

**UPGRADED WITH LIT CLASS LIGHTS\* AND NUMBER BOARDS!**

\*if equipped

**CSX**



Era: Mid 1990's+

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- |                  |                      |                   |                                      |                             |
|------------------|----------------------|-------------------|--------------------------------------|-----------------------------|
| GP15T, CSX #1504 | <b>without Sound</b> | <b>with Sound</b> | <b>CSX FEATURES:</b>                 |                             |
| GP15T, CSX #1513 | ATHG13234            | ATHG13334         | • Unique art per road number         | • Ditch lights on both ends |
| GP15T, CSX #1518 | ATHG13235            | ATHG13335         | • Timken roller bearings             | • 5-chime horn              |
|                  | ATHG13236            | ATHG13336         | • Expert approved artwork and colors |                             |

By the mid 1990's, CSX started to adapt yellow ends and frame stripes to some of their diesels in an effort to be more visible at grade crossings and help prevent collisions. This was a simple way of updating the paint scheme without a full repaint. Both the black frame (Blue Stripe) and blue frame (Blue Down) examples are represented in this run for some variety to your fleet. Each road number offered has different art details between them.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#1504** "Blue stripe" repaint with yellow ends and frame stripe, C&O sub lettering, whip antenna, large front plow, unique number board font
- **#1513** "Blue stripe" repaint with yellow ends and frame stripe, CSXT sub lettering, whip antenna, large front plow, crooked CSX lettering on right side
- **#1518** "Blue down" repaint with yellow ends and frame stripe, CSXT sub lettering, whip antenna, Chessie front rock plow

**\$219.99 w/o SOUND | \$319.99 w/ Tsunami<sup>2</sup> SOUND**

These items are subject to Horizon's MAP policy

Orders Due: 06.24.22

ETA: July 2023



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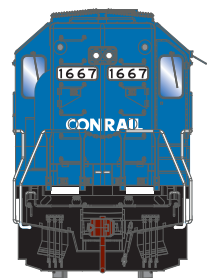
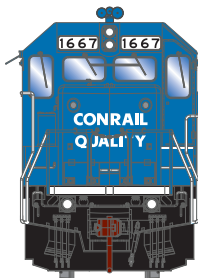
**Conrail**



Era: 1996+



Era: 1997+



Era: 1997+

GP15-1, CR #1645  
GP15-1, CR #1662  
GP15-1, CR #1667

<b>without Sound</b>	<b>with Sound</b>
ATHG13239	ATHG13339
ATHG13240	ATHG13340
ATHG13241	ATHG13341

**CR FEATURES:**

- Operating class lights
- Small EMD plow
- Single large Sinclair antenna
- Leslie 3-chime horn
- Front ditch lights

Conrail ordered 100 GP15-1s in 1979. Intended for secondary and branch line trains, they featured snowplows on both ends for bidirectional use. Signal boxes were also standard equipment, allowing the GP15s to be used for road service when required. Most survived till the end of Conrail in 1998. They then joined the NS and CSX locomotive fleets with many retaining their Conrail blue and white paint with NS or CSX patches.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#1645** Small "Quality" logo, Hyatt bearings, small EMD plow on both ends, front ditch lights
- **#1662** "Operation Lifesaver" logo, Hyatt bearings, small EMD plow on front end, ditch lights on both ends
- **#1667** Large "Quality" logo, Timken bearings, small EMD plow on both ends, front ditch lights

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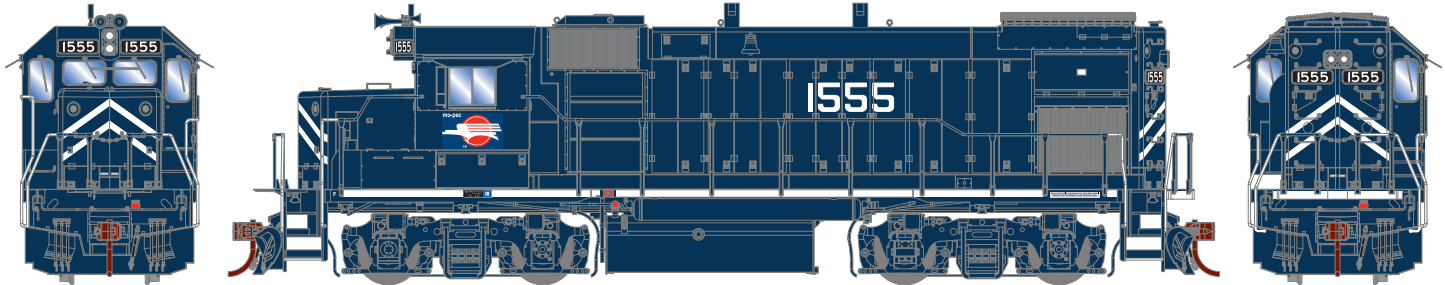
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## Missouri Pacific\*



