



HO 4-6-6-4 Challenger

Announced 01.27.17
Orders Due: 02.24.17

Union Pacific*

ETA: December 2017



Era: 1936+

Without Sound

ATHG97291 HO 4-6-6-4 Oil, UP CSA-2 #3827

With Sound

ATHG97241 HO 4-6-6-4 w/DCC & Sound, Oil, UP CSA-2 #3827

Athearn® Genesis® HO CSA-1 & CSA-2 "Original" Challenger Simple Articulated Steam Locomotives

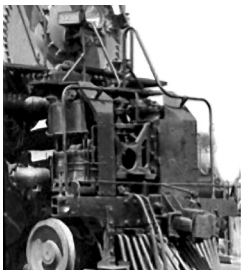
Now available for the first time in plastic and includes better than brass detail, prototypical pilot variations, and new.

This stunning reproduction of the "early" 4-6-6-4 Challenger,ified on the prototype as Challenger Simple Articulated (CSA-1 and CSA-2) is the result of a focused determination to accomplish one thing: create the finest operating miniature representation of the prototype available. These unique models are being introduced in HO as Athearn® Genesis®

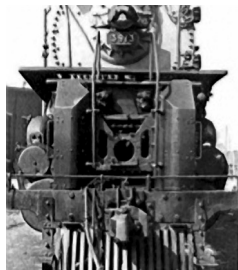
Additional spotting features include:

- Coal and oil versions
- Three different number series: 3700, 3800, 3900
- Single and twin stack versions
- Large and small dome versions
- Early and Late style lettering schemes
- With coal rack or without coal rack
- Two steam pipe versions

There are five different pilots:



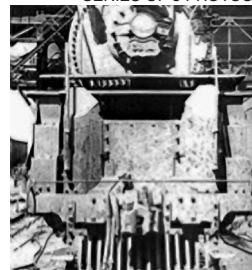
Boiler Tube with Widely Spaced Handrails



Steel Bars with Narrowly Spaced Handrails



Cast Pilot



Steel Bars with Wide Shield



Footboard Pilot

SERIES OF 5 PHOTOS JAMES L. EHERNBERGER COLLECTION



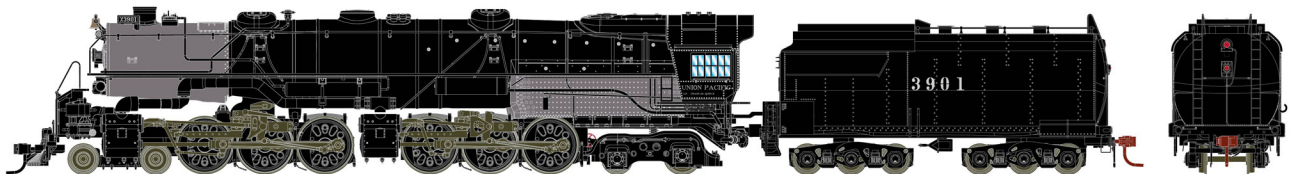
Era: 1936+

Without Sound

ATHG97287 HO 4-6-6-4 Coal, UP CSA-1 #3901

With Sound

ATHG97237 HO 4-6-6-4 w/DCC & Sound, Coal, UP CSA-1 #3901



w/o Sound \$529.98_{SRP} With  Sound \$629.98_{SRP}

These items are subject to Horizon's MAP policy

* Union Pacific Licensed Product



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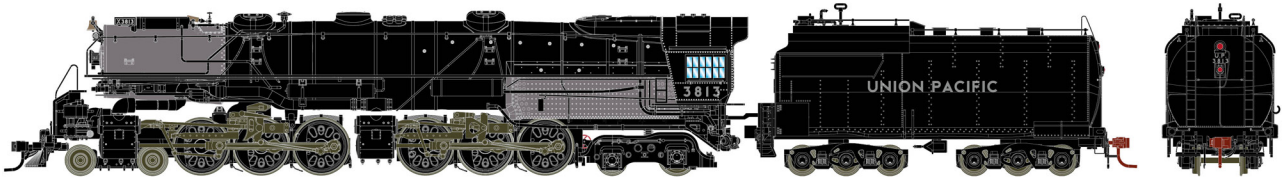


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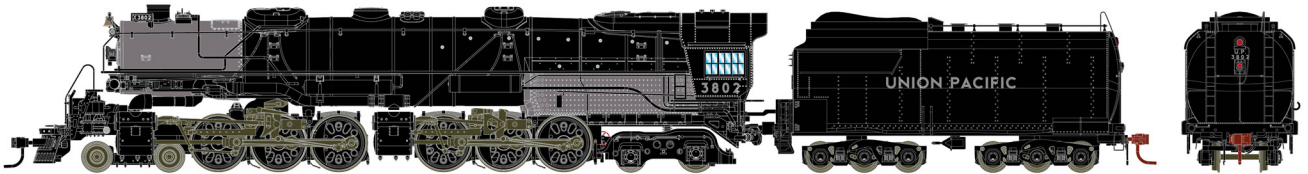
ATHG97288

