



HO GP18 Diesel Locomotive

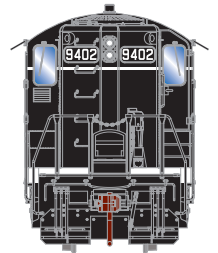
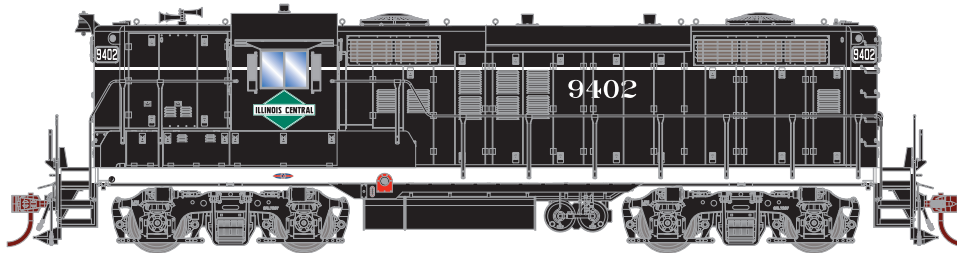
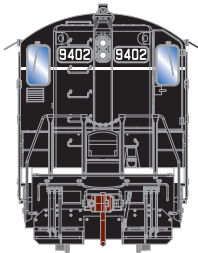
Illinois Central

Announced 3.27.20
Orders Due: 4.24.20
 ETA: March 2021

FIRST TIME OFFERED:
NEW GENESIS GEEP FAMILY MEMBER



New GP18 grilles



Era: 1960+

Without Sound

ATHG30609	HO GP18, IC #9402
ATHG30610	HO GP18, IC #9403
ATHG30611	HO GP18, IC #9409
ATHG30612	HO GP18, IC #9413

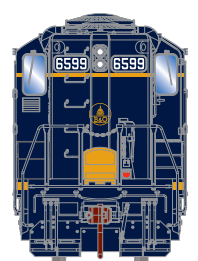
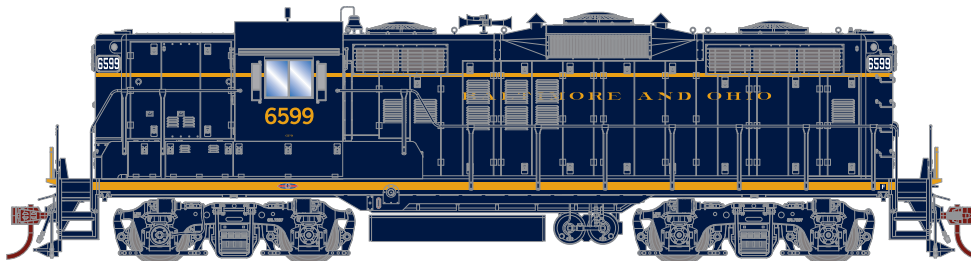
With Sound

ATHG30709	HO GP18 w/DCC & Sound, IC #9402
ATHG30710	HO GP18 w/DCC & Sound, IC #9403
ATHG30711	HO GP18 w/DCC & Sound, IC #9409
ATHG30712	HO GP18 w/DCC & Sound, IC #9413

IC FEATURES:

- Nose-mounted bell
- Non dynamic
- Nathan P3 horn
- Can-type radio antenna

Baltimore & Ohio



Era: 1965+

Without Sound

ATHG30600	HO GP18, BO #6599
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With Sound

ATHG30700	HO GP18 w/DCC & Sound, BO #6599
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B&O FEATURES:

- Rooftop mounted bell
- Spark arrestors
- Firecracker antenna
- One of a kind: Only GP18 owned by the B&O

w/o Sound \$209.98_{SRP} With Tsunami² Sound \$299.98_{SRP}

These items are subject to Horizon's MAP policy



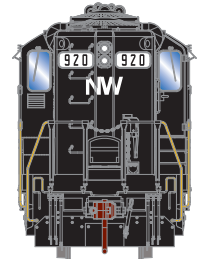
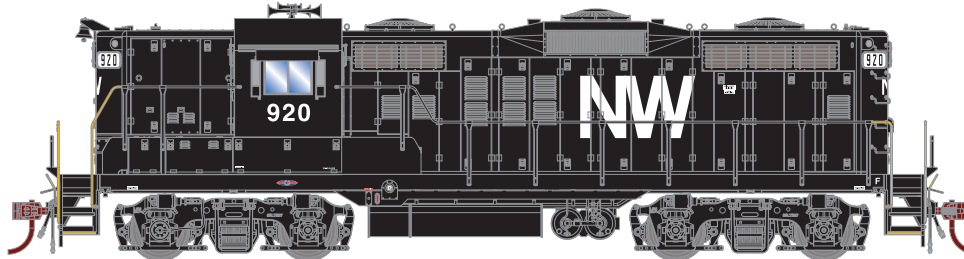
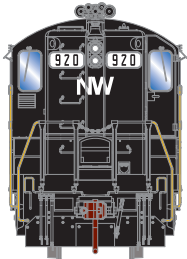


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Norfolk Western



Era: 1970s-1980s

Without Sound

ATHG30601 HO GP18, NW #920
ATHG30602 HO GP18, NW #926
ATHG30603 HO GP18, NW #927
ATHG30604 HO GP18, NW #936

NW FEATURES:

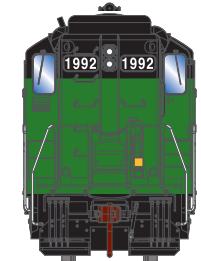
- Nose-mounted bell
- Model set up for long hood forward operation per NW practice

