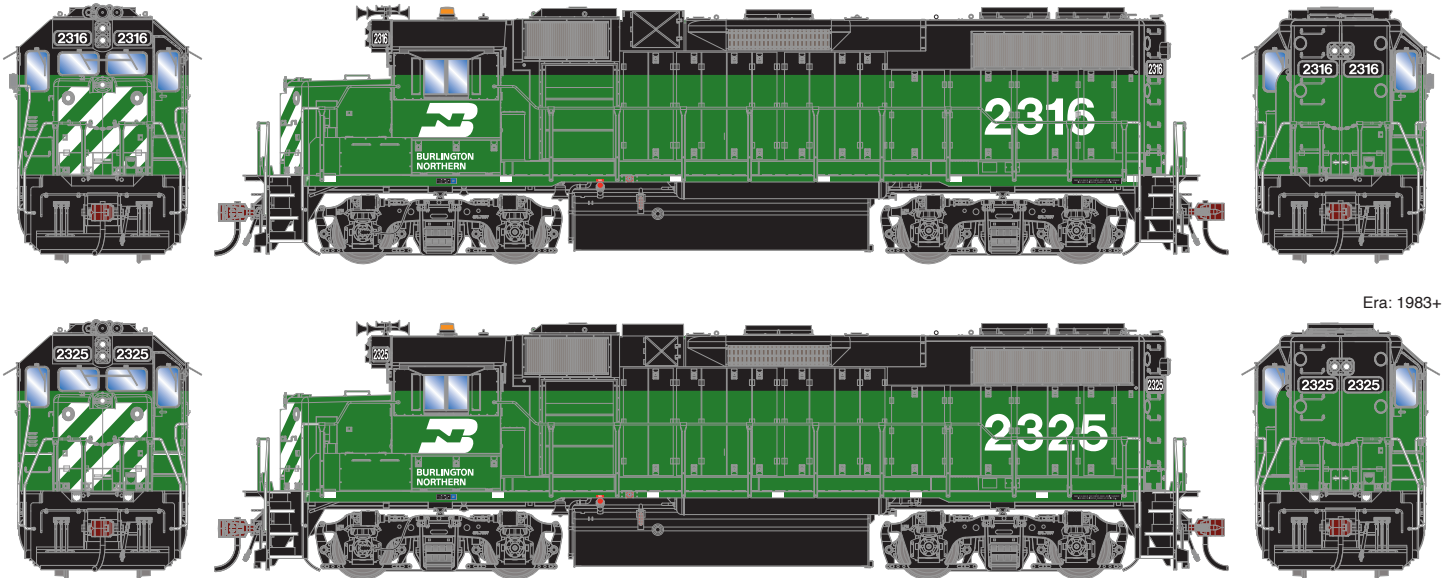


**Burlington Northern**



Era: 1983+

Era: Mid-1980s+

GP38-2, BN #2316  
GP38-2, BN #2325  
GP38-2, BN #2333

<b>without Sound</b>	<b>with Sound</b>
ATHG-1805	ATHG-1819
ATHG-1806	ATHG-1820
ATHG-1807	ATHG-1821

**BN FEATURES:**

- Ex-SLSF
- Mid-production body with corrugated grilles and standard fans
- Lit number boards and front class lights
- Nose gyalight (Effect in DCC)
- 3600 gallon fuel tank
- Stratolite beacon (Effect in DCC)
- Blomberg B trucks
- Leslie 5-chime horn
- Flush standard exhaust stacks

After the BN-Frisco merger of 1980, many Frisco diesel locomotives were painted into BN colors fairly quickly. When repainted, they retained many of the features such as the Leslie 5-chime horn, front class lights, and nose gyalights. Many would soldier on into the BNSF era losing their roof top beacons and nose gyalights in favor of ditch lights and nose mounted headlights.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#2316** Dynamic brake with square paper air filter box
- **#2325** Dynamic brake with angled paper air filter box
- **#2333** Dynamic brake with angled paper air filter box

