



HO GP9 Diesel Locomotive

Announced 11.27.20
Orders Due: 12.28.20

ETA: December 2021

Canadian Pacific



Era: Early 1970s+

HO GP9, CP #8508
 HO GP9, CP #8525
 HO GP9, CP #8529

without Sound	with Sound
ATHG82222	ATHG82322
ATHG82223	ATHG82323
ATHG82224	ATHG82324

CP FEATURES:

- CP Rail "Multi-Mark" repaints
- Passenger service equipped with steam generator
- Correct headlights per road number
- Nathan M-3 horn
- High-mounted air tanks
- Large fuel/water tank
- Full foot boards.
- Winterization hatch
- Large Sinclair antenna

ROAD NUMBER SPECIFIC FEATURES:

- **#8508** Large Multi-Mark scheme, high mounted body lettering, large front and rear "barrel" headlights.
- **#8525** Large Multi-Mark scheme, centered mounted body lettering, Pyle twin beam head lights.
- **#8529** Small Multi-Mark scheme, centered mounted body lettering, Pyle twin beam headlights.

Santa Fe



Era: 1972-1980

HO GP9, ATSF #2923
 HO GP9, ATSF #2937
 HO GP9, ATSF #2946

without Sound	with Sound
ATHG82225	ATHG82325
ATHG82226	ATHG82326
ATHG82227	ATHG82327

ATSF FEATURES:

- First time in "Yellow Bonnet"
- Can style radio antenna
- Spark Arrestors

ROAD NUMBER SPECIFIC FEATURES:

- **#2923** Tall dual MU stands, Black truck side frames, foot board pilot
- **#2937** Short single MU stands, silver truck side frames, MU catch boxes on pilots
- **#2946** Short single MU stands, silver truck side frames, MU catch boxes on pilots

Toronto, Hamilton & Buffalo



Era: 1960 & 70's

HO GP9, THB #401
 HO GP9, THB #402
 HO GP9, THB #403

without Sound	with Sound
ATHG82228	ATHG82328
ATHG82229	ATHG82329
ATHG82230	ATHG82330

THB FEATURES:

- Steam Generator Intake & Exhaust
- Long hood nose mounted bell
- Separate ACI plates included
- Roof mounted air tanks
- 1960's & 70's appearance

TH&B's 3 steam generator equipped GP9's began service in 1954 and effectively vanquished steam on this small Canadian railroad. Their time in passenger service was relatively short and they served out their time in freight service all the way into the CP Rail era.

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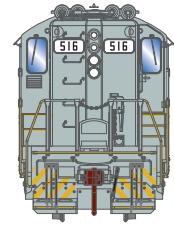
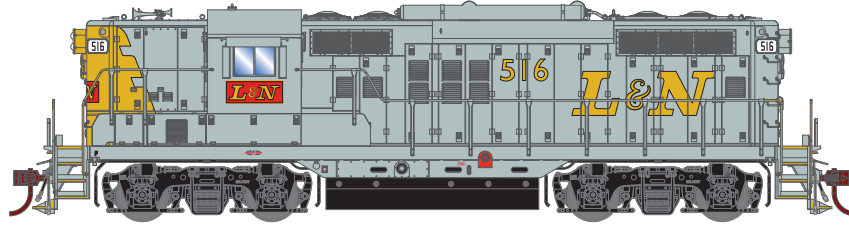
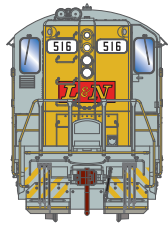


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Louisville & Nashville



Era: Late 1960s+

HO GP9, LN #516
HO GP9, LN #520
HO GP9, LN #532
HO GP9, LN #534

without Sound	with Sound
ATHG82231	ATHG82331
ATHG82232	ATHG82332
ATHG82233	ATHG82333
ATHG82234	ATHG82334

L&N FEATURES:

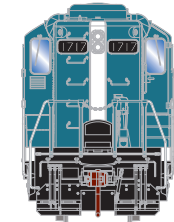
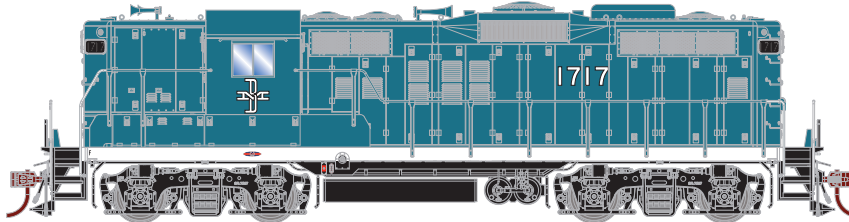
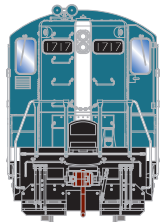
- Operated in all types of secondary service in 1960s and 1970s
- F&R operating gyalights
- Different horn and wheel bearing styles per road number

ROAD NUMBER SPECIFIC FEATURES:

- #516 Former passenger unit with roof top air tanks and removed steam generators.
- #520 Former passenger unit with roof top air tanks and removed steam generators.
- #532 Standard freight unit, road number on cab.
- #534 Standard freight unit.

