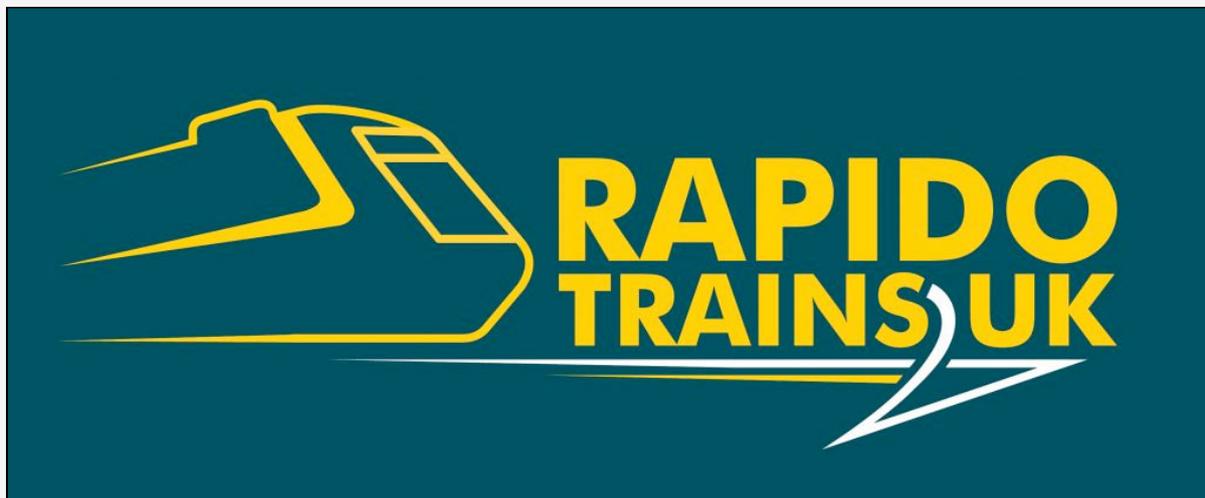


Da: Rapido Trains UK <customerservice@rapidotrains.co.uk>
Inviato: venerdì 8 marzo 2024 13:15
A: news_in@modellismoferroviario.it
Oggetto: Rapido UK News - Vol 42



Rapido UK Newsletter No. 42
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Dear Rapido Customer,

We go marching on into March!

It feels like we've had more exhibitions and dates booked in the diary than an Iron Maiden tour! We packed the flight cases, crammed everything in the tour (Luton) van and got on the road. Well Mark did, anyway. The rest of us got the train!



In the last month, we've managed to see many of you at Model Rail Scotland and the Tonbridge Model Railway Exhibition and had a blast at both; more on these later though. With barely enough time to reload the leaflet dispensers and check the samples we are back out on the Road again as the ever-busy London Festival of Railway Modelling is our next stop on the tour.

As if that wasn't enough, we've even managed to find the time to squeeze in another announcement, and these wagons have travelled almost as much as we have!

This newsletter isn't just a diary of our gallivanting to Glasgow and new announcements; we have tried to squeeze in as much progress on the other upcoming projects as we could and started planning an exhibition of our own.

Oh, and we've strengthened the squad with a spectacularly smiley Scouser!

Anyway, let's look to Ally Pally and beyond!

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

New Announcements!

We have an awesome batch of new announcements in the form of a brand-new tooling variant for the RCH 1907 spec 7-plank private owner wagons.

This time we have opted for a longer, 16' 6" prototype that was used by numerous mainline and privately companies. We have split these wagons into

their respective owners to give you a better idea of their relevance to your collections. Let's begin...



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RCH 1907 7-Plank Private Owner Wagon - Side Door Variant (OO Gauge)

To complement our first batch of incredibly popular OO Gauge RCH 1907 wagons, we thought we would reinforce them with a brand new plentiful and prevailing private owner wagon. This venerable version of the RCH 1907-compliant design is equipped with two side doors, perfect for the sort of job that doesn't require an end door as seen on our first batch.

These wagons are also six inches longer than our first models, which thanks to the model's clever design we are able to cater for. Like our first batch of wagons these will feature a number of little variations in axleboxes, buffers and brake gear alongside a high-quality livery application.



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During the 1914-1918 conflict the War Department ordered a large quantity of wagons to deal with the increase in freight traffic and to ensure there was a constant stream of raw materials heading across the channel to assist the war effort. Many wagons were even sent to Europe to help transport materials directly to the front lines. The example we have modelled was photographed sharing the famous 'train ferry' with two railway guns!

With the ink still fresh on The Treaty of Versailles, wagons were swiftly sent back to the UK. Of course, during the war, the War Department had requisitioned whatever wagons they needed from mainline companies across the country (such as the GWR O11 and V16s we have recently released) and in order to repay them for any lost or damaged while in their care, the WD offered replacements with wagons of this type.

After the War, numerous privately-owned businesses purchased the wagons in considerable numbers. So, at the Grouping when the railways were joined together to become the 'Big Four', wagons of this design could be seen across the UK in a variety of guises.



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By the time the railways were nationalised, numbers of wagons had started to dwindle. Having survived for over 40 years and carried the burden of two World Wars' worth of goods and minerals traffic, they were tired to say the least. British Railways still utilised these wagons, but instead of giving them a lick of paint, they primarily left them 'as-purchased' and simply painted a new number with a 'P' prefix to denote ex-private owner stock.

We have produced a selection of liveries covering the history of these wagons from War Department service through private ownership and into their BR-era renditions.



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In addition to this, we have produced 'The Big Four', fictitious liveries brandishing businesses named after some of the UK's most famous locomotive designers. These fictional liveries bare other "Easter eggs" relating to the engineers and the railways they worked for.

These wagons are available to pre-order now direct from us or from any [Official Retailer](#).

PRE-ORDER YOUR PO WAGONS HERE

SECR 12 Ton 7-Plank Mineral Wagon (SR Dia.1357) (OO Gauge)

As the 19th Century drew to an end, the newly-amalgamated South Eastern and Chatham Railway wasted no time in capitalising on the recently-discovered coal in and around Shakespeare Cliffs and the Kent coalfields. Hopeful that the black gold would pay dividends, they ordered a huge number of 12-ton RCH-compliant mineral wagons, which included a sizeable quantity of 7-Plank which would later become SR Diagram 1357. A total of 1850 wagons (including Dia. 1357 versions) were ordered between 1910 and 1914.



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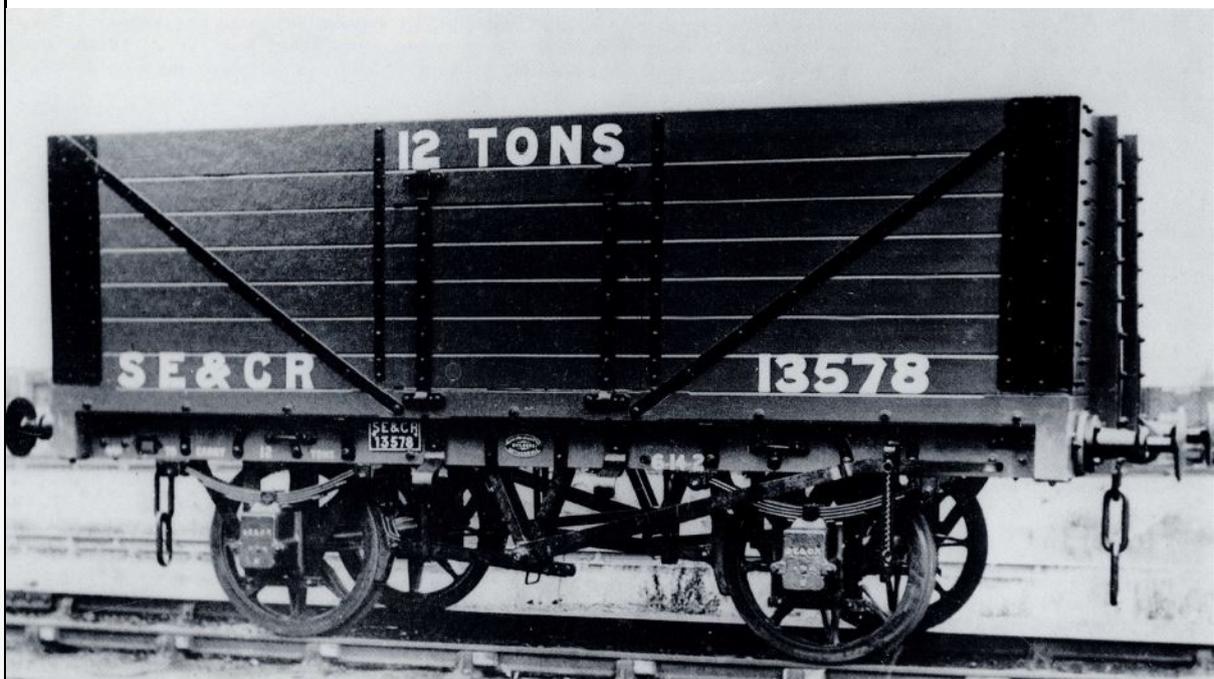


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When combined with the substantial number that the SECR used as part of a business agreement with William Cory and Son of Erith, who owned some 5000 wagons of numerous types, it is fair to say that the Dia. 1357 were a common sight throughout Kent during this period. These numbers were further bolstered by some of the wagons that the War Department returned to the UK following the cessation of WW1, which ended up in Loco Coal use.



Most of the wagons passed into Southern Railway ownership at the Grouping gaining both liveries carried by the SR. A very small number survived into the BR-era but no evidence of any carrying BR livery has ever been found.

ORDER YOUR SECR/SR 7-PLANK MINERALS HERE

LBSCR 7-Plank 12 Ton Coal Wagon (SR Dia.1373) (OO Gauge)

Much like their Kentish counterparts had done the previous year, the London, Brighton, and South Coast Railway began ordering 7-Plank 12 Ton Coal Wagons in 1911. 225 wagons were added to a previously ordered SECR batch by the LBSCR, so the astute builder (Hurst, Nelson & Company) sensibly constructed them using the same SECR drawings. The LBSCR regarded these as a non-standard wagon, and illustrated this by ordering further parts for them from the manufacturer only a year after delivery, instead of producing parts themselves in their own wagon works.



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Once they had moved to Southern Railway ownership, they were issued a unique diagram number (Dia. 1373) despite having the same origin as their SECR cousins. These wagons carried both styles of SR goods livery prior to withdrawal. It is believed a very small number survived into the BR-era but, again, no evidence of them carrying BR livery has ever been found.

ORDER YOUR LBSCR/SR 7-PLANK MINERALS HERE

GNR 7-Plank 12 Ton Loco Coal Wagon (LNER Code 4150) (OO Gauge)

It wasn't just the pre-grouping companies of the South Coast that had RCH 1907 7-Plank side door wagons in mainline company use. Following the end of the Great War, the Great Northern Railway were given 50 7-plank wagons by the WD as replacement for GNR wagons lost or damaged during the War and set them to work as loco coal wagons. Incredibly all 50 survived into LNER ownership, where they were issued the LNER Diagram code 4150.



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The LNER also had an agreement with Belgo-Anglaise des Ferry-Boats of Belgium, to provide cost-effective continental ferry rail freight between Harwich and Zeebrugge. This service used a number of hired-in wagons that were very similar to our new model. These hired vehicles had a rather interesting livery as they were covered in an eclectic mix of both companies' information and could be seen on both sides of the channel.

ORDER YOUR GNR/LNER 7-PLANK MINERALS HERE

Rapido RailEx 2024

What is Rapido RailEx?

We're putting on a show! Over 2 days in September we are taking over the Market Hall in Maidstone with an exhibition of high-quality model railways.

This is also a chance for you to come and meet the Rapido Trains UK team in person to discuss projects past, present, and future, see new samples, as well as getting the scoop on some new and exciting announcements we will be making!

In addition to this, we'll have trade stands for you to invest in your model railway including the chance to get 3D-scanned by [Modelu](#) for your own personalised 3D-printed figures, grab some rolling stock from some of our [Official Retailers](#), beautify your layout with products from some of our partners and much more.



Proving that small is mighty - 'Corrish' by George Williamson shows just how much detail can be included in a small layout.

Customised Rapido Wagons – An Exhibition First!

You will have the chance to order your own uniquely decorated Private Owner wagon at the show!

