

P32AC-DM LOCOMOTIVE

ORDER DEADLINE:
OCTOBER, 2025

**H0
SCALE**

OFFICIAL
LICENSEE
of
AMTRAK®



Photo courtesy of Bobby Allard

3D CAD render shown. Subject to revision.

- **BRAND NEW, NEVER PRODUCED BEFORE AS A PLASTIC MODEL!**
- **A STAPLE OF AMTRAK® OPERATIONS IN THE EAST — AS WELL AS WESTERN NY AND CANADA**
- **THE ICONIC PHASE III AND EMPIRE SERVICE PHASE — A GREAT DUO!**

M
S
R
P

No Sound: \$239.95 USD
w/SOUND: \$359.95 USD

No Sound: \$269.95 CAD
w/SOUND: \$429.95 CAD



Dual-powered locomotives are nothing new to New York commuter operations. Since the early 1900s, the main concern was diesel emissions inside the tunnels that led to Grand Central Terminal and Pennsylvania Station. Metro-North and Amtrak were looking to replace their aging fleet of EMD FL9s with a modern dual-mode diesel. Enter the GE P32AC-DM "Genesis" Series II locomotive in the late 1990s, which saw Amtrak order 18 of these units. The P32AC-DM designation may be a mouthful, but it is an acronym for: **P**assenger, **3,200** horsepower, **A**lternating **C**urrent, **D**ual-**M**ode. The P32AC-DM is the dual-mode cousin to the similar diesel-only P40 and P42DC passenger locomotives.

The P32AC-DMs still make their living on Empire Service® out of Penn Station to Albany-Rensselaer, as well as services to Toronto and Montreal. These locomotives have worn a number of paint schemes throughout their careers: Phase III, Phase IV, Phase V and the current Phase III Empire Service®. One of the most notable spotting features of the current day fleet are the emergency nose doors. These were applied around 2018, when Amtrak temporarily rerouted services to Grand Central Terminal during work inside of Penn Station.

THE RAPIDO P32AC-DM LOCOMOTIVE FEATURES:

- Newly tooled from blueprints and measurements
- Many unique dual-mode underbody components
- Krupp - MaK High Speed Bolsterless Truck with third rail shoe detail
- Piping detail never seen before on a Genesis model
- ATC/Cab signal under-pilot detail (ACSES box)
- P32AC-DM rounded grille over rear radiator
- Nose and rear HEP plugs
- Operating headlight, ditchlights, and marker lights
- Step lights
- Separately applied wire grabs
- Semi-scale metal knuckle couplers
- MoPower capacitor system for uninterrupted DCC power
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound
- ESU LokSound V5 Decoder
- Suggested minimum radius: 18"

Amtrak® specific features:

- **Unique antenna array**
- **Short air tanks**
- **Original and retrofitted noses**
- **Third rail shoes disengaged/lifted**

CONTACT YOUR RETAILER OR ORDER DIRECT AT RAPIDOTRAINS.COM & RAPIDOTRAINS.CA



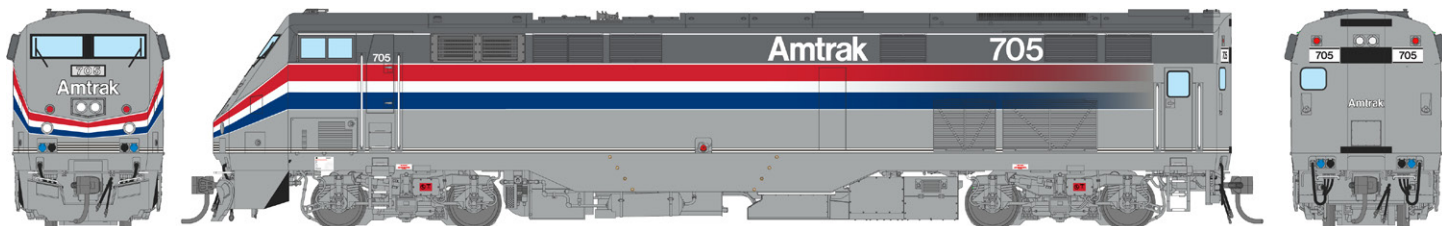
CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
USA: 382 HIGH STREET • BUFFALO • NEW YORK • 14204
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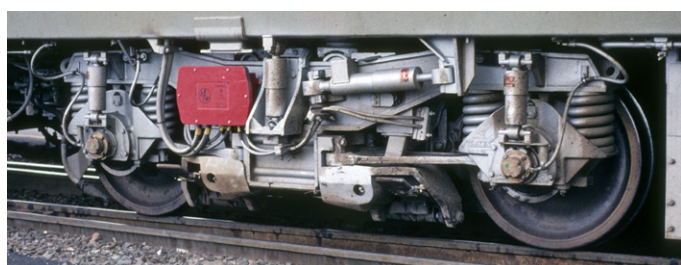
Amtrak® – Phase III “Fade”

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
702	85001	85501	709	85003	85503
705	85002	85502			



Amtrak® – Phase III Empire Service®

Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)	Road #	Item # (DC/Silent)	Item # (DC/DCC/Sound)
706	85004	85504	715	85006	85506
708	85005	85505			



Both photos by John Bartley, courtesy of the Kevin EuDaly collection.



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