



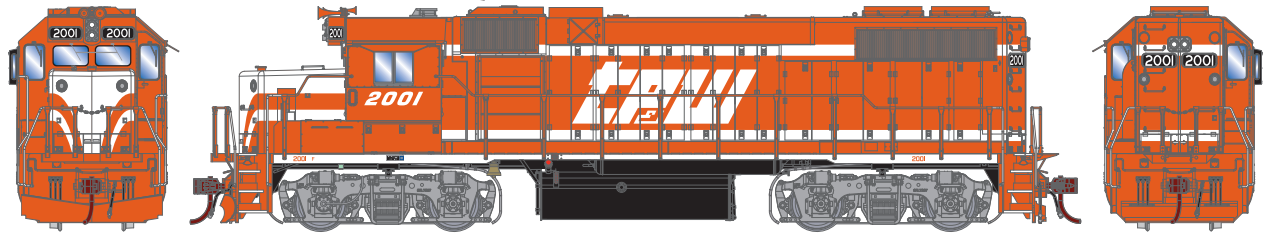
HO GP38-2 Diesel Locomotive

Announced 06.26.20
Orders Due: 07.31.20

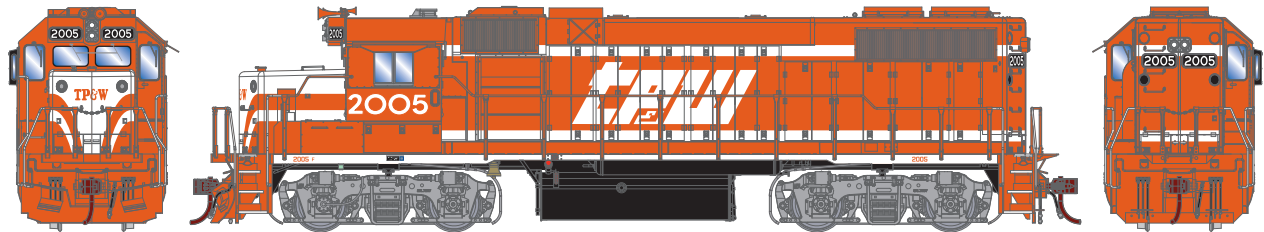
Toledo, Peoria & Western

ETA: June 2021

First time for TP&W in Genesis!



Era: 1977+



Era: Early 1980's

HO GP38-2, TPW #2001
 HO GP38-2, TPW #2004
 HO GP38-2, TPW #2005

without Sound	with Sound
ATHG68747	ATHG68847
ATHG68748	ATHG68848
ATHG68749	ATHG68849

TP&W FEATURES:

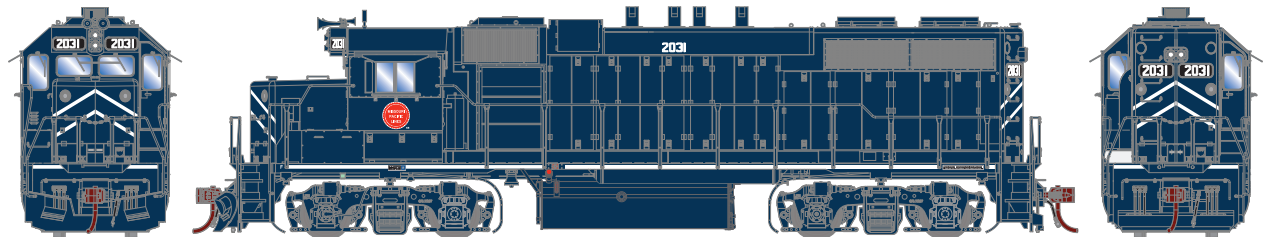
- Mid-production version
- 88" nose with anticlimber
- All-weather window on engineer's side
- Non-dynamic brake housing w/angled paper air filter box
- Corrugated grilles
- 2600 gal fuel tank
- Blomberg B style trucks

TP&W bought these GP38-2's brand new in 1977. They eventually were repainted into Santa Fe colors after the merger in 1984.

ROAD NUMBER SPECIFIC FEATURES:

- **#2001** As delivered paint. Weed-cutter style front plow, Rear MU cable catch bracket, 3 chime Leslie horn, single Sinclair roof antenna.
- **#2004** As delivered paint. Weed-cutter style front plow, Rear MU cable catch bracket, 3 chime Leslie horn, single Sinclair roof antenna.
- **#2005** Revised later paint scheme. EMD style short plow, larger numbers on cab, "TP&W" on the nose, painted out rear class lights, plain rear pilot, 3 chime Leslie horn, and single Sinclair roof antenna.

