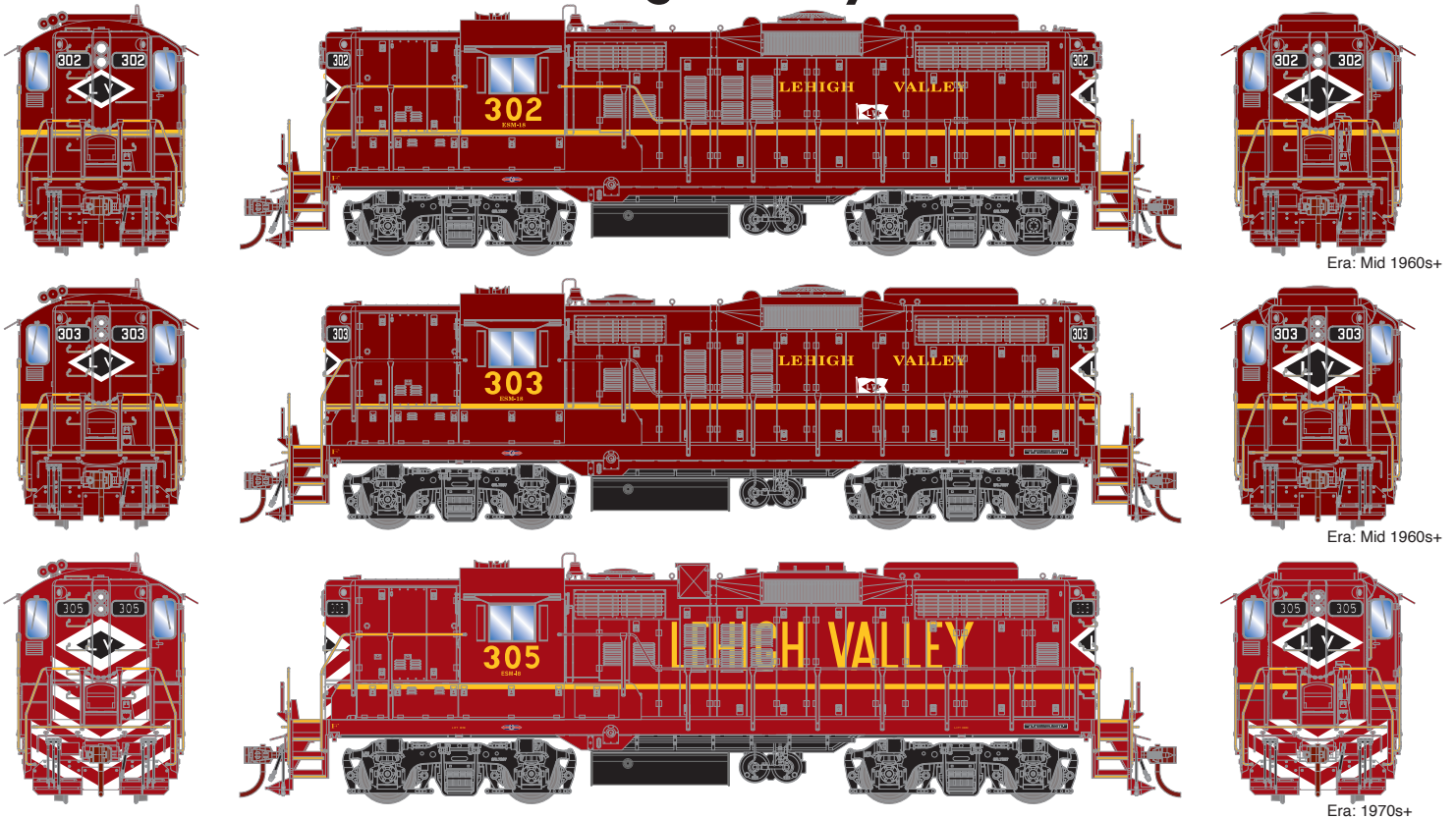


GENESIS HO GP18 Locomotive

Orders Due: 02.25.22

ETA: March 2023

Lehigh Valley



Era: Mid 1960s+

Era: Mid 1960s+

Era: 1970s+

LV #302
LV #303
LV #305

without Sound	with Sound
ATHG30621	ATHG30721
ATHG30622	ATHG30722
ATHG30623	ATHG30723

