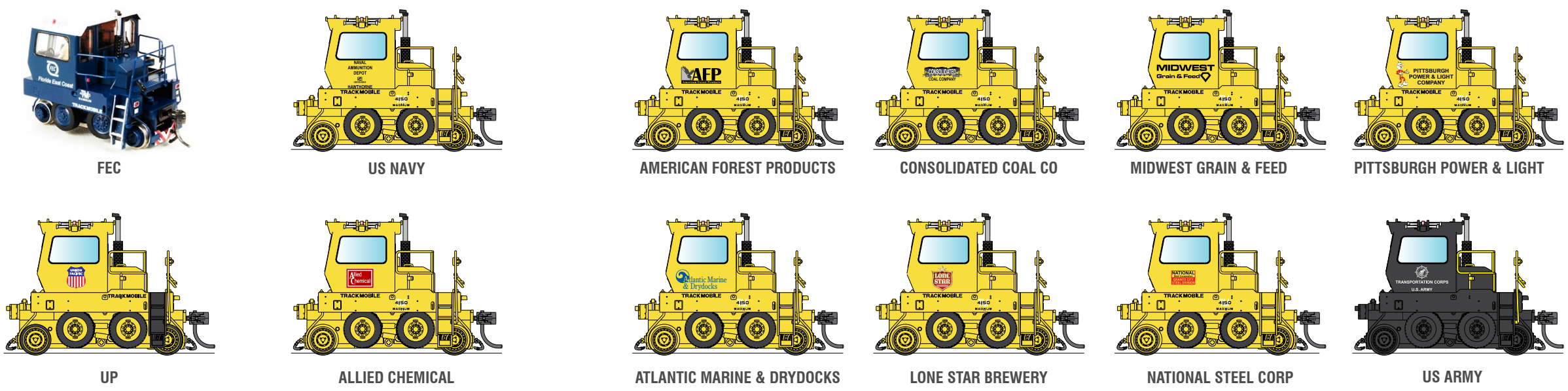
6009 FEC DC Version, HO	\$89.99
6010 FEC DCC Version, HO	\$119.99
6017 UP DC Version, HO	\$89.99
6018 UP DCC Version, HO	\$119.99
6019 Factory Paint Scheme, DC Version, HO	\$89.99
6020 Factory Paint Scheme, DCC Version, HO	\$119.99
6021 Unlettered, DC Version, HO	\$89.99
6022 Unlettered, DCC Version, HO	\$119.99
6040 Allied Chemical Company DC Version, HO	\$89.99
6041 Allied Chemical Company DCC Version, HO	\$119.99
6042 American Forest Products DC Version, HO	\$89.99
6043 American Forest Products DCC Version, HO	\$119.99
6044 Atlantic Marine & Drydocks DC Version, HO	\$89.99
6045 Atlantic Marine & Drydocks DCC Version, HO	\$119.99
6046 Consolidated Coal Co. DC Version, HO	\$89.99
6047 Consolidated Coal Co. DCC Version, HO	\$119.99
6048 Lone Star Brewery DC Version, HO	\$89.99
6049 Lone Star Brewery DCC Version, HO	\$119.99
6050 Midwest Grain & Feed DC Version, HO	\$89.99
6051 Midwest Grain & Feed, DCC Version, HO	\$119.99
6052 National Steel Corp. DC Version, HO	\$89.99
6053 National Steel Corp. DCC Version, HO	\$119.99
6054 Pittsburgh Power & Light DC Version, HO	\$89.99
6055 Pittsburgh Power & Light DCC Version, HO	\$119.99
6056 US Army DC Version, HO	\$89.99
6057 US Army DCC Version, HO	\$119.99
6058 US Navy DC Version, HO	\$89.99
6059 US Navy DCC Version, HO	\$119.99
6023 Pick-up Assembly for Trackmobile®	\$12.00



All
PAINT SCHEMES
New

DIE CAST METAL

FACTORY PAINT



CALIFORNIA ZEPHYR TRAIN

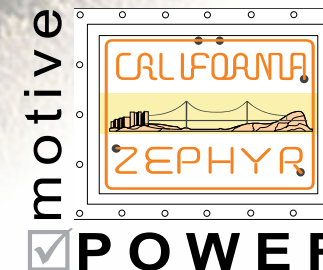
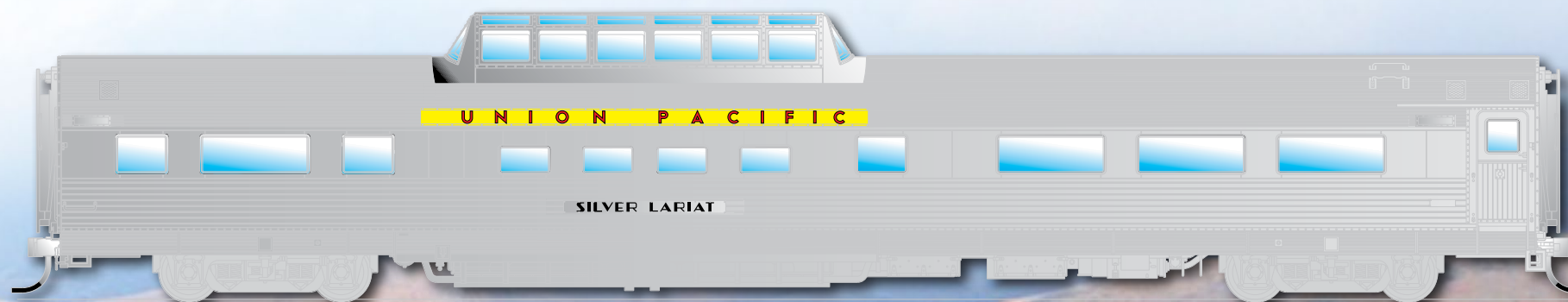
The route of the California Zephyr covered 2,525 miles and took an average of two and a half days to complete. The CB&Q handled the train from Chicago to Denver, Colorado, where it was then handed over to the D&RGW. The D&RGW would then handle it until reaching Salt Lake City, Utah, where it would be taken over by the WP for its final leg into California. Scheduling intentionally placed the trains in the grandeur of the Feather River and Rocky mountains during daylight hours, while the Nevada deserts and plains states were crossed at night. This practice allowed passengers the most breath-taking views of the route during the day time. Each railroad contributed cars to the CZ, lettered for the participating roads. Even the Pennsylvania contributed a sleeping car, which we will also make available.

The California Zephyr was the train that became known as the "Silver Lady." The CZ was the grandest--and thus the most famous--way to reach the Golden State and the west. Join Broadway Limited Imports, as we remember one of the all-time premier trains with our upcoming HO Scale models, which will include the stainless steel cars and locomotives, all decorated and complete with interior detail, lighting, underbody appliances plus of course our now famous sound-equipped locomotives. BLI's Zephyrs are the most desirable California Zephyrs ever produced.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails and Antennae (where applicable)
- Detailed Interiors
- Lighted Interiors
- Operational Exterior Tail-Lighting on Obs Car
- **Observation Car:** Lighted Drumhead
- **Composition:** ABS with ABS Chassis
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 22 in

1491 CB&Q Baggage Car, #905, 'Silver Coyote'	\$74.99
1494 CB&Q Vista Dome Car, #4722, 'Silver Stirrup'	\$79.99
1496 WP Vista Dome Car, #817, 'Silver Thistle'	\$79.99
1499 WP Vista Dome Car - Conductor's Window #814, 'Silver Sage'	\$79.99
1502 CB&Q Vista Dome Dormitory-Buffer-Lounge Car #252, 'Silver Chalet'	\$79.99
517 D&RGW 48-Seat dining Car #1115 'Silver Banquet'	\$74.99
1513 D&RGW 10 Roomettes, 6 double Bedrooms Sleeper #1134, 'Silver Glacier'	\$74.99
1515 WP 10 Roomettes, 6 double Bedrooms Sleeper #865, 'Silver Range'	\$74.99
1518 CB&Q 16 Section Sleeper #401, 'Silver Larch'	\$74.99
521 D&RGW 6 Bedroom - 5 Compartment Sleeper #1135 'Silver Gull'	\$74.99
1527 CB&Q 1 Drawing Room, 3 double Bedrooms Vista Dome Buffet-Lounge-Observation #376, 'Silver Penthouse'	\$79.99
1549 11-Car Mixed Set (one of each car listed above)	\$799.99
1565 Union Pacific Vista Dome Car, "Silver Lariat"	\$79.99



The CB&Q E8s on page 42 are prototypically accurate locomotives to pull the California Zephyr Train.

SOUTHERN PACIFIC DAYLIGHT TRAIN

Broadway Limited is proud to present its high-quality HO SP Daylight Train. Following on the heels of our smash-hit California Zephyr Train, which set the new benchmark for passenger car quality, we've specifically designed our cars to outperform and outclass all other Daylight cars on the market now, or to come. Prototypically designed 2-car and 3-car articulated cars make our cars the most accurate Daylight cars ever made. Don't settle for a lesser Daylight Train. Order your BLI Daylight Train today.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails and Antennae (where applicable)
- Detailed Interiors
- Properly Colored Interiors
- Lighted Interiors
- Operational Exterior Lighting (where applicable)
- Operating Sprung Diaphragms
- Prototypically Accurate Articulated Cars (where applicable)
- Seats and tables separately installed and individually painted!
- **Observation Car:** Lighted Drumhead
- **Composition:** ABS with ABS Chassis
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 22 in

1953 COAST DAYLIGHT TRAIN

- BLI1570 Baggage Chair, Antenna, #3302.....\$74.99
- BLI1571 Articulated Chair W #2462 / Chair M #2461 (2-Car Set) with Antenna.....\$149.99
- BLI1572 Articulated Chair W #2474 / Chair M #2473 (2-Car Set) with Antenna.....\$149.99
- BLI1573 Chair, #2485.....\$74.99
- BLI1574 Parlor, #3002.....\$74.99
- BLI1575 Parlor Observation, Antenna #2954.....\$89.99
- BLI1576 Articulated Coffee #10258/Kitchen #10257/Diner #10256 (3-Car Set).....\$199.99
- BLI1577 Tavern, Antenna, #10314.....\$74.99
- BLI1578 Articulated Chair W #2458 / Chair M #2457 (2-Car Set).....\$149.99
- BLI1579 Articulated Chair W #2460 / Chair M #2459 (2-Car Set).....\$149.99
- BLI1580 Baggage Chair, Antenna, #3303.....\$74.99
- BLI1581 Articulated Chair W #2470 / Chair M #2469 (2-Car Set) with Antenna.....\$149.99