Simply fill in the form at our stand when you place your order and our graphic artists will draw up the artwork for you to approve on the day. Then your 7- or 5-plank PO wagon will be UV-printed with your chosen lettering and posted directly to you.

All our PO wagon designs will be made using templates created from our painstaking research into real-life signwriting to create the most authentic look.



'Hobbs Hill' by Chris Bassett captures the feel of a Southern Region West Country line. Photo courtesy of Railway Modeller.

What else can I see at the show?

There will be an exciting selection of high-quality layouts that are planning to attend, and our focus is on quality. We have already booked a large selection of some of the nicest layouts to grace the exhibition circuit agree to attend, and these cover various scales, eras, and locations. Keep your eyes peeled on our website [HERE](#) as more layouts and traders are announced.



*Melton Mobraay North (N gauge) makes a rare appearance at the show thanks to AIMREC.
Photo courtesy of Hornby Magazine/Key Model World.*

When and where is Rapido Railex?

When: Friday 27th and Saturday 28th September 2024, 10:00am – 4:30pm

Where: The Market Hall, Maidstone, Kent, ME16 8LW

It's just a 5-minute walk from Maidstone West Railway Station and ample parking is available for those who wish to drive. The Market Hall is a wheelchair-friendly venue.



Where can I get tickets?

You can find out more about the event and grab your tickets here-
<https://rapidotrains.co.uk/rapido-railex/>

Tickets for Rapido Railex are just £5 per adult. Kids are FREE when accompanied by a paying adult.

Each ticket covers 1 day of attendance at the show, and you are free to come and go during the day.

Advance Ticket holder prize draw!

If you book your ticket now (via the website links below), then you are automatically entered into a prize draw to win Rapido Trains UK goodies! You'll find out if you're the holder of the winning ticket when you arrive at the show.

ORDER YOUR RAILEX TICKETS HERE

Order Books Closing

This month's order book closures are big ones - with something for both Great Western and Southern fans to enjoy. Oh, and we also have a bit of news for the E1. Read on to find out more...

We will be closing the order books on **Monday April 15th** for the following:

- [OO Gauge LB&SCR E1](#)
- [OO Gauge GWR B-Set Coaches](#)

Looking further ahead we will be looking to close the orderbooks on **Monday May 20th** for the following:

- [OO Gauge SECR O1](#)
- [OO Gauge GWR N19 Loco Coal Wagon](#)
- [OO Gauge GWR O18 Open Wagon](#)

If you want to get your hands on these models you can still order them either directly through our website or from any of our [Official Retailers](#).

GWR B-Set Coaches

These feature-rich branchline beauties are a must for any Great Western modeller, and having been seen up and down the GWR network from Cornwall to Birmingham and South Wales to Somerset, they will look brilliant behind any small to medium-sized Western locomotive. We have spoken about the coaches' history in previous newsletters, so we wanted to look at some of the incredible features this set includes in case you had missed them!



Drop light windows

From what we can tell this is a first for ready-to-run rolling stock, so we want to shout about it! Many of you will have loved opening the window at a preserved railway and taking the wind and smoke in your face, well we've now made it possible for you to replicate this on your B-sets.



The windows of the B-set will be glued in lightly enough so you can pop them out, and included in the poly bag will be a number of open Droplight windows, so you can glue them back in their place. This means you can model someone looking out the window, be it a sightseer or even just an impatient commuter opening the door.

Close coupling

B-sets ran in pairs. As such, the duo of coaches were fitted with shorter buffers on the inside pair and were close-coupled. Modelling this in OO doesn't really look right with traditional tension lock couplings, so, we have added a nifty close coupling mechanism so they can be run at a more prototypical distance from one another.



Hidden internal lighting with stay-alive

The inside of each of the coaches is crammed so full of little details such as luggage racks, guards' hand brake, and railway posters, that it would be a shame if you couldn't actually see those details, wouldn't it? So, we have included lighting in each compartment, and hidden all of the necessary electronics in a nifty hidden wall at the back of the guard's compartment for each coach.



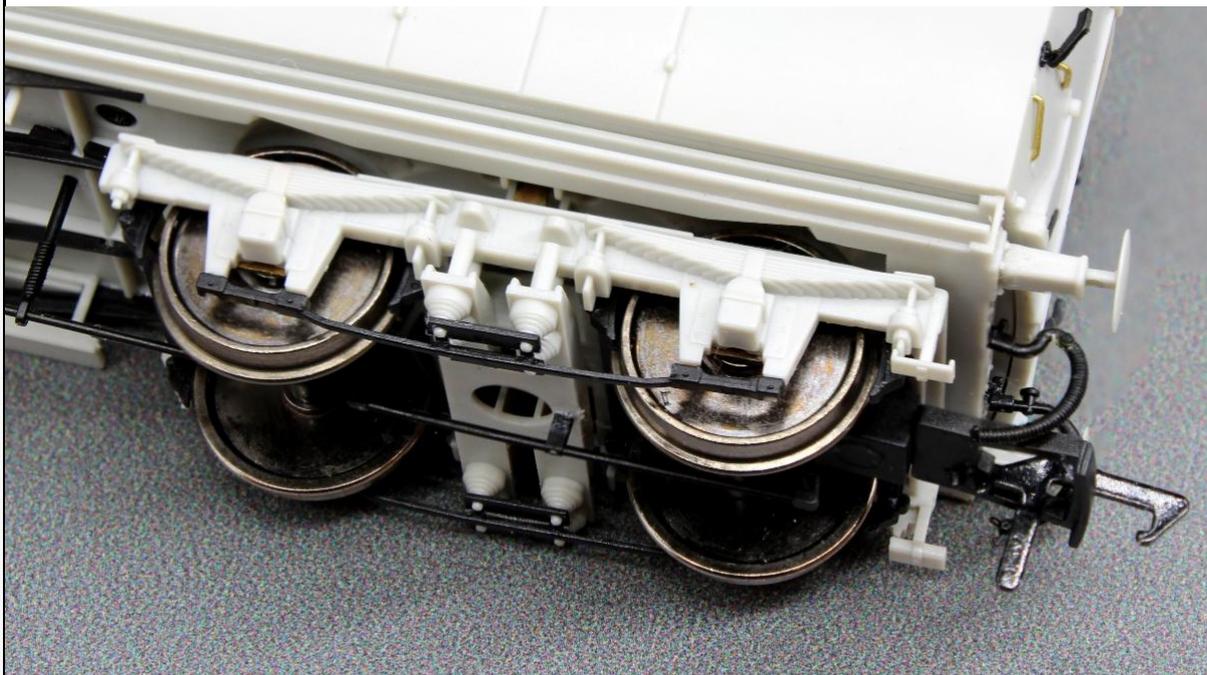
A cut-away colour CAD render showing the planned decoration for the inside of each B-Set. A selection of different maps and carriage prints will be used - can you tell where the print on the right is?

To ensure that the coaches remain lit on dead spots and slightly dirty track, we have included a small stay-alive for the lights, which gives you a little grace as you travel over these sections.



Short bogies

It wouldn't be a proper B-set without them having shorter bogies than most other coaches, so we have included these prototypically short versions on ours for you to enjoy. Of course, shorter bogies do create a wider throw for each coach as they navigate curves and points, so we have tested them on Radius 2 curves and have seen ample success regarding clearance.



Take a look at the video below to see all the B set and all of its details up close.



ALL ABOUT GWR B-SET COACHES

As you can see there are plenty of details for you to enjoy. Make sure you get your pre-orders in now before the order books close to avoid disappointment.

ORDER YOUR B SET BEFORE TIME RUNS OUT

LB&SCR E1

Just before we shot off to Model Rail Scotland we received a lovely little parcel crammed full of exciting [LBSC E1](#) samples. They look brilliant, and we can't wait to put them in your hands. Thanks to the great progress we have made and how happy we are with them, we have decided to close the order book on them so the factory can get to work on producing them for everyone.



Whilst at the Tonbridge show one of our samples escaped onto 'Old Parrock' - you can see this layout (and our E1) at [Rapido RailEx](#) in September.

We are also pleased to say that we are working in conjunction with The Brighton Circle to announce an all-new livery for the E1.

Locomotive No.110 (preserved at the [Isle of Wight Steam Railway](#)) will now be available in Marsh-era goods black livery with double red lining suitable for between 1912 to the locomotive's sale into industry in 1924. Whilst there had been previous plans to offer this livery with another retailer the plans fell through, and the livery was not retrospectively added into the standard range.



After a recent approach from [The Brighton Circle](#), we have agreed to offer this livery to modellers— subject to enough orders being placed prior to the order book closing date stated above.

The model will only be available directly from our website and sold on behalf of The Brighton Circle, who will donate the profits to LB&SCR-related preservation projects. A minimum of 100 orders will be required for the model to proceed. Both DCC Ready and DCC SOUND versions will be available. You can order your model of No.110 [HERE](#).



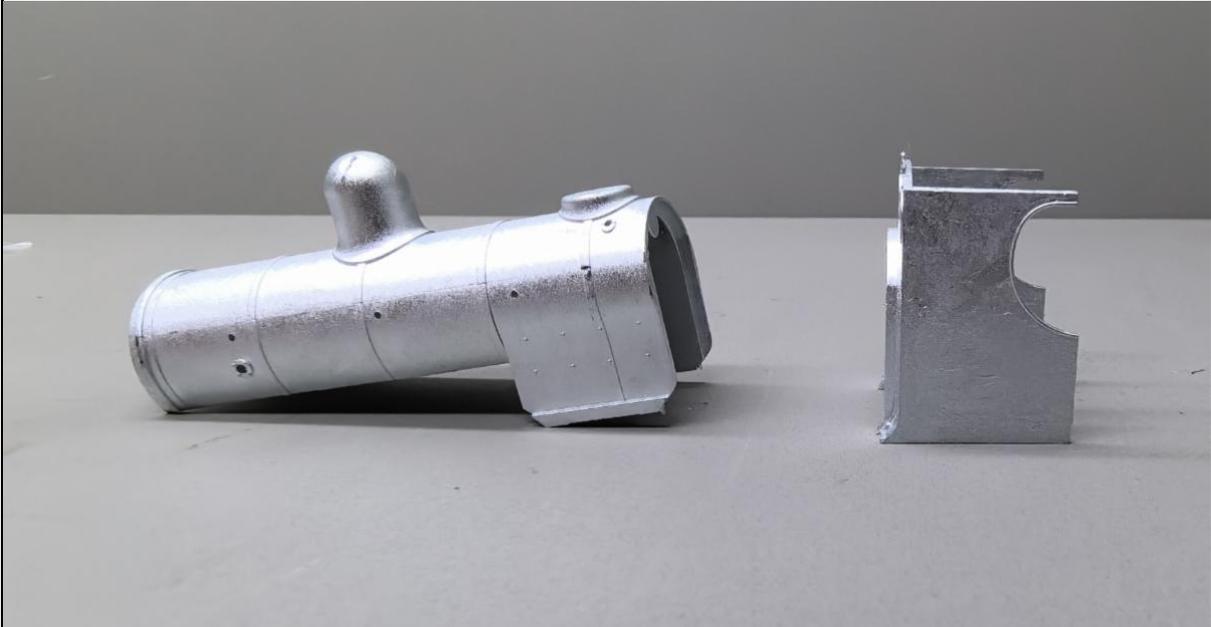
With a new livery being added to the E1 alongside the newly-announced LBSCR livery wagons, there is no better time to be a Brighton-area modeller.

We would like to thank the Brighton Circle and its members for their encouragement, help and support with this and future projects.

SEE THE FULL RANGE OF LBSCR E1 LOCOS HERE

Stop Press: Oh yes, O1s - Engineering Prototypes In Progress

This one got us all a little bit excited! The factory have sent us images of the various raw parts for our forthcoming SECR O1.



It might only be a pair of raw components but the unmistakable shape of the O1 is clear.

These parts are now being assembled prior to shipping to UK HQ ready for testing. With a fair wind we may have samples on show at the [London Festival of Railway Modelling](#) on 16th and 17th March.

