



200-Ton Crane and 50ft Gondola

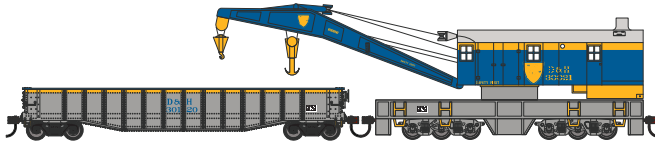
HO

* Union Pacific Licensed Product

Orders Due: 06.30.26

ETA: SEPTEMBER 2027

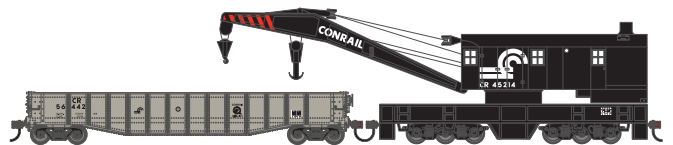
Delaware & Hudson



ATH-3614 DH #30021 / #30120

Era:1976+

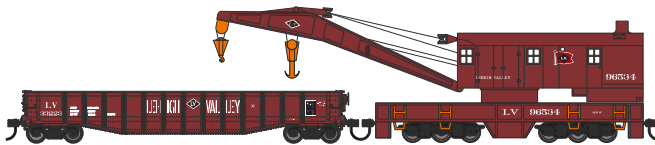
Conrail



ATH-3615 CR #45214 / #56442

Era:1988+

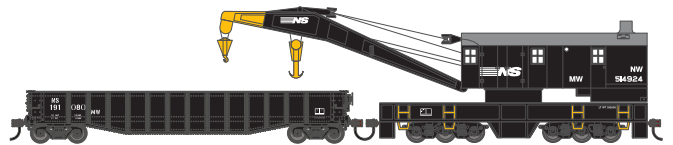
Lehigh Valley



ATH-3616 LV #96534 / #33223

Era:1973+

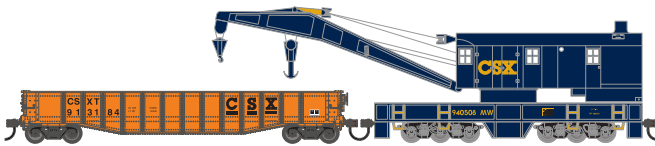
Norfolk Southern



ATH-3617 NS #514924 / #191080

Era:1990+

CSX



ATH-3618 CSXT #940508 / #913184

Era:1995+

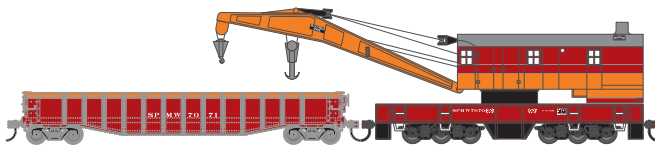
Penn Central



ATH-3619 PC #50209 / #35704

Era:1973+

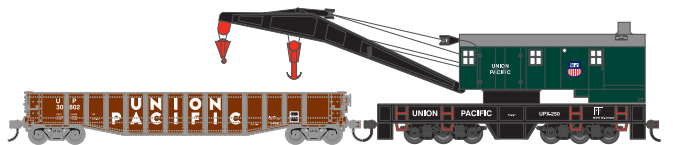
Southern Pacific*



ATH-3620 SPMW #7070 / #7071

Era:1976+

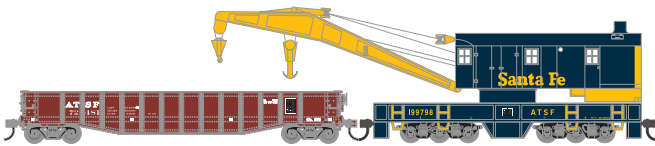
Union Pacific*



ATH-3621 UPX #250 / UP #30802

Era:1980+

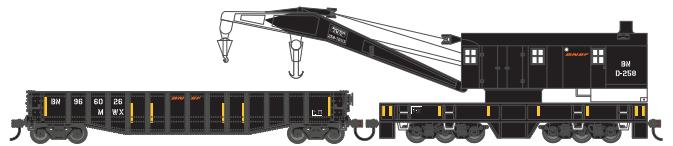
Santa Fe



ATH-3622 ATSF #199798 / #72481

Era:1976+

BNSF / BN



ATH-3623 BN #D-258 / #966026

Era:2005+

\$99.99 INDIVIDUAL

*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

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200-Ton Crane and 50ft Gondola

HO

* Union Pacific Licensed Product

All Road Names

MODEL FEATURES:

- Rotating boom
- Boom and Blocks raise and lower
- Machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Minimum radius: 18"

PROTOTYPE AND BACKGROUND INFO:

The first railroad cranes relied on locomotives for positioning around the work site. Big cranes required water tenders to power their steam boilers to operate and rotate the boom before being converted to diesel in the late 1970's and 1980's. Some cranes were constructed as diesel towards the end of the steam era. Standard pulling operations for a 200 ton crane required at least 5 idler cars between the locomotive and the crane when in transit from one location to another. This was for more braking power, as these cranes were often just as heavy, or perhaps heavier, than a single locomotive of the time.

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