Era: 1977+

GP15-1, MP #1555  
 GP15-1, MP #1562  
 GP15-1, MP #1572

<b>without Sound</b>	<b>with Sound</b>
ATHG13242	ATHG13342
ATHG13243	ATHG13343
ATHG13244	ATHG13344

**MP FEATURES:**

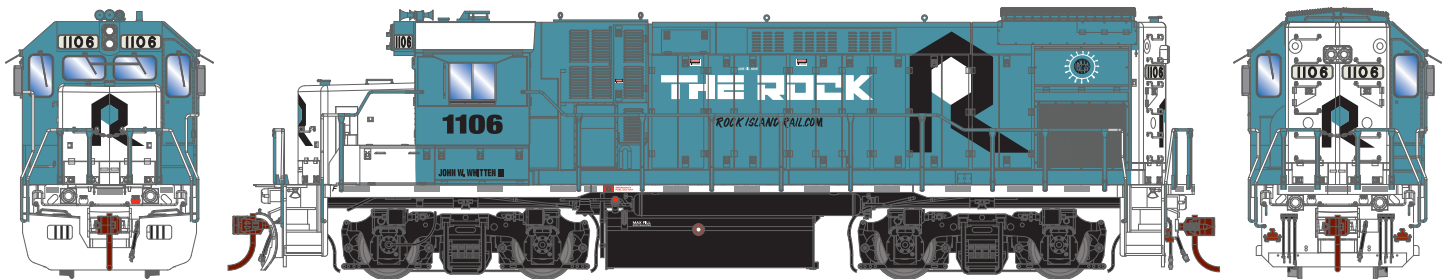
- Operating class lights
- Newly tooled MP style "solid" handrails and pilots (Not shown on art)
- Dual spark arrestors
- Small EMD plows on both ends
- Single Firecracker antenna

The mid 1970s saw many railroads rebuilding their first generation GP7 and GP9 locomotives. Recognizing this, EMD seized on it by offering the GP15-1 allowing railroads to purchase a new locomotive that reused components from traded-in GP7s and GP9s while receiving tax advantages making the GP15-1 competitively priced with rebuilding old geeps. The Missouri Pacific liked the idea and the first 20 GP15-1s, road numbers 1555-1574, would arrive in June and July 1976 on the railroad. Mopac used the GP15-1 across the entire system similar to the utilitarian GP7 it replaced and it quickly found a home on branchlines, local and Traveling Switch Engine (TSE) service, yard switching, and as extra power for mainline trains. The Mopac would ultimately have 160 on the roster with an additional 30 GP15ACs, accounting for over half of the 372 GP15-1s and varieties built with Conrail's 100 being a distant second.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#1555** No front pilot stripe, blue patch with MP logo on cab, mixed bearings on Blomberg B trucks
- **#1562** Front pilot stripe, blue patch with MP logo on cab, Blomberg M trucks
- **#1572** Early as-delivered paint, No front pilot stripe, C&E logo on cab, Blomberg M trucks, all blue handrails (no white ends)

## Rock Island Rail



Era: 2021+

GP15-1, RILX #1106

<b>without Sound</b>	<b>with Sound</b>
ATHG13245	ATHG13345

**RILX FEATURES:**

- Ex-CNW 4411
- M-3 Horn
- Sinclair and Can style antennas
- Artwork approved by Rock Island Rail
- Relocated bell to frame
- UP-style front plow
- Front and rear ditch lights

An old, once-familiar paint scheme is back today in the form of a Class 3 railroad based out of Sumner, Mississippi. Started in 2017, a group purchased the rights to use the original colors and logos, operating as the Chicago Rock Island & Pacific Railroad LLC (reporting marks RILX). They recently purchased an ex-CNW GP15-1 and painted it up in the bright blue and white scheme with the large Rock Island "R" on the sides. This offering is officially approved by Rock Island Rail.

