



Announced: 10-20-09  
**Orders Due: 12-4-09**  
 ETA: May 2010

# GP-15-1, GP15AC



By the mid-1970's, the thousands of first generation locomotives were showing the age after 20 years or so of service. Long since replaced on most Class 1 mainlines, by newer more powerful locomotives, old GP7's and GP9's had been reassigned to locals, road switchers, and yard jobs. To extend the life of the locomotives without buying new ones, many railroads had begun rebuilding programs. The GP15 series was introduced by EMD in 1976 as an alternative to these rebuilding programs. As originally conceived, it was intended that old units be traded in and components such as the trucks reused to make the cost comparable to a rebuilt unit. The GP15-1 was a 1,500 horsepower, 4-axle unit using a non-turbocharged 12-cylinder 645 engine. It differed from the rest of the contemporary geeps by having roof mounted radiators and side intakes like the "tunnel motor" locomotives. There were two major external differences in the GP15-1 production. C&NW and Frisco opted for car body air intakes like a GP7, while Missouri Pacific and Conrail chose a central air intake like the contemporary Dash 2 series. Missouri Pacific's last order replaced the generator with an alternator. In 1982, Chessie System (C&O) acquired a new model, the GP15T. It was similar to the last GP15-1's with a central air intake and an alternator, but differed by having a turbocharged 8-cylinder 645 engine and dynamic brakes. Apalachicola Northern also bought GP15T's, but their three did not have dynamic brakes and had car body air intakes.

#### GP15-1 Original Owners

| Road | Road Numbers | Qty | Order No. | Build Dates   | Notes                      |
|------|--------------|-----|-----------|---------------|----------------------------|
| MP   | 1555-1574    | 20  | 757138    | 6/76 - 7/76   | central intake             |
| C&NW | 4400-4424    | 25  | 757142    | 6/76 - 7/76   | car body intakes           |
| MP   | 1575-1589    | 15  | 767037    | 12/76         | central intake             |
| MP   | 1590-1614    | 25  | 767038    | 7/77          | central intake             |
| SLSF | 100-124      | 25  | 767076    | 8/77 - 9/77   | car body intakes           |
| MP   | 1615-1644    | 30  | 787183    | 9/79 - 11/79  | central intake             |
| CR   | 1600-1699    | 100 | 787249    | 7/79 - 12/79  | central intake             |
| MP   | 1645-1664    | 20  | 807019    | 8/81          | central intake             |
| MP   | 1665-1704    | 40  | 817017    | 2/82 - 3/82   | central intake             |
| MP   | 1705-1714    | 10  | 817035    | 3/82          | central intake             |
| MP   | 1715-1744    | 30  | 827016    | 11/82 - 12/82 | central intake, alternator |

#### GP15T Original Owners

| Road | Road Numbers | Qty | Order No. | Build Dates   | Notes          |
|------|--------------|-----|-----------|---------------|----------------|
| C&O  | 1500-1524    | 25  | 817054    | 10/82 - 11/82 | dynamic brakes |
| AN   | 720-722      | 3   | 827039    | 4/83          | non-dynamic    |

#### The SOUND

- Tsunami sound units from SoundTraxx are compatible with both DCC and DC operations.
- Program an M/U lashup with lead unit only horn, bell and lights.
- Full DCC functions when in DCC mode.

#### The LOCOMOTIVE

- Fully assembled and ready to operate
- Detailed fuel tank
- Etched top radiator screens
- DCC Quick-Plug™ equipped (8 or 9 Pin)
- Blomberg-B or Blomberg-M sideframes, per prototype
- Hex drive line
- Etched lift rings
- Operating front / rear ditch lights (per prototype and era)
- Sound Units Feature SoundTraxx Tsunami Sound Decoders
- Razor sharp painting and printing
- Many separate injection-molded, lost-wax, and photo-etched parts
- Molded Celcon handrails (now with one-piece end handrails for increased durability)
- Many, RR specific-details, such as C&NW "Gong" Bell, MP extra jacking pads, etc.
- Impingement (louvered) or Inertial Air Filter ("dustbin hatch") carbody versions, per prototype
- Plows, MU hoses, MU cables, and other end details per prototype and era
- State-of-the-art tooling
- See-through etched radiator intake grilles
- Sliding cab windows
- Directional Lighting
- Super-Smooth Athearn Genesis® Trucks and Motor
- Etched windshield wipers
- Directional Headlights
- Sander Lines, air filters, and other under frame detail
- McHenry® Scale Knuckle Spring Couplers
- Machined nickel-plated and blackened RP25 wheels

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