

ELECTRIC POWER

HO
SCALE

**NEVER
LOOKED
SO GOOD**



**THE NEW HAVEN'S NEW
EP-5 ELECTRIC LOCOMOTIVES CONVERT AC TO DC
TO GET YOU BETWEEN CT AND NYC FASTER THAN EVER BEFORE**

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

EP-5 Electric Locomotive

**HO
SCALE**



THE NEW HAVEN'S EP-5s are one of the most famous electric locomotives in North America. Built by General Electric, the ten-strong class was delivered in 1955 dressed in the colorful McGinnis red, white and black paint scheme with large "NH" logos on the sides and noses.

The EP-5s were state-of-the-art for their time, being equipped with ignitron rectifiers to convert the AC power from the overhead wires to DC for use in the locomotive's traction motors. They also carried third rail shoes and DC auxiliaries to allow operation on the third-rail system into New York City's Grand Central Terminal. Crammed full of electronic equipment, the locos weighed 174 tons.

Shore Line "Jets"

The EP-5s were put into service in the New Haven's electrified Shore Line route between New York and New Haven, Connecticut. They very quickly they earned the nickname "Jets" because of the sound of the blower motors need to cool the ignitron rectifiers.

Their flashy paint scheme combined with their operation in a highly populated area meant that they quickly became well-known.

Like any locomotive in regular service, the "Jets" were modified over their service lives. The first modifications came shortly after delivery when large vents were added to the sides of the otherwise smooth bodies. These provided extra cooling for the mass of electrical components within the cramped carbody. The pantograph shoes were modified from a double shoe design to a single shoe at about the same time.

In the early 1960s the units had FRA-mandated nose grabs and walkways applied. At about this time the paint scheme was modified slightly with the nose "NH" being reduced in size and the nose road number increased in size and moved onto the nose from its previous location at the top of the anticlimber. Side skirts around the fuel and water tank were also removed at about this time.

Penn Central survivors

Several EP-5s continued in service after the Penn Central merger in 1969 while others were stored. The PC transferred some units to former

PRR territory where they were used in freight service. The last "Jet" was retired in 1977, shortly after the formation of Conrail. All ten units were scrapped.

The Rapido EP-5 Locomotive

Developed with help from the New Haven Railroad Technical and Historical Association and noted EP-5 expert, Rick Abramson, Rapido's HO Scale model features a full range of detail options that will allow accurate depictions of the EP-5 throughout its service life.

Both as-built units with smooth side panels and modified units with the large vent openings



MSRP
DC/Silent
\$349.95
DC/DCC/Sound
\$459.95

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EP-5 Electric Locomotive

will be offered. Double and single pantograph shoes will be available and the later nose grabs and platforms will be provided as a user-installed option where appropriate.

The model will be offered accurately painted for the New Haven in both common schemes and in the early PC black livery. The models will be available as DC (DCC Ready) or DC/DCC/Sound with working pantographs (DC pantographs can be manually raised or lowered).

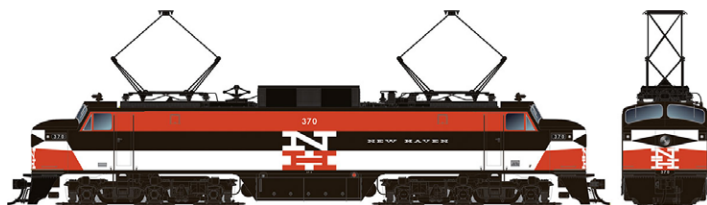
The Rapido HO Scale EP-5 features:

- Accurately scaled from prototype blueprints
- Period-correct detail options, including car-body, pantograph and hardware variations
- Accurate paint and lettering
- Directional operating pantographs (DC/DCC/Sound models only)
- DC/Silent or DC/DCC/Sound versions featuring an ESU Loksound decoder with accurate "Jet" sound recordings

- Complete lighting package including headlights, class lights, ground lights and cab interior lighting.
- Drive system designed for silky-smooth slow-speed operation
- MacDonald-Cartier metal couplers
- Several road numbers per paint scheme (where applicable)

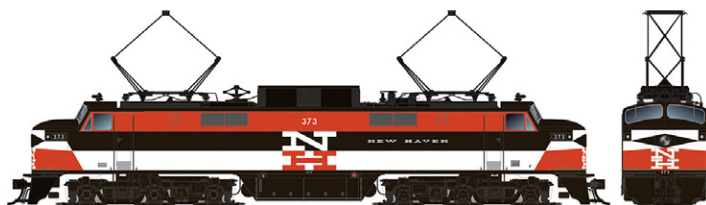
DC/Silent MSRP: \$349.95

DC/DCC/Sound MSRP: \$459.95



New Haven EP-5: Delivery (No Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
370	84001	<input type="text"/>	84501	<input type="text"/>
375	84002	<input type="text"/>	84502	<input type="text"/>
379	84003	<input type="text"/>	84503	<input type="text"/>



New Haven EP-5: Delivery (w/Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
373	84004	<input type="text"/>	84504	<input type="text"/>
374	84005	<input type="text"/>	84505	<input type="text"/>
376	84006	<input type="text"/>	84506	<input type="text"/>



New Haven EP-5: Repaint (w/Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
371	84007	<input type="text"/>	84507	<input type="text"/>
372	84008	<input type="text"/>	84508	<input type="text"/>
377	84009	<input type="text"/>	84509	<input type="text"/>
378	84010	<input type="text"/>	84510	<input type="text"/>



Penn Central E40: Black (w/Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
4973	84011	<input type="text"/>	84511	<input type="text"/>
4975	84012	<input type="text"/>	84512	<input type="text"/>
4977	84013	<input type="text"/>	84513	<input type="text"/>



Penn Central E40: New Haven Repaint (w/Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
4974	84014	<input type="text"/>	84514	<input type="text"/>



New Haven EP-5: Experimental Yellow (No Vents)

Road #	Item #		Item #	
	DC/Silent		DC/DCC/Sound	
372	84015	<input type="text"/>	84515	<input type="text"/>

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