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**Southern Pacific\***



GP15T, SP #3900  
GP15T, SP #3912

**without Sound** ATHG13237  
ATHG13238  
**with Sound** ATHG13337  
ATHG13338

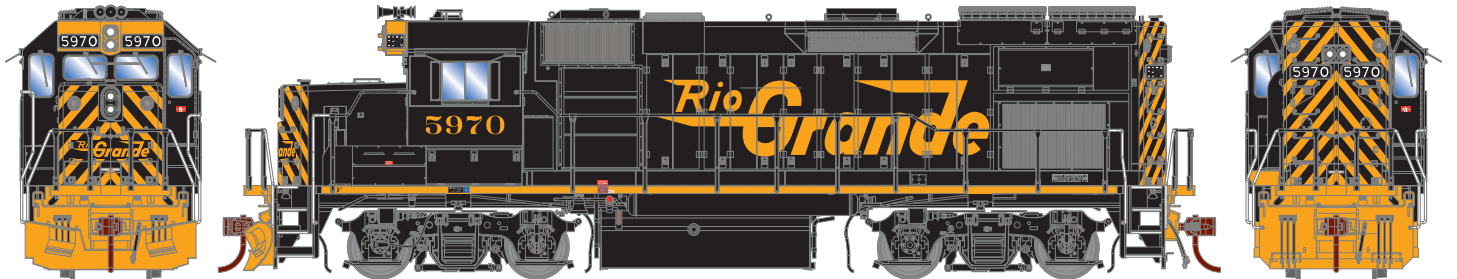
**SP FEATURES:**

- Cab-mounted gyralight (flash on DCC/Sound version)
- Nose-mounted UDE light (flash on DCC/Sound version)
- Operating class lights
- Large snowplow
- Whip antenna
- Cab air conditioner
- Nathan P-3 horn on bracket
- Blomberg-M trucks

Era: Early 1980s+ (Alternative Era)

Southern Pacific embarked on an extensive rebuild program for its geeps in the 1980s to extend their service lives- but what if they had gone shopping for EMD's version instead? With the moniker of "baby tunnel motors", these units will prove to be well-suited to SP's tunnel-prone operating divisions.

**Rio Grande\***



GP15T, DRGW #5970  
GP15T, DRGW #5977

**without Sound** ATHG13246  
ATHG13247  
**with Sound** ATHG13346  
ATHG13347

**DRGW FEATURES:**

- Operating class lights
- Nose-mounted gyralight (flashes on DCC/Sound version)
- Nathan M-3 horn
- Blomberg-M trucks
- Sinclair radio antenna

Era: 1980s+ (Alternative Era)

Running out their miles on secondary assignments, DRGW's GP7s and 9s toiled in relative obscurity until their retirement. Under this alternate timeline, DRGW ordered EMD's GP15T in order to replace the aging geeps and increase the efficiency of these assignments- the turbocharged units being better suited to the Grande's mountainous territory. They feature typical DRGW features such as the M-3 horn and nose-mounted gyralight.

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## Apalachicola Northern



Era: Early 1990's+

GP15T, AN #720  
GP15T, AN #722

<b>without Sound</b>	<b>with Sound</b>
ATHG13248	ATHG13348
ATHG13249	ATHG13349

**AN FEATURES:**

- Nose-mounted single Gyr light (Operational in DCC)
- Operating class lights
- Roof mounted A/C
- 5-chime horn
- Unique body configuration

Apalachicola Northern was a 96-mile shortline running between Chattahoochee and Port Saint Joe, Florida. They rostered 3 very unique GP15T's which they ordered from EMD in 1983. They featured a non-dynamic hood, turbo charged prime mover, nose-mounted Gyr light, and canvas sunshades. Delivered in a bright yellow scheme, by the mid 1990's they received a vibrant dark blue paint job. By 2010/11, the GP15T's were purchased by the Genesee and Wyoming Group. Two (ex #720 and 722) were sent for use on their Bay Line Railroad in Alabama.

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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 GP15-1 is a 4-axle diesel-electric locomotive built by General Motors Electro-Motive Division between June 1976 and March 1982. Intended to provide an alternative to the rebuilding programs that many railroads were applying to their early road switchers, it is generally employed as a yard switcher or light road switcher. A total of 310 units were built for American railroads. A number of GP15-1s remain in service today for yard work and light road duty.

EMD built 28 examples of a variant, the GP15T, between October 1982 and April 1983. It was a very close cousin to the GP15-1, but used a turbocharger in order to generate more power from a smaller engine.

### GP15 SERIES LOCOMOTIVE FEATURES:

- Operating Class Lights (DCC only)
- Operating Number boards

### GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- 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
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- Packaging securely holds the model for safe storage
- Minimum radius: 18" — Recommended radius: 22"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



### LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"



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