- M. BLI1582 Articulated Chair W #2476 / Chair M #2475 (2-Car Set) with Antenna.....\$149.99
- N. BLI1583 Chair, #2486.....\$74.99
- O. BLI1584 Parlor, #3003.....\$74.99
- P. BLI1585 Parlor Observation, Antenna, #2955.....\$89.99
- Q. BLI1586 Articulated Coffee #10261/Kitchen #10260/Diner #10259 (3-Car Set).....\$199.99
- R. BLI1587 Tavern, Antenna, #10315.....\$74.99
- S. BLI1588 Articulated Chair W #2466 / Chair M #2465 (2-Car Set).....\$149.99
- T. BLI1589 Articulated Chair W #2468 / Chair M #2467 (2-Car Set).....\$149.99
- U. BLI1590 **SPECIAL EDITION** 1953 Parlor Observation, Antenna, #2955, with DCC controlled lights ...\$99.99

1941 MORNING DAYLIGHT TRAIN

- PCM680 Baggage Chair, Antenna, #3302.....\$74.99
- PCM681 Articulated Chair W #2462 / Chair M #2461 (2-Car Set) with Antenna.....\$149.99
- PCM682 Articulated Chair W #2474 / Chair M #2473 (2-Car Set) with Antenna.....\$149.99
- PCM683 Chair, #2485.....\$74.99
- PCM684 Parlor, #3002.....\$74.99
- PCM685 Parlor Observation, Antenna #2954.....\$89.99
- PCM686 Articulated Coffee #10258/Kitchen #10257/Diner #10256 (3-Car Set).....\$199.99
- PCM687 Tavern, Antenna, #10314.....\$74.99
- PCM688 Articulated Chair W #2458 / Chair M #2457 (2-Car Set).....\$149.99
- PCM689 Articulated Chair W #2460 / Chair M #2459 (2-Car Set).....\$149.99
- PCM690 Baggage Chair, Antenna, #3303.....\$74.99
- PCM691 Articulated Chair W #2470 / Chair M #2469 (2-Car Set) with Antenna.....\$149.99
- PCM692 Articulated Chair W #2476 / Chair M #2475 (2-Car Set) with Antenna.....\$149.99
- PCM693 Chair, #2486.....\$74.99
- PCM694 Parlor, #3003.....\$74.99
- PCM695 Parlor Observation, Antenna, #2955.....\$89.99
- PCM696 Articulated Coffee #10261/Kitchen #10260/Diner #10259 (3-Car Set).....\$199.99
- PCM697 Tavern, Antenna, #10315.....\$74.99
- PCM698 Articulated Chair W #2466 / Chair M #2465 (2-Car Set).....\$149.99
- PCM699 Articulated Chair W #2468 / Chair M #2467 (2-Car Set).....\$149.99

NEW ITEM!
with DCC LIGHTING!

ADDITIONAL 2-CAR SETS:

1953 COAST DAYLIGHT TRAIN

- BLI1765 Articulated Chair W #2464 / Chair M #2463 (2-Car Set) with Antenna.....\$149.99
- BLI1766 Articulated Chair W #2482 / Chair M #2481 (2-Car Set).....\$149.99
- BLI1767 Articulated Chair W #2484 / Chair M #2483 (2-Car Set).....\$149.99

1941 MORNING DAYLIGHT TRAIN

- BLI1770 Articulated Chair W #2464 / Chair M #2463 (2-Car Set) with Antenna.....\$149.99
- BLI1771 Articulated Chair W #2462 / Chair M #2461 (2-Car Set) with Antenna.....\$149.99

IN STOCK NOW

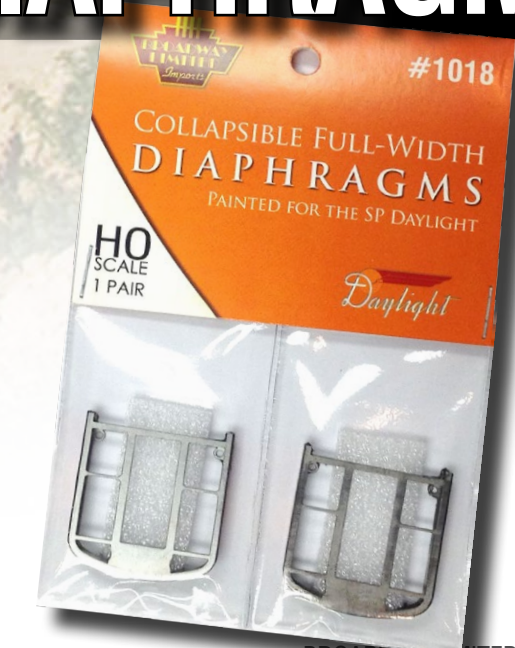


SP DAYLIGHT STRIPED RUBBER DIAPHRAGMS

One of the features that sets BLI's SP Daylight Passenger Cars apart from the competition is our exclusive painted rubber diaphragm. These collapsible soft rubber diaphragms are painted and striped for the SP Daylight. Their supple construction allows them to bend and collapse with your track contours, providing maximum close-coupled realism.

And now, these gorgeous diaphragms are available separately for all your SP Daylight passenger car needs! Attach these to any lightweight passenger car with 1937 AAR end profiles. Drilling may be required. Screws not included. Sold in pairs.

1018 Pair of SP Daylight Painted Rubber Diaphragms, HO.....\$34.99



SOUTHERN PACIFIC DCC OBS CAR

SP DCC operators, Broadway Limited Imports is pleased to provide an SP 1953 Coast Daylight Observation Car in HO Scale with extensive DCC controlled lighting! This new observation car is equipped with a dual-mode DC/DCC light decoder designed and built by Broadway Limited Imports. The DCC Light Board has five separate light outputs controlling the car interior, rear drumhead, rear marker lights, side marker lights, and the rear Mars light.

Settings for each light are changeable so that each is controllable with a separate DCC function button.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails and Antennae (where applicable)
- Detailed Interiors
- Properly Colored Interiors
- Lighted Interiors
- Operational Exterior Lighting (where applicable)
- Operating Sprung Diaphragms
- **Observation Car:** Lighted Drumhead
- **Composition:** ABS with ABS Chassis
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 22 in

BL11590 SPECIAL EDITION 1953 Parlor Observation, Antenna, #2955, with DCC controlled lights ...**\$99.99**

IN
STOCK
NOW



ARA 70 TON 4-BAY HOPPER

The ARA/AAR 70-ton Quad Hopper was a ubiquitous tool used by a variety of railroads. Primarily used for hauling coal loads, nearly 12,000 hoppers were built and delivered between 1926 and 1930.

These handsomely crafted and highly detailed models are available in distinctly numbered 4-packs. This run features A, B, and C (in some cases) packs - meaning if you purchase all three packs, you will have 12 distinctly numbered cars for a long string of coal haulers.

Realistic removable coal loads and detailed bay interiors make for versatile use in any scenario. These quad hoppers will be built to order, so don't miss out. Preorder with your dealer today.

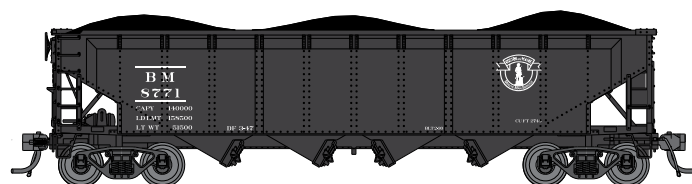
FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails
- Detailed Underbody & Brake System
- Detailed Bay Interiors
- Realistic Removable Coal Loads
- **Composition:** ABS with Die Cast Chassis
- **Wheel Composition:** Metal
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in

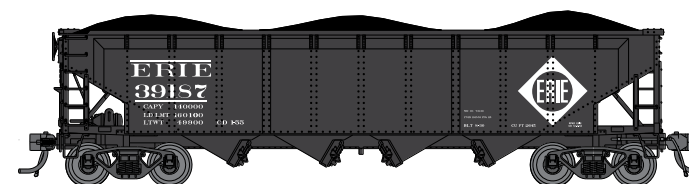
- 2765 B&O W2b, 4-pack A, HO \$149.99
- 2766 B&O W2b, 4-pack B, HO \$149.99
- 2767 B&O W2b, 4-pack C, HO \$149.99
- 2768 C&O H7-13, 4-pack A, HO \$149.99
- 2769 C&O H7-13, 4-pack B, HO \$149.99
- 2770 C&O H7-13, 4-pack C, HO \$149.99
- 2771 MILW, 4-pack A, HO \$149.99
- 2772 MILW, 4-pack B, HO \$149.99
- 2773 MILW, 4-pack C, HO \$149.99
- 2774 B&M, 4-pack A, HO \$149.99
- 2775 B&M, 4-pack B, HO \$149.99
- 2776 ERIE, 4-pack A, HO \$149.99
- 2777 ERIE, 4-pack B, HO \$149.99
- 2778 MKT, 4-pack A, HO \$149.99
- 2779 MKT, 4-pack B, HO \$149.99
- 2780 MOPAC, 4-pack A, HO \$149.99
- 2781 MOPAC, 4-pack B, HO \$149.99
- 2782 Unlettered Black, 4-pack, HO \$149.99