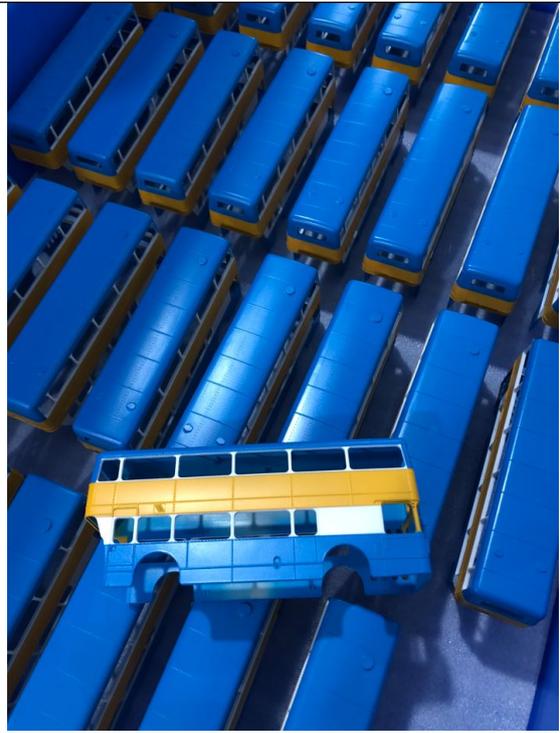
Product and Shipping Updates

As much as we would love to tell you we have made huge steps with every project, we simply can't do so this month. Around the time of the last newsletter, our factories closed their doors so they could enjoy their New Year celebrations, and have only just reopened at the time of writing this newsletter.

As such – and understandably so – limited progress has been made, and we are awaiting a progress update on most projects ourselves. We hope to have more news for you in next month's newsletter though, so keep an eye out for further updates.

This, along with the ongoing challenges in the Middle East has had an impact on international shipping. However, on this front, we have much better news.

Leyland Fleetline and Bedford OB



Both buses are working their way through the paint shop nicely and will shortly be heading into the printing and assembly stages. It is hoped that both buses will be complete in May ready for shipping to the UK.



GWR O11/O15, 'Mink A' V14/16 and Y4 Banana Vans

While many of us were having a jaunt north of the border, the remaining staff had the fun of processing a massive delivery of [GWR O11/O15](#), ['Mink A' V14/16](#) and [Y4 Banana Vans](#).

Since arriving in our warehouse we have been working to get these out as fast as possible, and we are pleased to say that these should be with retailers now. Payment links were sent to those of you who ordered directly through our website around 10 days ago, so if you haven't seen the email yet we recommend getting in touch with us.



RCH 1907 Private Owner Wagons

Following last month's update of them being on the way and the turbulent nature of shipping, we are pleased to say we have a proper update on arrival dates now!

If everything goes to plan, these colourful wagons will dock in the UK on the 31st of March, and then subsequently be shipped throughout April to retailers and those who have ordered from us directly. As our biggest single order to arrive to date, and one that contains a boatload (containerload?) of different liveries, we are expecting the processing and quality control checks to take a tad longer than normal, but we will get them out to you as fast as we can.



Smashing Scouser!

To many of the Rapido team the only Dave we know with a Scouse accent is Dave Lister, the last remaining (almost) human being who lives aboard the mining ship Red Dwarf. Thankfully we've added another one to our crew. So, we are pleased to say that we have managed to find a perfectly good smeg head that will fit in perfectly.



Dave's colleagues at Hattons created the above image for Dave prior to his departure - in the style of our social media "rejected liveries" posts.

Dave Mylett is joining us as our new Product Developer. Many of you may know him from his long tenure at Hattons. We are pleased to welcome someone with a similar mindset to the rest of us and a spectacular portfolio of previous work.

Welcome aboard Mr. Mylett, Sir!

We just hope he doesn't share Lister's obsession with eating curry... We don't work in a massive office after all!

JASON: Dave, if you see little piles of white powder where your coworkers normally sit, DON'T EAT ANY OF IT.

RAPIDO UK: Right - that too.

Model Rail Scotland

Wow, what a trip! We knew it was going to be good, but the event just blew us away. With some of the nicest layouts you could have asked for, a brilliant selection of manufacturers and retailers and a small army of Scottish railway fans that were champing at the bit to see all the northern niceties we had on offer, it would be an understatement to say we had a blast.

Hundreds of you kindly took the time to drop by our stall and have a chat. Some people even got rather excited about the colour samples of the [Highland Railway 'Jones Goods' 4-6-0](#) we had on show. Oh, and while we were on tour, we thought we would take the Jones on a little jaunt around the arena and beyond. Numerous members of the local clubs welcomed our running sample to their layouts and gave us a chance to grab as many pictures as we could. The [O1](#), [Fireless](#) and [Caley vans](#) even dropped in on a couple of layouts for some fun photos.



A splash of bright colour surrounded by the Autumn trees on 'Tellindalloch'. Come and see the layout and meet the layout's builder Terry Tew at Rapido RailEx.

The overall reaction to what we had on show at the stall was immense positivity and excitement, with lots of interest in the newly announced AB Fireless, Caley Vans and previously mentioned Jonesy.

Thank you to everyone who spoke to us, let us commandeer their layout for a few moments and generally made our journey to Bonnie Scotland feel very much like a worthwhile trip.

Model Rail Scotland, we will be back!

Onwards to Ally Pally

With Scotland sadly behind us, we look to more local ventures. This time we will make the annual pilgrimage to the [London Festival of Railway Modelling](#).

We had such an awesome time last year when we announced the 1907 RCH PO wagons at the show, we thought we would do it all over again but with the side door variant.

It's not just about the fantastic freight we have on offer though. Southern fans will have plenty to feast their eyes on at the festival. The running samples of the E1 will take pride of place in our cabinets, and if we are really lucky, we may have early engineering samples of the O1 for you to see. But we won't know if we will have these to show off until just before the show, so keep an eye on our social pages for further updates.

The [London Festival of Railway Modelling 2024](#) will be at its habitual home at Alexander Palace on the 16th and 17th of March.

You can find us and all of our delightful prototypes at Stand 9. We don't think you will be disappointed!



Thought of The Month

A follow-up to our previous thoughts on the state of the hobby

A couple of months ago our Thought of the Month section of the newsletter covered Rapido's thoughts about the massive shifts that had occurred within our hobby as we began 2024. We thought it would be sensible to return to the subject a couple of months later and review where we are now. Because if we were to be frank, it doesn't look too bad at all!

Often people dwell on the negatives without looking back and seeing what positive changes have occurred during the difficult times. If you have any pessimism left, we are hoping we can change your views going forward by sharing what we have experienced!

“Change will not come if we wait for some other person or some other time. We are the ones we've been waiting for. We are the change that we seek.” – Barack Obama

So, looking back at January we lost both Hattons and the Warley show, which was a fairly big blow to the hobby. At the time, our assessment was simple: that's a real shame, but let's move on to new ventures. With the national print and online media keen to peddle their latest brand of doom and gloom, sadly these changes (and our hobby overall) came into their crosshairs. Many saw

this as the final nail in the model railway coffin, but without quantifiable evidence to prove this wrong all we could do was to try to look at the positives.

When we visited Model Rail Scotland we had an absolute blast, but we also came back with a newfound spring in our step and a reinforced positive outlook.

Over the three days of the show, we had the pleasure of engaging with a swathe of people from across the model railway hobby, and we don't just mean you, our loyal readers and customers. We had a lovely time speaking to members of model railway press, YouTubers, retailers, and even other manufacturers. The nice folks from [BRM](#) and [Hornby Magazine](#) spent a fair amount of time talking to us, and it may surprise you that we had a good chat with several staff from Hornby, Accurascale, Heljan, and Bachmann, along with numerous other vendors.

The one thing that came up time and time again was the aforementioned negative rhetoric and the ongoing future and state of our hobby. I'm pleased to say that the consensus from all parties flew in the face of the naysayers and was immensely positive. Everyone we spoke to believes things are looking up, times are changing, and if you move with the times rather than against them, the hobby will continue to thrive.

It's lovely to see that all of the manufacturers and media present believe that the hobby has a bright future, and seeing the diverse range of ages and interests at the show has helped reinforce this opinion. The incredible number of people we saw through the door of both Model Rail Scotland and the Tonbridge show speaks volumes about the level of interest we are still seeing in hobby, and the overall reaction to what we had on show was really gratifying.



Corwin is always optimistic - wouldn't you be with this much ice cream? Andy knew it was a mistake giving him a company credit card...

So, what's changed since the model railway D-day occurred in early January?

Accurascale has taken on many of the Hattons projects; [Rails of Sheffield](#) has taken on the delivery of the remaining Genesis coaches, and even taken on ex-Hattons employees; and Warners/BRM have stepped up to the plate by announcing a whole new National show at the NEC in Birmingham.

And of course we have Dave Mylett, another Hattons alumnus, already working here at Rapido.

“There have been times, lately, when I dearly wished that I could change the past. Well, I can't, but I can change the present, so that when it

becomes the past it will turn out to be a past worth having.” – Terry Pratchett, I Shall Wear Midnight

This upheaval doesn't come without its challenges, and we accept that. But with the experienced staff taking their skills to new places within the industry, previously-announced projects continuing, customers not being let down, and a set of new ideas being brought to the table for the National show, it is difficult to see how good things won't come from the situation.

So, we put this to you: we believe we are looking forward to a bright future in the hobby, so are the other manufacturers, and so are the model railway media. If you haven't already, what's stopping you from seeing the positives too?

With that, we sign off yet another newsletter and prepare to see many of you lovely and positive people at Ally Pally next weekend.

Happy modelling!

The Rapido Trains UK Team

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

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



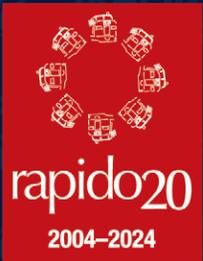
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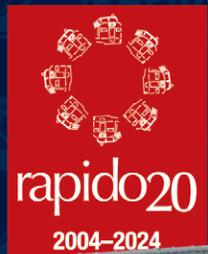
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RAPIDO IS TURNING 20!

To celebrate this milestone anniversary, we are delighted to announce a new run of the first ready-to-run models we ever made, the HO scale Super Continental Line passenger cars. When first released, these cars broke the mold for HO scale passenger car detail. We believe the level of detail we announced two decades ago has not been bettered since, except by us! Rapido is still the global leader in HO scale passenger car detail.

This new run of cars features many improvements:

- Track-powered interior lighting with capacitor controlled by our (often imitated, never duplicated) Rapido Lighter
- Improved design and assembly to prevent warping
- Tighter connections between the body and the roof
- Lightweight Coaches and Duplex Sleepers feature new Trane air conditioner details
- New couplers designed for more reliable operation when pulled or pushed
- Redesigned, free-rolling trucks
- All of this is in addition to the incredible underbody detail, multi-color interior, skirts or stairs (as appropriate) and extremely fine painting and decoration, down to the end door car names and numbers!

This run of the Super Continental Line comprises three car styles:

- Lightweight Coach
- 8-4-4 Duplex Sleeper (4-8-4 in Canada)
- 10-5 Sleeper

The Super Continental Line passenger cars provide a first class experience for your HO scale passengers. They will be treated in comfort, elegance and style just as they deserve to be. Reserve your coaches and sleepers by the order deadline and ensure your passengers don't miss the train.

