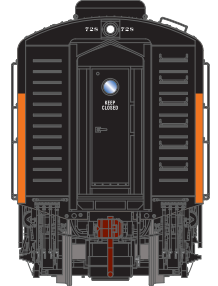
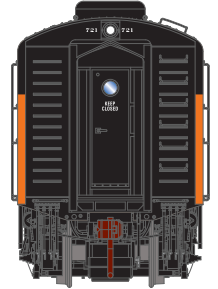




GENESIS HO F Series Locomotive

Announced 03.26.21
Orders Due: 04.30.21
ETA: April 2022

Bessemer & Lake Erie



Era: 1960s+

HO F7A, B&LE/Freight #721A
HO F7A, B&LE/Freight #728A

without Sound	with Sound
ATHG19349	ATHG19549
ATHG19350	ATHG19550

Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: 1960s+

HO F7A/F7B, B&LE/Freight #727A/#721B

without Sound	with Sound
ATHG19351	ATHG19551

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

B&LE UNITS FEATURE

- First time in Genesis for later BLE orange & black scheme
- Back-up lights
- Winterization hatch
- Nathan M3 horn (A-units) / Leslie A-125 horn (B-unit)
- A-Units: Whip antenna, cab vent, nose side grab irons



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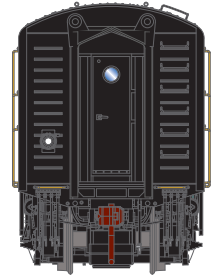
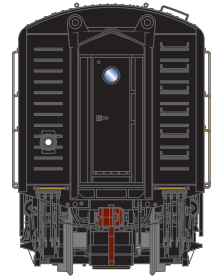


GENESIS HO F Series Locomotive

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ETA: April 2022

Western Maryland



Era: Late 1960's - 1970's

HO F3A, WM #51
HO F3A, WM #52

without Sound	with Sound
ATHG19352	ATHG19552
ATHG19353	ATHG19553

Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: Late 1960's - 1970's

HO F7A/F7B, WM #242/#408

without Sound	with Sound
ATHG19354	ATHG19554

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

WM UNITS FEATURE

- Whip antennas
- Nose mounted MU doors
- FARR Grilles
- Freight pilots
- Dual 5-chime horns
- Rear lifting lugs



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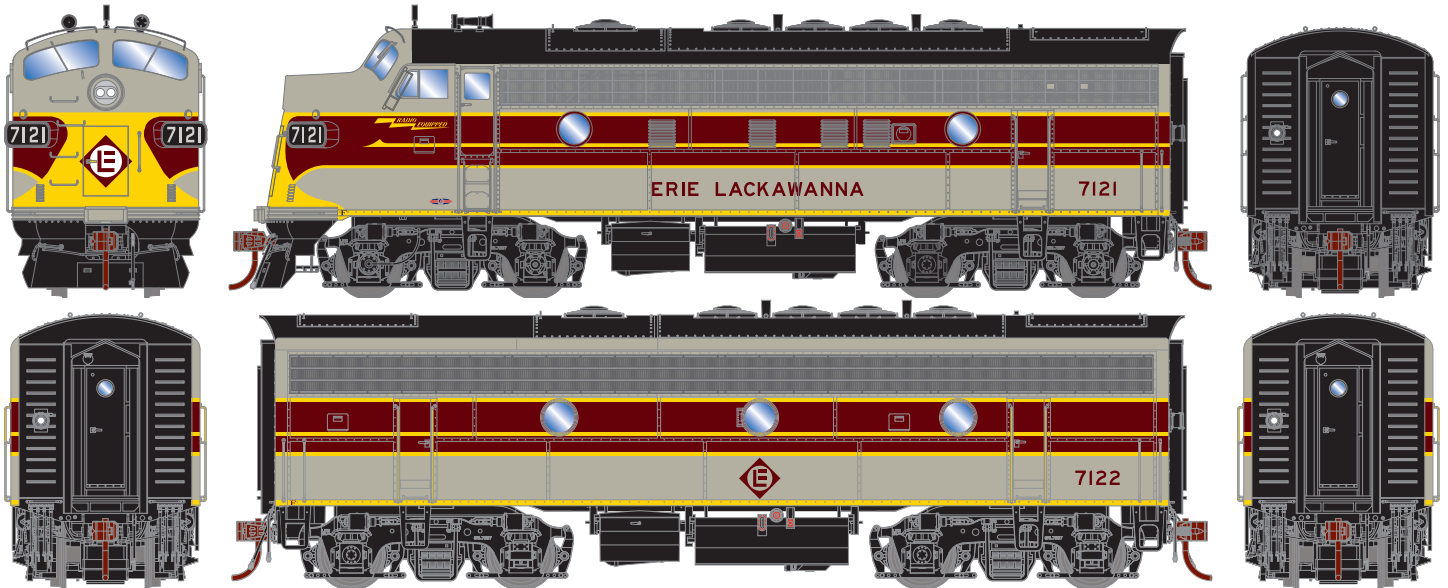
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Erie Lackawanna



