



THE FAMOUS GP38



UNINTERRUPTED LOCOMOTIVE POWER
ALIMENTATION ININTERROMPUE DE LOCOMOTIVE



- TWO FANTASTIC FREELANCE ROADS: COPPER STATE AND THE NATCHEZ TRACE & ORIENT
- CLASSIC "GENERAL PURPOSE" ROADSWITCHER THAT FITS ON ANY SHORTLINE OR REGIONAL ROAD
- INCREDIBLE DETAILING WITH WORKING GROUND LIGHTS, DITCH LIGHTS AND MUCH MORE

M S R P No Sound: \$249.95 USD | No Sound: \$319.95 CAD
w/SOUND: \$359.95 USD | w/SOUND: \$469.95 CAD



ORDER NOW
LIMITED QUANTITIES!

Freelanced-railroad operations generally look to second-hand locomotives as the mainstay of their power fleet. The GP38 locomotive provides the necessary power with the agility to navigate tight curves and small spaces where normal six axle power cannot go.

We're proud to partner with HomeShops to bring you two amazing freelance schemes: Copper State Railway and Natchez Trace and Orient Railroad. Both roads have a hard working ethic along with attractive paint schemes. We're offering three road numbers each along with sound and non-sound versions. These will be produced in limited quantities, so make sure you place your orders ASAP!

THE GP38 LOCOMOTIVES FEATURE:

- Road-specific details for each model
- Rapido's innovative dead straight metal side handrails with plastic stanchions
- Incredible underframe detail including traction motor cables, air filters
- Separate metal grab irons and handrails installed at the factory
- Operating headlights, rear lights, white class lights, ditch lights and beacons (where appropriate).
- Highly detailed cab interior
- See-through, etched steps
- Now featuring Cannon and Company licensed fans
- Multiple dynamic-brake hatches and air filters
- DC/Silent (21-pin DCC Ready) or DC/DCC/ESU LokSound
- MoPower capacitor system for uninterrupted DCC power
- Suggested minimum radius: 18"



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
USA: 382 HIGH STREET • BUFFALO • NEW YORK • 14204
Tel. 905.474.3314. Toll Free 1-855-LRC-6917. Fax. 905.474.3325.

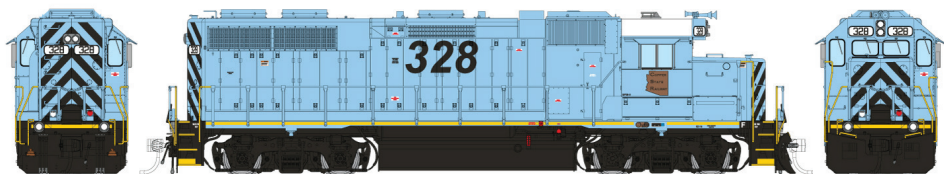
RAPIDO



THE FAMOUS GP38



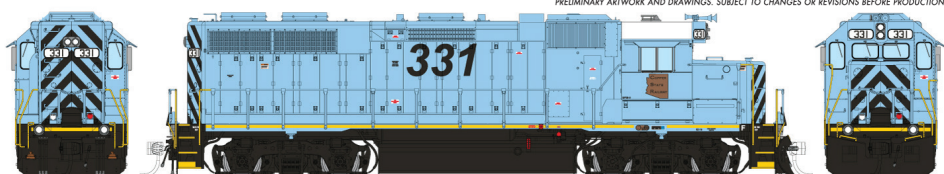
COPPER STATE RAILWAY "Power forged in Copper Country"



Copper State Railway #328 (Light Blue/Black)

Item # (DC/Silent) Item # (DC/DCC/Sound)
38077 38577

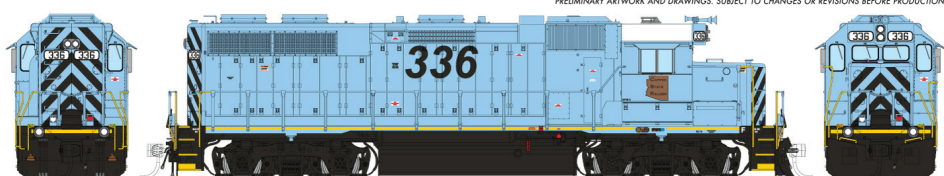
PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.