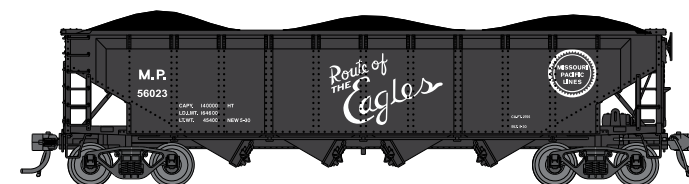
B&O



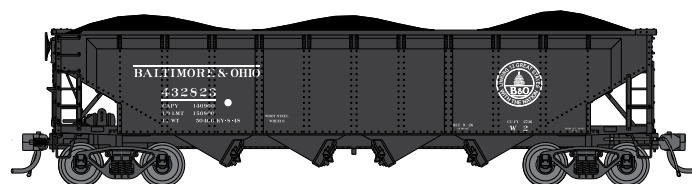
BOSTON & MAINE



ERIE



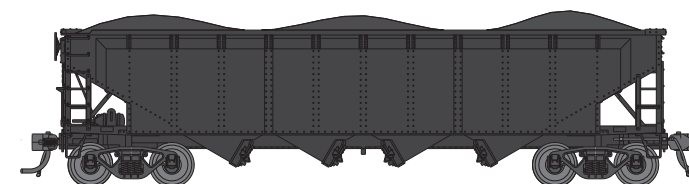
MISSOURI PACIFIC



B&O



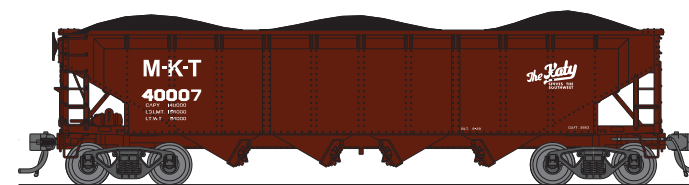
MILWAUKEE



UNLETTERED



C&O



MKT

NORFOLK & WESTERN H2A 3-BAY HOPPER CARS

*All
PAINT SCHEMES
New*

On the N&W, hoppers were the most common type of freight cars on their roster – about a 4-to-1 ratio of hopper cars over all other cars combined. The H2a was the most common type and was numbered from 15,500 – 25,499; 26,000 – 26,999; 28,500 – 29,999; and 31,000 – 31,999. That's one impressive class! N&W also leased these hopper cars to the PRR and B&O where they were painted in their respective schemes. BLI offers these hoppers also.

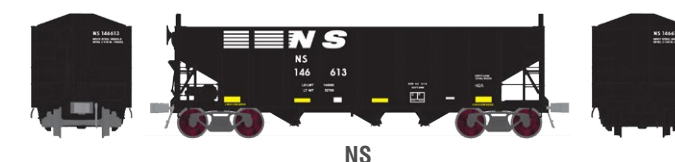
The Roanoke Shops built 13,500 H2a hoppers between 1948 – 1956 and approximately 2,000 were leased to the Pennsy.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails
- Detailed Bay Interiors
- Realistic Removable Coal Loads
- Detailed Underbody & Brake System
- **Composition:** ABS
- **Wheel Composition:** Metal
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Recommended Minimum Radius: 18 in

- 1722 N&W, 17" Lettering, 6-pack J, HO\$159.99
- 1723 N&W, 17" Lettering, 6-pack K, HO\$159.99
- 1724 N&W, 17" Lettering, 6-pack L, HO\$159.99
- 1726 N&W, 24" Lettering, 6-pack K, HO\$159.99
- 1736 CP, Black w/ White Lettering, 6-pack, HO\$159.99
- 1772 N&W, 17" Lettering, 6-pack M, HO\$159.99
- 1773 N&W, 17" Lettering, 6-pack N, HO\$159.99
- 1774 N&W, 17" Lettering, 6-pack O, HO\$159.99
- 1775 N&W, 24" Lettering, 6-pack M, HO\$159.99
- 1776 N&W, 24" Lettering, 6-pack N, HO\$159.99
- 1777 N&W, 24" Lettering, 6-pack O, HO\$159.99
- 1778 PRR Lettering, 6-pack L, HO\$159.99
- 1779 PRR Lettering, 6-pack M, HO\$159.99
- 1780 PRR Lettering, 6-pack N, HO\$159.99
- 1781 B&O Lettering, 6-pack L, HO\$159.99
- 1782 B&O Lettering, 6-pack M, HO\$159.99
- 1783 B&O Lettering, 6-pack N, HO\$159.99
- 1784 ATSF, Freight Car Brown, 6-pack, HO\$159.99
- 1785 C&NW, Oxide Red, 6-pack, HO\$159.99
- 1786 CP, Black w/ White Lettering, 6-pack, HO\$159.99

- 1787 CSX, Blue w/ Yellow Lettering, 6-pack, HO\$159.99
- 1788 D&RGW, Black w/ White Lettering, 6-pack, HO ...\$159.99
- 1789 GN, Oxide Red, 6-pack, HO\$159.99
- 1790 IC, Black w/ White Lettering, 6-pack, HO\$159.99
- 1791 NS, Black w/ White Lettering, 6-pack, HO\$159.99
- 1792 NYC, Black w/ White Lettering, 6-pack, HO\$159.99
- 1793 UP, Red with Yellow Lettering, 6-pack, HO\$159.99
- 1794 WAB, Oxide Red with Flag, 6-pack, HO\$159.99
- 1795 Unlettered, Black, 6-pack, HO\$159.99



H32 COVERED HOPPERS

A total of 300 cars were built by the PRR at Altoona between July 17, 1948, and October 11, 1948, in number series 253500-253799. Welded construction was used for both the superstructure and the underframe. The material was high tensile steel. The cars had a plain welded roof and 14 roof hatches, each with 3' by 3' opening. The metal running boards were Apex Tri-Lok. There were four bulkheads, creating five bays, each having two hopper openings measuring 13" by 24". The hopper bottom mechanism was furnished by Enterprise Railway Equipment Co. The horizontal sliding doors were hand operated, using a rack and pinion. The trucks were Class 2E-F22A, made by American Steel Foundries with Type A-3 Ride Control. The couplers were Type "E" with Imperial rotary bottom operated uncoupling devices.

There were four PRR paint and lettering schemes on this car. First was the Circle Keystone (CK) as delivered in Freight Car Color (FCC) with white lettering. Second, some shipped cars received the gray body color with the CK scheme in black. Third, some had the Shadow Keystone (SK) with gray body color with black lettering. And lastly, the Plain Keystone (PK) scheme with gray body color with black lettering was also used.

In addition to the PRR schemes, they were also painted in both Penn Central (gray and green) and Conrail (gray and red) schemes.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails
- Detailed Underbody & Brake System
- **Composition:** ABS with Die Cast Chassis
- **Wheel Composition:** Metal
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in

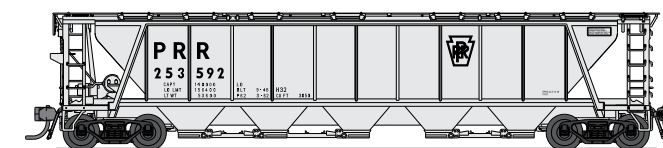
1880 PRR, Freight Car Red with White Circle Keystone, 4-pack A, HO.....	\$159.99
1881 PRR, Freight Car Red with White Circle Keystone, 4-pack B, HO.....	\$159.99
1882 PRR, Gray with Black Shadow Keystone, 4-pack A, HO.....	\$159.99
1883 PRR, Gray with Black Shadow Keystone, 4-pack B, HO.....	\$159.99
1884 PRR, Gray with "PRR" and Black Keystone, 4-pack, HO.....	\$159.99
1885 PRR, Gray with "PENNSYLVANIA" and Black Circle Keystone, 4-pack, HO.....	\$159.99
1886 Conrail, Red with White Lettering, 4-pack, HO.....	\$159.99
1887 Conrail, Gray with Black Lettering, 4-pack, HO.....	\$159.99
1888 Penn Central, Green with White Lettering, 4-pack, HO.....	\$159.99
1889 Penn Central, Gray with Black Lettering, 4-pack, HO.....	\$159.99
1890 Unlettered, Freight Car Red, 4-pack, HO.....	\$159.99



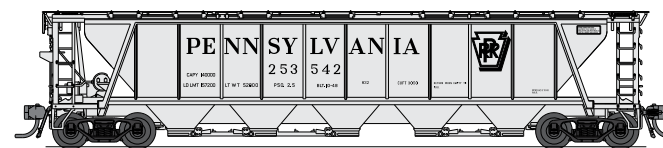
PRR RED / WHITE CIRCLE KEYSTONE



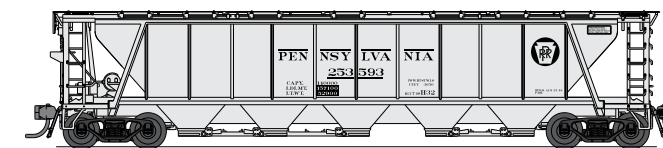
PRR RED / WHITE CIRCLE KEYSTONE



PRR GRAY / BLACK KEYSTONE



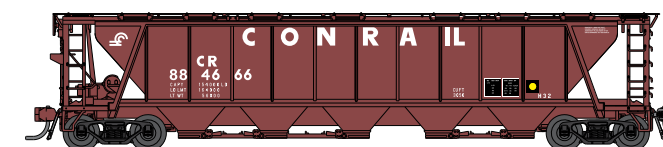
PRR GRAY / BLACK SHADOW KEYSTONE



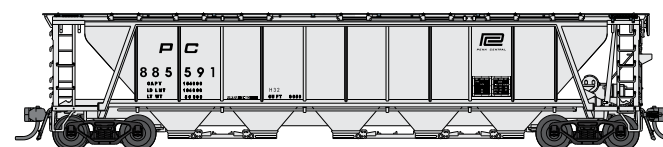
PENNSYLVANIA GRAY / BLACK CIRCLE KEYSTONE



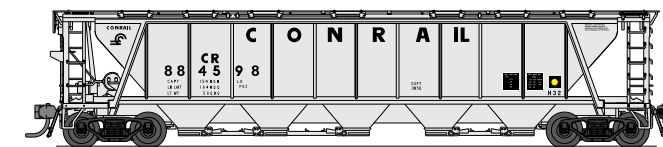
PENN CENTRAL GREEN / WHITE LETTERING



CONRAIL RED



PENN CENTRAL GRAY / BLACK LETTERING



CONRAIL GRAY

K7 STOCK CARS WITH SOUND

Stock cars were used to transport a variety of live animals, such as cattle, mules, horses, as well as hogs sheep and calves. Animal transport was and still is an important revenue stream for many railroads.

BLI's K7A is a handsome reproduction of the Pennsylvania Railroad design. Our sound equipped stock cars are equipped with motion-operated on/off technology so that live stock noises can be heard when the train moves or is jostled. Just like in real life!

