

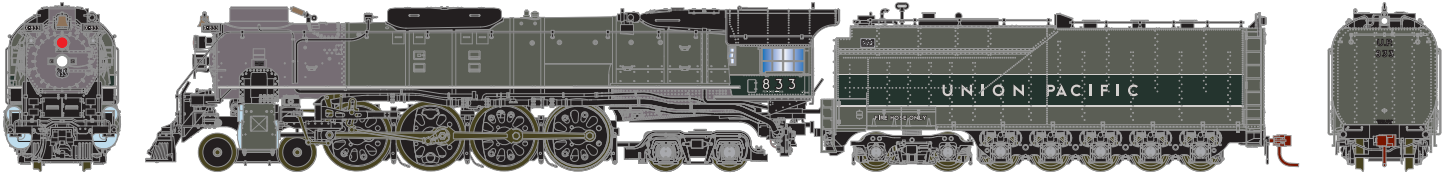
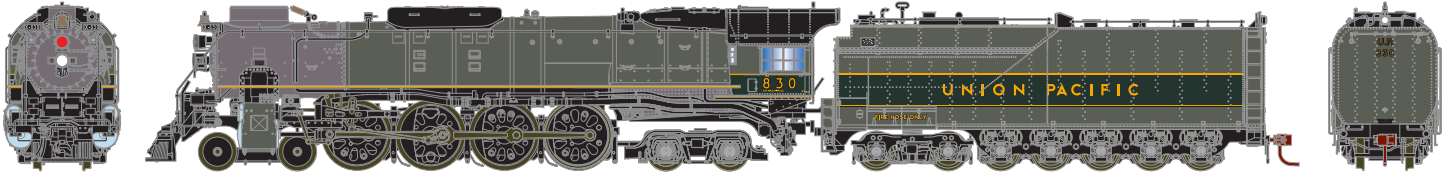


GENESIS HO 4-8-4 FEF Steam Locomotive

Announced 04.30.21
Orders Due: 05.28.21
ETA: May 2022

**ADDED FEATURES AND UPGRADES,
INCLUDING TSUNAMI2**

FEF-2 Union Pacific*



	without Sound	with Sound
FEF-2 4-8-4, UP #830	ATHG88310	ATHG88410
FEF-2 4-8-4, UP #833	ATHG88311	ATHG88411

There were three classes of 4-8-4 steam locomotives on the UP. UP 820-834 were built in 1939 as coal burners with 80-inch drivers and full 7 axle centipede tenders. The first conversion to oil started with 807 on March 10, 1946. Originally this was in response to the threat of a coal strike, but it enabled the FEF's to run for the first time down the oil burning South Central District to Los Angeles over Cajon Pass. All the FEF's were converted to oil by the end of 1946.

UP began to paint passenger steam locomotives into a two tone gray paint during 1946. Red emergency MARS lights were added in 1947.

"Union Pacific 800-Class 4-8-4s on Cajon Pass." <https://utahrails.net/up/up-800s-on-cajon.htm>

ROAD NUMBER SPECIFIC FEATURES:

- #830 Two-tone grey with Armour Yellow lettering and striping, Oil Burner, Drop Coupler, Dual smoke stack, Era 1947-Mid 1949
- #833 Two-tone grey with Silver Grey lettering and striping, Oil Burner, Drop Coupler, Dual smoke stack, Era 1947-Mid 1952



\$649.99 w/o SOUND | \$739.99 w/ Tsunami2 SOUND

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FEF-3 Union Pacific*



	without Sound	with Sound
FEF-3 4-8-4, UP #835	ATHG88312	ATHG88412
FEF-3 4-8-4, UP #844	ATHG88313	ATHG88413

UP 835-844 came in 1944 as coal burners with 80-inch drivers, similar to the FEF-2's but with dual smoke stack and different front end pilot.

"Union Pacific 800-Class 4-8-4s on Cajon Pass." <https://utahrails.net/up/up-800s-on-cajon.htm>

ROAD NUMBER SPECIFIC FEATURES:

- **#835** Solid Black, Oil Burner, Triple Stack, Smoke Lifters, Era 1952+.
- **#844** Oil Burner, Double Stack, Smoke Lifters, Era 2017+.
High-Shine Black "Race to Promontory" version, as used in tandem with Big Boy 4014 on May 4, 2019, as well as excursion service.
Comes in a beautiful limited-edition box with special graphics.



Photo Courtesy: Craig Walker

Alternate detail version shown; version offered represents current appearance.



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SOUND EQUIPPED MODELS ALSO FEATURE

- Tender-mounted DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Chuff, whistle and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

STEAM LOCOMOTIVE FEATURES:

- Illuminated number boards
- Builder's plates
- Non-operating classification lights
- Oil burner
- Feedwater heater per prototype
- Swing coupler pocket
- Double or triple smokestack per prototype
- Single or double generator per prototype
- Side rods colored to match the prototype
- Illuminated red signal light except on 2016 version of #844
- Boiler backhead with full details and printed gauges
- Synchronized chuff, whistle, bell, blow-down, air compressor, dyno and pop-off valve sounds
- User-controlled whistle, short whistle, bell, squeal, coupler crash, injector, water stop and light dimmer
- Individually-applied detail parts, including brass-painted bell and whistle, piping, valves, generator, steps, air pump, air tanks, reverser and coupler lift bar
- Front coupler pocket can be inserted to mount operating coupler
- Minimum radius: 22"
- Metal handrails
- Adjustable cab windows
- Blackened metal wheels
- Accurate oil tender details
- ATS cabinet per prototype

NEW FEATURES:

- Dual cube speakers for great sound quality
- Lighted firebox flicker effect with see-through firebox door
- Upgraded headlight lighting with brighter LED
- Improved loco-to-tender connection harness for increased durability and serviceability



PROTOTYPE SPECIFIC INFORMATION

In 1939, 15 FEF-2 class 4-8-4s, numbers 820 through 834, were acquired. They shared a family resemblance to the big Challengers and Big Boys. The FEF-2s were built as coal burners with single exhaust stacks, drop coupler pilots and "centipede" tenders that carried 25 tons of coal and 23,500 gallons of water. When they were rebuilt, they received double or triple exhaust stacks.

During the traffic crunch of World War II, ten more 4-8-4s of class FEF-3, numbers 835 through 844, were acquired. The FEF-3 boiler was slightly longer than the FEF-2; plus, the FEF-3 featured double exhaust stacks, cast pilots and cabinets on the tender. Within six months of delivery, they were fitted with "elephant ear" smoke deflectors. Several FEF-3s also received triple exhaust stacks.

All of the 4-8-4s were converted to burn oil after the Second World War. They also wore two-tone gray paint from April 1946 until the mid-1950s. While UP streamliners were all diesel powered, the FEFs worked the secondary trains such as the Pony Express and Overland as well as mail trains. At the time, those trains were usually quite long and consisted of heavyweight cars, requiring all of the power the FEFs could deliver.

Instead of retiring FEF-3 844 in the early 1960s, UP kept it for excursion service and renumbered it to 8444 to allow GP30 844 into the system by 1962. From the mid-1950s until 1987, FEF-3 8444 was painted in the black paint scheme. In September 1987, it was repainted into the two-tone gray scheme with yellow stripe and lettering. After returning to Cheyenne from the Los Angeles Union Station 50th Anniversary celebration in June 1989, FEF-3 8444 was renumbered back to 844. The two-tone gray paint lasted until September 1991.



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