

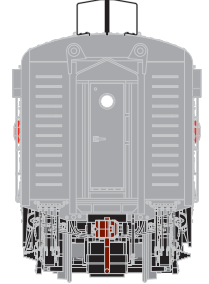
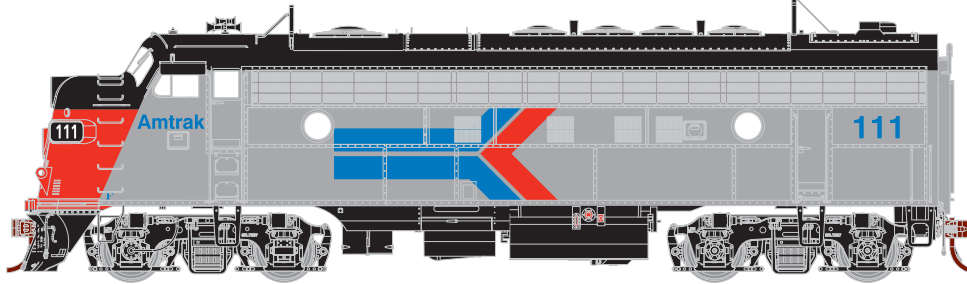
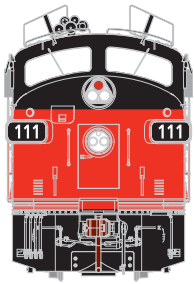


HO FP7 Locomotive

Announced 04.24.15
Orders Due: 05.22.15

Amtrak

ETA: March 2016



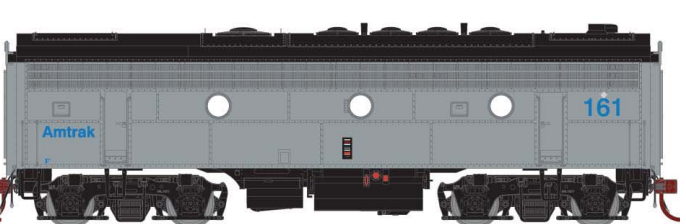
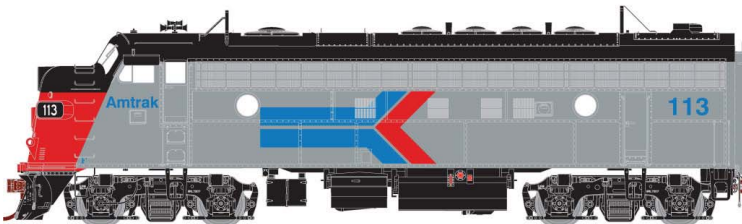
Era: 1972-1979

Without Sound
 ATHG22579 HO FP7A, Amtrak #111

• Nathan M5 air horn

With Sound
 ATHG22679 HO FP7A, w/DCC & Sound Amtrak #111

w/o Sound \$189.98 With Tsunami® Sound \$289.98

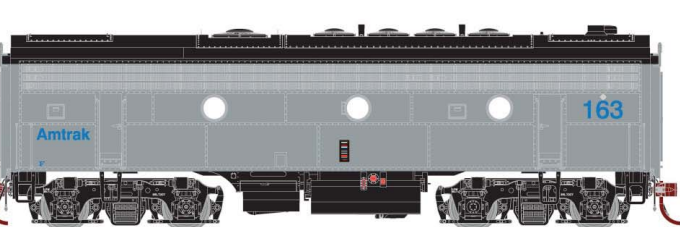
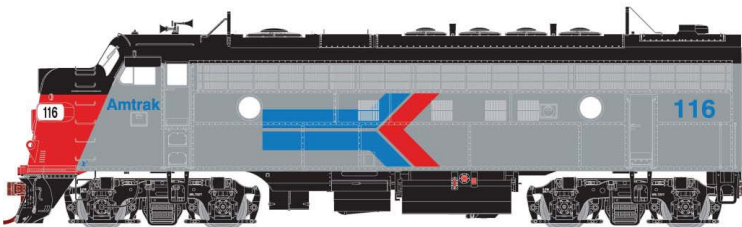