(Rear gyalights were removed in later years. A blanking plate is included in the box to facilitate modeling those versions)

Boston & Maine



Era: 1970s+

HO GP9, BM #1717
HO GP9, BM #1722
HO GP9, BM #1705

without Sound	with Sound
ATHG82235	ATHG82335
ATHG82236	ATHG82336
ATHG82237	ATHG82337

B&M FEATURES:

- Painted in B&M "Blue dip" scheme
- Dual air horn sets
- Pilot grabs & footboards
- Wheel axle bearing styles vary per road number

ROAD NUMBER SPECIFIC FEATURES:

- #1717 Standard units.
- #1722 Standard units.
- #1705 Era: late 1970s+. Removed dynamic brake fan and side grills per B&M practice (1705 was the only unit with the side grills plated over), Equipped with cab-mounted strobe lights. The unit worked a stint in commuter service on the MBTA in 1977-1978 and was equipped with strobes per MBTA practice. Since it was not equipped with a steam generator, it ran with a leased CN steam generator car.



Road number shown not offered, but is representative of models. Warren Calloway collection

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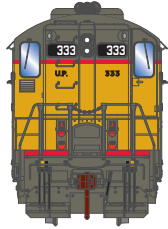


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Union Pacific*



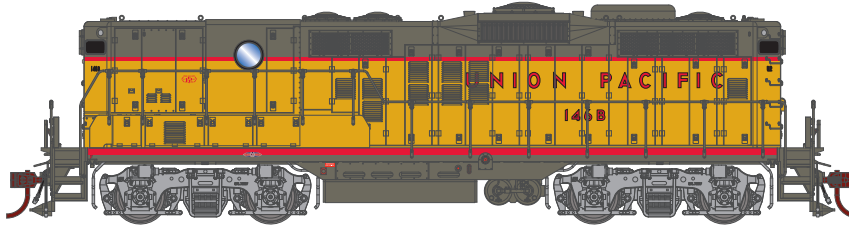
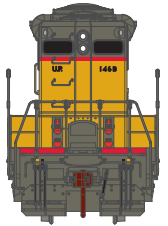
Era: Late 1950's and early 1960's

HO GP9, UP #333
HO GP9, UP #341
HO GP9, UP #345

without Sound	with Sound
ATHG82238	ATHG82338
ATHG82239	ATHG82339
ATHG82240	ATHG82340

UP FEATURES:

- Phase III Cab Unit- First time in Genesis
- Dynamic brakes
- Underframe mounted bell
- Roof mounted cab vent
- Winterization hatch



Era: Late 1950's to 1970's

HO GP9, UP #146B
HO GP9, UP #167B
HO GP9, UP #180B

without Sound	with Sound
ATHG82241	ATHG82341
ATHG82242	ATHG82342
ATHG82243	ATHG82343

UP FEATURES:

- Phase I B-units
- Winterization hatch
- Dynamic brakes
- Underframe mounted bell

UP's Phase III GP9's began service on the UP in 1957 lasting into the 1970's. While the majority of these 300 class units were modified significantly there were 5 that survived in their as-built configuration all the way up until retirement. We are offering 3 of them in this production run. Note that they could be seen in service with the UP's "Veranda" style Turbines.

UP's fleet of 75 Phase I GP9B units were built in in the Spring of 1954 and remained in service until the mid-1970's. These ubiquitous units could be seen in service system wide on mainline freights as well as branch line locals. They could also be seen with in service assisting Veranda Turbines.



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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

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end-cab. The hoods were also full height to better accommodate the diesel engine and mechanical and electrical components.

In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including "torpedo tube" air tanks mounted on the roof.

Many railroads chose to rebuild their GP7s and GP9s for continued service. Often times, it was cheaper to do this rather than purchasing brand-new locomotives.

LOCOMOTIVE FEATURES:

- Trainline and MU hoses
- Coupler cut levers
- Drop steps unless noted
- MU stands
- "Nub" style walkway tread
- Bell placement & type per prototype
- Fine-scale handrails for scale appearance
- Wire grab irons
- Lift rings
- Windshield wipers
- 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
- Sander lines
- 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"



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