MSRP \$119.95 US
\$139.95 CAN

Order Deadline
TBD

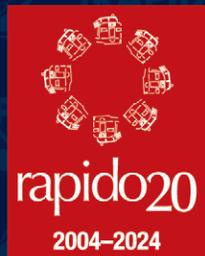


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Lightweight Coach



VIA Rail Canada

Item #	Name / Number	Item #	Name / Number
100364	<input type="text"/> 5603	100367	<input type="text"/> 5627
100365	<input type="text"/> 5611	100368	<input type="text"/> 5642
100366	<input type="text"/> 5616	100369	<input type="text"/> 5647



CNR - 1954 Scheme

Item #	Name / Number	Item #	Name / Number
100370	<input type="text"/> 5598	100372	<input type="text"/> 5624
100371	<input type="text"/> 5617	100373	<input type="text"/> 5635



Canadian National - Wet Noodle

Item #	Name / Number	Item #	Name / Number
100374	<input type="text"/> 5599	100376	<input type="text"/> 5635
100375	<input type="text"/> 5619	100377	<input type="text"/> 5654



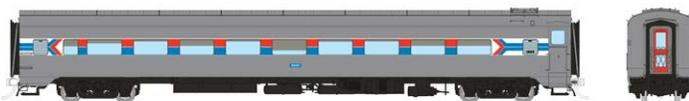
BC Rail

Item #	Name / Number	Item #	Name / Number
100378	<input type="text"/> 156230 / Porteau	100380	<input type="text"/> 156420 / Kelly Lake
100379	<input type="text"/> 156280 Sunset Beach	100381	<input type="text"/> 156520 / Capilano



CP - Royal Canadian Pacific

Item #	Name / Number	Item #	Name / Number
100382	<input type="text"/> 101 / Dominion	100383	<input type="text"/> 102 / E.S. Smith



Amtrak - Phase I

Item #	Name / Number	Item #	Name / Number
100384	<input type="text"/> 6443	100386	<input type="text"/> 6446
100385	<input type="text"/> 6445		



Central of New Jersey

Item #	Name / Number	Item #	Name / Number
100387	<input type="text"/> 270	100389	<input type="text"/> 330
100388	<input type="text"/> 279		



MSRP \$119.95 US
\$139.95 CAN

Order Deadline
TBD

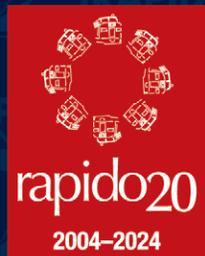


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Lightweight Coach



Delaware & Hudson

Item #	Name / Number	Item #	Name / Number
100390	<input type="text"/> 31	100392	<input type="text"/> 34
100391	<input type="text"/> 32		



Erie-Lackawanna

Item #	Name / Number	Item #	Name / Number
100393	<input type="text"/> 1306	100395	<input type="text"/> 1323
100394	<input type="text"/> 1313		



GTW - 1954 Scheme

Item #	Name / Number	Item #	Name / Number
100396	<input type="text"/> 4884	100398	<input type="text"/> 4887
100397	<input type="text"/> 4885		



GTW - Wet Noodle

Item #	Name / Number	Item #	Name / Number
100399	<input type="text"/> 4884	100401	<input type="text"/> 4888
100400	<input type="text"/> 4886		



Long Island Rail Road

Item #	Name / Number	Item #	Name / Number
100402	<input type="text"/> 2181	100404	<input type="text"/> 2187
100403	<input type="text"/> 2184		



Missouri Pacific - Jenks Blue

Item #	Name / Number	Item #	Name / Number
100405	<input type="text"/> 477	100407	<input type="text"/> 480
100406	<input type="text"/> 478		



MSRP \$119.95 US
\$139.95 CAN

Order Deadline
TBD

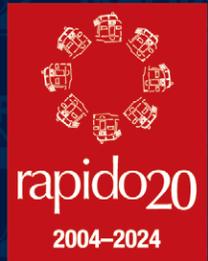


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Duplex Sleeper



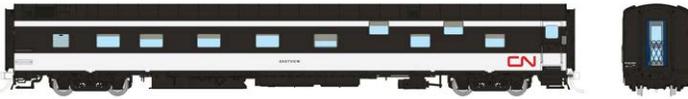
VIA Rail Canada

Item #	Name / Number	Item #	Name / Number
101148	<input type="text"/> 1112 / Edenwold	101151	<input type="text"/> 1129 / Elmora
101149	<input type="text"/> 1118 / Egerton	101152	<input type="text"/> 1150 / Estcourt
101150	<input type="text"/> 1121 / Elderbank		



CNR - 1954 Scheme

Item #	Name / Number
101153	<input type="text"/> 1115 / Edmundston
101154	<input type="text"/> 1132 / Emerson
101155	<input type="text"/> 1147 / Enwood



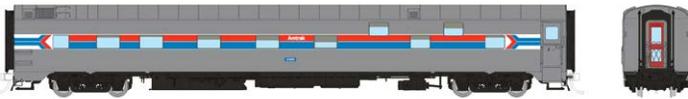
Canadian National - Wet Noodle

Item #	Name / Number
101156	<input type="text"/> 1111 / Eastview
101157	<input type="text"/> 1127 / Elmira
101158	<input type="text"/> 1136 / Endeavour



CP - Royal Canadian Pacific

Item #	Name / Number
101159	<input type="text"/> 110 / H.B. Bowen



Amtrak - Phase I

Item #	Name / Number
101160	<input type="text"/> 2400
101161	<input type="text"/> 2401
101162	<input type="text"/> 2402



Great Northern

Item #	Name / Number
101163	<input type="text"/> 1162 / Dawson Pass
101164	<input type="text"/> 1164 / Logan Pass
101165	<input type="text"/> 1168 / Red Gap Pass



Milwaukee Road - Hiawatha

Item #	Name / Number
101166	<input type="text"/> Minnesota River
101167	<input type="text"/> Zumbro River



Milwaukee Road - 1955 Yellow

Item #	Name / Number
101168	<input type="text"/> Minnesota River
101169	<input type="text"/> Zumbro River

MSRP **\$119.95** US
\$139.95 CAN

Order Deadline
TBD

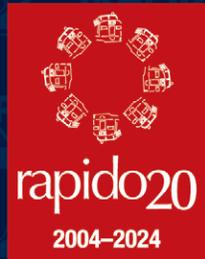


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10-5 Sleeper



Conrail

Item # Name / Number
104110 11

CSX

Item # Name / Number
104111 994011 / Michael J. Ward



Erie

Item # Name / Number
104112 Pride of Youngstown
104113 Spirit of Youngstown

Erie-Lackawanna

Item # Name / Number
104114 Pride of Youngstown
104115 Spirit of Youngstown



Missouri Pacific Jenks Blue

Item # Name / Number
104116 622 / Eagle Brook
104117 623 / Eagle Country
104118 625 / Eagle Path



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Order Deadline
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Celebrate Rapido's 20th Anniversary in Style!

We delivered our first ready-to-run passenger cars almost 20 years ago with a retail price of **\$49.95 (US)** and **\$59.95 (Canadian)**. The costs of materials and labor overseas have gone up so much since then that our passenger cars retail for more than double those prices today.

To celebrate Rapido's 20th Anniversary, we are producing a special run of HO scale anniversary passenger cars at the original prices. We have two anniversary sleeping cars to choose from:

- Edmundston Duplex Sleeper

We purchased this ex-VIA Rail Canada sleeping car in 2015 and have since donated it to the VIA Historical Association. It is currently being restored to be a part of the VIA Rail Canada 50th Anniversary heritage train in 2028.

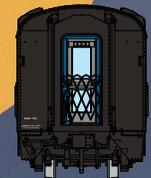
- Rapido Trains "Lark" 10-5 Sleeper

We are offering our anniversary 10-5 Sleeper decorated in a paint scheme inspired by Southern Pacific's famous passenger train, *The Lark*.

These anniversary sleepers will brighten your model railroad and can be added to any passenger train as first class private varnish. They are available for the unbelievable prices of **\$49.95 (US)** or **\$59.95 (Canadian)**.

These are only available direct from Rapido – they cannot be ordered through your local retailer. (They are what you might call a "loss leader" so we can't afford to provide our regular dealer discounts.) Reserve your Rapido 20th anniversary passenger cars today and you can party like it's 2004!

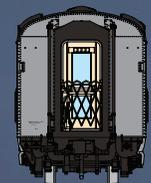
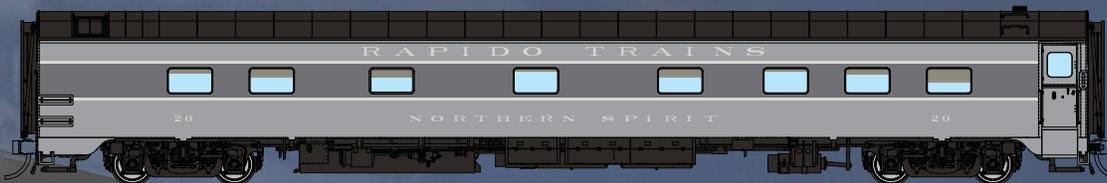
SPECIAL ANNIVERSARY PRICING: \$49.95 USD / \$59.95 CAD



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

Rapido Anniversary - Duplex Sleeper

Item #	Name / Number
101170 <input type="checkbox"/>	1115 / Edmundston



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

Rapido Anniversary - 10-5 Sleeper

Item #	Name / Number
104119 <input type="checkbox"/>	20 / Northern Spirit



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RAPIDO



THE
HEP E-UNITS

HO
SCALE



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

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

AMTRAK • BURLINGTON NORTHERN • CONRAIL • METRO NORTH

The BN and Amtrak Details Include:

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

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

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

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



Photos courtesy of Greg Sommers



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THE
HEP E-UNITS

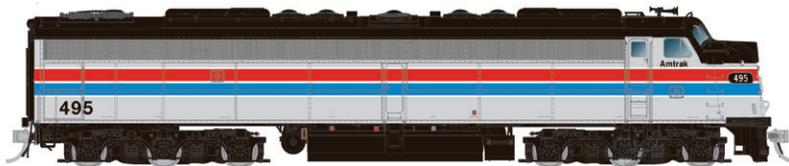
**HO
SCALE**



Amtrak (Phase I)

Preliminary artwork, subject to revisions.

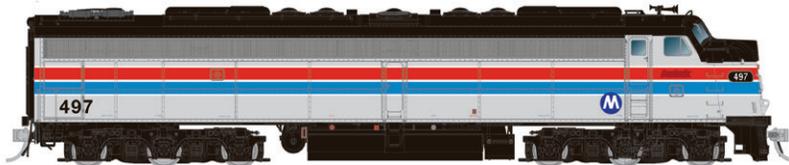
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
497	28301 <input type="text"/>	28801 <input type="text"/>
499	28302 <input type="text"/>	28802 <input type="text"/>



Amtrak (Phase II)

Preliminary artwork, subject to revisions.

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



Metro North (ex Amtrak Phase II)

Preliminary artwork, subject to revisions.

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



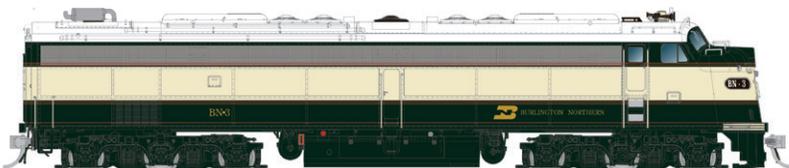
Burlington Northern (Commuter E9)

Preliminary artwork, subject to revisions.

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

BN E-9 Names:

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



Burlington Northern (Executive)

Preliminary artwork, subject to revisions.

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

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

MSRP

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DEALER NAME



THE
OCS E-UNITS

HO
SCALE



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

4020 • 4021 • 4022

The Conrail OCS E-unit Features:

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

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

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



Photos courtesy of Brock Kerchner and Wes Reminder



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THE
OCS E-UNITS

HO
SCALE



Conrail (OCS)

Preliminary artwork, subject to revisions.

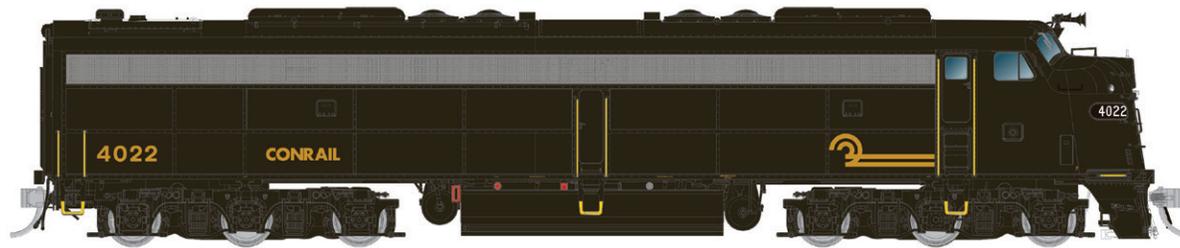
Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4020	28307 <input type="text"/>	28807 <input type="text"/>



Conrail (OCS)

Preliminary artwork, subject to revisions.

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



Conrail (OCS)

Preliminary artwork, subject to revisions.

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

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



Photo courtesy of Dan Darnell

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

The IC and CN E9A Details Include:

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

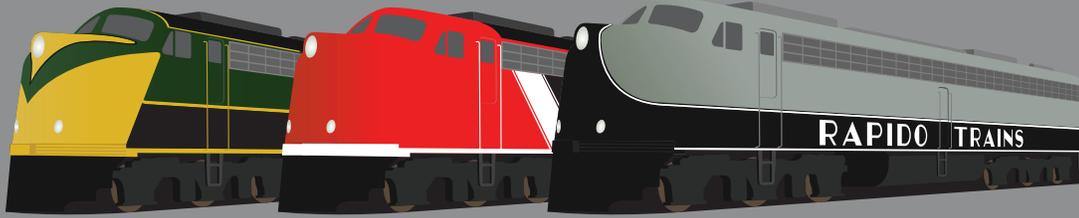


Photo courtesy of Craig Walker



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EXECUTIVE
E - UNITS

HO
SCALE



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

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



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

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



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

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

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



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THE **PA** and **PB**
...NEW RUN!

