



The Alco PA series locomotives are considered by many to be the most attractive diesel locomotives ever produced. The PA locomotives were built by a partnership of American Locomotive and General Electric between 1946 and 1953. They offered two models, the PA-1 followed by the PA-2. Both were powered by Alco's 16-cylinder 244 diesel engine generating 2,000 HP in the PA-I and 2,250 in the PA-2.

The PA locomotives were designed to compete with General Motors' EMD E-units in the passenger locomotive market. While one could argue the Alcos won in style, they did not win in reliability. Their 244 prime movers could not unseat the EMD 567, and the PAs were demoted to secondary service on many lines. Most were retired as passenger service declined in the 1960s, and nearly all were scrapped.

Happily for railfans, in 1974 four retired Santa Fe units were bought by the Delaware and Hudson and sent to Morrison-Knudsen for rebuilding and upgrading with Alco 251 V-12 engines. These four units were used on Amtrak's "Adirondack" for several years and also saw service on Boston area commuter trains under an MBTA lease. All four units eventually ended up in Mexico.

Two of the ex-D&H units have since been brought back to the US, one residing at the Museum of the American Railroad in Frisco, Texas. The other unit is privately owned by Doyle McCormack and is being restored to operating condition painted as Nickel Plate #190.

Rapido's all-new HO scale model will be the first mass-produced plastic HO scale model of the PA series to feature completely accurate contours and roadspecific details. Carbody contours have been generated using a 3-D laser scan of Doyle McCormack's preserved unit. Both PA-I/PB-I and PA-2/PB-2 variants will be offered.

Our first run of Alco PA models feature:

- Correct nose and roof profiles 3D-scanned from the prototype
- · Loads of roadname-specific details
- · 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, headlights and green and white class lights
- · Lit control stands and full cab interior
- · Operating Gyralite or red Mars light, where appropriate
- Rapido's proven drive system adapted from the FA-2
- DC/Silent (21-pin DCC Ready) or DC/DCC/Sound options
- ESU Loksound V5 Decoder

ORDER DEADLINE: **APRIL 15th, 2021**

Available as single powered A-units or as A+B powered sets



A-Units

\$225 DC/DCC-ready \$335 DC/DCC/Sound - US (\$265 DC/DCC-ready \$385 DC/DCC/Sound - Canadian)

A-B Sets

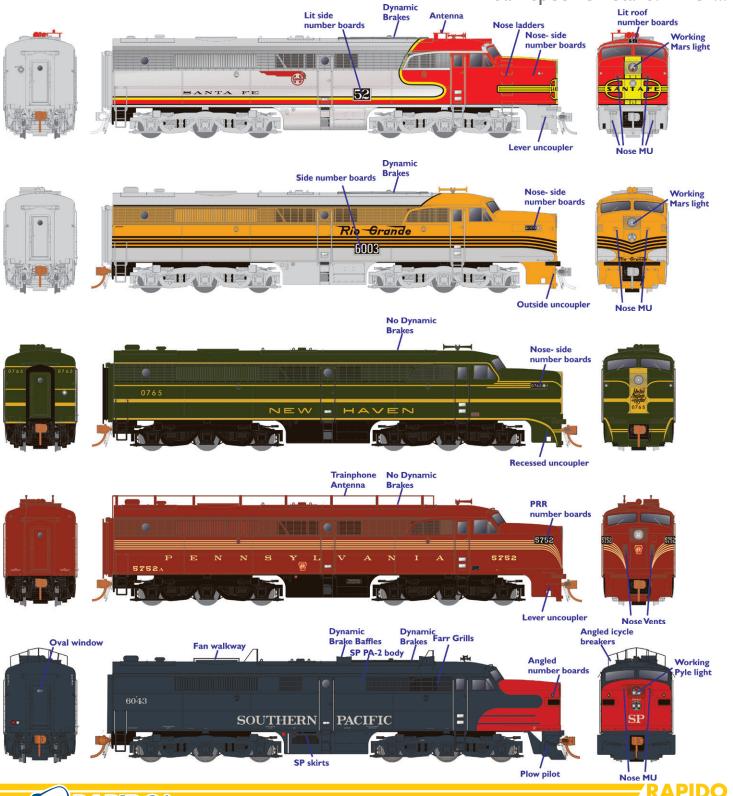
\$425 DC/DCC-ready \$625 DC/DCC/Sound - US (\$495 DC/DCC-ready \$695 DC/DCC/Sound - Canadian)







The Difference is in the Details! What do we mean by "road-specific details?" Well...