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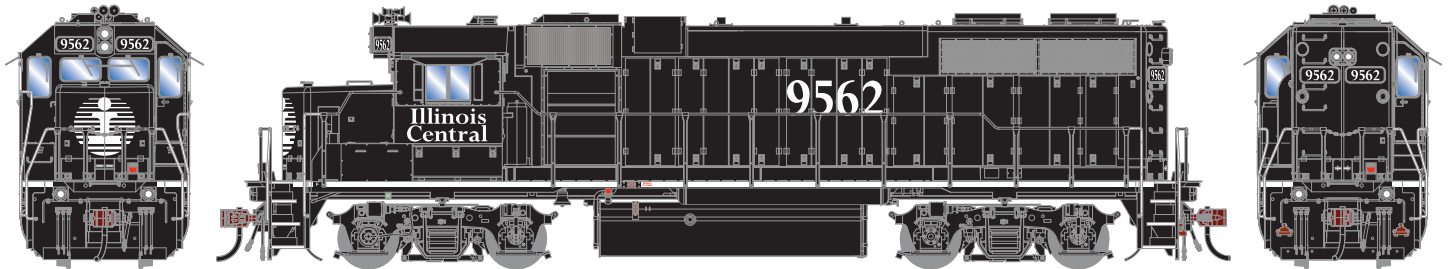
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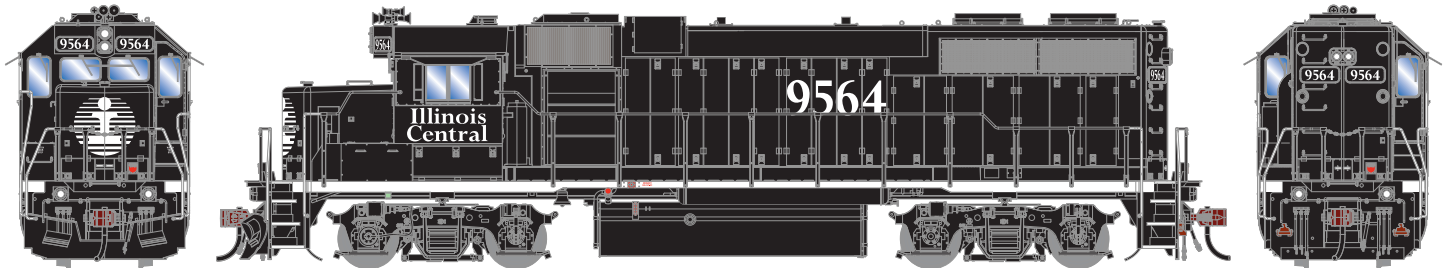


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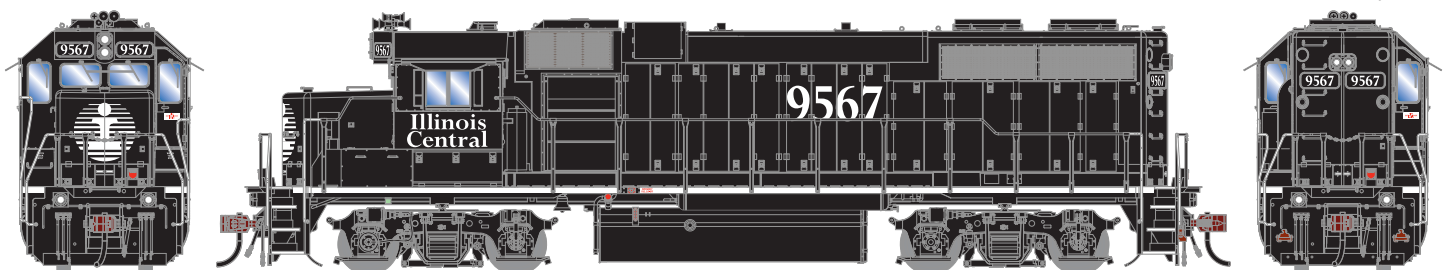
**Illinois Central**



Era: Early 2000s+



Era: Early 2000s+



Era: Early 2000s+

GP38-2, IC #9562  
GP38-2, IC #9564  
GP38-2, IC #9567

**without Sound**    **with Sound**  
ATHG-1808    ATHG-1822  
ATHG-1809    ATHG-1823  
ATHG-1810    ATHG-1824

**IC FEATURES:**

- Ex-GM&O
- Nathan P5 horn
- Early Phase 1 body with chicken wire grilles
- Widely-spaced radiator fans
- Front and rear ditch lights
- Non-Dynamic