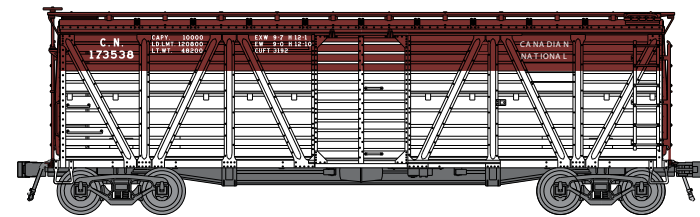
So, if your pike has livestock to move, we have the means. Our sound stock cars have been a hit for many years and we're bringing them back due to popular demand. Order yours today.



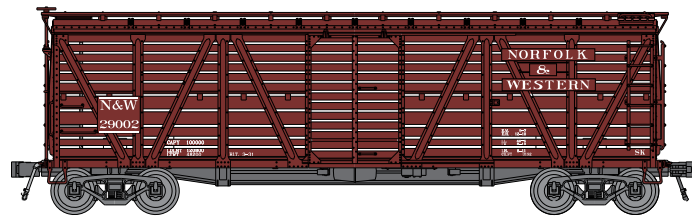
FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails, ladders, brake wheel, roof walkway
- Operating Sliding Doors
- Detailed Underbody
- **Composition:** ABS body, Diecast Chassis
- **Wheel Composition:** Metal
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in

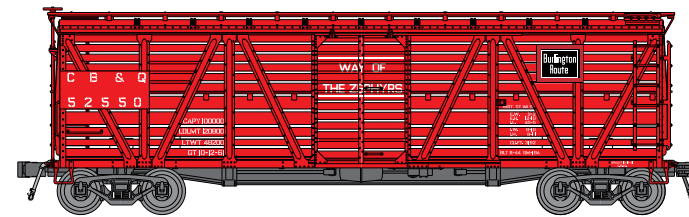
2520 CB&Q Stock Car, Cattle Sounds, HO	\$79.99
2521 CN Stock Car, Cattle Sounds, HO	\$79.99
2522 CP Stock Car, Cattle Sounds, HO	\$79.99
2523 GN Stock Car, Red, Cattle Sounds, HO	\$79.99
2524 N&W Stock Car, Stock Car Brown, Cattle Sounds, HO	\$79.99
2525 NYC Stock Car, Stock Car Brown, Cattle Sounds, HO	\$79.99
2526 PRR Stock Car, Stock Car Brown, Cattle Sounds, HO	\$79.99
2527 UP Stock Car, Cattle Sounds, HO	\$79.99
2528 Unlettered Stock Car, Stock Car brown, Cattle Sounds, HO	\$79.99



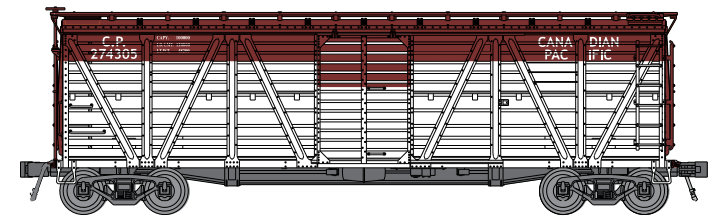
CN



N&W



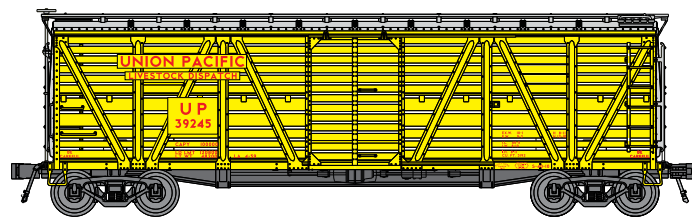
CB&Q



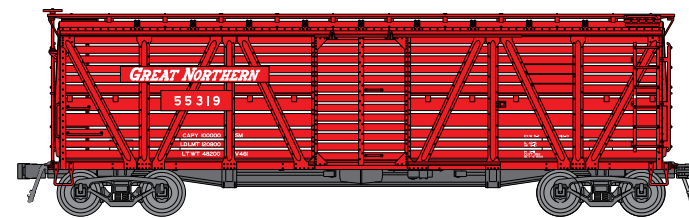
CP



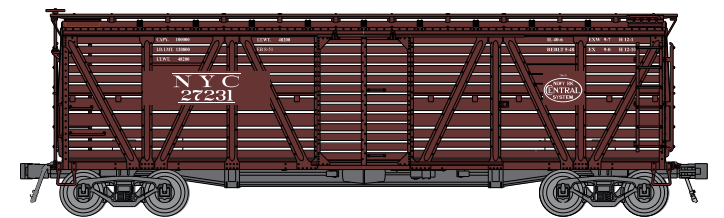
PRR



UP



GN



NYC

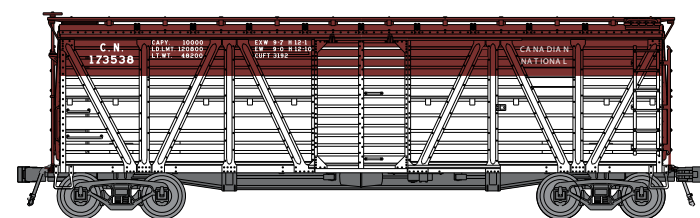
K7 STOCK CARS

Stock cars were used to transport a variety of live animals, such as cattle, mules, horses, as well as hogs, sheep, and calves. Animal transport was and still is an important revenue stream for many railroads. BLI's K7A is a handsome reproduction of the Pennsylvania Railroad design. Order yours today.

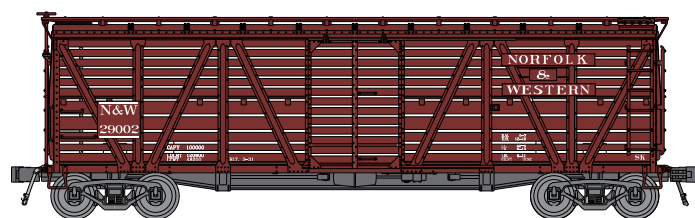
FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails, ladders, brake wheel, roof walkway
- Operating Sliding Doors
- Detailed Underbody
- **Composition:** ABS body, Diecast Chassis
- **Wheel Composition:** Metal
- **Couplers:** (2) Operating Kadee® Compatible
- **Compatible Tracks:** Code 70, 83, 100 Rail
- Minimum Operating Radius: 18 in

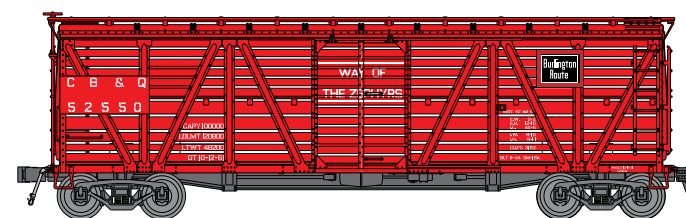
2529 CN (4-pack), Tuscan Oxide Red & White.....	\$99.99
2530 N&W (4-pack), Tuscan Oxide Red	\$99.99
2531 PRR (4-pack), PRR Oxide Red.....	\$99.99
2532 UP (4-pack), Armour Yellow & Aluminum	\$99.99
2533 Unlettered (4-pack), Tuscan Oxide Red	\$99.99
2534 CN (Single Car), Tuscan Oxide Red & White.....	\$29.99
2535 N&W (Single Car), Tuscan Oxide Red	\$29.99
2536 PRR (Single Car), PRR Oxide Red.....	\$29.99
2537 UP (Single Car), Armour Yellow & Aluminum	\$29.99
2538 Unlettered (Single Car), Tuscan Oxide Red	\$29.99
2685 CB&Q (4-pack), CB&Q Red w/ White Lettering.....	\$99.99
2686 CP (4-pack), Tuscan Oxide Red & White	\$99.99
2687 GN (4-pack), GN Red w/ White Lettering	\$99.99
2688 NYC (4-pack), Oxide Red	\$99.99
2689 CB&Q (Single Car), CB&Q Red w/ White Lettering	\$29.99
2690 CP (Single Car), Tuscan Oxide Red & White	\$29.99
2691 GN (Single Car), GN Red w/ White Lettering	\$29.99
2692 NYC (Single Car), Oxide Red	\$29.99



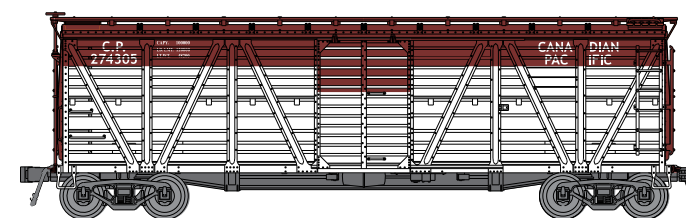
CN



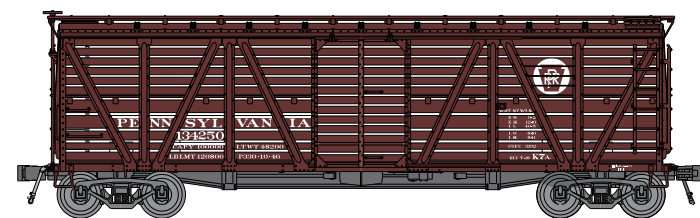
N&W



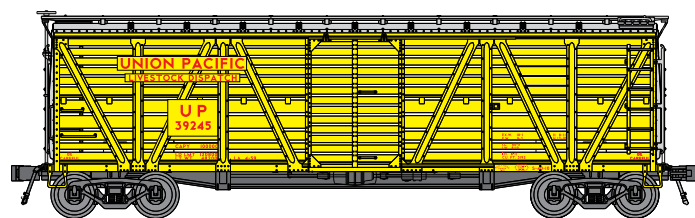
CB&Q



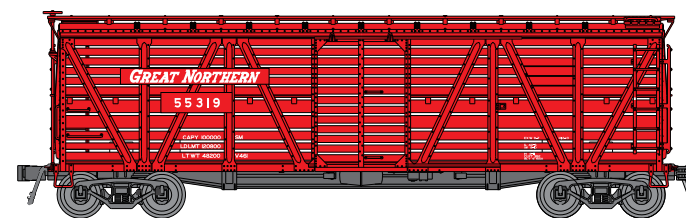
CP



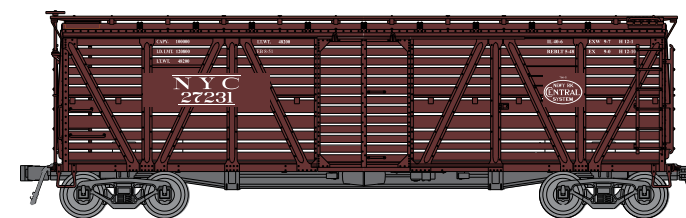
PRR



UP



GN



NYC

PRR M1A / M1B

In 1930, the celebrated success of the M1 Mountain-type locomotives prompted the Pennsylvania Railroad to order 100 more locomotives of the 4-8-2 wheel arrangement. The new locomotives became the M1a class and had a longer wheelbase than the M1's due to the addition of the Worthington feedwater heater. They also received new larger tenders, class 210F75, which became known as the coast-to-coast tenders.