Copper State Railway #331 (Light Blue/Black)

Item # (DC/Silent) Item # (DC/DCC/Sound)
38078 38578

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



Copper State Railway #336 (Light Blue/Black)

Item # (DC/Silent) Item # (DC/DCC/Sound)
38079 38579

- IDEAL FOR LOCAL DUTIES, ROAD SWITCHING, AND MORE
- STRIKING BLUE AND BLACK SCHEME HIGHLIGHTS THE RUGGEDNESS OF THE GP38 LOCOMOTIVE

The Copper State Railway was built on copper, shaped by copper, and ultimately defined by the industries that depend on it. From its 1969 origins as a Southern Pacific spin-off to its 1996 emergence as a fully independent regional, CSR needed locomotives that could survive desert heat, tight industrial trackage, and the relentless demands of Phoenix-area freight. The GP38 became the railroad's ideal workhorse: a rugged, non-turbocharged 2,000-hp machine with the cooling capacity and mechanical simplicity to thrive in 110-degree summers while handling everything from copper concentrate to auto racks.

As CSR expanded—first with the Magma Arizona Railroad and later with the Lost Dutchman Railroad—the GP38s proved their worth across an increasingly diverse system. They worked the Mesa and Chandler branches, hustled interchange traffic with BNSF and UP, and powered long, dusty runs west toward Wellton. Their four-axle agility made them equally at home on canyon curves east of Phoenix and the high-country grades near Two Guns. Through every chapter of CSR's growth, the GP38 fleet remained the steady, dependable backbone of daily operations.

Rapido's GP38 captures this copper-country character with crisp sunset-orange and deep-copper paint, road-specific details, and subtle nods to desert service. CSR 328, 331, and 336 each represent a different era of the railroad's evolution—from early Phoenix switching, to post-independence system roaming, to the high-elevation expansion that reshaped CSR's identity. Together, they embody the spirit of a railroad whose purpose has always been clear: keep Arizona's copper moving.



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Natchez Trace & Orient

"Where the south connects: Power for a paper rich mainline"



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

Natchez Trace & Orient

#317 (Tedder Green/White/Silver)

Item # (DC/Silent) Item # (DC/DCC/Sound)

38080

38580

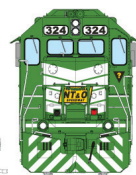
Natchez Trace & Orient

#324 (Tedder Green/White/Silver)

Item # (DC/Silent) Item # (DC/DCC/Sound)

38081

38581



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

Natchez Trace & Orient

#330 (Tedder Green/White/Silver)

Item # (DC/Silent) Item # (DC/DCC/Sound)

38082

38582



- FIND THESE GP38S ON HIGH SPEED TIME FREIGHT RUNS OR SWITCHING OUT LOCAL PAPER MILLS
- FANTASTIC GREEN AND WHITE WITH A BRILLIANT SILVER UNDERFRAME ACCENTUATES THE CURVES OF THE GP38

The Natchez Trace & Orient is the core artery of the Meridian Speedway system, a proto-freelanced regional railroad built on interchange, industry, and the economic pulse of the American South. Stretching from Nashville and Myrtlewood to the deserts of West Texas and the Mexican border, the NT&O moves the freight that defines the region—paper, forest products, chemicals, grain, and bridge-route traffic linking the Southeast and Southwest. In this environment, the EMD GP38 became one of the railroad's most trusted locomotives. Its non-turbocharged 16-645E, rugged four-axle design, and straightforward maintenance profile made it ideal for a system that demanded reliability across humid pine forests, rolling farmland, and sun-baked desert.

By the 1980s and 1990s, the NT&O's GP38s were everywhere: switching paper mills at Meridian and Myrtlewood, working locals across Alabama and Tennessee, and hustling transfer runs around Irving and Longview. They fed the Fort Stockton hump yard, handled Mexico-bound manifests, and powered the daily rhythm of a railroad built on connection. Set in 1996—a year chosen for its unmatched variety in North American railroading—the NT&O's Tedder Green and white GP38s operated alongside Santa Fe Warbonnets, BN Cascade Green, SP gray and red, and Conrail blue. Their clean, well-maintained appearance reflected Georgia-Pacific's culture of order, efficiency, and customer-focused service.

Rapido's GP38 captures this identity with crisp NT&O Tedder Green and white paint, road-specific details, and the subtle cues of a locomotive that worked hard but was cared for. NTO 317, 324, and 330 each represent a different facet of the Meridian Speedway story—from Mississippi locals feeding the mills, to system-roaming transfers tying the network together, to long desert runs pushing the railroad toward Mexico. Together, they embody the vitality of a regional railroad built on industry, interchange, and the enduring rhythm of Southern railroading.



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