LV FEATURES:

- Nathan 3-chime horn
- Winterization hatch
- Pilot mounted footboards
- Dynamic brakes
- Forward facing fuel tank

One of the anthracite roads of the northeast U.S., Lehigh Valley bought four GP18s (built in mid-1960) numbered 302-305. The units served throughout the 1960s and into the mid-1970s. Lehigh Valley was folded into the U.S. government's bailout of Penn Central and became a founding member of Conrail in 1976. The collection of four GP18s went on from Lehigh Valley to serve Conrail as 7496-7499. The units initially wore patched out Lehigh Valley dress with "CR" markings and all eventually saw repainting into Conrail blue. Among the four GP18s, 304 was rebuilt with a chopped nose during the time it worked for Lehigh Valley; the other three retained high short hoods.

ROAD NUMBER SPECIFIC FEATURES:

- **#302** 1964 era Tuscan red scheme
- **#303** 1964 era Tuscan red scheme
- **#305** 1971 era Cornell Red scheme with large letters and barrier stripes. Modified "cut" conductor's side skirt, long hood mounted paper air filter box, Flat-top dynamic brake fan



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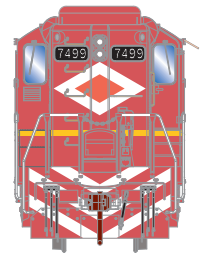
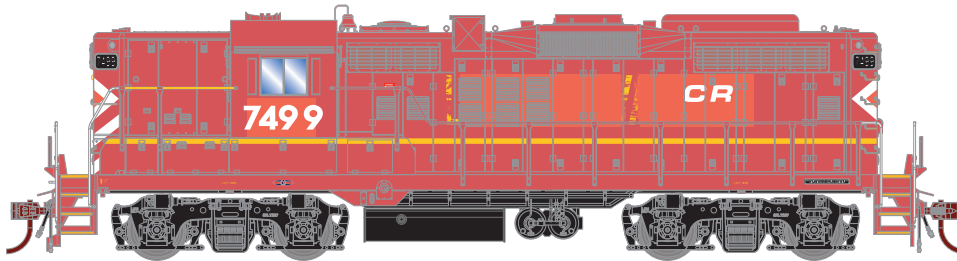
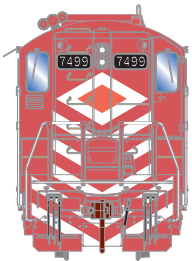
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GENESIS HO GP18 Locomotive

Orders Due: 02.25.22

ETA: March 2023

Conrail



Era: 1976+



CR #7499

without Sound
ATHG30624

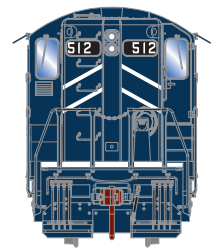
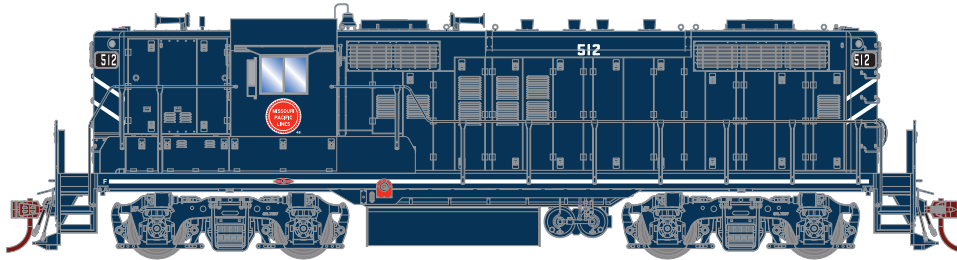
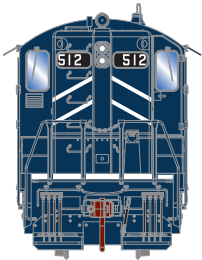
with Sound
ATHG30724

CR FEATURES:

- Ex LV #305, faded paint effect with CR patched markings

Lehigh Valley was folded into the U.S. government's bailout of Penn Central and became a founding member of Conrail in 1976. The collection of four GP18s went on from Lehigh Valley to serve Conrail as its 7496-7499. The units initially wore patched out Lehigh Valley dress with "CR" markings and all eventually saw repainting into Conrail blue.