HO 4-6-6-4 Oil, UP CSA-1 #3813

With Sound

ATHG97238

HO 4-6-6-4 w/DCC & Sound, Oil, UP CSA-1 #3813



Era: 1936+

Without Sound

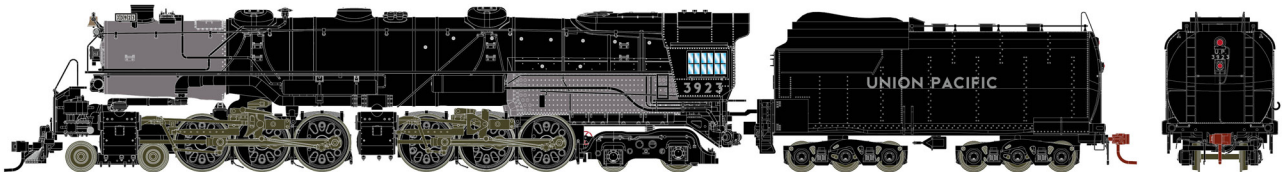
ATHG97289

HO 4-6-6-4 Oil, UP CSA-1 #3802

With Sound

ATHG97239

HO 4-6-6-4 w/DCC & Sound, Oil, UP CSA-1 #3802



Era: 1937+

Without Sound

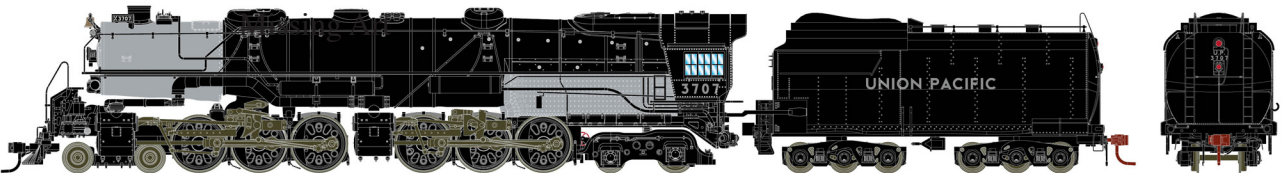
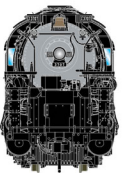
ATHG97290

HO 4-6-6-4 Coal, UP CSA-2 #3923

With Sound

ATHG97240

HO 4-6-6-4 w/DCC & Sound, Coal, UP CSA-2 #3923



Era: 1937+

Without Sound

ATHG97292

HO 4-6-6-4 Coal, UP CSA-1 #3707

With Sound

ATHG97242

HO 4-6-6-4 w/DCC & Sound, Coal, UP CSA-1 #3707

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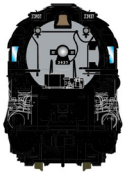


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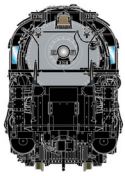
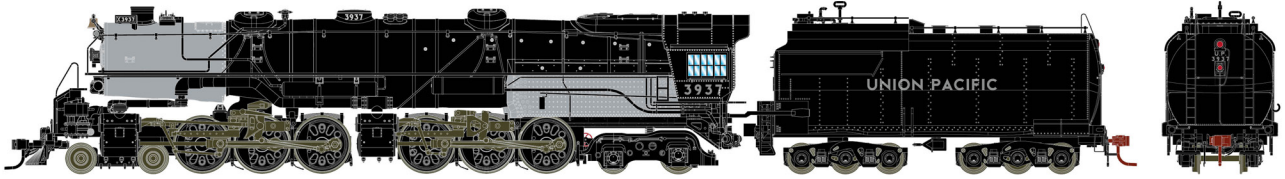
Era: 1937+

Without Sound

ATHG97293 HO 4-6-6-4 Coal, UP CSA-2 #3937

With Sound

ATHG97243 HO 4-6-6-4 w/DCC & Sound, Coal, UP CSA-2 #3937



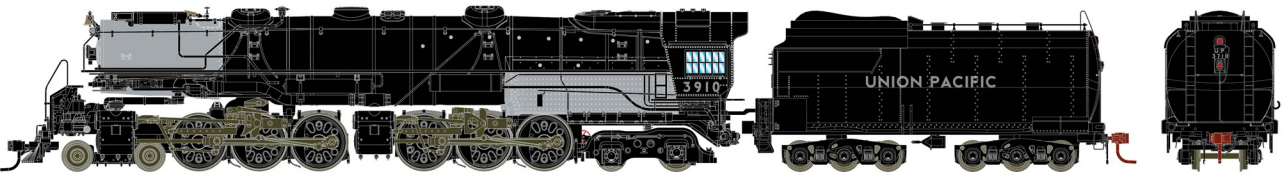
Era: 1937+

Without Sound

ATHG97294 HO 4-6-6-4 Coal, UP CSA-1 #3710

With Sound

ATHG97244 HO 4-6-6-4 w/DCC & Sound, Coal, UP CSA-1 #3710



All UP Road Numbers

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- Boiler backhead with printed manual controls
- Individually applied piping, valves, generators, etc.
- Correctly operating eccentric cranks
- Adjustable top cab vent
- Illuminated LED directional headlight and back-up light in the tender
- Five pole, skewed armature can motor with flywheels
- Pivoting front and rear engines for negotiating 18" radius curves
- Current pick-up on all driver and wheels
- 8-pin connector plug between loco and
- McHenry operating knuckle couplers installed
- Minimum radius: 18"
- Recommended radius: 22"

