



HO 4-8-8-4 Big Boy

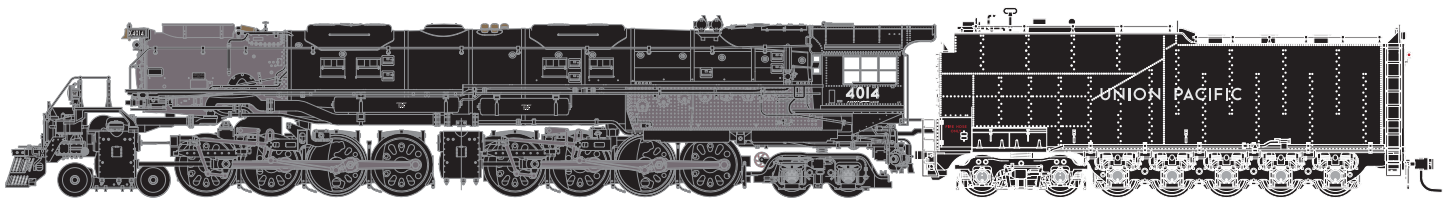
Announced 6.28.19
Orders Due: 7.26.19

ETA: June 2020

**EQUIPPED WITH:
LEDs, & Lit INDICATOR NUMBER BOXES**



Heritage Steam Fleet



Era: 2019+

Without Sound

ATHG88306 HO 4-8-8-4 Big Boy, UP Excursion #4014

With Sound

ATHG88406 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Excursion #4014



Photo: Traveling Tom – <https://youtu.be/dWpODg11xkl>

UP #4014 FEATURES:

- Excursion Version with oil tender from UP 3985 per prototype configuration
- Reporting marks only on rear tender face per prototype 2019 configuration
- In service appearance
- Commemorative box
- Chalk marking "Big Boy" decal included (not applied).