ARRIVING YEARS AHEAD OF TIME!

Order Deadline: **MARCH 15th, 2023**



The makers of America's first Diesel-Electric Locomotive present the first of a complete new line of Super Diesel-Electrics!

1. Today two of America's great industrial producers, American Locomotive and General Electric, present a new Diesel-Electric locomotive for all classes of service—a locomotive that opens up a new chapter in railroading history.

It's big news for every person who travels or ships by rail, because these new locomotives embody many important new developments born of wartime research and production progress—developments that will enable the railroads to give you the finest transportation the world has ever known . . .



2. Already tested in railroad service, these Alco-GE locomotives have proved *years* ahead—in design, speed, power, smoothness, economy of operation. As you can see here, the cab affords unprecedented room to work in—inspections, adjustments and repairs are quicker and easier to make. The engine is designed to run a million miles before major overhaul, and when maintenance is needed, unequalled accessibility of parts keeps costs down.



3. Safer, easier operation is assured by the new type broad-vision windows . . . an improved, centralized control system results in simpler, smoother operation . . . and these are but a few of many new features that distinguish these locomotives and others in the new Alco-GE line to be announced. Watch for news of other units in this new line. They'll be here soon. To meet every motive power requirement more efficiently. To enable the railroads to give *you* progressively finer service.



Order Deadline: **MARCH 15th, 2023**



Alco-GE photo, courtesy of Bob's Photos

The popular Alco PA and PB series returns for a second run! Following the success of the first run, Rapido is pleased to offer new schemes and variations. On this run you'll notice certain roads now have the larger flat number boards as well as the original side boards. New pilots will also grace the front of select models.

We are also excited to offer the red Alco-GE and the short-lived MLW-GE demonstrator in the Canadian National scheme, in addition to the new schemes being offered. As usual, the Alco PA and PB Locomotives feature the highest quality, road-specific details, silky smooth drives and razor-sharp paint and printing.

The 2nd Run ALCO PA and PB Features:

- Correct nose and roof profiles 3D-scanned from the prototype
- Loads of roadname-specific details
- ATSF re-powered units feature unique roof blister and EMD style fans
- A units and A-B sets available
- Dynamic or non-dynamic brake versions, where appropriate
- Full underbody piping and conduit
- Separate grab irons and handrails installed at the factory
- Etched-metal grilles, where appropriate
- Lit number boards
- Full cab interior
- Operating Gyalite or red Mars light, where appropriate
- Rapido's proven drive system
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound options
- ESU LokSound V5 Decoder



Photo courtesy of NHRTHA



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THE PA and PB
...NEW RUN!



Erie Lackawanna (G/M/Y Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
852	23047 <input type="text"/>	23547 <input type="text"/>
854	23048 <input type="text"/>	23548 <input type="text"/>
855	23049 <input type="text"/>	23549 <input type="text"/>



Gulf, Mobile & Ohio

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
290	23050 <input type="text"/>	23550 <input type="text"/>
292	23051 <input type="text"/>	23551 <input type="text"/>



Missouri Pacific (PA-1 / Eagle Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
8001	23052 <input type="text"/>	23552 <input type="text"/>
8003	23053 <input type="text"/>	23553 <input type="text"/>
8008	23054 <input type="text"/>	23554 <input type="text"/>



Missouri-Kansas-Texas (Shadowlined)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
152	23055 <input type="text"/>	23555 <input type="text"/>



Missouri-Kansas-Texas

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
151A	23056 <input type="text"/>	23556 <input type="text"/>
153C	23057 <input type="text"/>	23557 <input type="text"/>



New Haven (Orange Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
0760	23058 <input type="text"/>	23558 <input type="text"/>
0762	23059 <input type="text"/>	23559 <input type="text"/>
0767	23060 <input type="text"/>	23560 <input type="text"/>



New Haven (McGinnis Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
0763	23061 <input type="text"/>	23561 <input type="text"/>
0772	23062 <input type="text"/>	23562 <input type="text"/>
0776	23063 <input type="text"/>	23563 <input type="text"/>



Union Pacific

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
600	23064 <input type="text"/>	23564 <input type="text"/>
604	23065 <input type="text"/>	23565 <input type="text"/>

SINGLE A UNITS MSRP:

No Sound **\$239.95 / \$279.95** US / CAD

ORDER DEADLINE: MARCH 15TH, 2023

w/Sound **\$349.95 / \$399.95** US / CAD



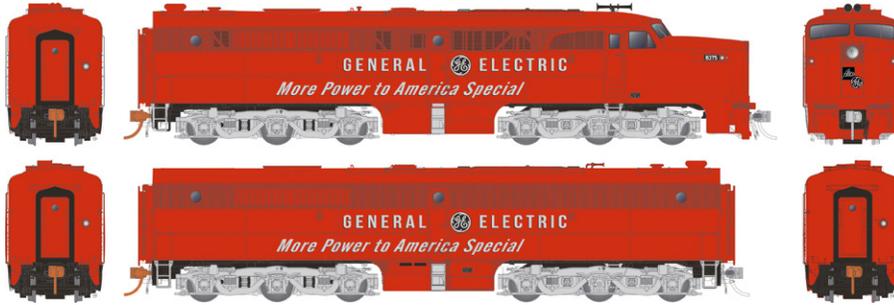
CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
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RAPIDO

DEALER NAME



THE PA and PB
...NEW RUN!



Alco-GE Demonstrator (PA-2 and PB-2 Set)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
8375	23043 <input type="text"/>	23543 <input type="text"/>



CN Demonstrator (PA-1 and PA-1 Set)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
9077 / 9078	23044 <input type="text"/>	23544 <input type="text"/>



Union Pacific (PA-1 and PB-1 Set)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
607 / 607B	23066 <input type="text"/>	23566 <input type="text"/>

A+A AND A+B SET MSRP:

ORDER DEADLINE: MARCH 15TH, 2023

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



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DEALER NAME



H21 HOPPERS

**HO
SCALE**



ALL NEW!!

CAD renders from actual design files.

Thirty-nine thousand.

That's how many H21 class hoppers were built by the Pennsylvania Railroad. To put that in some perspective, that's more cars in one class than the Missouri Pacific, Nickel Plate or Rock Island had cars of ALL types on their rosters! Put another way, through the 1950s **one of every two PRR hoppers was an H21!** This is a car that every modeler needs!

The H21 was a four-bay design with many construction cues from the smaller GLa hopper. Designed first as a 50-ton coke car, the H21 class cars were built between 1909 and 1914. Very quickly it was realized that they would make great coal hoppers, and the first cars were converted to H21A with the addition of 70-ton trucks. Additional groups of H21As followed. Early batches were built with clamshell doors, but the design changed to four saw-tooth-style traditional bay doors, and all early cars were quickly rebuilt into this configuration with more than half completed by 1932. In the 1930s the PRR added a stiffening chord along the top edges of the car sides on its H21As, but kept them in the same classification.

Starting in 1948 the PRR rebuilt a number of H21As with strengthened center sills and power hand brakes. They were reclassified as H21E. Externally, the H21E could be identified by the longer top stiffening chords (as against the H21A) and their power hand brakes. H21A cars were equipped with Carmer uncoupling levers, while H21Es and H21Gs had more modern underslung cut levers.

The various classes of H21 hoppers travelled throughout the country in what the Pennsy termed "mineral service" (coal, ore, gravel, limestone... etc.). They proved amazingly long lived - there were still more than 3,000 still in service in 1970, and 143 still in service at the advent of Conrail in 1976! Many were also converted into various work cars, including ballast cars and even a tunnel clearance car.

Rapido's new HO scale model will be available in the two most common versions - H21A and H21E. **This is the first time that the H21E version has ever been offered.** That sub-class alone included over 8,500 cars!

Our HO scale H21s will feature:

- Accurately scaled from prototype blueprints and photos
- K or AB brake systems as appropriate
- Die-cast chassis for great operating weight
- Full inside and outside rivet detail
- Separate wire grab irons
- Correct detail variations for each sub-class, including center sill, sides, ends and details
- Rapido semi-scale metal couplers
- Free-rolling trucks with turned metal wheels
- Accurate paint and decoration

**Order Deadline
March 15, 2024**

US MSRP

\$54.95 (SINGLE)

\$164.85 (3-PACK) \$329.70 (6-PACK)

CANADIAN MSRP

\$64.95 (SINGLE)

\$194.85 (3-PACK) \$389.70 (6-PACK)



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Store Name _____
Phone Number _____

RAPIDO



H21 HOPPERS

**HO
SCALE**

Short reinforcing rib

Long reinforcing rib



H21A

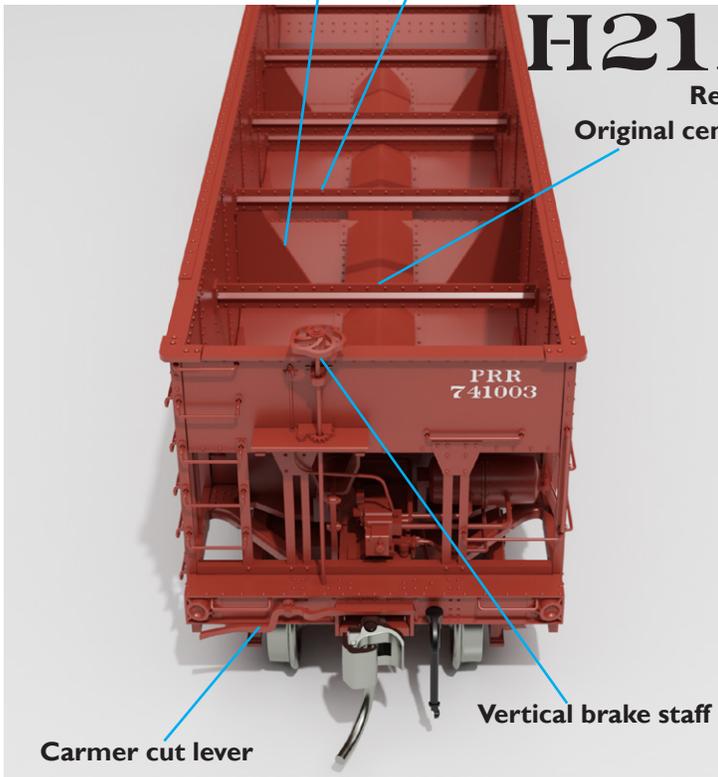


H21E

CAD renders from actual design files.

Straight interior braces with cross supports

One-piece interior braces without cross supports



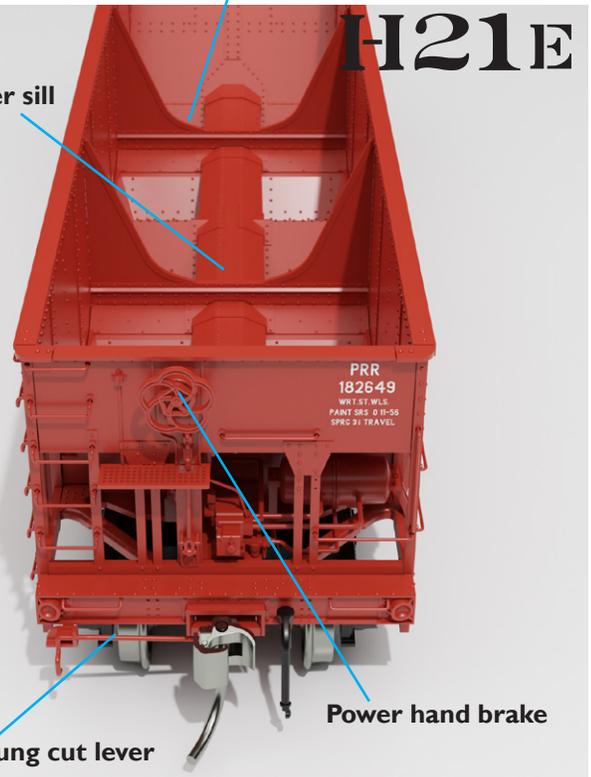
H21A

Reinforced center sill

Original center sill

Carmer cut lever

Vertical brake staff



H21E

Underslung cut lever

Power hand brake

So what makes ours different?