Era: 1972-1979

Without Sound
 ATHG22580 HO FP7A/F7B, Amtrak #113A/161B

• Nathan M5 air horn

With Sound
 ATHG22680 HO FP7A/F7B, w/DCC & Sound Amtrak #113A/161B



Era: 1972-1979

Without Sound
 ATHG22581 HO FP7A/F7B, Amtrak #116A/163B

• Nathan P3 air horn

With Sound
 ATHG22681 HO FP7A/F7B, w/DCC & Sound Amtrak #116A/163B

ALL AMTRAK UNITS INCLUDE

- SP style "pyle triple" upper signal light
- SP style plow pilot
- Steam generator
- Side skirts as per prototype
- Cab sunshades
- Mirrors
- Nose m/u door
- Nose/rear lift lugs
- Icicle breakers rearward mount

w/o Sound \$359.98 With Tsunami® Sound \$519.98



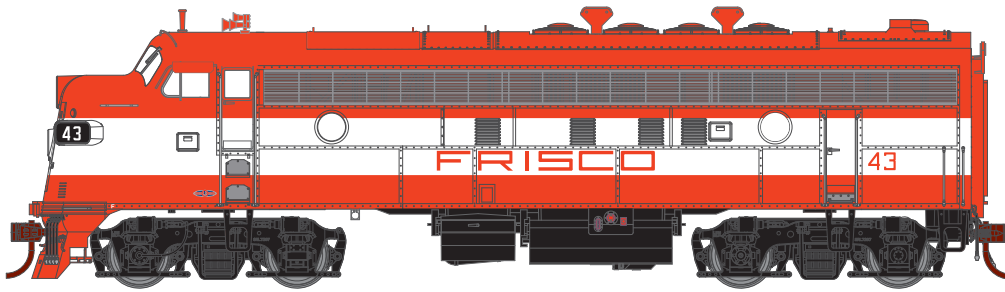


HO FP7 Locomotive

Announced 04.24.15
Orders Due: 05.22.15

ETA: March 2016

Frisco



Era: 1960-1979

Without Sound
ATHG22582 HO FP7A, Frisco #43

- Non dynamic brake
- Truck journals as per prototype

With Sound
ATHG22682 HO FP7A, w/DCC & Sound Frisco #43

w/o Sound \$189.98 With **Tsunami** Sound \$289.98



Era: 1960-1979

Without Sound
ATHG22583 HO FP7A/F7B, Frisco #40A/135B

- FP-7A and F7b
- Both units non dynamic brakes

With Sound
ATHG22683 HO FP7A/F7B, w/DCC & Sound Frisco #40A/135B



Era: 1960-1979

Without Sound
ATHG22584 HO FP7A/F9B, Frisco #50A/145B

- FP7a and F9b
- FP7 non dynamic brakes
- F9b dynamic brakes

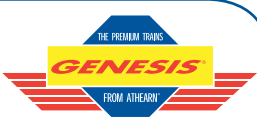
With Sound
ATHG22684 HO FP7A/F9B, w/DCC & Sound Frisco #50A/145B

ALL FRISCO UNITS FEATURE

- Painted/lettered for 1968 renumbering
- Steam generator in a-units
- Side skirt as per prototype