w/o Sound \$679.98_{SRP} With Tsunami² Sound \$769.98_{SRP}

These items are subject to Horizon's MAP policy



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HO 4-8-8-4 Big Boy

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**RACE TO PROMONTORY EDITION:
FRESHLY SHOPPED & CHALK MARKING**

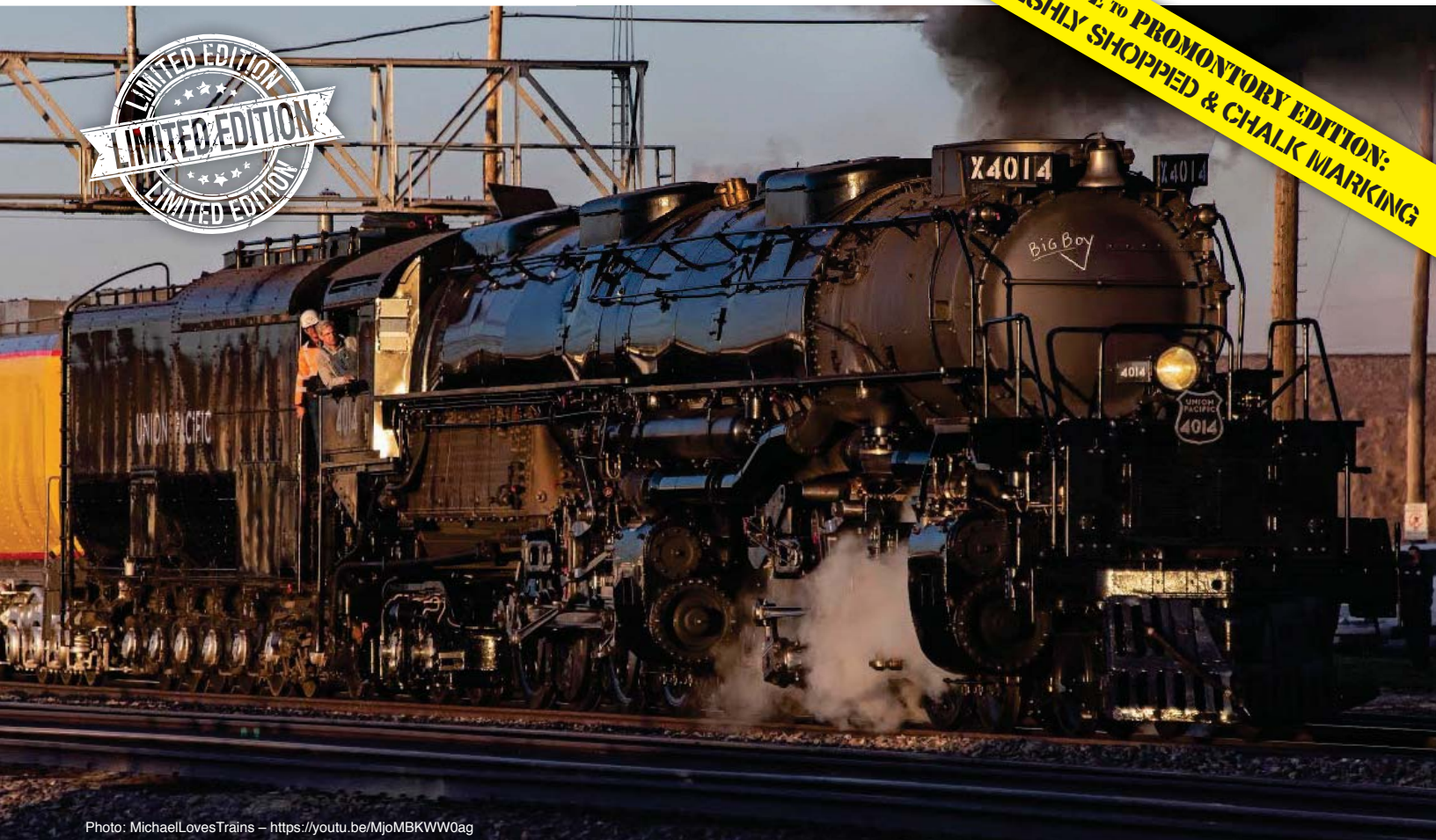
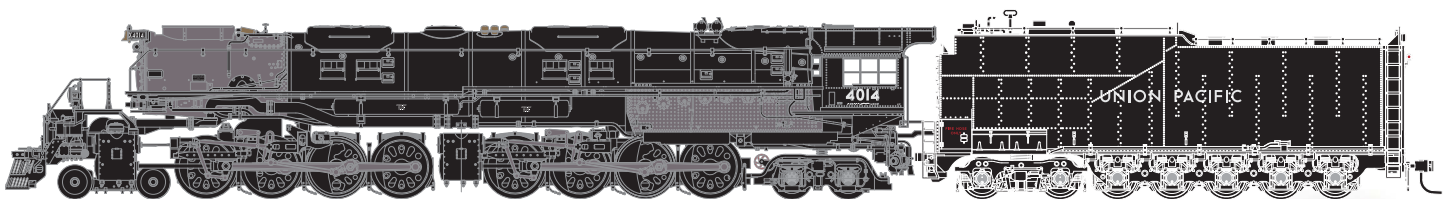


Photo: MichaelLovesTrains – <https://youtu.be/MjoMBKWW0ag>

Heritage Steam Fleet



Era: 2019+

Without Sound

ATHG40140 HO 4-8-8-4 Big Boy, UP Race to Promontory #4014

With Sound

ATHG04014 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Promontory #4014

Big Boy No. 4014 was delivered to Union Pacific in December 1941. The locomotive was retired in December 1961, having traveled 1,031,205 miles in its 20 years in service. Union Pacific reacquired No. 4014 from the RailGiants Museum in Pomona, California, in 2013, and relocated it back to Cheyenne to begin a multi-year restoration process. In 2019 UP #4014 was brought back to life. It had been almost 60 years and multiple generations since the last time a 4-8-8-4 Big Boy operated under its own power.

UP #4014 FEATURES:

- Great Race to Promontory version with oil tender from UP 3985 per prototype configuration
- Reporting marks only on rear tender face per prototype 2019 configuration
- Freshly shopped shiny appearance
- Commemorative box
- Chalk marking "Big Boy" factory applied to smoke box face, per prototype during summer 2019. This marking is a subtle nod to history and ALCO legend. See details on the last page of this order sheet.

