



# HO Z-8 4-6-6-4 Challenger Spokane, Portland & Seattle

Announced 03.27.15  
Reservations Limited

ETA: September 2016

UPDATE



Era: 1943+

JAMES L. EHERNBERGER COLLECTION

**With Sound**  
ATHG97236

HO 4-6-6-4 w/DCC & Sound Oil Tender SP&S #910



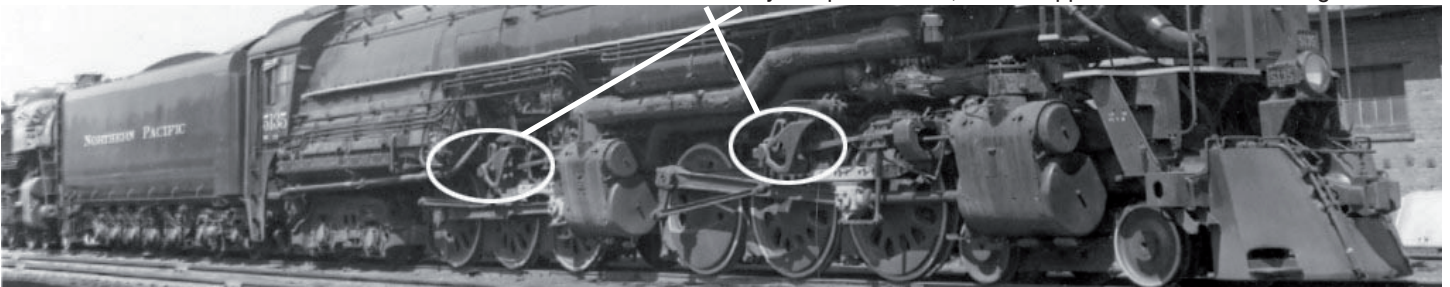
## All New—Athearn® Genesis® HO Z-8 Class Challenger

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

This stunning reproduction of the Z-8 4-6-6-4 Challenger, 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 with brand new tooling for the locomotive and NP/SP&S specific welded tender in HO as Athearn® Genesis®

Additional spotting features include:

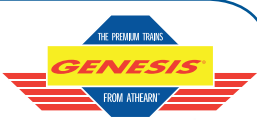
- Cast pilot with fold-down coupler
- Enclosed cab with side entry doors, fixed roof hatches and simulated diaphragm
- Smokebox-mounted air pumps
- Two sizes of wheels in the trailing truck
- NP-style expansion link, which supports much of the valve gear



**With SoundTraxx Premium Sound \$629.98 SRP**

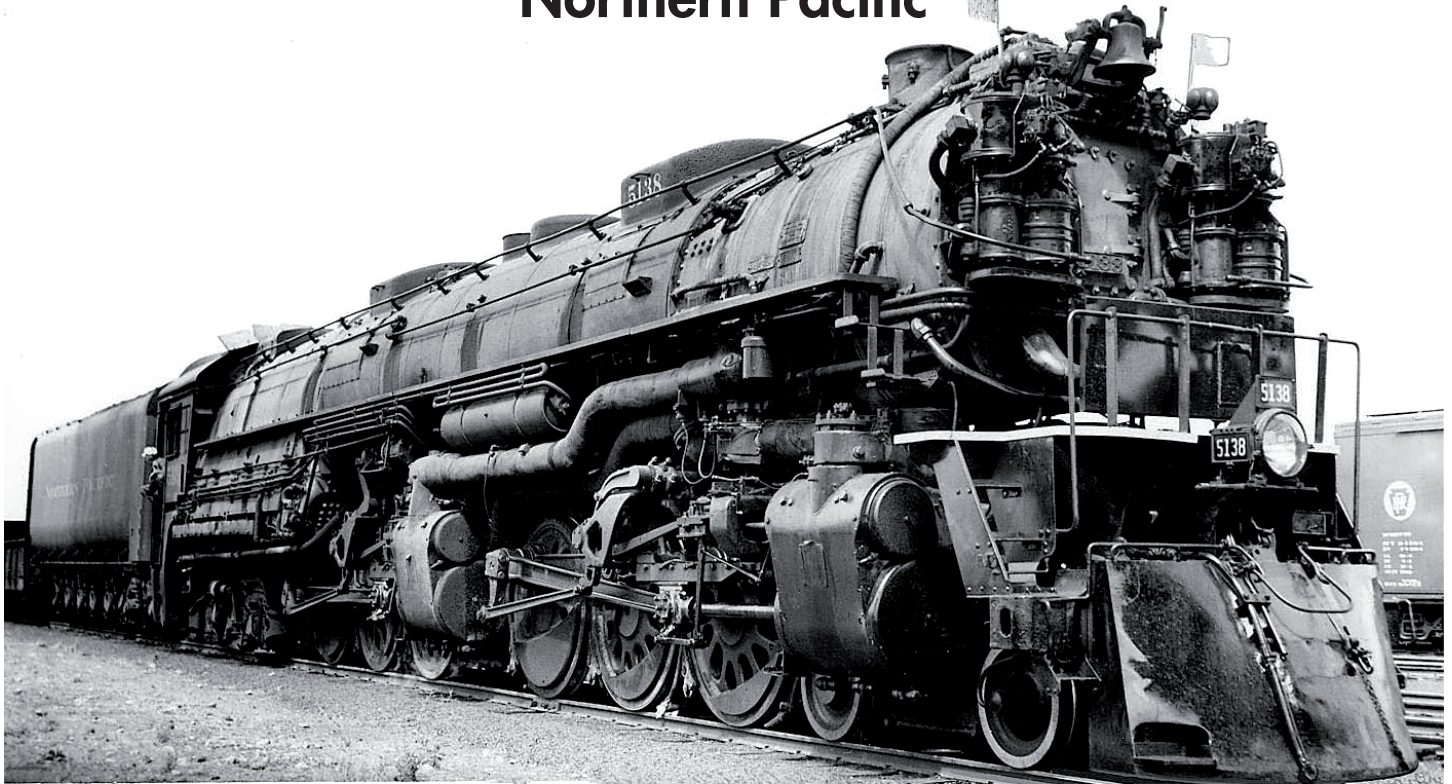


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# HO Z-8 4-6-6-4 Challenger Northern Pacific