Sound, EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with ESU LokSound
- Sound, units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, whistle, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Excellent Slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE HISTORY

The Union Pacific Challengers were a type of simple articulated 4-6-6-4 steam locomotive built by American Locomotive Company for the Union Pacific Railroad. 105 of these locomotives were built between 1936 and 1943. The Challengers were nearly 122 ft (37 m) long and weighed 284,800 kg. They operated over most of the Union Pacific system, primarily in freight service, but a few were assigned to passenger trains operating through mountain territory to California and Oregon. The locomotives were built specifically for Union Pacific and much of the experience gained later went into the design of the "Big Boy".

The name "Challenger" was given to steam locomotives with a 4-6-6-4 wheel arrangement. This means that they have four wheels in the leading pilot truck, which helps guide the locomotive into curves, two sets of six driving wheels, and finally four trailing wheels, which support the rear of the engine and its massive firebox. Each set of six driving wheels is driven by two steam cylinders. In essence, the result is two engines under one boiler. The Union Pacific Railroad sponsored development of this type to meet the need for higher speeds in main-line service. Historically, articulated locomotives had been limited to slow speeds by factors inherent in their design. The technical breakthroughs achieved with the Challenger enabled the carrier to develop the Big Boy with the same speed expectations. Speeds in excess of 60 M.P.H., while unheard-of on other railroads using articulated steam locomotives, became commonplace on the Union Pacific.

The 105 were divided into five orders, which can be put into two groups: the first two orders of "original" also known as "light" Challengers, and the final three of "heavy" Challengers.

w/o Sound \$529.98_{SRP} With  Sound \$629.98_{SRP}

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HO 4-6-6-4 Challenger

Northern Pacific

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Era: 1937+



Without Sound

ATHG97746 HO 4-6-6-4 Coal, NP #5130
ATHG97747 HO 4-6-6-4 Oil, NP #5140

With Sound

ATHG97796 HO 4-6-6-4 w/DCC & Sound, Coal, NP #5130
ATHG97797 HO 4-6-6-4 w/DCC & Sound, Oil, NP #5140



Era: 1937+



Spokane Portland & Seattle



Era: 1937+



Without Sound

ATHG97748 HO 4-6-6-4 Oil, SP&S #911

With Sound

ATHG97798 HO 4-6-6-4 w/DCC & Sound, Oil, SP&S #911

All Z-8 Road Names

LOCOMOTIVE FEATURES:

- NP and SP&S road specific details
- Cast pilot with fold-down coupler
- Enclosed cab with side entry doors, fixed roof hatches and simulated diaphragm
- Smokebox-mounted air pumps
- Two sizes of wheels in the trailing truck
- NP-style expansion link, which supports much of the valve gear
- NP specific welded coal
- SP&S specific welded oil
- Fully-assembled and ready-to-run
- Boiler backhead with printed manual controls
- Individually applied piping, valves, generators, etc.
- Correctly operating eccentric cranks
- Illuminated LED directional headlight and back-up light in the tender
- Five pole, skewed armature can motor with flywheels
- Pivoting front and rear engines for negotiating 18" radius curves
- Electrical pick-up on all driver and wheels
- 8-pin connector plug between loco and
- McHenry operating knuckle couplers installed
- Minimum radius: 18"
- Recommended radius: 22"

PROTOTYPE HISTORY

The Northern Pacific ordered 21 "Challengers" from the American Locomotive Company in 1936 and took delivery of them during 1936 and 1937. These 4-6-6-4s were designated Z-6 and were assigned road numbers 5100 through 5120. They had four 23 x 32 cylinders, 69" drivers, a 250 psi boiler pressure, exerted 104,500 lbs of tractive effort and weighed 624,500 pounds. In 1941, another six "Challengers" came from ALCO. These were designated Z-7 and they carried road numbers 5121 through 5126. They had four 23 x 32 cylinders, 70" drivers, a 260 psi boiler pressure, exerted 107,000 lbs of tractive effort and weighed 644,000 pounds. The last steam locomotives bought by the Northern Pacific were the 20 "Challengers" it purchased from ALCO during 1943 and 1944. This group designated Z-8 was assigned road numbers 5130 through 5149. The Z-8 locomotives were virtually identical to those of Class Z-7. Two oil-burning Z-8s were also delivered to the SP&S.

CLASS Z-8

This was essentially identical to the 1941 Z-7s. These locomotives were produced under a wartime mandate to replace certain high-strength steel components with similar items produced with more common and heavier steel. Even so, the NP's diagrams show no difference in the adhesion weight and just a 1,000 lb difference on engine weight.

The firebox heating surface included 136 sq ft in eight circulators. These also featured a bearing design that permitted smooth riding at higher speeds.

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