THE GREAT RACE TO PROMONTORY

w/o Sound \$679.98_{SRP} With *Tsunami* 2 Sound \$769.98_{SRP}

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HO 4-8-8-4 Big Boy

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SURVIVING 4-8-8-4 BIG BOY PRESERVATION INFO:

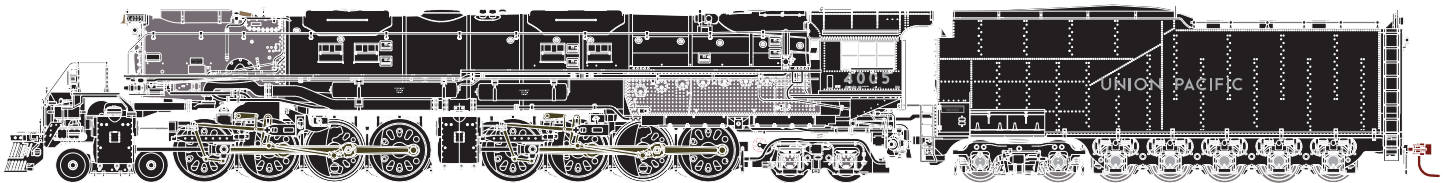
- 4004: Holliday Park
- 4005: Forney Transportation Museum
- 4006: Museum of Transportation
- 4012: Steamtown National Historic Site
- 4017: National Railroad Museum
- 4018: Museum of the American Railroad
- 4023: Kenefick Park

PRESERVATION VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



Preservation



Era: 1941+

Without Sound

- ATHG88300 HO 4-8-8-4 Big Boy, UP Wyoming #4004
- ATHG88301 HO 4-8-8-4 Big Boy, UP Colorado #4005
- ATHG88302 HO 4-8-8-4 Big Boy, UP Missouri #4006
- ATHG88303 HO 4-8-8-4 Big Boy, UP Pennsylvania #4012
- ATHG88304 HO 4-8-8-4 Big Boy, UP Wisconsin #4017
- ATHG88305 HO 4-8-8-4 Big Boy, UP Texas #4018
- ATHG88307 HO 4-8-8-4 Big Boy, UP Nebraska #4023

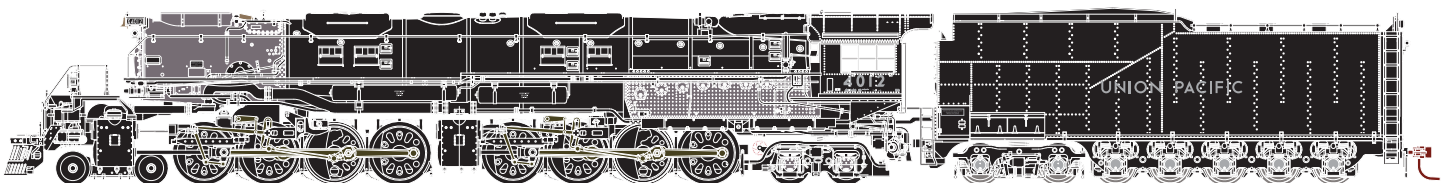
With Sound

- ATHG88400 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Wyoming #4004
- ATHG88401 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Colorado #4005
- ATHG88402 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Missouri #4006
- ATHG88403 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Pennsylvania #4012
- ATHG88404 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Wisconsin #4017
- ATHG88405 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Texas #4018
- ATHG88407 HO 4-8-8-4 Big Boy w/DCC & Sound, UP Nebraska #4023

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo.

There are seven Big Boys on public display in various cities around the country. They can be found in St. Louis, Missouri; Dallas, Texas; Omaha, Nebraska; Denver, Colorado; Scranton, Pennsylvania; Green Bay, Wisconsin; and Cheyenne, Wyoming.

Source Union Pacific Railroad



w/o Sound \$679.98_{SRP} With *Tsunami* 2 Sound \$769.98_{SRP}
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HO 4-8-8-4 Big Boy Wartime Era

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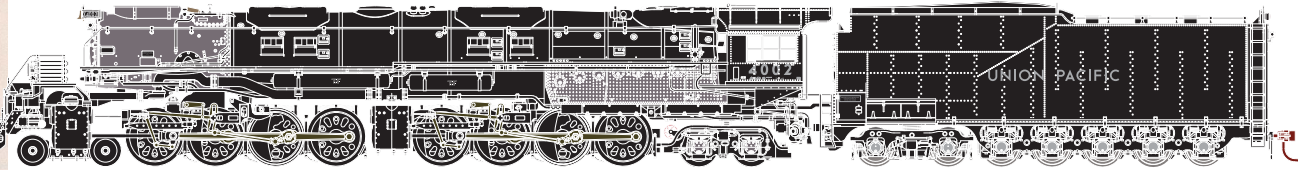


AMERICA SAYS "Keep on firing, 'Bo' as long as firing, we can keep on building!" The rails, thousands of yards, for planes, tanks and guns must be rolled in perfect and assembly plants. Completed assemblies are sent by transport.