Missouri Pacific*



Era: 1972+

HO GP38-2, MP #2031
 HO GP38-2, MP #2046
 HO GP38-2, MP #2088

without Sound	with Sound
ATHG68750	ATHG68850
ATHG68751	ATHG68851
ATHG68752	ATHG68852

MP FEATURES:

- Early phase versions
- "Buzz Saw" logo
- Thinner nose and rear stripes
- Small numbers on the sides of the long hood
- Early style non dynamic brake
- 81" nose
- 4 tall spark arrestors
- 2600 gal fuel tank

MP purchased these early phase GP38-2's in 1972 for system wide service.

ROAD NUMBER SPECIFIC FEATURES:

- **#2031** PH 1a body with early spaced apart radiator fans. As delivered in 1972.
- **#2046** PH 1a body with early spaced apart radiator fans. As delivered in 1972.
- **#2088** PH 1b body with close spaced radiator fans, Blomberg M trucks, and updated white painted handrail ends. This unit lasted into the UP merger with this as delivered paint scheme, never being repainted into the newer MP scheme.

w/o Sound \$209.98_{SRP} With *Tsunami* 2 Sound \$299.98_{SRP}

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Canadian National



Era: Late 2000's+

HO GP38-2, CN #9563
 HO GP38-2, CN #9571
 HO GP38-2, CN #9574

without Sound	with Sound
ATHG68753	ATHG68853
ATHG68754	ATHG68854
ATHG68755	ATHG68855

CN FEATURES:

- Forward and reverse ditch lights
- Roof A/C
- Correct plow per road number
- Blomberg M trucks
- CN repaints with IC reporting marks and web address logo

Originally ordered for the GM&O in 1972, this group of GP38-2's went to the Illinois Central before finally becoming part of the CN system.

ROAD NUMBER SPECIFIC FEATURES:

- **#9563** PH 1a body with spaced apart fans, no plow, and M-3 horn.
- **#9571** PH 1b body with close spaced fans, EMD short style plow, Nathan P-3 horn, and IC style rear number boards. Unique paint features such as white step edges and black sunshades.
- **#9574** PH 1b body with close spaced fans, EMD short style plow, and Leslie 5 chime horn.

Soo Line



Era: 1977+



Era: 1977+

HO GP38-2, SOO #4402
 HO GP38-2, SOO #4404
 HO GP38-2, SOO #4407

without Sound	with Sound
ATHG68756	ATHG68856
ATHG68757	ATHG68857
ATHG68758	ATHG68858

SOO FEATURES:

- PH 2a body with corrugated grilles
- Strobe beacon
- Winterized hatch, fire cracker antenna
- Leslie 3 chime horn
- 88" nose
- EMD short style plow

SOO ordered these GP38-2's in 1977. They were delivered in this red lettered scheme with a unique angled cab mounted horn.

ROAD NUMBER SPECIFIC FEATURES:

- **#4402** Standard style non dynamic brake housing and angled paper air filter box.
- **#4404** Standard style non dynamic brake housing and angled paper air filter box.
- **#4407** SOO line style non dynamic brake housing with angled paper air filter box. White painted cab vent.

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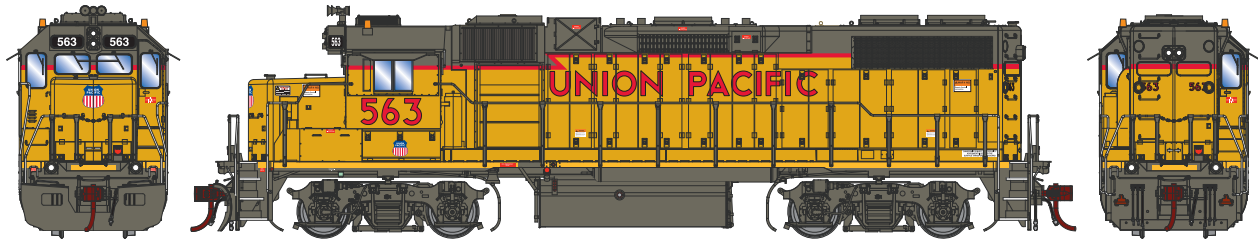


HO GP38-2 Diesel Locomotive

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Union Pacific*



Era: 2010s+

HO GP38-2, UP #563
 HO GP38-2, UP #643
 HO GP38-2, UP #700
 HO GP38-2, UP #836

without Sound	with Sound
ATHG68759	ATHG68859
ATHG68760	ATHG68860
ATHG68761	ATHG68861
ATHG68762	ATHG68862

UP FEATURES:

- RCL cab strobe lights
- Front and rear ditch lights.
- Lightning stripe scheme with yellow frame stripe

The UP roster includes GP38-2 from various former railroads, and they are used across the system as switchers and local power. These versions feature added on RCL (Remote-Control Locomotive) dual strobe lights, which were used for Remote service.

