

ATSF E1 A/B Set, #2L/2A, Pre-1946, Signal Red Warbonnet, A-unit Paragon4 Sound/DC/DCC, Unpowered B

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Rating: Not Rated Yet

Price

Base price with tax

Sales price \$340.00

Discount

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Description

The E1 was an early passenger-train diesel locomotive sporting 1800 HP, with an A1A-A1A wheel arrangement, manufactured by Electro-Motive Corporation of La Grange, Illinois. They were built during 1937 and 1938 for the ATSF Railway for a new generation of diesel-powered streamlined trains. Eight cab-equipped lead A-units and three cabless booster B-units were built. The initial three locomotives were AB pairs built to haul the Santa Fe's Super Chief diesel streamliners, while the others were built as single A-units to haul shorter trains. The locomotives were diesel-electrics with two 900 hp (670kW) Winton 201-A engines each, with each engine driving its own generator to power the traction motors. The E1 was the second model in a long line of passenger diesels of similar design known as EMD E-units. All Winton 201A-engined Santa Fe passenger units, including the E1s, were extensively rebuilt into the 80-class E8M engines in 1952-53. These were similar to production E8 models, but reduced to 2000 hp so as not to burn out the early traction (axle) motors (which were reused).

The EA/EB and E1 featured nearly identical and innovative styling showing the influence of the EMC's new buyer General Motors. While they had much mechanically in common with previous experimental EMC locomotives, GM understood the importance of looking new and exciting, not merely being technically innovative. This basic "slant nose" style was continued in the subsequent E3, E4, E5, and E6 models, while a more "bulldog nose" style was tried in the E2 and a style somewhere in between was used in the E7, E8, and E9, as well as the freight diesel cab units. It could fairly be said that the overall styling influenced passenger locomotives around the world.

At more or less the same time, EMC built the EMC EA/EB locomotives for the B&O Railroad. These hauled the Royal Blue, the Capitol Limited, and the National Limited, in addition to others. B&O #52 was sold to Alton in 1940, and became a GM&O locomotive in 1947. These EA/EB locomotives were quite similar in appearance to the ATSF E1 models. In this production, Broadway Limited will offer two detail arrangements of the ATSF E1 (pre-1946 and post-war), and we are offering three ATSF paint schemes: a 1940 version with the as-delivered red-orange color in place of the traditional red, a pre-1946 version with the traditional red, and a post-war version. We are also offering models of the ATSF E1s painted for the B&O Railroad and a single unit painted as GM&O #100A.

Industry-leading Model Features:

Paragon4 Sound & Control System featuring ROLLING THUNDER

Integral Dual-Mode Decoder with Back EMF for Superb Slow Speed Operation in DC and DCC

Precision Drive Mechanism Engineered for Heavy Towing and Smooth Slow Speed Operation

All Wheel Electrical Pick-up

ABS Body with Die Cast Chassis for Maximum Tractive Effort

Premium Caliber Painting

Prototypically Accurate Paint Schemes and Road Numbers

Many Separately Applied Details such as Handrails, Grab Irons, Horn, Bell, Wipers, and Etched Metal Grills

Prototypical Light Operation

Prototypically Accurate Sounds for the EMD E1 Diesel Locomotive

Metal Kadee-compatible Couplers (2)

Will Operate on Code 70, Code 83, and Code 100 Rail

Minimum Operating Radius: 18 inches

Broadway Limited Imports is proud to introduce Paragon4: The new benchmark for premium HO sound-equipped locomotives. These DC and DCC-Sound equipped locomotives feature the ALL-NEW Paragon4 sound and control system. Each Paragon4 locomotive comes with BLI's own integral DCC Decoder factory installed. Paragon4 locomotives offer Dual Mode DC and DCC operation with superb back EMF motor control, improved DC motor control, built-in capacitor pack for more reliable electrical pick-up, industry best on-board sound with Rolling Thunder functionality, Pro Lighting Mode for prototypical light control, Switcher mode for precise low speed control, recordable DCC operation for automated playback, and the same excellent detail level as Broadway Limited's Paragon3 Series models.

Paragon4 Sound & Control System Features:

Operates in DC & DCC with improved DC speed control (use DCMaster for DC Sound)

Built-In extra capacitance to navigate imperfect track

Pro Lighting Mode offers individual control of all lights on model

Switcher Mode for precise low speed control

Record & Play Operation - Records and plays back sounds and movements once or repeatedly for automatic operation

High Resolution Audio

Quillable Horn for various whistle lengths and patterns

Choice of 3 selectable Horns

Alternate Whistle / Horn where applicable for locomotive with air horn and steam whistle - both the main whistle and alternate can be easily played

Adjustable bell ringing interval for faster or slower bell

Numerous user-mappable functions with available keys

Multiple realistic passenger and crew sounds play on command

Grade Crossing Automatic Signal

Automatic Forward / Reverse Signal

Prime Mover sound intensity varies with load

Individually adjustable sound volumes for each effect

EZ Reset Button for quick return to factory default settings

**Specifications on this page subject to change.