The first 50 M1a locomotives, #6700 - 6749, were built by Baldwin. The Juniata Shops, which became known as the "Altoona Works," built the next 25 M1a's numbered 6750 - 6774, and the remaining 25 M1a's were built by Lima and were numbered 6775 - 6799.

Starting in 1946, 41 of the M1a's received further improvements by increasing the boiler pressure and adding circulators to the firebox. The improved M1a's became the M1b class. The best way to tell them apart is to look for the circulators on the firebox just above the running boards. The circulators are those round objects in a diagonal line that look like wash-out plugs.

The PRR M1a/b's were considered to be the finest of the Pennsylvania Railroad's steam locomotives. They were designed as dual service locomotives, hauling passenger trains and also saw duty in general freight service. And in the end, they even hauled the heavy ore trains, which they were not originally intended to pull. They did it all in style!

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- **Locomotive Composition:** DIE CAST with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

- 3072 PRR M1a 4-8-2, #6743, N Scale (PCM-001)..... **\$349.99**
- 3073 PRR M1a 4-8-2, #6720, N Scale (PCM-002)..... **\$349.99**
- 3074 PRR M1a 4-8-2, #6798, N Scale (PCM-003)..... **\$349.99**
- 3075 PRR M1a 4-8-2, unlettered, N Scale (PCM-004).. **\$349.99**
- 3076 PRR M1b 4-8-2, #6704, N Scale (PCM-005) **\$349.99**
- 3077 PRR M1b 4-8-2, #6716, N Scale (PCM-006) **\$349.99**
- 3078 PRR M1b 4-8-2, unlettered, N Scale (PCM-007).. **\$349.99**



M1a in HO scale shown for reference



M1b in HO Scale shown for reference



ALCO PA / PB

The American Locomotive Company introduced the PA1 locomotive in 1946 to compete with EMD's successful "E" Series passenger diesels. The first PA1 celebrated Alco's 75,000th loco to roll out of the erecting shop. This attractive 2000HP loco was their high-speed passenger diesel. Having more horsepower than their leading competitor, Alco felt that they had a fleet-ready competitive product. PA1's were sleek, stylish, powerful, and were very well suited for America's passenger and fast freight trains. Additionally, their 65'8" bodies became excellent billboard advertising for the railroads that they served with pride.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- Equipped with Traction Tires
- **Locomotive Composition:** ABS with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

****ALL UNITS LISTED BELOW ARE POWERED WITH SOUND UNLESS DENOTED AS "DUMMY"****

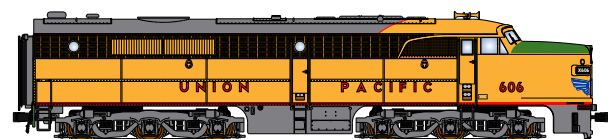
- 3201 Alco PA/PB Set, ATSF #52L/52A, Warbonnet Scheme, A-unit Paragon2 Sound/DC/DCC, Unpowered B, N.....\$279.99
- 3203 Alco PA/PB Set, UP #606/606B, Yellow & Gray Scheme, A-unit Paragon2 Sound/DC/DCC, Unpowered B, N.....\$279.99
- 3203 Alco PA, ATSF #54L, Warbonnet Scheme, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3204 Alco PB, ATSF #54B, Warbonnet Scheme, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3205 Alco PA, Demo #9077, CN Livery, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3206 Alco PA, Demo #9078, CN Livery, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3207 Alco PA, MKT #152A, Red, Silver & Yellow, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3208 Alco PA, MKT #152C, Red, Silver & Yellow, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3209 Alco PA, New Haven #0761, As-Delivered Scheme, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3210 Alco PA, New Haven #0762, As-Delivered Scheme, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3211 Alco PA, PRR #5757, Brunswick Green Single Stripe, Paragon2 Sound/DC/DCC, N.....\$229.99

- 3212 Alco PB, PRR #5758, Brunswick Green Single Stripe, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3213 Alco PA, SOU #6900, Green & White, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3214 Alco PA, SOU #6904, Green & White, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3215 Alco PA, WAB #1021, Blue, Gray & White, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3216 Alco PA, WAB #1021A, Blue, Gray & White, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3217 Alco PA, UP #607, Yellow & Gray, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3218 Alco PB, UP #605B, Yellow & Gray, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3105 Alco PA, Unpainted, Paragon2 Sound/DC/DCC, N.....\$229.99
- 3106 Alco PB, Unpainted, Paragon2 Sound/DC/DCC, N.....\$229.99

All PAINT SCHEMES New



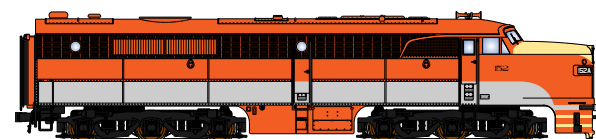
ATSF



UP



DEMO



MKT



NEW HAVEN



WABASH



PRR



SOU

BALDWIN CENTIPEDE

Baldwin produced the famous “Centipede” diesel locomotives during 1945-48, and sold them to three railroads (SAL, NdM and PRR). The Centipedes were very large, 91½ feet long for single units as operated on SAL and NdM, and 183 feet long for semi-permanently-coupled A-A pairs as operated on the PRR!

Each unit contained two 1500 horsepower diesel motors, so a pair contained four motors and totaled 6000 horsepower. Centipedes were very heavy, totaling 1,200,000 pounds for a pair, with more than 800,000 of those pounds carried by the 16 drivers. These spectacular diesel locomotives are a must-have for any Pennsy diesel modeler as well as anyone who wants to showcase unique, premium quality on his layout. Don't miss these limited run diesel gems.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- Equipped with Traction Tires
- **Locomotive Composition:** ABS with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

3140 PRR A-A Set, #5830A1/5830A2, Brunswick Green, Gold Leaf Lettering, 5-Stripe Passenger Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3141 PRR A-A Set, #5831/#5819, Brunswick Green, Gold Leaf Lettering, 5-Stripe Passenger Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3142 PRR A-A Set, #5828/#5816, Brunswick Green, Gold Leaf Lettering, 5-Stripe Passenger Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3143 PRR A-A Set, #5829/#5817 Set, Brunswick Green, Buff Lettering, Single-Stripe Freight Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3144 PRR A-A Set, #5833/#5821 Set, Brunswick Green, Buff Lettering, Single-Stripe Freight Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3145 PRR A-A Set, #5834/#5822 Set, Brunswick Green, Buff Lettering, Single-Stripe Freight Scheme, both units w/ Paragon2 Sound/DC/DCC, N Scale.....	\$489.99
3146 PRR #5832, A1 Unit with Trainphone Antennae, Brunswick Green, Gold Leaf Lettering, 5-Stripe Passenger scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3147 PRR #5820, A2 Unit w/out Trainphone Antennae, Brunswick Green, Gold Leaf Lettering, 5-Stripe Passenger scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3148 NdeM #6403, Dark Green, Red, & Yellow Scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3149 NdeM #6406, Dark Green, Red, & Yellow Scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3150 SAL #4507, Freight Scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3151 SAL #4510, Freight Scheme, Paragon2 Sound/DC/DCC, N Scale	\$249.99
3152 UP A-A Set, #1600A/1601A, Yellow & Gray Scheme, both units Paragon2 Sound/DC/DCC, N Scale (NP)*	\$489.99

* - Occasionally we will produce models that never existed but we believe our customers will enjoy. These models are denoted throughout this product guide with an “NP” appended to their item descriptions. The Union Pacific Centipede is one such model. The Union Pacific had intended to order the Centipede, but never ended up taking delivery of the units.

HO scale models shown for reference. Engineer and fireman figures not included on N scale units.



NdeM



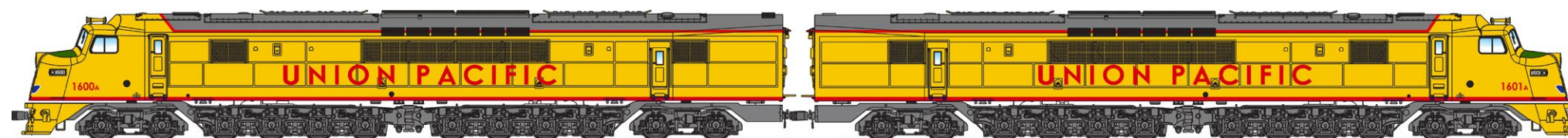
SAL



BRUNSWICK GREEN, BUFF LETTERING, SINGLE-STRIPE



BRUNSWICK GREEN, GOLD LEAF LETTERING, 5-STRIPE



UP*

EMD E6

Electro-Motive Corporation, (later to be known as GM's Electro-Motive Division) produced the 2000 horsepower E6 locomotive for passenger train service from 1939 to 1942. A total of 91 of these beauties were built. The booster version (B-Unit) was built from 1940 to 1942 and 26 of these were produced. EMD achieved 2000 HP output with two 12-cylinder, 1000 HP 567 engines inside. The distinctive slant to the nose of the E6 distinguishes it from other EMD E designs. Some refer to this nose shape as 'slantnose.' Two E6's are in existence today, although no longer in service.