Missouri Pacific*



Era: Late 1960s+

MP #512
MP #516
MP #527

without Sound
ATHG30625
ATHG30626
ATHG30627

with Sound
ATHG30725
ATHG30726
ATHG30727

MP FEATURES:

- Jenks Blue scheme
- Four exhaust stack manifold
- Later style brake wheel
- Two directional facing "Blatt" style horns
- Non dynamic
- Pilot mounted footboards
- Single Firecracker antenna

The Mopac would roster the largest fleet of GP18s with 151. They were a utilitarian locomotive filling any role system-wide to include hotshot freights, local, and yard service. Even as newer, more powerful locomotives arrived on the roster, the GP18 could still be found working along-side performing reliably throughout their 20+ year career on the railroad.

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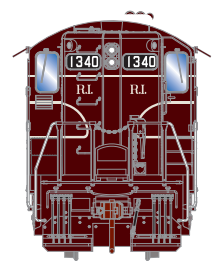
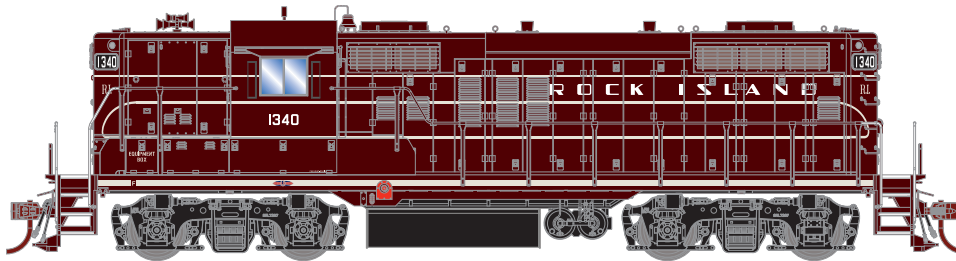
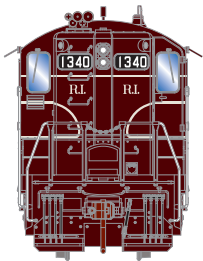
* Union Pacific Licensed Product

GENESIS HO GP18 Locomotive

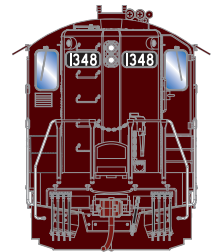
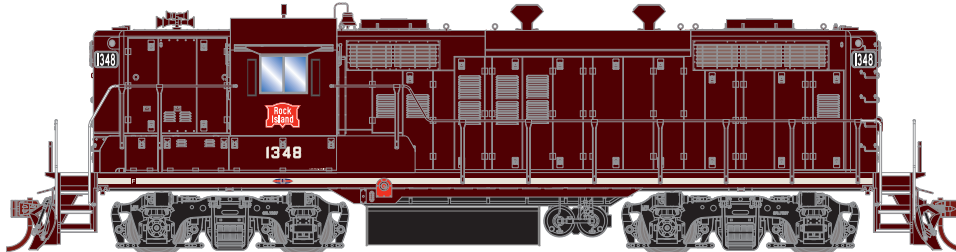
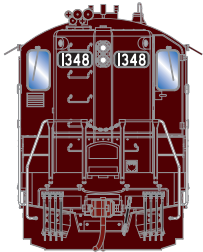
Orders Due: 02.25.22