ROAD NUMBER SPECIFIC FEATURES:

- **#563** Ex MKT, 4 stack manifold, Dynamic brakes, cab A/C, UP style plow, 81" nose, 2600 gal fuel tank, Blomberg M trucks, chicken wire grilles and M-3 horn; era 2010+
- **#643** Ex MP, Non dynamic brake housing with angled paper air filter box, UP style plow, 88" nose with anticlimber, fire cracker antenna, 2600 gal fuel tank, Blomberg M trucks, corrugated grilles, extra jacking pads, and M-3 horn; era 2010+
- **#700** Ex MP, "Baby Wings" on nose, Classed as a GP38N, Non dynamic brake housing with angled paper air filter box, UP style plow, 88" nose with anticlimber, cab A/C, 3600 gal fuel tank, Blomberg M trucks, corrugated grilles with Q fans, extra jacking pads, M-3 horn; era 2018+
- **#836** Ex MKT, "Baby Wings" on nose, Classed as a GP38N, Non dynamic housing with square paper air filter box, 4 stack manifold, UP style plow, 81" nose, cab A/C, 2600 gal fuel tank, Blomberg B trucks, chicken wire grilles, and M-3 horn; era 2018+

Canadian Pacific



Era: 2010s+

Era: 2010s+

HO GP38-2, CP #4405
 HO GP38-2, CP #4422
 HO GP38-2, CP #4513

without Sound	with Sound
ATHG71700	ATHG71800
ATHG71701	ATHG71801
ATHG71702	ATHG71802

CP FEATURES:

- CP "Beaver" scheme
- Cab strobe light
- Different CP "Beaver" scheme on each road number
- Front and rear ditch lights

ROAD NUMBER SPECIFIC FEATURES:

- **#4405** Ex SOO, Large yellow beaver logo, CP style plow, non dynamic brake housing with angled paper air filter box, corrugated grilles, winterization hatch, Blomberg B trucks with exposed bearings, electronic bell, P-3 horn, 88" nose with anticlimber; era 2018+
- **#4422** Ex SOO, Large golden beaver logo, All weather window on engineer's side, SOO style non dynamic brake housing with angled paper air filter box, corrugated grilles, winterization hatch, 88" nose with anticlimber, large EMD plow, Blomberg B trucks, and P-3 horn; era 2005+
- **#4513** Ex MILW, Small golden beaver logo, Dynamic brakes, Chicken wire grilles, small EMD plow, all weather window on engineer's side, 81" nose, Blomberg B trucks, and P-3 horn; era 2003+

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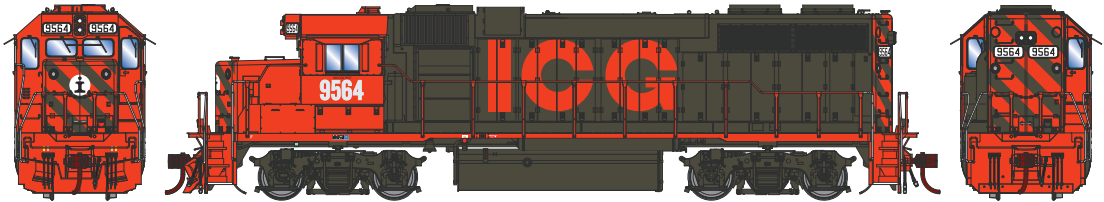
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Illinois Central Gulf



Era: 1970s+



Era: 1980s+

- HO GP38-2, ICG #9563
- HO GP38-2, ICG #9567
- HO GP38-2, ICG #9564
- HO GP38-2, ICG #9568

without Sound	with Sound
ATHG71703	ATHG71803
ATHG71704	ATHG71804
ATHG71705	ATHG71805
ATHG71706	ATHG71806

ICG FEATURES:

- Former GM&O units
- Early production body
- Different air horn styles per prototype road #

ROAD NUMBER SPECIFIC FEATURES:

- #9563** ICG Orange and White scheme, As-built walkway and cut levers, Customer-applied ACI plates included
- #9567** ICG Orange and White scheme, As-built walkway and cut levers, Customer-applied ACI plates included
- #9564** ICG Orange and Grey scheme (using slightly darker shade of orange), Late style cut levers with walkway notches, No ACI plates
- #9568** ICG Orange and Grey scheme (using slightly darker shade of orange), Late style cut levers with walkway notches, No ACI plates

All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- 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.

LOCOMOTIVE FEATURES:

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



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