

**HO
SCALE**

U34CH U34CH

U34CH LOCOMOTIVE

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- FIRST TIME IN PLASTIC WITH CORRECT DETAILS AND LIGHTING OPTIONS
- CLASSIC COMMUTER LOCOMOTIVE THAT LASTED OVER 30 YEARS IN SERVICE
- MULTIPLE SCHEMES REPRESENTING OVER THREE DECADES PLUS BICENTENNIAL

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P**CONRAIL
PRICINGNo Sound: \$249.95 USD
w/SOUND: \$359.95 USDCONRAIL
PRICINGNo Sound: \$329.95 CAD
w/SOUND: \$469.95 CADNJ TRANSIT / NIDOT
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In 1970, Erie Lackawanna and the New Jersey Department of Transportation teamed up with General Electric to create a locomotive to power their commuter trains in Northern New Jersey. 33 of these units (3351-3382) arrived from Erie, Pennsylvania. The U34CH produced 3,600-horsepower using steel-crowned pistons. In order to power the shaft-driven HEP alternator, the FDL prime mover ran at a constant 900 RPM, reducing the actual horsepower output to 3,430. In turn, this is what gave the U34CHs their signature "growl" when in idle at a station stop. When accelerating, they also had a unique "bite" or "chug". This created a sound unmistakable to any other locomotive. Over their careers, the U34CH wore many scheme variations which included the as-delivered "Bluebird" scheme, NJ TRANSIT patch and "Disco" stripe. One U34CH was painted into a Bicentennial celebration scheme in 1976.

In the mid-1990s, the end U34CH era was approaching. The last U34CH was retired in mid-1994 with NJ TRANSIT teaming up with the United Railroad Historical Society running a Farewell to the U34CH excursion. Numbers 4176 and 4172 were repainted for this event — with 4172 being donated to the URHS. 19 units were eventually sold to GEC-Alstom, where they ended up in Mexico. Today, the lone survivor in the United States, 4172, resides with the URHS.

THE RAPIDO "UNIVERSAL SERIES" U34CH LOCOMOTIVES FEATURE:

- Rotating bearing caps (where appropriate)
- Correct nose "marker light"
- Full lighting package including track lights, step lights, walkway lights and three-color class lights
- Heavy die-cast frame with many separate details
- Correct long hood without dynamic brakes
- Full interior details with lit control stand lights
- Metal grab irons and brake chain
- Prototypically correct tread patterns on walkways
- Full traction motor casing details
- Rapido's innovative dead-straight metal handrails with plastic stanchions
- Etched-metal steps with fold-over step edge designs
- Correct battery box door arrangements
- Rubber sanding lines
- Road-specific fuel tanks
- MoPower capacitor system for uninterrupted DCC running
- DC/DCC ready or Dual-Mode DC/DCC/Sound
- Suggested minimum radius: 22"

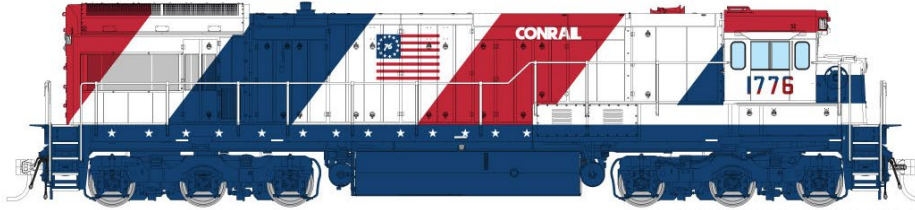
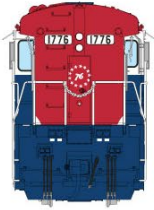
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U34CH LOCOMOTIVE



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

Conrail — Bicentennial (Red/White/Blue) — 1976+

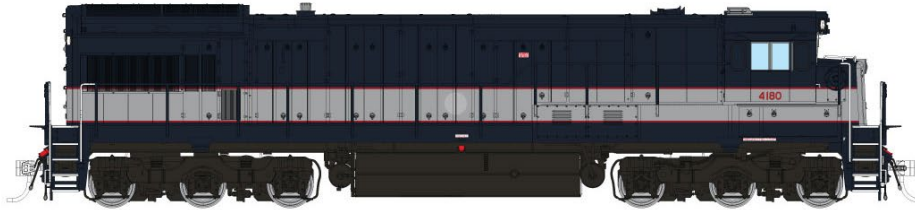
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PRELIMINARY ARTWORK AND DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

NJDOT — Bluebird Scheme / No Logos (Nightmist Blue/Ruby Red/Silver) — 1983+

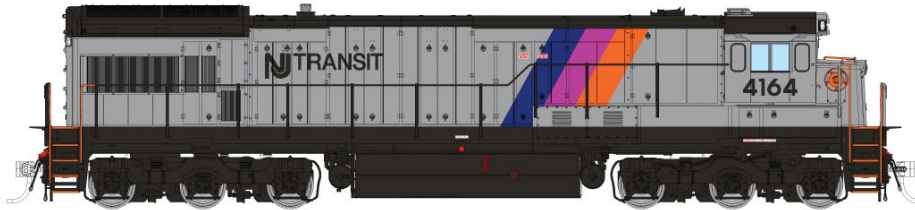
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4172	43113 <input type="text"/>	43613 <input type="text"/>



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

NJ TRANSIT / Bluebird Scheme / Nose Logo (Nightmist Blue/Ruby Red/Silver) — 1987/1988+

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4180	43115 <input type="text"/>	43615 <input type="text"/>



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

NJ TRANSIT (Platinum Mist/Reflex Blue/Magenta/Orange) — 1984+

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
4158	43116 <input type="text"/>	43616 <input type="text"/>
4164	43117 <input type="text"/>	43617 <input type="text"/>



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