



Northern Pacific/SP&S

Class Z-7 and Z-8

4-6-6-4 Challenger [HO]

HO SCALE

Seeing war-time power demands increasing, from 1940 to 1944, the Northern Pacific took delivery of 28 4-6-6-4 "Challengers". These were delivered from ALCO in two virtually identical classes: Z-7 (#5121-5126) and Z-8 (#5130-5149). All were accompanied by "centipede"-type (4-10-0) tenders with a capacity of 25,000-gallons of water and 27-tons of coal, which permitted up to 2 hours and ten minutes of steaming before taking on more water!

While the Union Pacific Challengers are more widely know, the NP Challengers were serious work horses, capable of tugging 100+ freight cars or 30+ coaches at 50+ m.p.h. This was done in the NP's mountain divisions on low-quality coal! Little wonder that these powerful locomotives lasted though the end of steam. All were scrapped by 1959.

The SP&S wisely copied the Z-8 design for their #910 and #911, though modified for oil-firing. The *Division Point* and *Boo-Rim* will offer this **LIMITED EDITION** project in different numbers of both classes. The SP&S versions will also be offered. As is usual, lighting is included and these will be DCC-ready. With a limited number of pieces to be produced, you are well advised to contact your dealer to reserve yours!

As usual, we are indebted to those folks who publish the information and photos we need. We urge you to buy their books and photos.

- * Northern Pacific Supersteam Era 1925-1945 by Frey & Schrenk
- * Northern Pacific In Color Vol.1 1949-59 by Nighswonger
- * S.P.&S.: The Spokane, Portland & Seattle Railway by Austin & Dill
- * Spokane, Portland & Seattle Ry. by Charles & Dorothy Wood
- * and thanks to Bob Hundman for the use of his drawings

ORDER FORM

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Item	Description	Quantity
<u>ALCO-built (1941) Class Z-7 Northern Pacific series #5121-5126:</u>		
DP-8180	NP Z-7 4-6-6-4 Challenger #5121-5123; 1-G 25,000-gal/27-ton coal tender, smokebox number boards	_____
DP-8181	NP Z-7 4-6-6-4 Challenger #5124-5126; 1-G 25,000-gal/27-ton coal tender, flying number boards	_____
<u>ALCO-built (1943) Class Z-8 Northern Pacific series #5130-5141:</u>		
DP-8182	NP Z-8 4-6-6-4 Challenger #5135,5136,5137,5138,5139; 1-G 25,000-gal/27-ton coal tender, smokebox number boards	_____
DP-8188	NP Z-8 4-6-6-4 Challenger #5130,5131,5132,5133,5134,5141; 1-G 25,000-gal/27-ton coal tender, flying #-boards	_____
DP-8184	NP Z-8 4-6-6-4 Challenger #5140; 1-G 25,000-gal/6,530-gal oil tender, flying number boards	_____
<u>ALCO-built (1944) Class Z-8 Northern Pacific series #5142-5149:</u>		
DP-8185	NP Z-8 4-6-6-4 Challenger #5143,5145; 1-G 25,000-gal/27-ton coal tender, smokebox number boards	_____
DP-8183	NP Z-8 4-6-6-4 Challenger #5142,5144,5146,5147,5149; 1-G 25,000-gal/27-ton coal tender, flying number boards	_____
DP-8187	NP Z-8 4-6-6-4 Challenger #5148; 1-G 25,000-gal/6,530 oil tender, flying number boards	_____
<u>ALCO-built (1944) Class Z-8 Spokane Portland & Seattle #910, 911:</u>		
DP-8189	SP&S Class Z-8 4-6-6-4 Challenger #910, 911 with 1-G 25,000-gal/6,530-gal oil 4-10-0 tender, smokebox #-boards	_____
DP-8186	SP&S Class Z-8 4-6-6-4 Challenger #910, 911 with 1-G 25,000-gal/6,530-gal oil 4-10-0 tender, flying number boards	_____
		Total Quantity _____

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