In 1972, Gulf Mobile & Ohio received 15 GP38-2s from EMD. These early phase units featured chicken wire grilles and widely-spaced radiator fans. That same year, the GM&O merged into the Illinois Central. After a few different paint schemes, the IC settled on the simple black and white scheme in the 1990's. This would become the last scheme worn until the CN purchased the IC in 1998, with many of the units lasting well into the 2010s.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#9562** Thin white frame stripe, removed front plow
- **#9564** Thick white frame stripe, small front EMD plow
- **#9567** Thin white frame stripe, removed front plow

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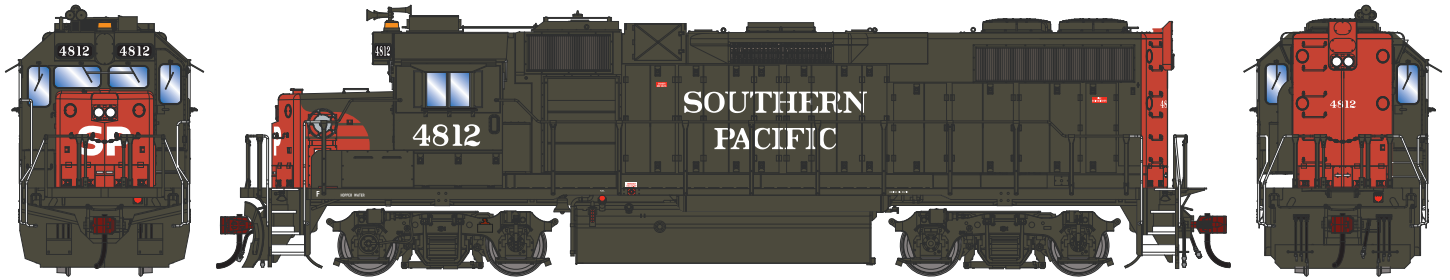
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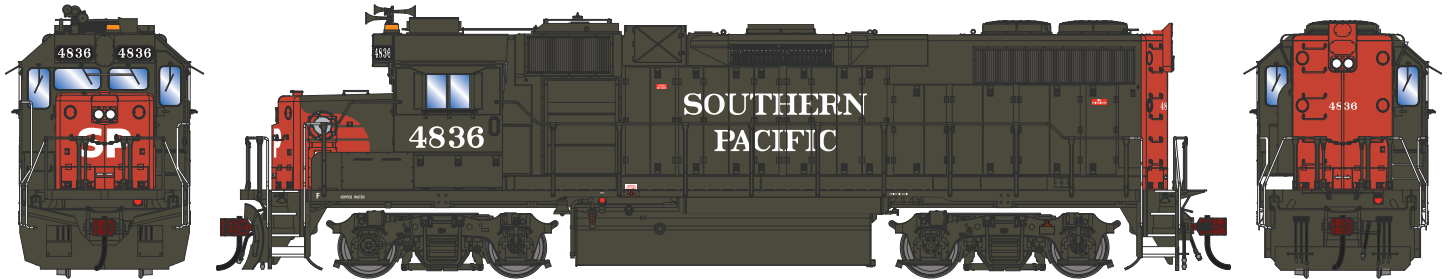


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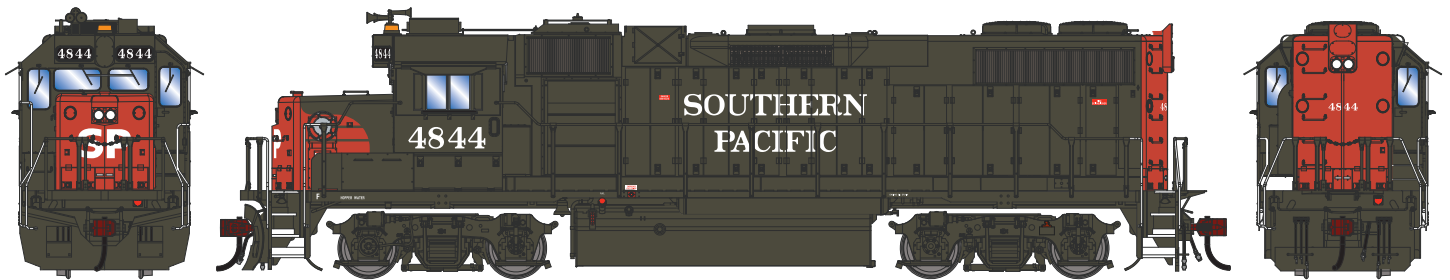
**Southern Pacific\***