Union Pacific is pleased to do the job. Twenty "Big Boys" again were transported and back have recently been added to the large fleet of other super-powered all-gauge planes in service along the post-war years.

Millions of dollars also have been invested in freight cars, new rails and property improvements. For details, as well as industry's national needs, Union Pacific—the Strategic Middle West—contacting Eastern States—request the standard for dependable transportation.

*The Progressive UNION PACIFIC RAILROAD
The Strategic Middle West*



Era: 1941+

Without Sound

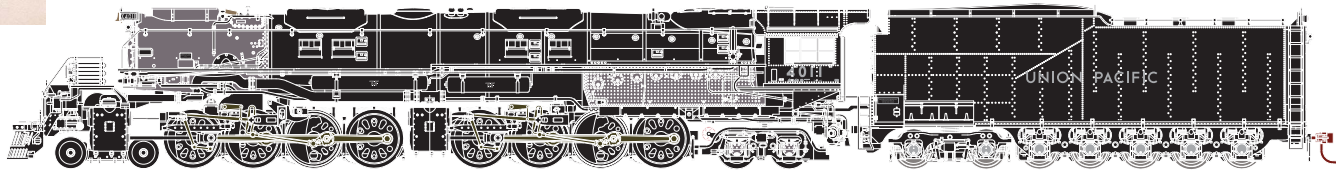
- ATHG88308 HO 4-8-8-4 Big Boy, UP #4002
- ATHG88309 HO 4-8-8-4 Big Boy, UP #4011

With Sound

- ATHG88408 HO 4-8-8-4 Big Boy w/DCC & Sound, UP #4002
- ATHG88409 HO 4-8-8-4 Big Boy w/DCC & Sound, UP #4011

WARTIME ERA VERSION FEATURES:

- As delivered from ALCO in service 1940s era
- Coal Tender



All 4-8-8-4 Big Boys

PROTOTYPE SPECIFIC INFORMATION

The Union Pacific's Overland Route, the eastern portion of the Transcontinental Railroad, was built west from Omaha, across Nebraska and Wyoming, and on into Utah. The steepest grade was the eastbound climb on the Echo Canyon line through the Wahsatch Mountains just east of Ogden, Utah. Forty 4-6-6-4 Challenger locomotives were acquired in 1936 and 1937 to move fast freight over the grades in Utah and Wyoming. They were rated at 4,290 tons across Wyoming, but were limited to 3,100 tons eastbound through Echo Canyon.

Union Pacific wanted something that could make the same speeds as the Challengers but could carry the entire 4,290-ton train over the Wahsatch Mountains without a helper. The easiest solution was to scale up the successful Challenger design by adding another pair of drivers to each half of the locomotive thus making a 4-8-8-4.

In 1941 UP placed an order for twenty 4-8-8-4's, numbered 4000 through 4019, with the American Locomotive Works. Each engine cost \$265,174. According to legend an unidentified machinist at the ALCO plant is responsible for the name "Big Boy", having scrawled the name in chalk on a partially completed locomotive.

The Big Boys were exactly what the railroad wanted. They were coal burners with 68-inch drivers, 135,375 pounds of tractive effort and 6,000 horsepower. They started service on the line from Ogden to Green River, Wyoming and their operating range soon increased to cover the line all the way to Cheyenne.

Traffic during WWII resulted in five more Big Boys, numbered 4020 through 4024, being built in 1944. These versions were slightly heavier than the original order due to wartime materials restrictions. Despite the influx of diesel locomotives following WWII, the Big Boys and Challengers remained the prime power on the Overland Route. They also saw service as helpers, leading gas turbines and diesels over Sherman Hill. They remained active through the 1950's and weren't retired until the early 1960's. By then the first twenty units had been run well over one million miles.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Full cab interior with boiler backhead with printed gauges
- Individually applied piping, valves, generators, etc.
- Operating eccentric cranks on both sides operating in correct direction
- Headlights and indicator number boxes (number boards) with directional light change
- Five pole, skewed armature motor with dual flywheels for smooth operation
- Pivoting front and rear engines for negotiating 22" radius curves
- See-through running boards
- Smoke unit ready with no soldering required
- See through cab windows
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain
- Wheels with RP25 contours operate on all popular brands of track
- LED Lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage



SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- 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

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