Santa Fe

- Dynamic Brakes
- Correct, lighted body side and rooftop number boards Nose-side ladders
- Nose MU receptacles
- Correct stainless paint finish on sides Lever style pilot uncoupler lever



PA-I Single Locomotive

DC	DC/DCC/Sound	ROAD #
23001	23501	#52L
23002	23502	#59L
23003	23503	#651



PA-I + PB-I Locomotive Set

D	С	D	C/DCC/Sound	ROAD #
2	3004		23504	#54L+54A
2	3005		23505	#59L+59A

Delaware & Hudson

- Dynamic Brakes
- Correct, lighted body side and rooftop number boards
 Nose-side ladders
- Nose MU receptacles
- Correct stainless paint finish on sides
- · Lever style pilot uncoupler lever



PA-I Single Locomotive

DC	DC/DCC/Sound	ROAD #
23006	23506	#16
23007	23507	#18
23008	23508	#19

A-Units

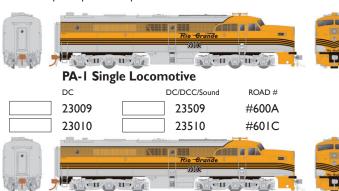
\$225 DC/DCC-ready \$335 DC/DCC/Sound - US (\$265 DC/DCC-ready \$385 DC/DCC/Sound - Canadian)

A-B Sets

\$425 DC/DCC-ready \$625 DC/DCC/Sound - US (\$495 DC/DCC-ready \$695 DC/DCC/Sound - Canadian)

Denver & Rio Grande Western

- Dynamic Brakes
- Nose MU receptacles
- Exposed pilot uncoupler lever





PA-I + PB-I Locomotive Set

DC	DC/DCC/Sound	ROAD #
23011	23511	#601A+601B
23012	23512	#600C+600B

Lehigh Valley

Dynamic Brakes



PA-I Single Locomotive

DC	DC/DCC/Sound	ROAD #
23013	23513	#60 I
23014	23514	#603
23015	23515	#610

New Haven

Includes:

No Dynamic Brakes



DC	DC/DCC/Sound	ROAD #
23016	23516	#0770
23017	23517	#0776
23018	23518	#0782

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Customer Name





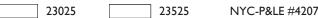
New York Central



PA-I Single Locomotive

DC	DC/DCC/Sound	ROAD #
23023	23523	#4200
23024	23524	#4202







PA-I + PB-I Locomotive Set

DC	DC/DCC/Sound	ROAD #
23026	23526	#4201 + 4301
23027	23527	#4203 + 4303

Nickel Plate

Includes:

No Dynamic Brakes



PA-I Single Locomotive

DC	DC/DCC/Sound	ROAD #
23019	23519	#181
23020	23520	#184
23021	23521	#186

A-Units

\$225 DC/DCC-ready \$335 DC/DCC/Sound - US (\$265 DC/DCC-ready \$385 DC/DCC/Sound - Canadian)

A-B Sets

\$425 DC/DCC-ready \$625 DC/DCC/Sound - US (\$495 DC/DCC-ready \$695 DC/DCC/Sound - Canadian)

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Pennsylvania Includes: No Dynamic Brakes PRR-style nose vents

- PRR-style lighted add-on number boards
- PRR style marker lights on rear
- Trainphone antenna



PA-I Single Locomotive

DC	L	DC/DCC/Sound	KOAD #
23028		23528	#5752
23029		23529	#5755
23030		23530	#5759



PA-I + PB-I Locomotive Set

DC	DC/DCC/Sound	ROAD #
23031	23531	#5754 + 5754B
23032	23532	#5757 + 5750B

Southern Pacific ("Daylight")

- SP PA-2 body style with nose MU and oval rear door window
- Dynamic brakes with vent heat deflectors
- Angled icicle breaker bars
- SP-style skirts with vents and large fuel gauge





PA-2 + PB-2 Locomotive Set

DC	DC/DCC/Sound	ROAD #	
23034	23534	#6037 + #5918	







Southern Pacific (Bloody Nose)

- ctides. SP PA-2 body style with nose MU and oval rear door window Dynamic brakes with vent heat deflectors
- Angled icicle breaker bars
- SP-style skirts with vents and large fuel gauge



DC	DC/DCC/Sound	
23035	23535	#6042
23036	23536	#6044



PA-2 + PB-2 Locomotive Set

DC	DC/DCC/Sound	ROAD #
23037	23537	#6043 + #5922
23038	23538	#6045 + #5924

A-Units

\$225 DC/DCC-ready \$335 DC/DCC/Sound - US (\$265 DC/DCC-ready \$385 DC/DCC/Sound - Canadian)

A-B Sets

\$425 DC/DCC-ready \$625 DC/DCC/Sound - US (\$495 DC/DCC-ready \$695 DC/DCC/Sound - Canadian)

American Freedom Train

Used on the American Freedom train of 1947, #1776 was claimed to be the only locomotive to tour all 48 contiguous states. It was later sold to the GM&O.

This model is a conditional release. It will only be produced if we get enough advance reservations.

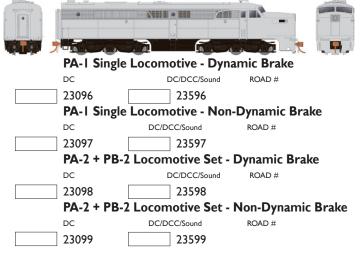


23539

#1776

23039

Undecorated



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