Era: 1990s+



Era: 1990s+



Era: 1990s+

	<b>without Sound</b>	<b>with Sound</b>	<b>SP FEATURES:</b>
GP38-2, SP #4812	ATHG-1811	ATHG-1825	• Late Phase body with corrugated grilles and Q fans
GP38-2, SP #4836	ATHG-1812	ATHG-1826	• 1990s Appearance
GP38-2, SP #4844	ATHG-1813	ATHG-1827	• Lit number boards
			• Removed Class lights
			• Nathan P3 Horn
			• Removed SP front and rear light packages
			• Stratolite Beacon (Effect in DCC)
			• Modified "L" Window Cab

In 1980, SP placed an order for 45 GP38-2's from EMD. Starting in the late 1980's, FRA regulations dictated that any lighting feature of a locomotive that is installed must operate or the locomotive cannot be used in service. To combat this, the SP (and many other roads) would simply remove any unused or mechanically problematic lighting features such as class lights and gyalights. Also during this time, SP rebuilt many of their locomotives with the removal of the "L" window cab glass, which was costly to replace if broken. Our offering shows their 1990's appearance before the UP merger of 1996.

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## Cleveland Electric



Era: Late 1975+

GP38-2, CEIX #102  
 GP38-2, CEIX #104  
 GP38-2, CEIX #107

<b>without Sound</b>	<b>with Sound</b>
ATHG-1814	ATHG-1828
ATHG-1815	ATHG-1829
ATHG-1816	ATHG-1830

- CEIX FEATURES:**
- As-delivered appearance
  - Lit class lights and number boards
  - Leslie 3-chime horn
  - Front and rear “weed cutter” plows
  - Dynamic Brakes
  - Early/mid-body with chickenwire grilles and standard fans

The Cleveland Electric Illuminating Company purchased 9 GP38-2's from EMD in 1975. These units were built to Conrail specs and featured a cab signal box, small “weed cutter” plows, Leslie 3-chime horns, and small 2600gal fuel tanks. They operated out of Ohio hauling coal trains from their power plants in Ashtabula and Eastlake, OH. Usually running in sets of 4 (using one as a spare), they were used until their lease expired in 1997 and returned to their lessor. They would eventually be picked up by UP and then retired by 2008. Last reports show that they are in the GATX lease pool and could be seen operating wherever they are needed.

## Atlanta and St. Andrews Bay



Era: 1973+

GP38-2, ASAB #508  
 GP38-2, ASAB #509

<b>without Sound</b>	<b>with Sound</b>
ATHG-1817	ATHG-1831
ATHG-1818	ATHG-1832

- ASAB FEATURES:**
- As-delivered appearance
  - Nose gyalight (Effect in DCC)
  - Cab beacon (Effect in DCC)
  - Non-Dynamic Brakes
  - Leslie 3-Chime horn
  - Early/mid-body with chickenwire grilles and standard fans

Atlanta and St. Andrews Bay Railroad started in 1906 operating between Panama City FL and Dothan AL. In 1973, they ordered a pair of GP38-2's from EMD, #508 and 509. Painted in an attractive green and yellow scheme, they featured early foot boards on both ends, nose gyalight, cab beacon, 3200gal fuel tank, and non-dynamic brakes. The railroad was purchased by the large Genesee and Wyoming group in 2005. #508 would become EARY #2014 and #509 would become BAYL #2015.

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## All Road Names

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

### PROTOTYPE SPECIFIC INFORMATION

By the early 1970s, many first generation diesels were reaching the end of their service lives. The most common replacement locomotive became the GP38-2. EMD began production of the 16-cylinder, non-turbocharged, 2000 horsepower engine in 1972. Unlike the GP38's engine, which drove a generator to supply power to the traction motors, the GP38-2s prime mover drove an alternator which produced AC electrical current that was rectified to DC to power the four traction motors. Another major change for the GP38-2 was the introduction of the "dash 2" modular electrical cabinet. For more than 40 years, the GP38-2 has worked main line freights, locals, switching jobs, yard service, helpers, snow fighting trains, and hump power. Many remain in service today.

### GP38-2 SERIES LOCOMOTIVE NEW FEATURES:

- Operating Class Lights (Where equipped based on prototype)
- Operating Number boards

### GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Body-mounted McHenry® operating scale knuckle couplers
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Packaging securely holds the model for safe storage
- Minimum radius: 18"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



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