w/o Sound \$359.98 With **Tsunami** Sound \$519.98



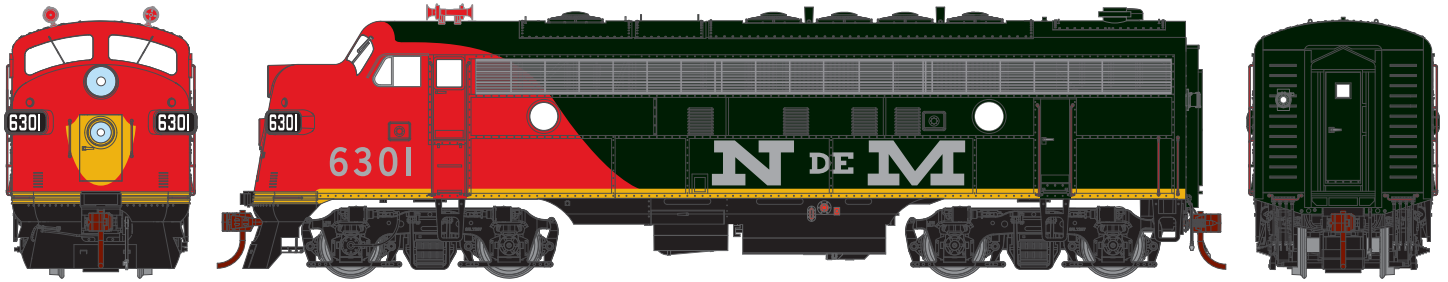


HO FP7 Locomotive

Nacionales de Mexico

Announced 04.24.15
Orders Due: 05.22.15

ETA: March 2016



Era: 1960-1980

Without Sound
ATHG22585

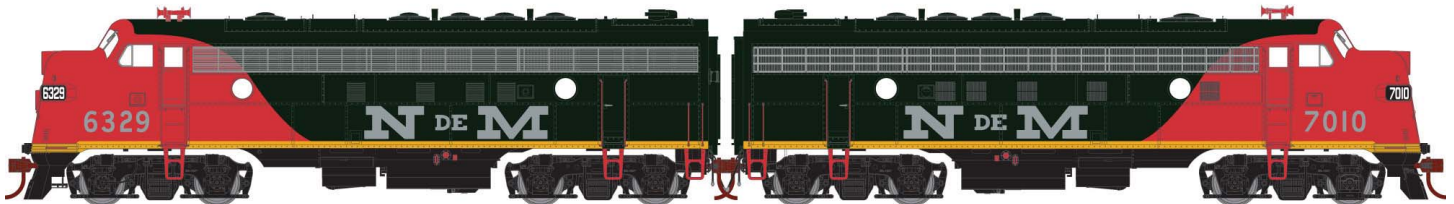
HO FP7A, NdeM #6301

- FP7A
- Nose mounted number plate

With Sound
ATHG22685

HO FP7A, w/DCC & Sound NdeM #6301

w/o Sound \$189.98 With **Tsunami**® Sound \$289.98



Era: 1960-1980

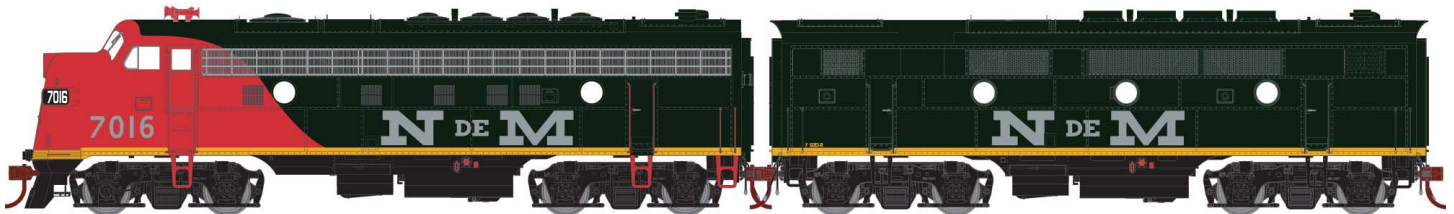
Without Sound
ATHG22586

HO FP7A/FP9A, NdeM #6329/7010

- FP7A/FP9A
- Nose mounted number plate FP7A

With Sound
ATHG22686

HO FP7A/FP9A, w/DCC & Sound NdeM #6329/7010



Era: 1960-1980

Without Sound
ATHG22587

HO FP9A/F2B, NdeM #7016A/6213B

- FP9A/F2B
- High radiator fans F2B

With Sound
ATHG22687

HO FP9A/F2B, w/DCC & Sound NdeM #7016A/6213B

ALL N DE M UNITS FEATURE

- Dynamic brakes
- Roof mount cooling coil on FP9s
- Steam generator

w/o Sound \$359.98 With **Tsunami**® Sound \$519.98



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HO FP7 Locomotive

Southern Pacific

Announced 04.24.15
Orders Due: 05.22.15

ETA: March 2016



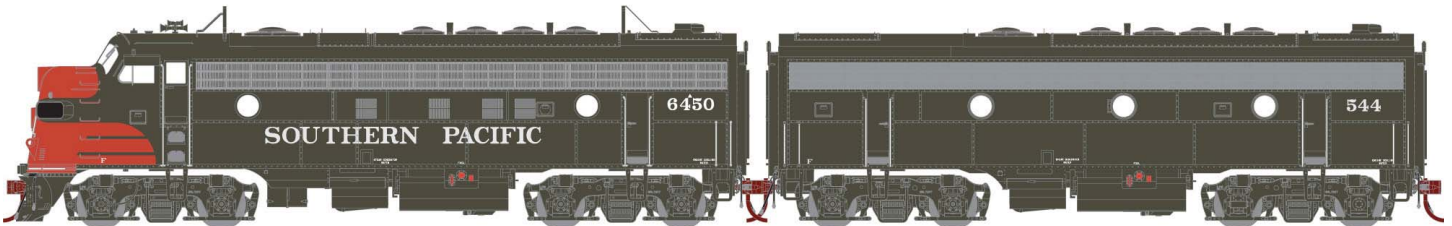
Era: 1958-1971

Without Sound
ATHG22588 HO FP7A, SP #6455

With Sound
ATHG22688 HO FP7A, w/DCC & Sound SP #6455

- SP style "pile triple" upper signal light
- Icicle breakers rearward mount
- Nathan M5 air horn