Era: Late 1960s+

HO F7A, EL/Freight #7121
HO F7B, EL/Freight #7122

without Sound	with Sound
ATHG19355	ATHG19555
ATHG19356	ATHG19556

Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: Late 1960s+

HO F7A/F7B, EL/Freight #6111/#6352
HO F7A/F7B, EL/Freight #6321/#7133

without Sound	with Sound
ATHG19357	ATHG19557
ATHG19358	ATHG19558

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

EL UNITS FEATURE

- 2 single note air horns
- No front MU cables
- Antennas correct per road number
- Spark Arrestors included for modeler to install (Depending on era desired)
- FARR Griles
- Removed side skirts



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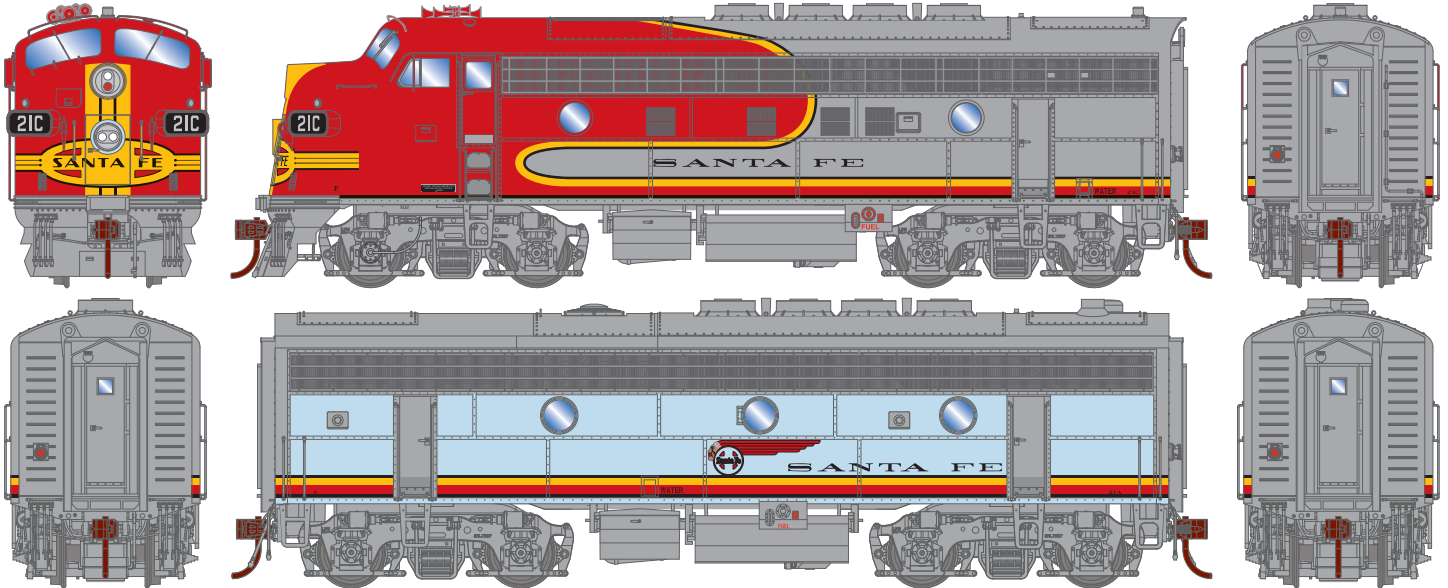
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GENESIS HO F Series Locomotive

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Santa Fe



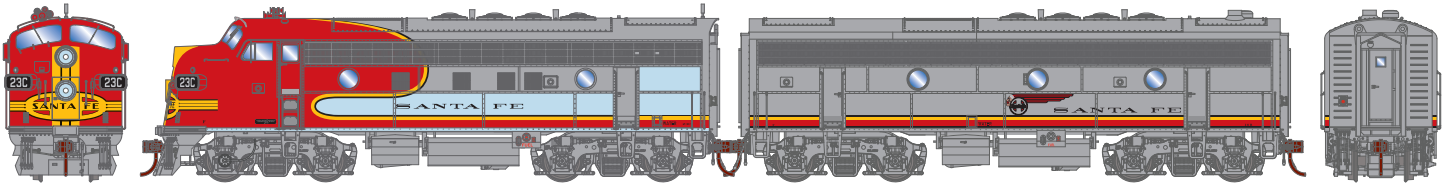
Era: 1959+

HO F3A, SF/Passenger #21C
HO F3B, SF/Passenger #21A

without Sound	with Sound
ATHG19359	ATHG19559
ATHG19360	ATHG19560

Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: 1959+

HO F3A/F3B, SF/Passenger #23C/#16B

without Sound	with Sound
ATHG19361	ATHG19561

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

ATSF UNITS FEATURE

- Modernized appearance (1959+)
- Simulated stainless steel applied to some units per prototype
- High or low fans per prototype
- Lifting lugs
- Back up lights
- Dynamic brake vents or 36" fan per prototype
- Nose side grab irons (A-units)
- ATS shoes (A-units)