FEATURES

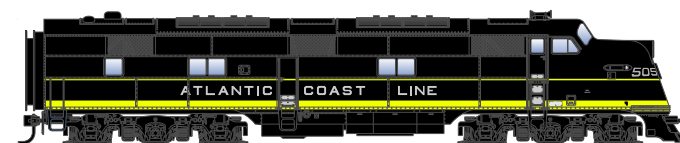
- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- Equipped with Traction Tires
- **Locomotive Composition:** ABS with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

- 1650 EMD E6 A/B Set, ATSF #15L/#15A, Warbonnet Scheme, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, N..... **\$279.99**
- 3300 EMD E6 A/B Set, ACL #505/751, Black w/ Yellow, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, N..... **\$279.99**
- 3301 EMD E6 A/B Set, SOU #2801/2950, Grn & White "Southerner" Scheme, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, N..... **\$279.99**
- 3302 EMD E6 A/B Set, UP-C&NW #LA-4/LA-5, City of Los Angeles, A-unit w/ Paragon2 Sound/DC/DCC, Unpowered B-unit, N..... **\$279.99**
- 1654 EMD E6A, ATSF #12L, Warbonnet Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 1655 EMD E6B, ATSF #12A, Warbonnet Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3303 EMD E6A, KCS #4, Yellow, Black & Red Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3304 EMD E6A, KCS #5, Yellow, Black & Red Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3305 EMD E6A, L&N #452A, As-Delivered Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3306 EMD E6A, L&N #454A, As-Delivered Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3307 EMD E6A, MILW #15A, Second Hiawatha Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3308 EMD E6A, MILW #15B, Second Hiawatha Scheme, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3309 EMD E6B, UP-C&NW #LA-6, City of Los Angeles, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3024 EMD E6A, Unpainted, Dual Headlight, Paragon2 Sound/DC/DCC, N..... **\$229.99**
- 3025 EMD E6B, Unpainted, Paragon2 Sound/DC/DCC, N..... **\$229.99**

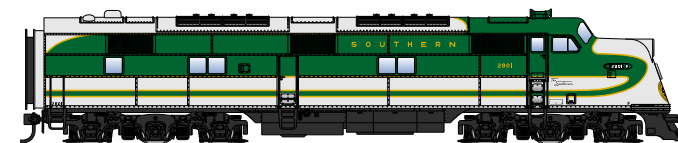


All PAINT SCHEMES New

E6A/B ATSF WARBONNET (HO Scale model shown for reference)



ACL



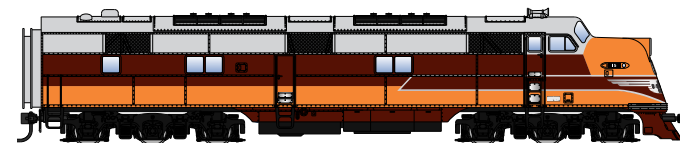
SOU



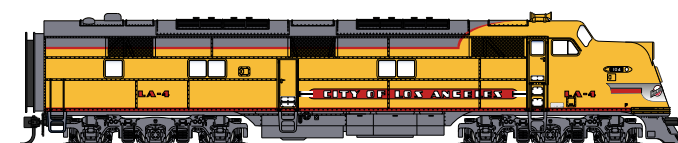
KCS



L&N



MILW



UP

EMD E7

EMD built the E-Units between 1937 through 1963. Originally the name E unit referred to the fact that these units boasted of eighteen hundred horsepower. This designation remained throughout the E unit production even though later models incorporated higher horsepower ratings.

Due to the technology of the time, E units like many locomotives used multiple units to achieve the required power. EMD offered cabled units called B or booster units. Some railroads ordered AB, ABB or ABA units depending on power needs.

FEATURES

- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- Equipped with Traction Tires
- **Locomotive Composition:** ABS with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

****ALL UNITS LISTED BELOW ARE POWERED WITH SOUND UNLESS DENOTED AS "DUMMY"****

- 3220 EMD E7 A/B Set, NYC #4000/4100, As-Delivered (Reverse) Lightning Stripes, A-unit with Paragon2 Sound/DC/DCC, Dummy B-unit, N **\$279.99**
- 3221 EMD E7A/B Set, PRR #5845A/5848B, Tuscan Red, Single Stripe, A-unit Paragon2 Sound/DC/DCC, B-unit Unpowered, N **\$279.99**
- 3222 EMD E7A/B Set, UP/SP/C&NW City of San Francisco #907A/908B, A-unit with Paragon2 Sound/DC/DCC, Dummy B-unit, N **\$279.99**
- 3223 EMD E7A, CB&Q #9916B, Black Nose Stripes, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3224 EMD E7A, CB&Q #9917B, Black Nose Stripes, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3225 EMD E7A, CB&Q #9919B, Red Stainless Steel, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3226 EMD E7A, CB&Q #9923B, Red Stainless Steel, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3227 EMD E7A, MEC #707, Pine Tree Green Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3228 EMD E7A, MEC #708, Pine Tree Green Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3229 EMD E7A, Pere Marquette #100, Blue, Silver, & Yellow Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3230 EMD E7A, Pere Marquette #101, Blue, Silver, & Yellow Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3231 EMD E7A, PRR #5864A, Tuscan Red, Single-stripe, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3232 EMD E7B, PRR #5864B, Tuscan Red, Single-stripe, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3233 EMD E7A, Wabash Railway #1000, Blue, Gray & White Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3234 EMD E7A, Wabash Railway #1001, Blue, Gray & White Scheme, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3235 EMD E7B, UP/SP/C&NW City of San Francisco #909B, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3046 EMD E7A, Unpainted, dual headlight, Paragon2 Sound/DC/DCC, N **\$229.99**
- 3047 EMD E7B, Unpainted, Paragon2 Sound/DC/DCC, N **\$229.99**



CB&Q BLACK NOSE STRIPES

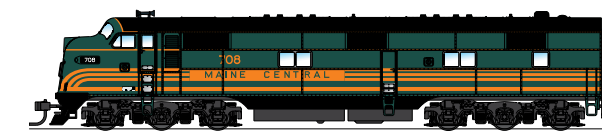
All PAINT SCHEMES New



NYC



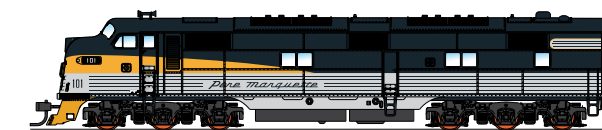
PRR



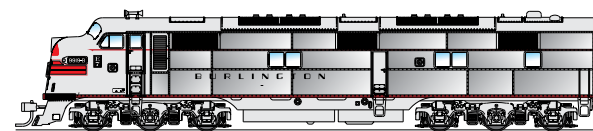
MEC



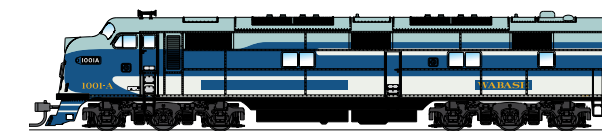
UP/SP/C&NW CITY OF SAN FRANCISCO



PERE MARQUETTE



CB&Q RED NOSE STRIPES



WABASH

EMD E8/9

EMD built the E-Units between 1937 through 1963. Originally the name E unit referred to the fact that these units boasted of eighteen hundred horsepower. This designation remained throughout the E unit production even though later models incorporated higher horsepower ratings.

Due to the technology of the time, E units like many locomotives used multiple units to achieve the required power. EMD offered cabled units called B or booster units. Some railroads ordered AB, ABB or ABA units depending on power needs.

FEATURES

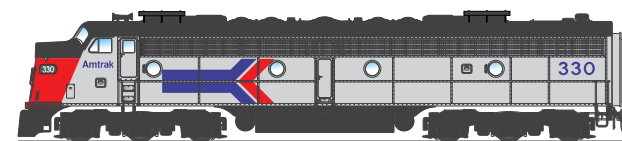
- Paragon2 Sound & Operation System with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Constant Intensity Directional Lighting with Prototypical Headlight
- All-Wheel Drive and All-Wheel Electrical Pick-Up
- Equipped with Traction Tires
- **Locomotive Composition:** ABS with Die Cast Chassis
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

****ALL UNITS LISTED BELOW ARE POWERED WITH SOUND UNLESS DENOTED AS "DUMMY"****

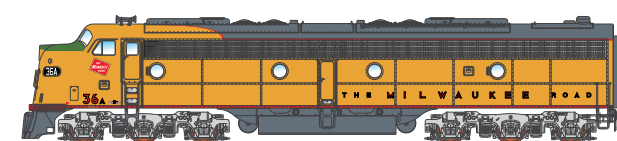
3239 EMD E8 A/B Set, UP #929/929B, Yellow & Gray, A-unit w Paragon2 Sound/DC/DCC, Dummy B-unit, N	\$279.99
3240 EMD E8 A/B Set, Amtrak #330/370, Phase 1 Paint Scheme, A-unit w Paragon2 Sound/DC/DCC, Dummy B-unit, N	\$279.99
3241 EMD E8A, Amtrak #327, Phase 1 Paint Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3242 EMD E8B, Amtrak #371, Phase 1 Paint Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3243 EMD E8A, C&NW #509, Standard Late Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3244 EMD E8A, C&NW #510, Standard Late Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3245 EMD E8A, CRI&P #652, Red & Yellow w/ Speed Lettering, Paragon2 Sound/DC/DCC, N	\$229.99
3246 EMD E8A, CRI&P #655, Red & Yellow w/ Speed Lettering, Paragon2 Sound/DC/DCC, N	\$229.99
3247 EMD E8A, IC #100, Executive Black & Silver Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3248 EMD E8A, IC #101, Executive Black & Silver Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3249 EMD E9A, MILW #36A, Yellow & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3250 EMD E9A, MILW #37A, Yellow & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3251 EMD E8A, MP #7018, Blue & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3252 EMD E8A, MP #7020, Blue & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3253 EMD E8A, RF&P #1001, Blue & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3254 EMD E8B, RF&P #1051, Blue & Gray Scheme, Paragon2 Sound/DC/DCC, N	\$229.99
3255 EMD E8A, SLSF #2016, "Citation", Paragon2 Sound/DC/DCC, N	\$229.99
3256 EMD E8A, SLSF #2019, "Cavalcade", Paragon2 Sound/DC/DCC, N	\$229.99
3257 EMD E8A, UP #931, Yellow & Gray, Paragon2 Sound/DC/DCC, N	\$229.99
3258 EMD E8B, UP #931B, Yellow & Gray, Paragon2 Sound/DC/DCC, N	\$229.99
3069 EMD E8A, Unpainted, Dual headlight, Paragon2 Sound/DC/DCC, N	\$229.99
3070 EMD E8B, Unpainted, Paragon2 Sound/DC/DCC, N	\$229.99



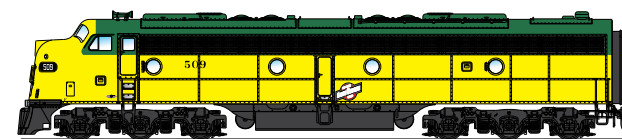
E9A UP YELLOW/GRAY STREAMLINER



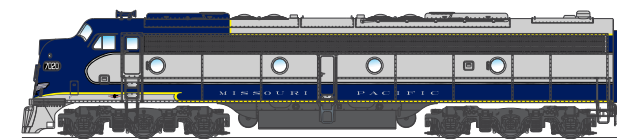
AMTRAK



MILW



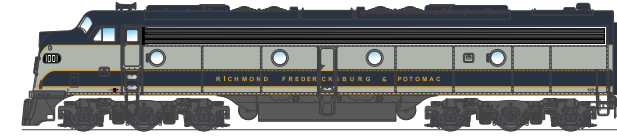
C&NW



MP



RI&P



RF&P



IC



SLSF

ARA 70 TON 4-BAY HOPPER

The ARA/AAR 70-ton Quad Hopper was a ubiquitous tool used by a variety of railroads. Primarily used for hauling coal loads, nearly 12,000 hoppers were built and delivered between 1926 and 1930.

