



HO EMD GP7/9 Diesel Burlington Northern (Ex SP&S)

Announced 2.24.17
Orders Due: 3.24.17
ETA: January 2018



Era: Mid-1970+

Without Sound

ATHG64104

ATHG64105

With Sound

ATHG64304

ATHG64305

HO GP9, BN/SP&S Patch #1976

HO GP7, BN/SP&S Patch #1980

HO GP9 w/DCC & Sound, BN/SP&S Patch #1976

HO GP7 w/DCC & Sound, BN/SP&S Patch #1980

#1976:

- Passenger unit with steam generator
- Roof mounted air tanks
- Renumbered to 1793 in November 1974

BN FEATURES:

- Wired for long hood forward operation
- Extra grab irons on both ends and roof as per the prototype
- Nathan P3 air horn
- SP&S only auxiliary long hood vent
- Axle bearing caps as per prototype
- Roof mounted bell

#1980:

- Freight unit



Maine Central



Era: 1950+

Without Sound

ATHG64084

ATHG64085

ATHG64086

ATHG64087

With Sound

ATHG64284

ATHG64285

ATHG64286

ATHG64287

HO GP7, MEC #561

HO GP7, MEC #563

HO GP7, MEC #572

HO GP7, MEC #579

HO GP7 w/DCC & Sound, MEC #561

HO GP7 w/DCC & Sound, MEC #563

HO GP7 w/DCC & Sound, MEC #572

HO GP7 w/DCC & Sound, MEC #579

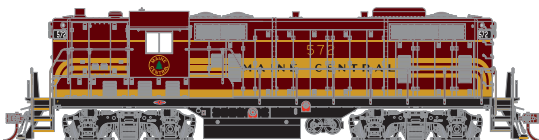
MEC FEATURES:

#561 & #563:

- Freight units
- Dynamic brake with correct 36" fan
- Extra MEC applied grab irons both front and rear
- Truck journals as per prototype
- Spark arrestors on #561
- Fourteen inch Hood side numbers

#572 & #579:

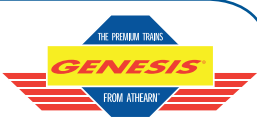
- Dual Service units
- Steam generator equipped
- Non-Dynamic brake equipped
- Extra MEC applied grab irons both front and rear
- Truck journals as per prototype
- Spark arrestors on #579
- Fourteen inch Hood side numbers #572
- Twelve inch hood side numbers #579



w/o Sound \$189.98_{SRP} With **Tsunami²** Sound \$289.98_{SRP}
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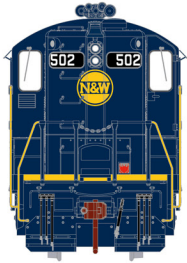
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HO EMD GP7/9 Diesel Norfolk & Western

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Era: 1950+

Without Sound

- ATHG64096 HO GP9, N&W Tuscan #514
- ATHG64097 HO GP9, N&W Tuscan #521
- ATHG64098 HO GP9, N&W Blue #502
- ATHG64099 HO GP9, N&W Blue #508

With Sound

- ATHG64296 HO GP9 w/DCC & Sound, N&W Tuscan #514
- ATHG64297 HO GP9 w/DCC & Sound, N&W Tuscan #521
- ATHG64298 HO GP9 w/DCC & Sound, N&W Blue #502
- ATHG64299 HO GP9 w/DCC & Sound, N&W Blue #508

#502:

- 36" fans
- Full louver on battery box

#508, #514, & #521:

- 48" fans
- Two small louvers on battery box

N&W FEATURES:

History shows us that the Norfolk and Western tried their hardest to keep the steam era alive. Because of that one fact, they didn't buy any new F-units and they used GP9s for their crack passenger trains. As a matter of fact, the NW had twenty-two late Phase 3 geep 9s with steam generators. The first six units had the typical four 36" fans on the roof while the others wore two 48 inchers.

All of these units were unusual for a GP9 as they had a GP20 style fuel tank and walkway with slotted inspection holes. These good looking engines were delivered in a metallic tuscan with yellow lettering to match their 50s era passenger cars. Sometime after 1964 they were painted in the handsome and conservative N&W #23 dark blue with yellow trim.

ALL UNITS:

- Cab roof mounted Leslie S5 horn
- Long hood forward operation
- Phase III details with forward fuel fill
- Canvas style sunshades
- 502 & 508 Blue
- 514 & 521 Tuscan

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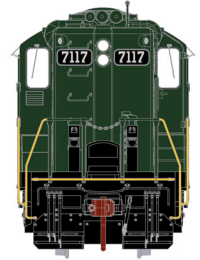
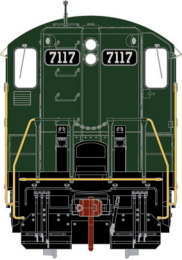
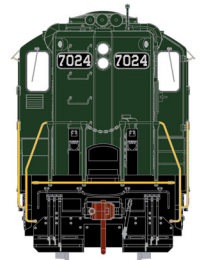
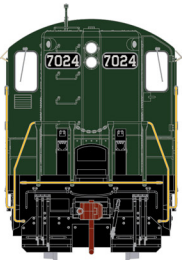
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HO EMD GP7/9 Diesel Pennsylvania

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Era: 1954+

Without Sound

- ATHG64100 HO GP9, PRR #7024
- ATHG64101 HO GP9, PRR #7046
- ATHG64102 HO GP9, PRR #7117
- ATHG64103 HO GP9, PRR #7138

With Sound

- ATHG64300 HO GP9 w/DCC & Sound, PRR #7024
- ATHG64301 HO GP9 w/DCC & Sound, PRR #7046
- ATHG64302 HO GP9 w/DCC & Sound, PRR #7117
- ATHG64303 HO GP9 w/DCC & Sound, PRR #7138

#7024 & 7046:

- Phase 2 body with dynamic brakes and train phone antenna.

#7117 & 7138:

- Phase 3 body with dynamic brakes and train phone antenna.

PRR FEATURES:

The "Standard Railroad of the World". A claim the Pennsylvania Railroad made with pride. And why shouldn't they? When it came to equipment and miles they were big – very big. In 1947 the Pennsy had more freight cars than anybody and twice as many as their nearest competitor, the good old NYC.

They had some strong opinions when it came to steam locomotives, freight car design and railroad operations. When we start to talk about these GP9s the opposite is true. It would seem that the mechanical department looked at the EMD order sheet and didn't check but one box. Other than the dynamic brake option. These units are very "standard".

We have picked two different locomotive orders for this delivery of PRR geeeps. The first two units come from an order delivered in November 1955. Numbers 7024 and 7046 are typical phase 2 units with four 36" fans, the rear fuel fill and slotted side skirts. Numbers 7117 and 7138, delivered in June 1957, are just a bit different; they are early phase 3 units with four 36" fans and a forward fuel fill with typical phase 3 side sill.

All four of these Geeeps have our newly tooled PRR classic "train phone" antenna.

While our new Pennsylvania GP9 locomotives may lack some of the frills of others roads, painted in "dark green locomotive enamel" they look dignified and are all business.

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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

PROTOTYPE INFO:

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 boats."

LOCOMOTIVE FEATURES:

- Front and rear MU catch boxes with footboard
- 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 both 8- and 9-pin 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
- Incandescent bulbs for realistic appearance
- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Replacement parts available
- Minimum radius: 18"

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