w/o Sound \$189.98 With **Tsunami** Sound \$289.98

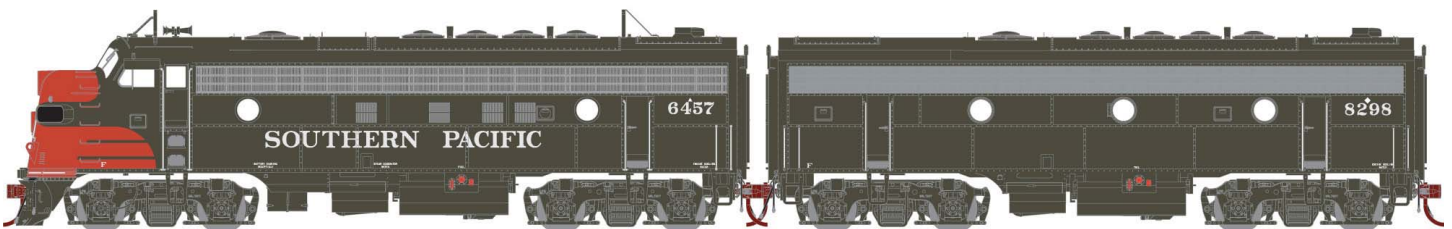


Era: 1958-1971

Without Sound
ATHG22589 HO FP7A/F7B, SP #6450A/544B

With Sound
ATHG22689 HO FP7A/F7B, w/DCC & Sound SP #6450A/544B

- SP style "pile triple" upper signal light
- Icicle breakers rearward mount a-unit
- Nathan M5 air horn



Era: 1958-1971

Without Sound
ATHG22590 HO FP7A/F7B, SP #6457A/8298B

With Sound
ATHG22690 HO FP7A/F7B, w/DCC & Sound SP #6457A/8298B

- SP style "post" signal light
- Icicle breakers forward mount a-unit
- Nathan M3 air horn

ALL SOUTHERN PACIFIC UNITS

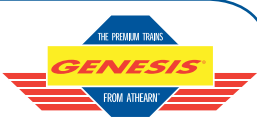
- SP style plow pilot
- Steam generator
- Side skirts as per prototype
- Cab sunshades
- Mirrors
- Nose m/u door
- Nose/rear lift lugs
- Blank number boards w/decals for train numbers

w/o Sound \$359.98 With **Tsunami** Sound \$519.98

* Union Pacific Licensed Product



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HO FP7 Locomotive

All Railroads

Announced 04.24.15
Orders Due: 05.22.15

ETA: March 2016

LOCOMOTIVE FEATURES:

- All units are powered
- Factory installed SoundTraxx Tsunami sound and DCC decoder (sound units only)
- Tsunami sounds are compatible with both DCC and DC operation (sound units only)
- DCC Quick-Plug equipped (without sound only)
- Genesis driveline with dynamically balanced five pole skew wound motor and dual flywheels
- Directional constant lighting
- Separately applied photo etched metal and injection molded detail parts
- Cab interior

The EMD FP7 was a 1,500 horsepower (1,100 kW), B-B dual-service passenger and freight-hauling diesel locomotive produced between June 1949 and December 1953 by General Motors' Electro-Motive Division and General Motors Diesel. Final assembly was at GM-EMD's La Grange, Illinois plant, excepting locomotives destined for Canada, in which case final assembly was at GMD's plant in London, Ontario. The FP7 was essentially EMD's F7A locomotive extended by four feet to give greater water capacity for the steam generator for heating passenger trains.

While EMD's E-units were successful passenger engines, their A1A-A1A wheel arrangement made them less useful in mountainous terrain. Several railroads had tried EMD's F3 in passenger service, but there was insufficient water capacity in an A-unit fitted

with dynamic brakes. The Atchison, Topeka and Santa Fe Railway's solution was to replace the steam generators in A-units with a water tank, and so only fitted steam generators into the B-units. The Northern Pacific Railway's solution was to fit extra water tanks into the first baggage car, and to pipe the water to the engines. The real breakthrough came when EMD recognized the problem and added the stretched FP7 to its catalog.

A total of 381 cab-equipped lead A units were built; unlike the freight series, no cabless booster B units were sold. Regular F7B units were sometimes used with FP7 A units, since they, lacking cabs, had more room for water and steam generators. The FP7 and its successor, the FP9, were offshoots of GM-EMD's highly successful F-unit series of cab unit freight diesels.

F3s, F7s, and F9s equipped for passenger service are not FP-series locomotives, which although similar in appearance have distinctive differences, including but not limited to the greater body length. The extra 4 ft (1.2 m) of length was added behind the first body-side porthole, and can be recognised by the greater distance between that porthole and the first small carbody filter grille. The corresponding space beneath the body, behind the front truck, was also opened up; this either remained an empty space or was filled with a distinctive water tank shaped like a barrel mounted transversely.