These handsomely crafted and highly detailed models are available in distinctly numbered 6-packs. This run features A, B, and C (in some cases) packs - meaning if you purchase all three packs, you will have 18 distinctly numbered cars for a long string of coal haulers.

Realistic removable coal loads and detailed bay interiors make for versatile use in any scenario. These quad hoppers will be built to order, so don't miss out. Preorder with your dealer today.

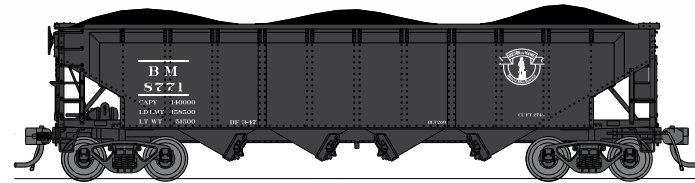
FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details
- Detailed Bay Interiors
- Realistic Removable Coal Loads
- **Composition:** ABS
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

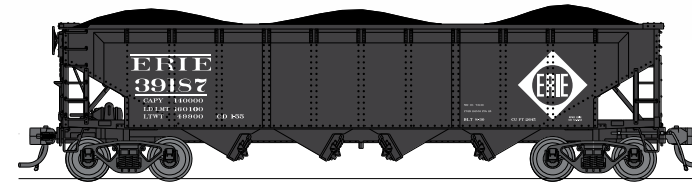
3180 B&O W2b, 6-pack A, N	\$139.99
3181 B&O W2b, 6-pack B, N	\$139.99
3182 B&O W2b, 6-pack C, N	\$139.99
3183 C&O H7-13, 6-pack A, N	\$139.99
3184 C&O H7-13, 6-pack B, N	\$139.99
3185 C&O H7-13, 6-pack C, N	\$139.99
3186 MILW, 6-pack A, N	\$139.99
3187 MILW, 6-pack B, N	\$139.99
3188 MILW, 6-pack C, N	\$139.99
3189 B&M, 6-pack A, N	\$139.99
3190 B&M, 6-pack B, N	\$139.99
3191 ERIE, 6-pack A, N	\$139.99
3192 ERIE, 6-pack B, N	\$139.99
3193 MKT, 6-pack A, N	\$139.99
3194 MKT, 6-pack B, N	\$139.99
3195 MOPAC, 6-pack A, N	\$139.99
3196 MOPAC, 6-pack B, N	\$139.99
3197 Unlettered Black, 6-pack, N	\$139.99



H0 scale model shown for reference.



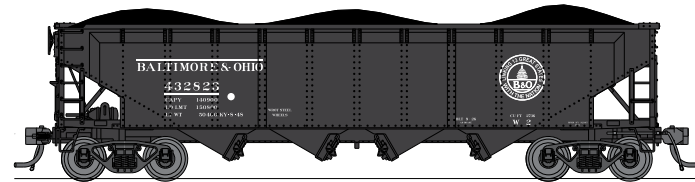
BOSTON & MAINE



ERIE



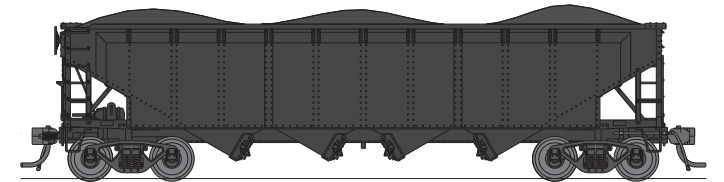
MISSOURI PACIFIC



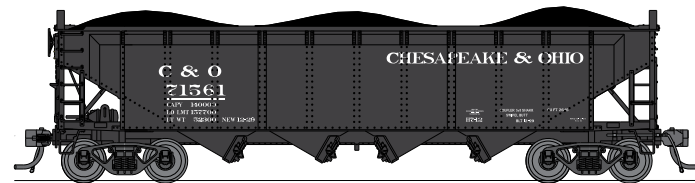
B&O



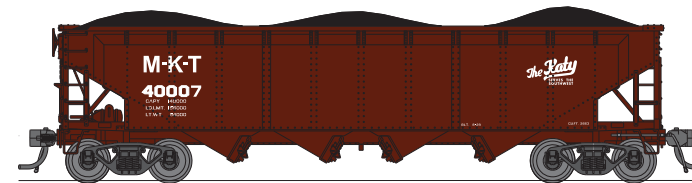
MILWAUKEE



UNLETTERED



C&O



MKT

NORFOLK & WESTERN H2A 3-BAY HOPPER CARS

H0 scale models shown for reference

On the N&W, hoppers were the most common type of freight cars on their roster – about a 4-to-1 ratio of hopper cars over all other cars combined. The H2a was the most common type and was numbered from 15,500 – 25,499; 26,000 – 26,999; 28,500 – 29,999; and 31,000 – 31,999. That's one impressive class! N&W also leased these hopper cars to the PRR and B&O where they were painted in their respective schemes. BLI offers these hoppers also.

The Roanoke Shops built 13,500 H2a hoppers between 1948 – 1956 and approximately 2,000 were leased to the Pennsy.

These handsomely crafted and highly detailed models are available in distinctly numbered 6-packs. For several road names, this run features A, B, and C packs - meaning if you purchase all three packs, you will have 18 distinctly numbered cars for a long string of coal haulers.

FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details
- Detailed Bay Interiors
- Realistic Removable Coal Loads
- **Composition:** ABS
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

3110 N&W, 17" Lettering, 6-pack A, N.....	\$139.99
3111 N&W, 17" Lettering, 6-pack B, N.....	\$139.99
3112 N&W, 17" Lettering, 6-pack C, N.....	\$139.99
3113 N&W, 24" Lettering, 6-pack A, N.....	\$139.99
3114 N&W, 24" Lettering, 6-pack B, N.....	\$139.99
3115 N&W, 24" Lettering, 6-pack C, N.....	\$139.99
3116 PRR Lettering, 6-pack A, N.....	\$139.99
3117 PRR Lettering, 6-pack B, N.....	\$139.99
3118 PRR Lettering, 6-pack C, N.....	\$139.99
3119 B&O Lettering, 6-pack A, N.....	\$139.99
3120 B&O Lettering, 6-pack B, N.....	\$139.99
3121 B&O Lettering, 6-pack C, N.....	\$139.99
3122 ATSF, Freight Car Brown, 6-pack, N.....	\$139.99
3123 C&NW, Oxide Red, 6-pack, N.....	\$139.99
3124 CP, Black w/ White Lettering, 6-pack, N.....	\$139.99
3125 CSX, Blue w/ Yellow Lettering, 6-pack, N.....	\$139.99
3126 D&RGW, Black w/ White Lettering, 6-pack, N.....	\$139.99
3127 GN, Oxide Red, 6-pack, N.....	\$139.99

3128 IC, Black w/ White Lettering, 6-pack, N.....	\$139.99
3129 NS, Black w/ White Lettering, 6-pack, N.....	\$139.99
3130 NYC, Black w/ White Lettering, 6-pack, N.....	\$139.99
3131 UP, Red with Yellow Lettering, 6-pack, N.....	\$139.99
3132 WAB, Oxide Red with Flag, 6-pack, N.....	\$139.99
3133 Unlettered, Black, 6-pack, N.....	\$139.99



H32 COVERED HOPPERS

A total of 300 cars were built by the PRR at Altoona between July 17, 1948, and October 11, 1948, in number series 253500-253799. Welded construction was used for both the superstructure and the underframe. The material was high tensile steel. The cars had a plain welded roof and 14 roof hatches, each with 3' by 3' opening. The metal running boards were Apex Tri-Lok. There were four bulkheads, creating five bays, each having two hopper openings measuring 13" by 24". The hopper bottom mechanism was furnished by Enterprise Railway Equipment Co. The horizontal sliding doors were hand operated, using a rack and pinion. The trucks were Class 2E-F22A, made by American Steel Foundries with Type A-3 Ride Control. The couplers were Type "E" with Imperial rotary bottom operated uncoupling devices.

There were four PRR paint and lettering schemes on this car. First was the Circle Keystone (CK) as delivered in Freight Car Color (FCC) with white lettering. Second, some shopped cars received the gray body color with the CK scheme in black. Third, some had the Shadow Keystone (SK) with gray body color with black lettering. And lastly, the Plain Keystone (PK) scheme with gray body color with black lettering was also used.

In addition to the PRR schemes, they were also painted in both Penn Central (gray and green) and Conrail (gray and red) schemes.