Yes, H21 models have been available before. So what makes ours worth the upgrade?

- First ever offering of the H21E!
- State-of-the-art modern tooling with crisp details.
- Full and correct interior detail, quite visible on an HO hopper.
- Full separate grab irons and details (rather than molded on) making them comparable with most current freight car models.
- All-metal semi-scale couplers provide improved appearance and operation.
- Free rolling turned metal wheels installed at the factory.



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Phone Number _____

RAPIDO



H21 HOPPERS

**HO
SCALE**



H21A: PRR - Circle Keystone (K brakes) - 1930+

Item	Description
<input type="checkbox"/> 178001	6 Pack
<input type="checkbox"/> 178001A	Single Car 173648, 174532, 175008, 176737, 179378, 179123



H21A: PRR - Circle Keystone - 1941+ "Coal Goes To War"

Item	Description
<input type="checkbox"/> 178004	6 Pack
<input type="checkbox"/> 178004A	Single Car 256493, 256532, 256661, 256700, 256815, 256822



H21A: PRR - Circle Keystone (AB Brakes) - 1935+

Item	Description
<input type="checkbox"/> 178002	6 Pack #1
<input type="checkbox"/> 178002A	Single Car 182493, 184076, 189822, 190483, 192184, 195776
<input type="checkbox"/> 178003	6 Pack #2
<input type="checkbox"/> 178003A	Single Car 741003, 742975, 743816, 744293, 744405, 745324



H21E: PRR - Circle Keystone - 1948+

Item	Description
<input type="checkbox"/> 178005	6 Pack
<input type="checkbox"/> 178005A	Single Car 727129, 727218, 727340, 727401, 727423, 727438



**Order Deadline
March 15, 2024**

CAD renders from actual design files.

US MSRP
\$54.95 (SINGLE)
\$164.85 (3-PACK) \$329.70 (6-PACK)

CANADIAN MSRP
\$64.95 (SINGLE)
\$194.85 (3-PACK) \$389.70 (6-PACK)



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Phone Number _____

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H21 HOPPERS

**HO
SCALE**



H21A: PRR - Shadow Keystone - 1954+

Item	Description
<input type="checkbox"/> 178006	6 Pack #1
<input type="checkbox"/> 178006A	Single Car 135506, 135423, 136013, 136082, 137313, 138518
<input type="checkbox"/> 178007	6 Pack #2
<input type="checkbox"/> 178007A	Single Car 900220, 900610, 901243, 902144, 903233, 903984



H21E: PRR - Shadow Keystone - 1954+

Item	Description
<input type="checkbox"/> 178008	6 Pack
<input type="checkbox"/> 178008A	Single Car 676009, 676127, 676384, 676712, 676990, 677023



H21A: PRR - Black, plain Keystone - 1961+

Item	Description
<input type="checkbox"/> 178009	6 Pack
<input type="checkbox"/> 178009A	Single Car 695401, 695513, 695602, 695713, 695884, 695981



H21E: PRR - Black, plain Keystone - 1961+

Item	Description
<input type="checkbox"/> 178010	6 Pack
<input type="checkbox"/> 178010A	Single Car 746460, 746647, 746983, 747504, 747892, 748099



Undecorated

Item	Description
<input type="checkbox"/> 178098	H21A
<input type="checkbox"/> 178099	H21E

US MSRP
\$54.95 (SINGLE)
\$164.85 (3-PACK) \$329.70 (6-PACK)

CANADIAN MSRP
\$64.95 (SINGLE)
\$194.85 (3-PACK) \$389.70 (6-PACK)

Order Deadline
March 15, 2024



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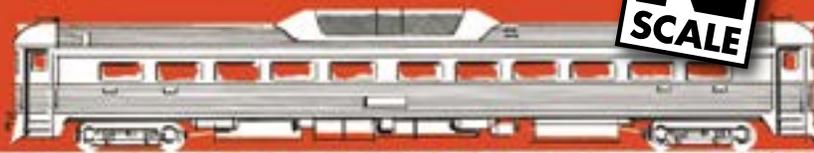
Store Name _____
 Phone Number _____

RAPIDO

Budd

RDC

**N
SCALE**



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

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

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

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

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

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

CONDITIONAL ORDER DEADLINE - MARCH 15TH, 2024



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RAPIDO



Rapido

RDC

DEALER
NAME

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

The Rapido N scale RDC features:

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



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

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

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



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

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

CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024



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RAPIDO



Rapido

RDC

DEALER
NAME

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- All-wheel electrical pickup
- Directional headlights and red marker lights
- Flicker-free interior lighting
- Tinted windows and fully detailed interiors
- DC/Silent (DCC Ready) or DC/DCC/Sound (ESU LokSound)
- Factory-installed couplers mounted at the correct height



Gary Hadfield photo



John Sheridan collection

Amtrak (Phase II)

Phase I



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

Baltimore & Ohio

Phase I



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

BC Rail (Blue)

Phase II



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

CP Rail (Action Red)

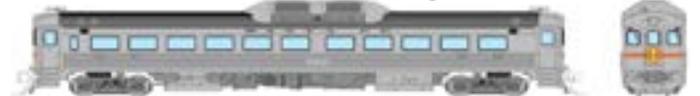
Phase II



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

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

Phase I



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

Boston & Maine (McGinnis)

Phase II



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

CN (Noodle)

Phase II



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

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

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

CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024



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RAPIDO



Build

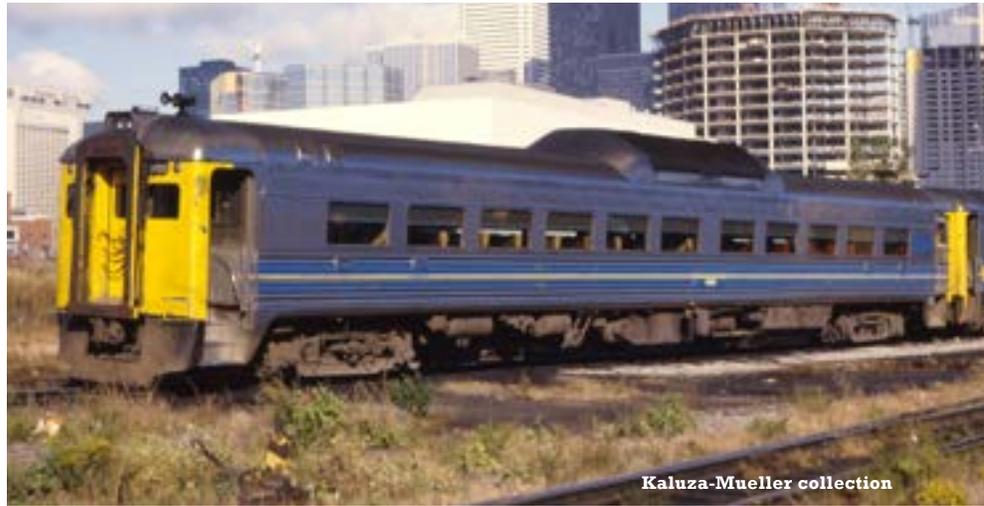
RDC

DEALER
NAME

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



Don Oltmann photo



Kaluza-Mueller collection

MTA Metro North

Phase I



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

New Haven (McGinnis)

Phase I



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

New York Central (Stripes)

Phase I



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

Reading

Phase II



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

Southern Pacific #10

Phase I



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

VIA Rail (Early)

Phase II



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

Painted, Unlettered



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

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

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

CONDITIONAL ORDER DEADLINE – MARCH 15TH, 2024



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RAPIDO



TORONTO'S FIRST SUBWAY

HO SCALE

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

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

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

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

AVAILABLE AS:

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

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

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



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
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RAPIDO

**HO
SCALE**

TORONTO'S FIRST SUBWAY

DEALER
NAME



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

- TORONTO'S FIRST SUBWAY -

Each Rapido Toronto Subway Car features:

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

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



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RAPIDO

**HO
SCALE**

TORONTO'S FIRST SUBWAY

DEALER
NAME

PRELIMINARY ORDER DEADLINE: **APRIL 15TH, 2024**



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

- TORONTO'S FIRST SUBWAY -

4-CAR TRAIN SET (2 MARRIED PAIRS)



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

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

A-B TRAIN SET (Married Pair)



DC/Silent SKU 206002
Car #: 5034 / 5035

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

DC/Silent SKU 206003
Car #: 5098 / 5099

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

\$279.95 USD \$359.95 CAD

\$479.95 USD \$579.95 CAD



2 CARS + DISPLAY SET

INCLUDES: ST. CLAIR STATION PLATFORM DISPLAY BASE

Unpowered SKU 206004
Car #: 5000 / 5001

\$249.95 USD \$299.95 CAD

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



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RAPIDO

CN HAWKER SIDDELEY VAN



rapido20

2004-2024



Order Deadline
JULY 15TH, 2024

MSRP \$129.95 US \$149.95 CAN

As the 1960s began, the Canadian National Railway found itself with a large fleet of wood end cupola vans (caboose for everywhere outside of Canada), which were in need of replacement. After testing their initial prototype steel van in 1964, CN placed an order for 150 copies from Hawker Siddeley, which were specifically designed for them. The body shells were constructed in Trenton, Nova Scotia, while the final assembly was completed at Hawker Siddeley's previous Fort William, Ontario plant (now Thunder Bay).

The H-S Vans were numbered 79200 to 79349 and delivered in 1967. They were favorites amongst crews on the CN. They featured creature comforts such as: Waugh full-cushion underframes, electric lighting and power via an axle-driven generator, roller bearing trucks, a pair of oil stoves, a refrigerator, hot plate and much more. Their styling and design would set the standard for future Van orders. Few changes were made to these cars over their 30-year service lives with CN. The most notable changes were the paint schemes and some were modified for international service which features like; FRA compliant window glass with orange side sills and end striping to denote that service.

The CN Hawker Siddeley Van features:

- Super-detailed underbody including all separate air and brake piping
- Operating Marker lights, Track Light and Step Lights, Cabin Lights and separately controlled cupola light
- Improved, full interior lighting
- Super-detailed Barber-Bettendorf caboose trucks with all-wheel pickup
- Full detailed multi-coloured interior
- Interior handrails in the cupola
- See-through, etched metal end platforms and steps
- Full end detail, including uncoupling levers
- Separate grab irons installed at the factory
- Metal Semi-Scale Knuckle Couplers mounted at correct height



3D CAD renders shown,
subject to revisions upon final
production.

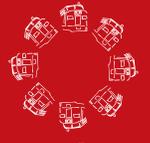


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RAPIDO



HAWKER SIDDELEY VAN



rapido20

2004-2024



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION

Canadian National - As-delivered (Red/Orange Steps)

Item #	Road Number	Item #	Road Number
166001	<input type="text"/> 79207	166005	<input type="text"/> 79310
166002	<input type="text"/> 79240	166006	<input type="text"/> 79318
166003	<input type="text"/> 79253	166007	<input type="text"/> 79323
166004	<input type="text"/> 79268	166008	<input type="text"/> 79329

Canadian National - Late (Black Steps)

Item #	Road Number	Item #	Road Number
166009	<input type="text"/> 79210	166013	<input type="text"/> 79258
166010	<input type="text"/> 79223	166014	<input type="text"/> 79260
166011	<input type="text"/> 79229	166015	<input type="text"/> 79277
166012	<input type="text"/> 79242*	166016	<input type="text"/> 79291

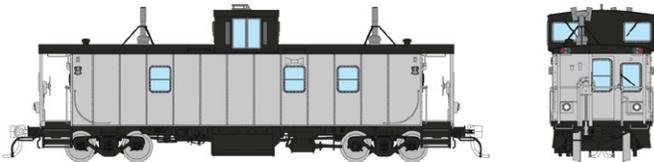
**79242 Features stencil lettering*



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION

Canadian National - International

Item #	Road Number
166017	<input type="text"/> 79286



PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION



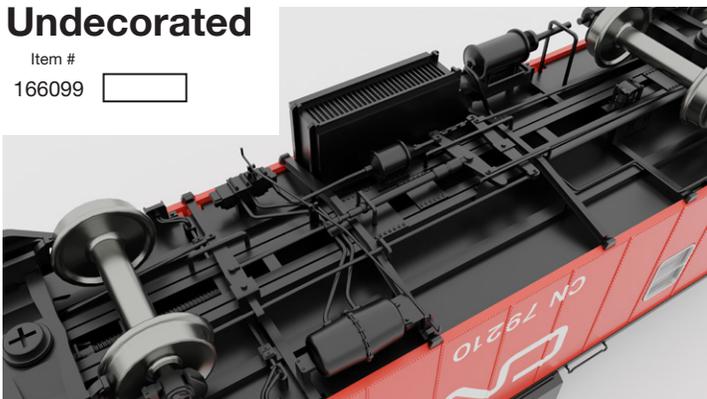
PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION

DEVCO Railway

Item #	Road Number	Item #	Road Number
166018	<input type="text"/> 9104	166019	<input type="text"/> 9106

Undecorated

Item #	
166099	<input type="text"/>





MSRP \$129.95 US
\$149.95 CAN



Order Deadline
JULY 15TH, 2024



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RAPIDO



PACIFIC FRUIT EXPRESS

R-40-27
R-40-28

**HO
SCALE**



When? 1957-1982
Where? Nationwide
Why? First time in plastic!

