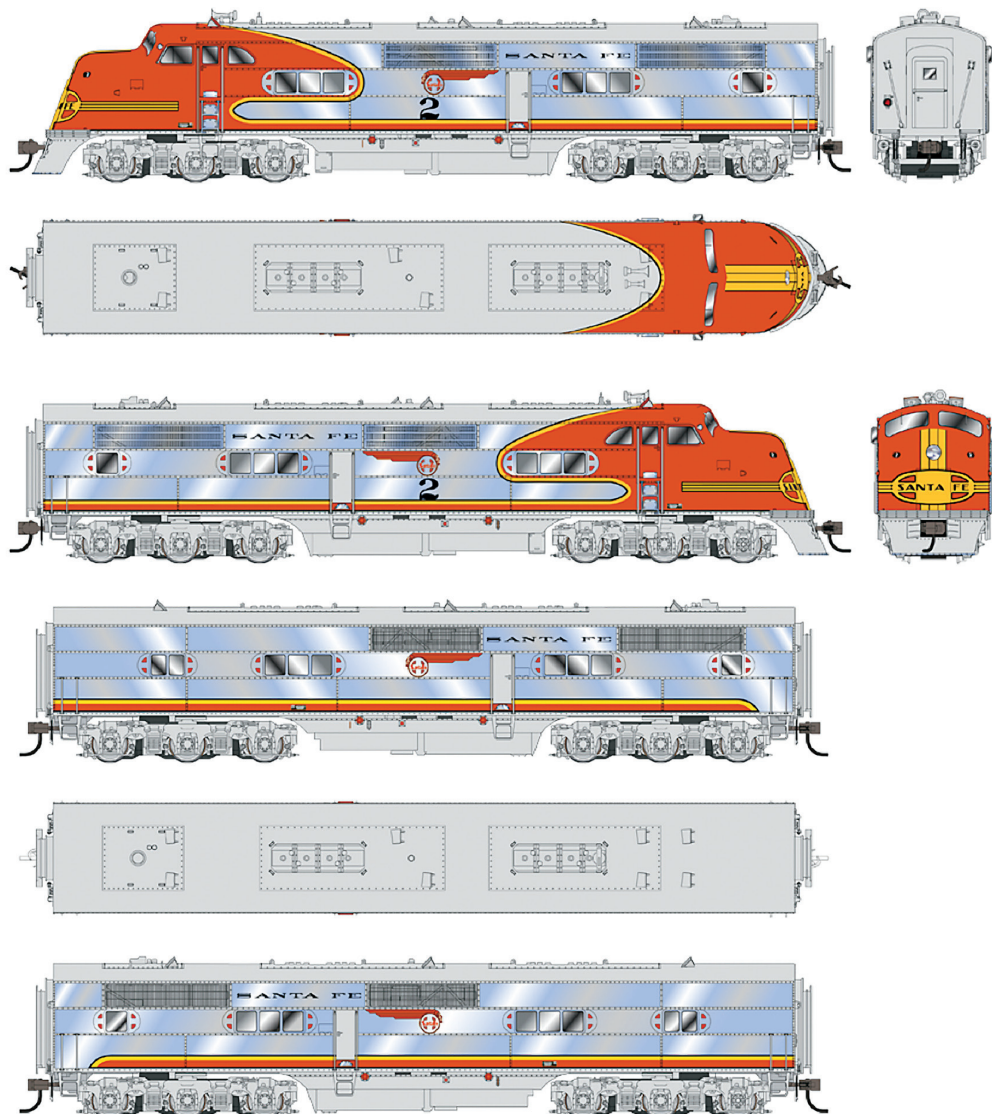


## HO Scale EMC 2 Class

Broadway Limited has announced Christmas deliveries for HO scale Santa Fe E1 locomotives (see the First Quarter 2015 issue of *The Warbonnet*). The E1 was the first warbonnet locomotive introduced when diesel locomotives were still an experiment and, to some, a passing novelty. 2L/A were delivered on June 4, 1937 with 3L/A, 4L/A, 5L, 6L, 7L, 8L and 9L coming 7-9 months later. Because of the newness of diesels, these locomotives were constantly being upgraded internally and externally. They continued in service until 1952-3 when they were returned to EMD for re-manufacturing into E8ms.

Broadway Limited has chosen the 1940 and 1946 appearances to model. The 1940 version (Broadway calls it pre-1946) will have the smooth pilot and large number on the side. The 1946 version (Broadway calls it postwar) will have a more cluttered pilot, eyebrow number board, and upgraded steam generator exhaust details. The 1940 booster will have a paint stripe that curves down at the rear of the loco, while the 1946 booster will have the stripe that continues evenly along the side. Since the boosters had no visible number on them, all of the boosters within a date and paint scheme will be identical in spite of the 2A, 3A, or 4A listing. Broadway will also offer two red colors. The 2L/A and 4L/A will be available in the 1940 configuration with both the as-delivered orange/red color and the more familiar Signal Red. Versions of all eight cab unit numbers and all three B unit numbers will be offered. MSRP for cab unit and unpowered booster is \$399.99; for individual cab units, \$289.99 and \$249.99 for individual boosters.



BLI has decided not to offer a smoke unit in the E1 models as to do so would compromise the accuracy of the roof details. It will also feature the all-new Paragon3 Rolling Thunder sound. It is not

known if BLI has secured sound files for the Winton 201A engine since none are known to remain operational. For more information see [www.broadway-limited.com/paragon3emce1.asp](http://www.broadway-limited.com/paragon3emce1.asp). —Steve Sandifer

## HO Scale Bx-166 Insulated Boxcar

BLMA has announced a third run of the Bx-166 boxcar, a 62-foot double-door insulated boxcar that has been a hallmark in the logistics of beer distribution throughout North America, and particularly in its service to breweries in the western United States. The Bx-166 is unique for its double-door configuration, distinguishing it from its fellow beer-hauling cousins. The defining characteristic on these cars, instantly separating them from the pack, are the di-



agonal braces on either side of the doors.

Custom-built by ATSF in 1974, a total of 300 Bx-166 boxcars were built at Santa Fe's car shops in Topeka, Kansas. This icon of beer transportation has proved inval-

able to Santa Fe and, later, BNSF. The Bx-166 provides a 16-foot door opening width for crews to load and unload pallets and kegs of beer. First unveiled in Santa Fe's famous "Indian Red" paint scheme, bear-