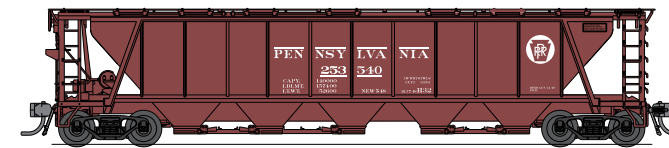
FEATURES

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Detailed Bay Interiors
- Coal loads included
- **Composition:** ABS
- **Couplers:** (2) Operating MicroTrains® #1015 or Compatible
- **Compatible Tracks:** Code 55, 70, 83, & 100 Rail
- Minimum Operating Radius: 9.75 in

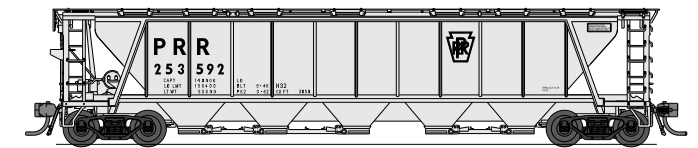
3165 H32 Covered Hopper, PRR, Freight Car Red with White Circle Keystone, 4-pack A, N Scale	\$99.99
3166 H32 Covered Hopper, PRR, Freight Car Red with White Circle Keystone, 4-pack B, N Scale	\$99.99
3167 H32 Covered Hopper, PRR, Gray with Black Shadow Keystone, 4-pack A, N Scale	\$99.99
3168 H32 Covered Hopper, PRR, Gray with Black Shadow Keystone, 4-pack B, N Scale	\$99.99
3169 H32 Covered Hopper, PRR, Gray with "PRR" and Black Keystone, 4-pack, N Scale	\$99.99
3170 H32 Covered Hopper, PRR, Gray with "PENNSYLVANIA" and Black Circle Keystone, 4-pack, N Scale.....	\$99.99
3171 H32 Covered Hopper, Conrail, Red with White Lettering, 4-pack, N Scale	\$99.99
3172 H32 Covered Hopper, Conrail, Gray with Black Lettering, 4-pack, N Scale.....	\$99.99
3173 H32 Covered Hopper, Penn Central, Green with White Lettering, 4-pack, N Scale.....	\$99.99
3174 H32 Covered Hopper, Penn Central, Gray with Black Lettering, 4-pack, N Scale	\$99.99
3175 H32 Covered Hopper, Unlettered, Freight Car Red, 4-pack, N Scale	\$99.99



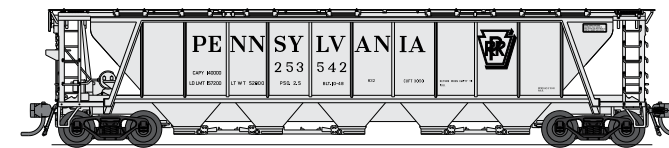
HO scale model shown for reference.



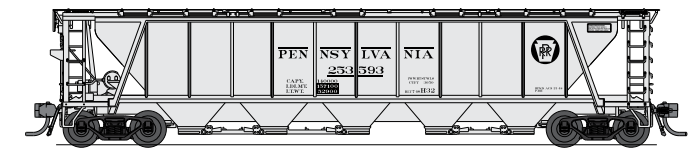
PRR RED / WHITE CIRCLE KEYSTONE



PRR GRAY / BLACK KEYSTONE



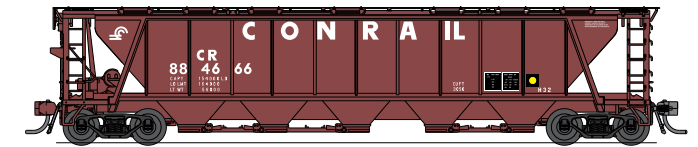
PRR GRAY / BLACK SHADOW KEYSTONE



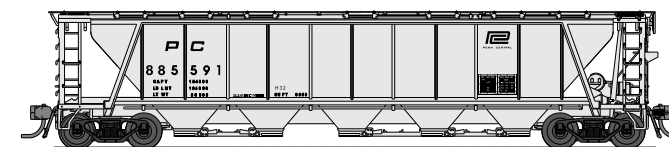
PENNSYLVANIA GRAY / BLACK CIRCLE KEYSTONE



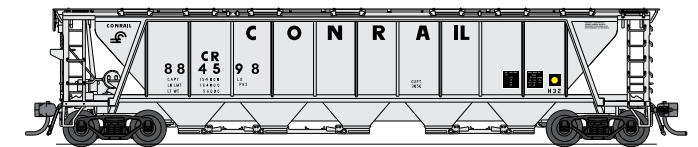
PENN CENTRAL GREEN / WHITE LETTERING



CONRAIL RED



PENN CENTRAL GRAY / BLACK LETTERING



CONRAIL GRAY

ADDRESS CHANGER

THE SIMPLE WAY TO PROGRAM, READ & RESET DCC ADDRESSES.

WORKS WITH ALL NMRA COMPLIANT DECODERS & LOCOMOTIVES!

We've heard it time and time again from our customers. Programming DCC addresses is a hassle and only a small percentage of hobbyists can actually perform this essential task. That's why we've developed the Address Changer. This standalone device is specifically designed to make DCC address programming, reading and resetting a breeze! Hobby shops, train clubs and EVERY DCC user will want one! Preorder now as these are built to order.

FEATURES

- Simple programming of DCC Addresses with the push of just a few buttons.
- No confusing menus
- Standalone design requires no preexisting DCC System
- 8-pin NMRA decoder slot for use with aftermarket decoders
- Program track output for preinstalled on-board DCC decoders
- Program, read & reset DCC decoder and on-board DCC decoder addresses individually or simultaneously
- Works with all NMRA compliant decoders & locomotives in HO and N scale
- Power supply included
- **Separate segment of track for program track operation required (any NMRA compliant brand)**

1020 DCC Address Changer.....\$79.99



DID YOU KNOW?

"Many customers' DCC models get programmed to 'unknown' addresses, making their locomotives seemingly inoperable..."

...the Address Changer uses all known methods to reset any DCC decoder back to factory defaults, regardless of whether a customer knows the engine address or not."

DCC ADDRESS PROGRAMMING MADE SIMPLE

1. Plug in an 8-pin DCC decoder or place a DCC equipped locomotive on the Address Changer's program track output.
2. Read the current address, assign a new address or reset the decoder(s) to factory defaults with a few button presses.
3. No separate DCC system required!



To Read Decoder Address
Plug decoder into the 8 pin decoder socket and press "READ DECODER" button.

To Read Locomotive Address
Place locomotive on the program track and press "READ TRACK" Button.

To Program a New Address
Select the new address using the four "SELECT ADDRESS" buttons. Then press the "PROGRAM" button and release. This programs Locomotive and Decoder at the same time.

To Program a Locomotive to Run in Reverse
Select the new address using the four "SELECT ADDRESS" buttons. Press and hold the "PROGRAM" button for 5 seconds, until the display reads "REV," and release.

To Reset Decoder to Factory Defaults
Press and hold one of the four "SELECT ADDRESS" buttons and then press "READ DECODER". Release both buttons. All decoder CVs will reset upon release and the address will be 3.

To Reset Locomotive to Factory Defaults
Press and hold one of the four "SELECT ADDRESS" buttons and then press "READ TRACK". Release both buttons. All locomotive CVs will reset upon release and the address will be 3.

DC MASTER - Control Box

The DC Master is an analog control box for DC users. It is used to activate sound features on our Paragon2 Series engines (also activates sounds on BlueLine and PCM engines).

You can run your Paragon2 engines right out of the box. You will hear start up sounds, brakes, chuff etc. DC users will not be able to activate the horn or bell/whistle without the DC Master. You can also adjust many features of Paragon2 Series engines with the DC Master. For DC users it is a one time purchase.

FEATURES

- For use in conjunction with a standard DC power pack for Paragon2 Series (as well as LokSound) locomotives for triggering user-activated sounds like Horn/Whistle, Bell, Auxiliary Sounds
- Easily adjust Volume or Mute Sound
- Program all CV's for performance tweaking and individual sound programming adjustments
- Reset locomotives back to factory defaults
- Easy to read LCD display
- Simple wiring takes minutes to complete
- Can be wired in-line with Quantum Engineer
- For HO/N/On30

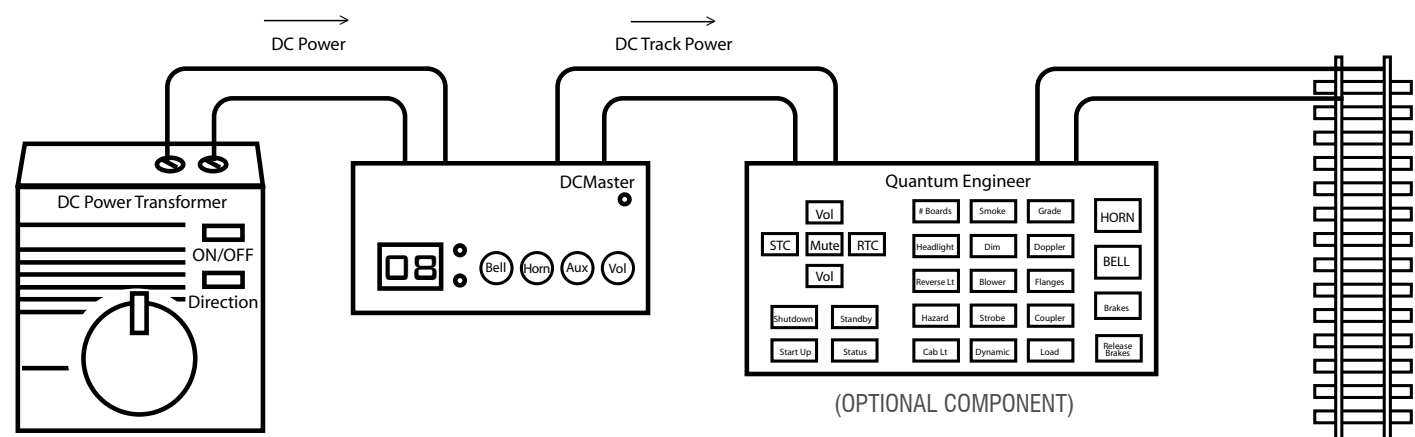
*Not for use with QSI Quantum equipped locomotives.

1011 DC Master Analog Control Module for Paragon2 equipped locomotives **\$49.99**



WIRING DIAGRAM:

Below, the DC Master is wired in-line with a Quantum Engineer (in the event you have a Quantum Engineer for older QSI equipped products). If you do not have a Quantum Engineer, simply wire the DC Master directly between your DC power pack and your track.



PRODUCTS BY ROAD NAME

Find products indexed by your favorite road names

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