Hand painted pre-production samples

Pacific Fruit Express was an American railroad refrigerator car leasing company owned jointly by the Union Pacific and Southern Pacific railroads. It began operations on October 1, 1907, with a fleet of 6,600 cars, and eventually grew to be, at one time, the largest operator of refrigerator cars in the world, with a fleet of 40,509 refrigerator cars in service in 1930. PFE cars were found all over the country, carrying cargo from agricultural western and midwestern states to markets in the east and southeast.

From January through August 1957, 1700 cars were built in class R-40-27, numbered PFE 10001-11700. They featured a 4-foot-wide Youngstown sliding plug-door, sliding toward the left, combined with a 2-foot-wide hinged door to the right of it. This created a 6-foot-wide opening when both were opened, or just a 2-foot-wide opening if the car needed to be inspected before unloading in order to retain the cool interior temperature.

Soon the R-40-27 plans were modified with a 6-foot sliding plug-door, along with the established 2-foot-wide swinging door, creating the new class R-40-28 cars, of which there were 100 (PFE 11701-11800) constructed by in July 1957.

Both the R40-27 and R-40-28 class cars were cooled with ice, and included overhead electric fans to circulate the cool air enroute. As it would turn out, these would be the last ice-cooled refrigerator cars built by PFE. After these classes, all PFE reefers utilized mechanical cooling.

In 1971, 100 of the R-40-27 and -28 cars had their ice hatches bolted closed and only top icing of a car's lading (TIV, or **T**op **I**cing **V**entilated) was performed. TIV cars were then renumbered, with the first digit being changed from a 1 to a 3. In 1972, 450 more cars were converted to TIV, but this time the roadnumbers were changed into the 190000-series.

The two classes were remarkably long lived, the last examples not being retired until after 1980!

Rapido's all-new HO scale model is the first time that these cars have been offered as a plastic model.

Our R-40-27 and -28s feature:

- Accurately scaled from prototype blueprints and field measurements
- Separate wire grab irons
- Correct running boards and brake wheels
- Correct cooling fan housings per road number
- Positionable roof hatches
- Rapido Lincoln-Washington semi-scale metal couplers
- Free-rolling trucks with turned metal wheels
- Accurate paint and decoration
- Multiple accurate road numbers available for each paint scheme



Matt Herson Photo. Long Island City, NY 1979.

MSRP

US **CAD**

\$59.95 - SINGLE \$74.95 - SINGLE

\$359.70 - 6-PACK \$449.70 - 6-PACK



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Store Name _____
Phone Number _____

RAPIDO



PACIFIC FRUIT EXPRESS

R-40-27
R-40-28

**HO
SCALE**



R-40-27



Hand painted pre-production samples



R-40-28



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Store Name _____
Phone Number _____

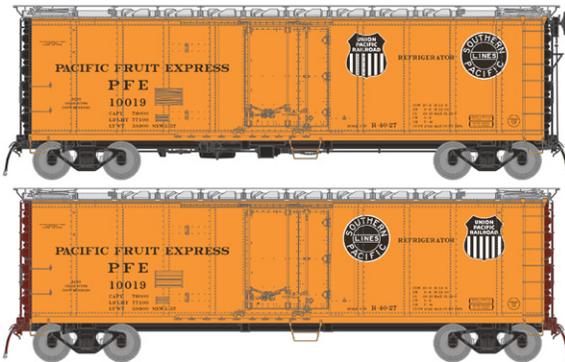
RAPIDO



PACIFIC FRUIT EXPRESS

R-40-27 R-40-28

HO SCALE

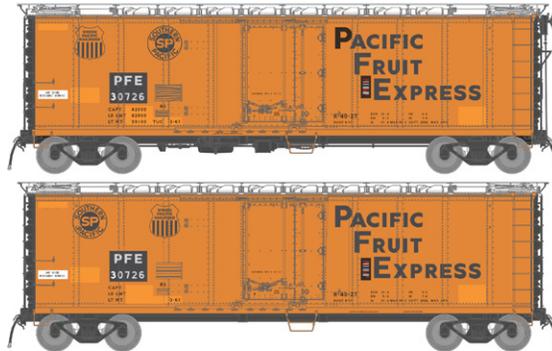
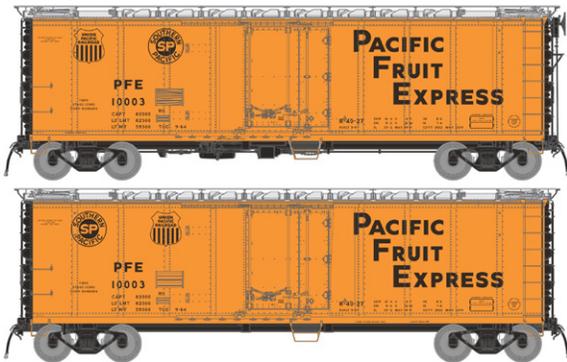


HO PFE R-40-27 Reefer 1957 Scheme

Item	Description
<input type="checkbox"/> 196001	6 pack #1
<input type="checkbox"/> 196001A	Single car 10007, 10011, 10016, 10029, 10035, 10042
<input type="checkbox"/> 196002	6 pack #2
<input type="checkbox"/> 196002A	Single car 10358, 10383, 10387, 10395, 10400, 10418

HO PFE R-40-27 Reefer 1966 Scheme

Item	Description
<input type="checkbox"/> 196005	6 pack #1
<input type="checkbox"/> 196005A	Single car 10205, 10249, 10260, 10287, 10291, 10325
<input type="checkbox"/> 196006	6 pack #2
<input type="checkbox"/> 196006A	Single car 10381, 10393, 10398, 10402, 10414, 10432



HO PFE R-40-27 Reefer 1961 Scheme

Item	Description
<input type="checkbox"/> 196003	6 pack #1
<input type="checkbox"/> 196003A	Single car 10228, 10230, 10273, 10289, 10292, 10308
<input type="checkbox"/> 196004	6 pack #2
<input type="checkbox"/> 196004A	Single car 10365, 10378, 10425, 10453, 10466, 10479

HO PFE R-40-27 Reefer 1970s TIV (Top Ice Ventilator) Service

Item	Description
<input type="checkbox"/> 196007	6 pack #1
<input type="checkbox"/> 196007A	Single car 30005, 30068, 30078, 30091, 30189, 30197

Decorated cars have multiple individual car numbers per paint scheme. These will be available as a pack (multiple individual cars packaged together and easily broken up for individual sale).

MSRP

US **CAD**

\$59.95 - SINGLE \$74.95 - SINGLE

\$359.70 - 6-PACK \$449.70 - 6-PACK



Craig Walker Photo



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Store Name _____
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RAPIDO



PACIFIC FRUIT EXPRESS

R-40-27 R-40-28

HO SCALE



HO PFE R-40-28 Reefer 1957 Scheme

Item	Description
<input type="checkbox"/> 196101	6 pack
<input type="checkbox"/> 196101A	Single car 11704, 11738, 11755, 11772, 11787, 11792



HO PFE R-40-28 Reefer 1966 Scheme

Item	Description
<input type="checkbox"/> 196103	6 pack
<input type="checkbox"/> 196103A	Single car 11703, 11725, 11729, 11730, 11783, 11786

Decorated cars have multiple individual car numbers per paint scheme. These will be available as a pack (multiple individual cars packaged together and easily broken up for individual sale).



HO PFE R-40-28 Reefer 1961 Scheme

Item	Description
<input type="checkbox"/> 196102	6 pack
<input type="checkbox"/> 196102A	Single car 11739, 11743, 11767, 11789, 11794, 11800

MSRP

US	CAD
\$59.95 - SINGLE	\$74.95 - SINGLE
\$359.70 - 6-PACK	\$449.70 - 6-PACK



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RAPIDO

NEW LOOK BUS IN HO SCALE



2024 TRANSIT RELEASE



2020 Production Models

MSRP \$74.95 USD / \$89.95 CAD (UNLESS OTHERWISE NOTED)

**Toronto TTC • AC Transit • Chicago CTA • Los Angeles SCRTD • Miami-Dade MTA
New York MTA • Long Island MSBA • Ottawa OTC • Philadelphia SEPTA**

The New Look Bus was the face of North American public and regional transit in the latter half of the 20th century, with almost 45,000 buses built between 1959 and 1986. Everyone remembers the New Look, also known as the “Fishbowl” Bus.

We are delighted to introduce **EVEN MORE** New Look Buses in HO scale, this time with new and returning versions of our **TRANSIT** model.

With transit-style seats and either a single or dual-stream rear door, these vehicles could be found across Canada and the United States, from major cities to the smallest suburbs and towns. While today passengers are carried along in mostly low-floor accessible vehicles, these pioneers of transportation had long been the pinnacle of road transit vehicles.

This model represents the second through fourth generations of the New Look Bus, spanning from the mid-1960s right up until the 1980s, and comes with agency-specific details from advertising panels to roof hatches.

ORDER DEADLINE JUNE 17, 2024



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RAPIDO

NEW LOOK BUS

2024 TRANSIT RELEASE

IN HO SCALE

DEALER NAME

All of our HO scale New Look Bus models include:

- Correct tubular profile traced from a 3D-scan of a real New Look Bus.
- Era-correct rear engine door available in early (2nd generation) or late (4th generation) styles.*
- Optional left-side emergency exit door and either single- or dual-stream rear doors*
- Etched-metal interior stanchions, stamped-metal handrails and separate farebox and steering wheel parts installed.
- Full interior including separate bench seats and grooved flooring.
- Steerable front wheels and REAL rubber tires.
- Three types of bumpers – steel, water and rubber.*
- A wide variety of optional detail parts included.*
- Separate advertisement frames included with each model.
- Pre-installed route destination signs for added realism.
- Working interior lights, headlights and tail lights.**



Realistic Painting and Destination Signs
(2020 Production Model)

* Installed as appropriate

** A 9-12 volt DC power supply (not included) is required to power the lighting features.

TORONTO (TTC) (EARLY SCHEME)



Features: Early-style Engine Door, Standee Windows, Two-piece Windows, Steel Bumpers

Bus #	Item #	Destination Sign
3309	751097	LAWRENCE EAST 54 ORTON PARK/EGLINTON STN
3545	751098	KIPLING 45 ALBION/ISLINGTON STN
3900	751099	WILSON 96B MARTIN GROVE/YONGE

TORONTO (TTC) (LATE SCHEME)



Features: Late-style Engine Door, Late Exhaust, Two-piece Windows, Rubber Bumpers

Bus #	Item #	Destination Sign
2286	751103	196 ROCKET
2444	751104	89 WESTON
2855	751105	LAWRENCE WEST

TORONTO (TTC) (CLRV SCHEME)



Features: Early-style Engine Door, Late Exhaust, Two-piece Windows, Water Bumpers

Bus #	Item #	Destination Sign
8585	751100	STEELES WEST 60C FINCH STN/YORK UNIVERSITY
8765	751101	SHEPPARD EAST 85B METRO ZOO/SHEPPARD STN
8897	751102	YONGE 97 STEELES/EGLINTON STN

TORONTO (TTC) (AS PRESERVED)



Features: Late-style Engine Door, Late Exhaust, Two-piece Windows, Rubber Bumpers

Bus #	Item #	Destination Sign
2252	751106	TORONTO - RIDE THE ROCKET

MSRP \$74.95 USD / \$89.95 CAD
(UNLESS OTHERWISE NOTED)

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WANT TO COMMISSION AN EXCLUSIVE PRODUCTION OF BUSES? CONTACT US FOR MORE DETAILS. YOU CAN REQUEST EXISTING LIVERIES/AGENCIES OR YOUR OWN CUSTOM DESIGN. MINIMUM QUANTITIES AND DOWN PAYMENT REQUIREMENTS MAY APPLY.