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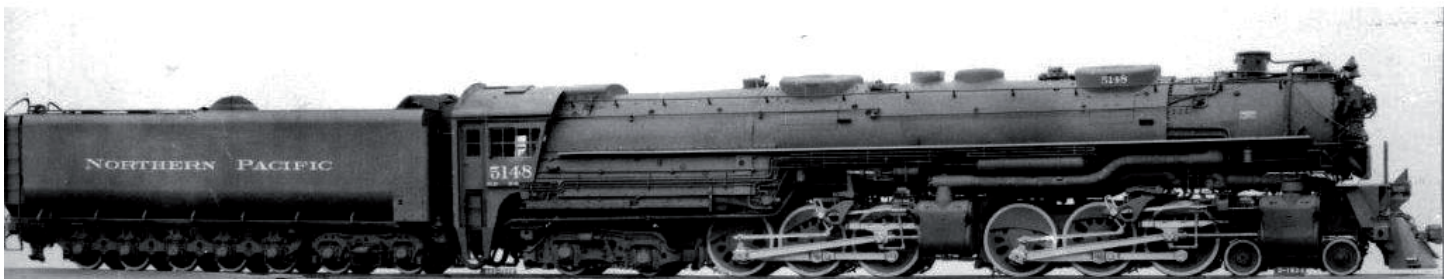
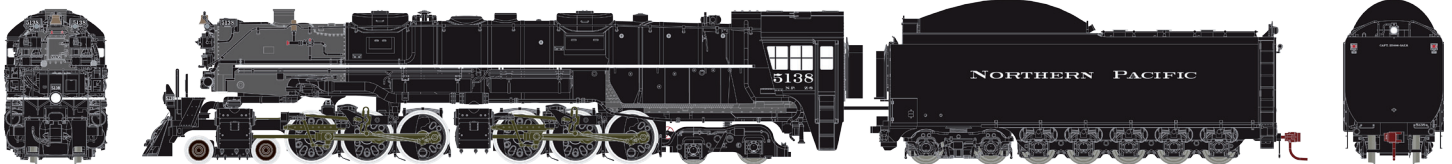


Era: 1943+

**With Sound**  
ATHG97234

HO 4-6-6-4 w/DCC & Sound Coal Tender, NP #5138

JAMES L. EHERNBERGER COLLECTION



Era: 1943+

**With Sound**  
ATHG97235

HO 4-6-6-4 w/DCC & Sound Coal Tender, NP #5148

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**With SoundTraxx Premium Sound \$629.98 SRP**



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# HO Z-8 4-6-6-4 Challenger

## All Road Numbers

Announced 03.27.15  
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ETA: September 2016

### LOCOMOTIVE FEATURES:

- Brand new locomotive and tender tooling
- 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 tender
  - SP&S specific welded oil tender
- 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
- Headlights and number boards with directional light change
- Tender light
- Genesis 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 tender wheels
- 8-pin connector plug between loco and tender
- McHenry operating knuckle couplers installed
- Minimum radius: 18"
- Recommended radius: 22"

### SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Premium sound
- 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 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 Class 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 Class 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 Class Z-8 was assigned road numbers 5130 through 5149. The Class Z-8 locomotives were virtually identical those of Class Z-7. Two oil-burning Z-8s were also delivered to the SP&S.

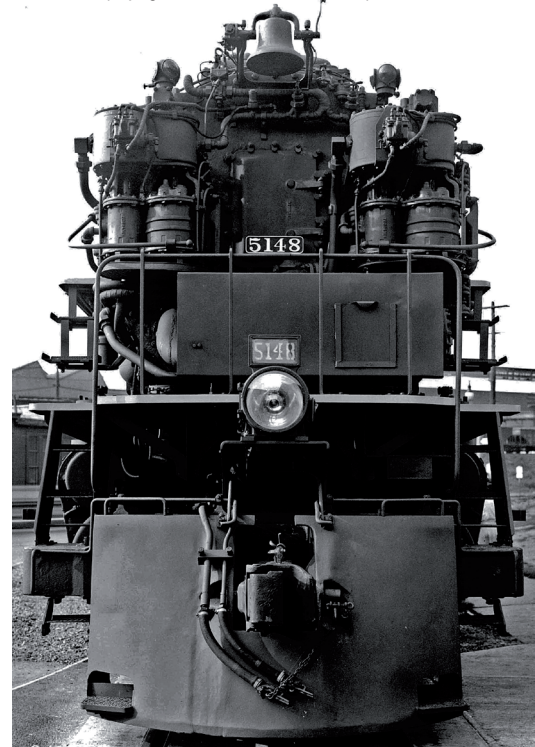
### CLASS Z-8

This class 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.

There are no surviving Northern Pacific "Challengers".

NP #5148 displaying Smokebox-Mounted Air Pumps



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