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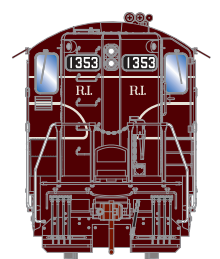
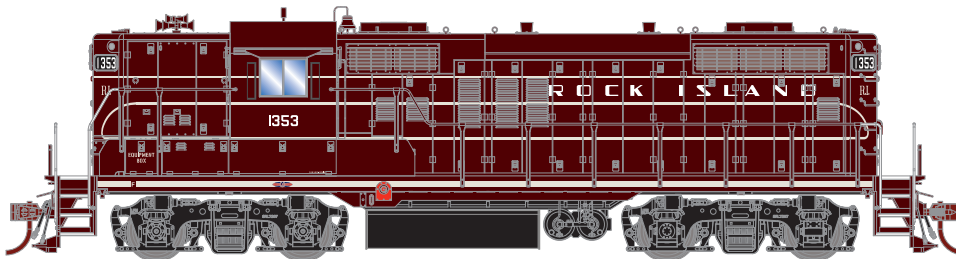
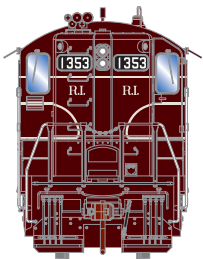
Rock Island



Era: 1960+



Era: 1970s+



Era: 1960+

	without Sound	with Sound	RI FEATURES:
RI #1340	ATHG30628	ATHG30728	• As-delivered and one repaint version
RI #1348	ATHG30629	ATHG30729	• 5-chime horn
RI #1353	ATHG30630	ATHG30730	• Non dynamic brakes

Rock Island's 1300-series GP18s came from EMD in 1960 (1333-1343) and 1961 (1344-1353). The units joined GP7 and GP9 examples on the road's roster, in addition to many more uncommon early diesels that served Rock Island. From main line power used across the 14-state system in their early years to local power, the GP18s saw much use and many miles on the fabled Rock Island.

ROAD NUMBER SPECIFIC FEATURES:

- **#1340** As-delivered paint scheme, pilot mounted foot boards, off-white stripes to simulate early scotchlite color
- **#1348** Later simple repaint, added V-style spark arrestors, small EMD plows on both ends
- **#1353** As-delivered paint scheme, pilot mounted foot boards, off-white stripes to simulate early scotchlite color



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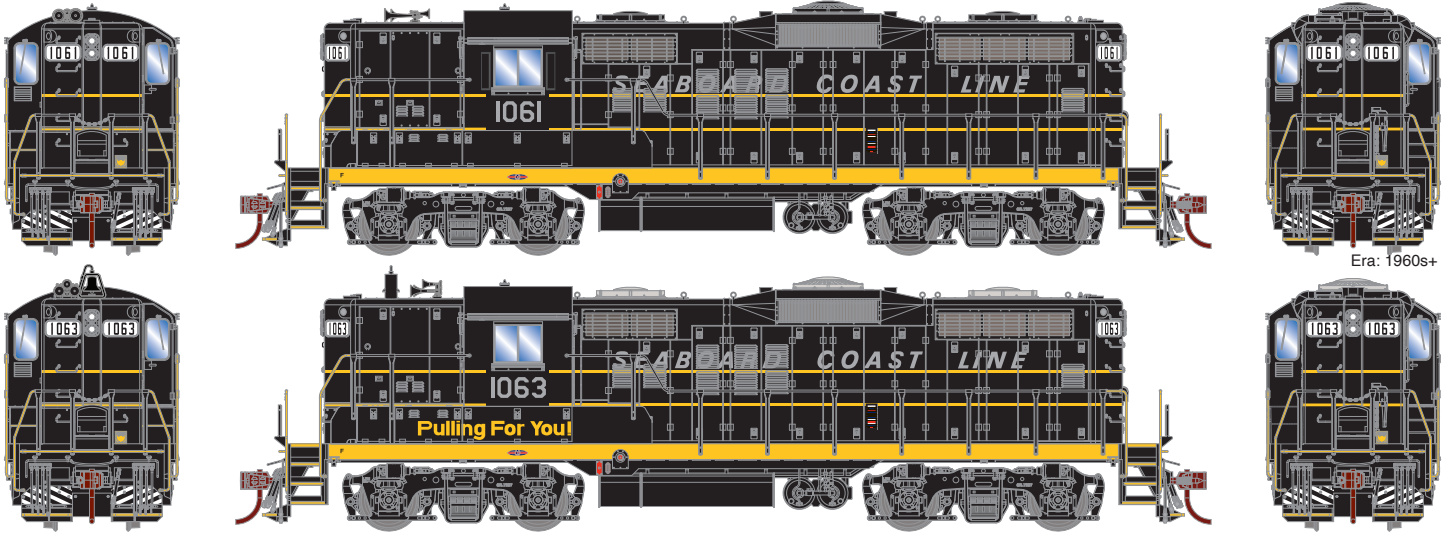
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GENESIS HO GP18 Locomotive