ORDER DEADLINE JUNE 17, 2024



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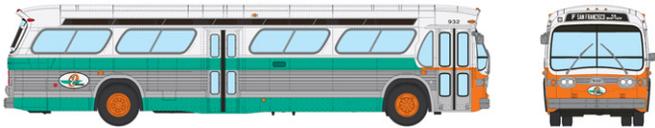
NEW LOOK BUS

2024 TRANSIT RELEASE

IN HO SCALE

DEALER NAME

AC TRANSIT



Features: Late-style Engine Door, Standee Windows, Late Exhaust, Two-piece Windows

Bus #	Item #	Destination Sign
932	753134	F SAN FRANCISCO VIA SHATTUCK
966	753135	O ALAMEDA EXPRESS VIA PARK ST
980	753136	A OAKLAND VIA 13th ST

CHICAGO (CTA) (LATE SCHEME)



Features: Late-style Engine Door, Air Conditioner, Standee Windows, Late Exhaust, Two-piece Windows

Bus #	Item #	Destination Sign
9188	753137	8 Halsted / Broadway
9204	753138	62 Archer Express / State Wacker
9236	753139	44 Wallace Racine / Merch. Mart

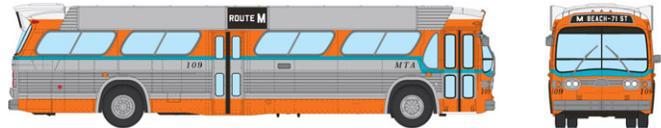
LOS ANGELES (SCRTD)



Features: Late-style Engine Door, Air Conditioner, Standee Windows, Two-piece Windows

Bus #	Item #	Destination Sign
1020	753140	491 LA-WILSHIRE
1047	753141	16 DOWNTOWN LA
1063	753142	220 W HOLLYWOOD

MIAMI-DADE MTA



Features: Late-style Engine Door, Air Conditioner, Bus-o-Rama Advertising Boards, Steel Bumpers

Bus #	Item #	Destination Sign
109	753143	M BEACH - 41 ST
144	753144	K MIAMI
195	753145	T BEACH - 71 ST

MSRP \$74.95 USD / \$89.95 CAD
(UNLESS OTHERWISE NOTED)

NEW YORK CITY (MTA) (TWO-TONE BLUE)



Features: Late-style Engine Door, Air Conditioner, Steel Bumpers and Fully-decorated Bus-o-Rama, Front and Rear advertising Boards. As seen in the closing credits of Welcome Back, Kotter!

Bus #	Item #	Premium Model	Destination Sign
8854	753146	\$84.95 USD \$99.95 CAD	B9 Flatbush Av.



Features: Early-style Engine Door, Air Conditioner, Standee Windows, Two-piece Windows

Bus #	Item #	Destination Sign
6428	753147	Bx34 161 St River Av Subway Sta, Yankee Stadium
6451	753148	Bx2 Grand Concourse Tremont Av
6488	753149	Bx37 Ogden Avenue E L Grant Hwy - Washington Br.

By Special Request
by Rapido's own
Jason Shron



3D Render showing 8854 fully decorated with advertisements on the Bus-o-Rama and front panel signs.

WANT TO BUILD A BIGGER BUS FLEET? YOU CAN ORDER UNNUMBERED BUSES IN ANY LIVERY. MUST BE ORDERED IN QUANTITIES OF 6. CONTACT US DIRECT FOR DETAILS!

WANT TO COMMISSION AN EXCLUSIVE PRODUCTION OF BUSES? CONTACT US FOR MORE DETAILS. YOU CAN REQUEST EXISTING LIVERIES/AGENCIES OR YOUR OWN CUSTOM DESIGN. MINIMUM QUANTITIES AND DOWN PAYMENT REQUIREMENTS MAY APPLY.

ORDER DEADLINE JUNE 17, 2024



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RAPIDO

NEW LOOK BUS

2024 TRANSIT RELEASE

IN HO SCALE

DEALER NAME

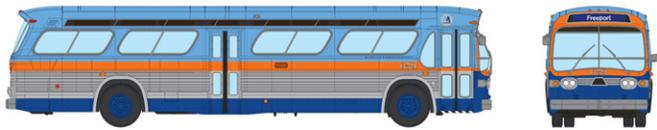
NEW YORK CITY (MTA) (BLITZ REBUILDS)



Features: Late-style Engine Door, Rebuilt "Blitz" Air Conditioner, Standee Windows, Late Exhaust

Bus #	Item #	Destination Sign
5314	753150	M102 Lex Ave - City Hall
5340	753151	M104 Grand Central
5375	753152	Q32 5th Av Midtown - Penn Sta

LONG ISLAND (MSBA)



Features: Early-style Engine Door, Standee Windows, Two-piece Windows

Bus #	Item #	Destination Sign
659	753153	Freeport
671	753154	Babylon
684	753155	Jones Beach

OTTAWA OTC



Features: Early-style Engine Door, Standee Windows, Two-piece Windows

Bus #	Item #	Destination Sign
6337	753156	6 HOLLAND
6444	753157	2 RIDEAU - NRC
6686	753158	51 RICHMOND RD - BRITANIA



Exceptional details and metallic finish (2020 Production Model)

PHILADELPHIA (SEPTA) (EARLY SCHEME)



Features: Late-style Engine Door, Air Conditioner, Standee Windows, Late Exhaust, Two-piece Windows

Bus #	Item #	Destination Sign
4007	753159	8 Halsted / Broadway
4025	753160	62 Archer Express / State Wacker
4040	753161	44 Wallace Racine / Merch. Mart

PHILADELPHIA (SEPTA) (LATE SCHEME)



Features: Late-style Engine Door, Air Conditioner, Standee Windows, Two-piece Windows

Bus #	Item #	Destination Sign
4278	753162	C Broad & Geary St / Veterans Stadium
4304	753163	60 35th Street & Allegheny Avenue
4328	753164	23 10th & Bigler

PAINTED, UNLETTERED (SILVER/WHITE)



Features: Air Conditioner, Standee Windows, Two-piece Sliding Windows

Bus Design	Item #	Destination Sign
Dual Rear Door	751037	BLANK
Single Rear Door	753070	BLANK

Note: Multiple detail parts (including but not limited to antennas, roof hatches and air conditioner) are provided in a polybag for the customer to install to their preference.

MSRP \$74.95 USD / \$89.95 CAD
(UNLESS OTHERWISE NOTED)

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RAPIDO



The Original Dual Mode EMD FL9 Locomotive

DEALER NAME:



**NOTE: 3D CAD render is subject to revisions before final production.*

The FL9 was a critical locomotive for operations out of Grand Central Terminal in New York City. Originally operated on the former New Haven lines the fleet's operating area spread under Penn Central and Conrail/MTA to include the former New York Central lines north along the Hudson River.

With no direct replacements on the horizon, in the 1980s the decision was made to rebuild and upgrade many of the original FL9s. Rebuilding typically included the addition of HEP (Head End Power) to replace the older steam heat boilers, as well as upgraded braking systems and electronics. These rebuilds were done in several batches for Metro North and Amtrak.

Notable among these rebuilt units were those which were sold to the Connecticut Department of Transportation and were rebuilt by Morrison-Knudsen in 1984-85. Owned by ConnDot, they were operated by Metro North. The units re-entered service wearing their original "New Haven" black, white and red livery. These feature a different HEP fan arrangement and nearly flat rear-end.

The FL9 HEP and Steam Generator Features

- All of the amazing detail found on our original FL9
- Morrison-Knudsen or Chrome Crankshaft body details
- HEP rooftop details: large 36" fan or dual fans
- Modernized underbody components
- Nose and rear HEP plugs*
- Optional operating ditch lights*
- Correct horn casting per road number
- Steam Generator versions feature as-built details
- Separately applied wire grabs
- Mo-Power capacitor
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound - ESU LokSound V5 Decoder **Polybag part*



ORDER DEADLINE:	MAY 15TH, 2024	MSRP	No Sound \$239.95 USD
			w/Sound \$349.95 USD
			No Sound \$289.95 CAD
			w/Sound \$419.95 CAD



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The Original Dual Mode EMD FL9 Locomotive

DEALER NAME:



**ORDER DEADLINE:
MAY 15TH, 2024**

STEAM GENERATOR VARIATIONS



Penn Central (Steam Generator - Blue / Yellow)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
5033	14065 <input type="text"/>	14565 <input type="text"/>	5059	14066 <input type="text"/>	14566 <input type="text"/>



Conrail (Steam Generator - Blue / Yellow)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
5015	14067 <input type="text"/>	14567 <input type="text"/>	5059	14068 <input type="text"/>	14568 <input type="text"/>



Metro-North (Steam Generator - Blue / Yellow Patch)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
5036	14069 <input type="text"/>	14569 <input type="text"/>	5038	14070 <input type="text"/>	14570 <input type="text"/>



Metro-North (Steam Generator - Beachball Scheme) 80/90s+

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
2020	14071 <input type="text"/>	14571 <input type="text"/>	2030	14072 <input type="text"/>	14572 <input type="text"/>

MSRP

No Sound **\$239.95** USD w/Sound **\$349.95** USD | No Sound **\$289.95** CAD w/Sound **\$419.95** CAD



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
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The Original Dual Mode EMD FL9 Locomotive

DEALER NAME:

**HO
SCALE**

HEP REBUILD VARIATIONS

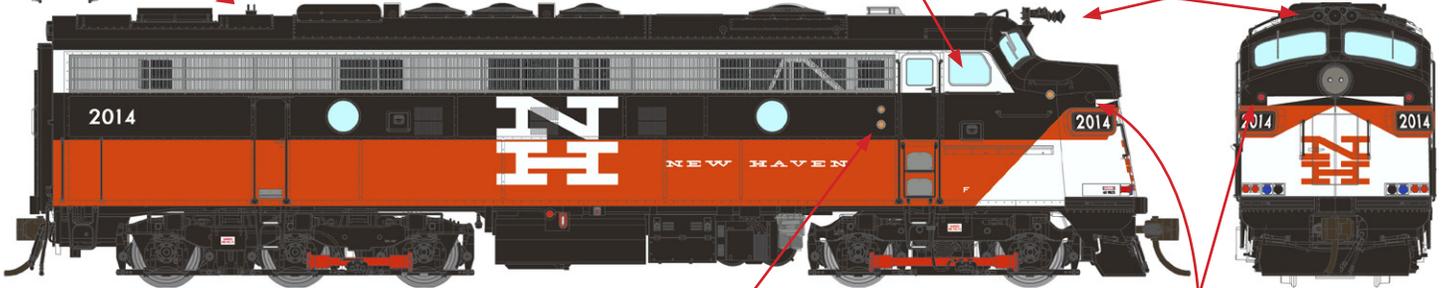


Unique
"Flat" Rear

36" HEP Fan

Extended Cab Window

Correct Horns Per
Road Number



Door/Brake Lights (Non-operating)

Recessed Marker Lights

ConnDOT (HEP / MK Rebuild - McGinnis Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
2014	14117 <input type="text"/>	14617 <input type="text"/>	2026	14120 <input type="text"/>	14620 <input type="text"/>
2016	14118 <input type="text"/>	14618 <input type="text"/>	2027	14121 <input type="text"/>	14621 <input type="text"/>
2024	14119 <input type="text"/>	14619 <input type="text"/>	2011	14126 <input type="text"/>	14626 <input type="text"/>



Metro-North (HEP / Chrome Crankshaft Rebuild - Beachball Scheme)

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
2003	14122 <input type="text"/>	14622 <input type="text"/>	2012	14124 <input type="text"/>	14624 <input type="text"/>
2007	14123 <input type="text"/>	14623 <input type="text"/>	2018	14125 <input type="text"/>	14625 <input type="text"/>

MSRP

ORDER DEADLINE: MAY 15TH, 2024

No Sound **\$239.95** USD w/Sound **\$349.95** USD | No Sound **\$289.95** CAD w/Sound **\$419.95** CAD



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