With Sound

ATHG30701 HO GP18 w/DCC & Sound, NW #920
ATHG30702 HO GP18 w/DCC & Sound, NW #926
ATHG30703 HO GP18 w/DCC & Sound, NW #927
ATHG30704 HO GP18 w/DCC & Sound, NW #936

- Leslie RS5T horn
- Dynamic brakes

Burlington Northern



Without Sound

ATHG30605 HO GP18, BN #1997
ATHG30606 HO GP18, BN #1992
ATHG30607 HO GP18, BN #1993
ATHG30608 HO GP18, BN #1996

BN FEATURES:

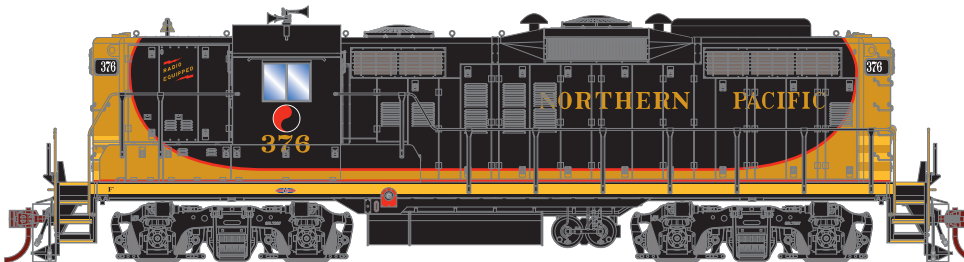
#1992 & #1993: Early Cascade Green repaints. Details remain much the same as NP units with the exception being the addition of an all-weather window on the engineer's side. Era early 1970s+

With Sound

ATHG30705 HO GP18 w/DCC & Sound, BN #1997
ATHG30706 HO GP18 w/DCC & Sound, BN #1992
ATHG30707 HO GP18 w/DCC & Sound, BN #1993
ATHG30708 HO GP18 w/DCC & Sound, BN #1996

#1997: Still in its NP paint, this unit features a BN #1996: Later BN paint version with Western-Cullen beacon and all-weather window. BN modified it to have a 5-step walkway, and removed the footboards. Era 1980s+

Northern Pacific



Era: 1960s+

Without Sound

ATHG30613 HO GP18, NP #376
ATHG30614 HO GP18, NP #377
ATHG30615 HO GP18, NP #382
ATHG30616 HO GP18, NP #384

NP FEATURES:

- Spark arrestors
- Dynamic brakes

With Sound

ATHG30713 HO GP18 w/DCC & Sound, NP #376
ATHG30714 HO GP18 w/DCC & Sound, NP #377
ATHG30715 HO GP18 w/DCC & Sound, NP #382
ATHG30716 HO GP18 w/DCC & Sound, NP #384

- Steam engine-style Bell mounted on top of nose
- Nathan P3 horn
- Winterization hatch
- Lifting lugs on pilot faces

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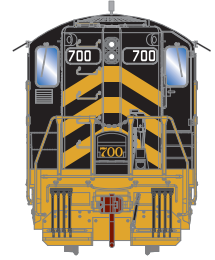


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Nickel Plate Road



Era: Early 1960s+

Without Sound

ATHG30617	HO GP18, NKP #700
ATHG30618	HO GP18, NKP #702
ATHG30619	HO GP18, NKP #704
ATHG30620	HO GP18, NKP #707

With Sound

ATHG30717	HO GP18 w/DCC & Sound, NKP #700
ATHG30718	HO GP18 w/DCC & Sound, NKP #702
ATHG30719	HO GP18 w/DCC & Sound, NKP #704
ATHG30720	HO GP18 w/DCC & Sound, NKP #707

NKP FEATURES:

- Forward facing gyalright, flash effect on DCC+Sound
- Forward facing 2-chime horn and rear-facing single chime horn
- Cab sunshades
- No dynamic brakes
- Nose-mounted bell
- Firecracker antenna

All Road Names

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
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6
- 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

LOCOMOTIVE FEATURES:

- Trainline and MU hoses
- Coupler cut levers
- Drop steps unless noted
- MU stands
- "Nub" style walkway tread
- Bell placement & type per prototype
- Wire grab irons
- Lift rings
- Windshield wipers
- Sander lines
- Fine-scale handrails for scale appearance
- See through cab windows and full cab interior
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Blomberg-B trucks with appropriate bearing caps
- Speed recorder unless noted
- 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
- 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
- Bidirectional constant LED lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds the model for safe storage
- Replacement parts available
- Minimum radius: 18"

PROTOTYPE INFO:

The EMD GP18 began production in late 1959 and was based on the builder's extraordinarily successful GP9, although the latter model was still in production at the time. The GP18 is considered the last of the builder's "first generation" models. Similar in appearance to the GP7 and GP9, the GP18 was slightly more powerful and came with the option of a low or high short cab hood, something that had only been upon special request with EMD's first two road switcher models. It used the final version of General Motors first locomotive prime mover, the 16-cylinder model 567D1 which could produce 1,800 horsepower, the most powerful in the series up to that time. At just over 56 feet in length the GP18 was the same length as its predecessor models and was visually very similar, with the exception of new radiator grills which were also used on the GP20.

While thousands of GP7s and GP9s were produced just a few hundred GP18s were ultimately built for a little more than two dozen railroads. Today, several GP18s remain in operation on numerous shortlines and industrial operations around the country.



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