Orders Due: 02.25.22

ETA: March 2023

Seaboard Coast Line



Era: 1960s+

Era: 1960s+

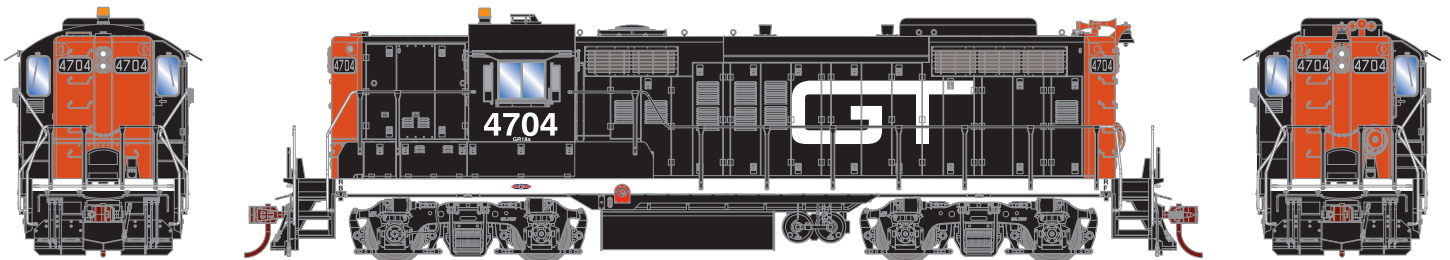
	without Sound	with Sound	SCL FEATURES:	
SCL #1061	ATHG30631	ATHG30731	• Whip Antenna	• Ratchet style brake
SCL #1063	ATHG30632	ATHG30732		

The Seaboard Coast Line Railroad was formed in 1967, following the merger of Atlantic Coast Line and Seaboard Air Line. SCL's GP18s came courtesy of the SAL, the 10 units having been built in 1960. Several were repainted into black and yellow after the merger, with a few units receiving the "Pulling For You!" slogan, which was usually reserved for larger power.

ROAD NUMBER SPECIFIC FEATURES:

- #1061 Bell mounted on frame, RS3L horn
- #1063 "Steam engine" style bell on short hood, P-3 horn, "primered" replacement fans, slogan under cab

Grand Trunk Western



Era: Late 1960s+

	without Sound	with Sound	GTW FEATURES:	
GTW #4704	ATHG30633	ATHG30733	• Winterization Hatch	• Beacon
GTW #4706	ATHG30634	ATHG30734	• Bell mounted on long hood end	• Sinclair antenna
GTW #4707	ATHG30635	ATHG30735	• Separate, optional ACI labels	• Canadian style handrails
			• Separate, optional spark arrestors included with model	

These units were part of an 8-unit order that arrived on the GTW in February 1960. They were part of the the general freight pool of locomotives and were often seen working with their GP9 predecessors.



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GENESIS HO GP18 Locomotive

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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
- 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

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.

PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

GP18 SERIES LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Drop steps unless noted
- Lift rings
- Windshield wipers
- Bell placement & type per prototype
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Blomberg-B trucks with appropriate bearing caps
- Speed recorder unless noted
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- "Nub" style walkway tread
- Sander lines
- MU stands
- Accurately-painted and -printed paint schemes
- Body-mounted McHenry® operating scale knuckle couplers
- 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
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- 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
- Bidirectional constant LED lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Minimum radius: 18" — Recommended radius: 22"



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