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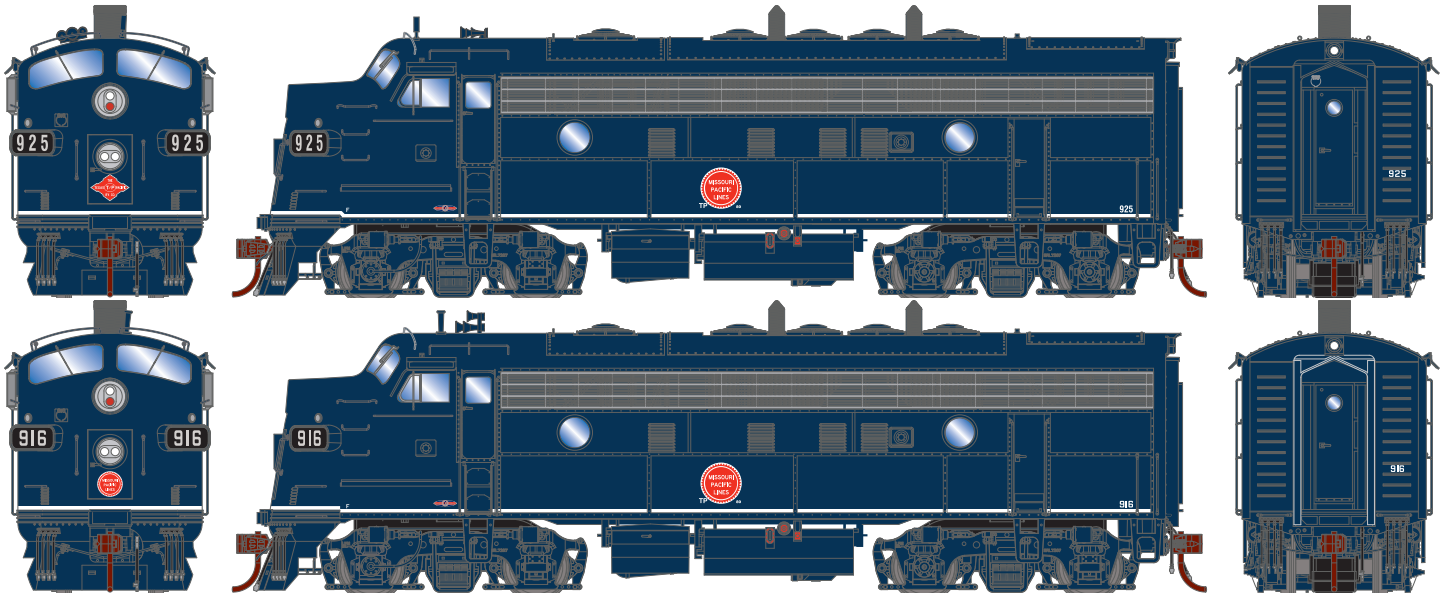


GENESIS HO F Series Locomotive

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ETA: April 2022

Missouri Pacific*



Era: 1970s+

HO F7A, MP/T&P/Freight #925
HO F7A, MP/T&P/Freight #916

without Sound	with Sound
ATHG19362	ATHG19562
ATHG19363	ATHG19563

Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: 1970s+

HO F7A/F7B, MP/T&P/Freight #909/#871B
HO F7A/F7A, MP/T&P/Freight #1859/#1932

without Sound	with Sound
ATHG19364	ATHG19564
ATHG19365	ATHG19565

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

MP/T&P UNITS FEATURE

- Jenks Blue repaints with T&P reporting marks
- Different horns to match prototypes
- Nose mounted MU
- Sunshades
- Removed side skirts
- Spark arrestors applied per prototype
- Dual Headlights



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Norfolk Western



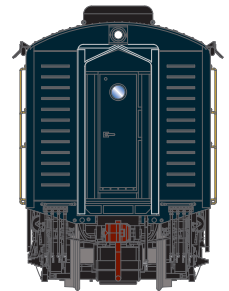
Era: Late 1960's-Mid 1970's



HO F7A, NW/Freight #3725

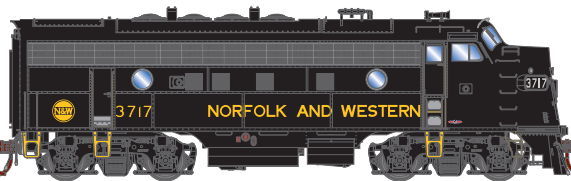
without Sound
ATHG19366

with Sound
ATHG19566



Single Unit Pricing

\$229.99 w/o SOUND | \$319.99 w/ Tsunami² SOUND



Era: Late 1960's-Mid 1970's

HO F7A/F7A, NW/Freight #3697/#3717
HO F7A/F7A, NW/Freight #3657/#3659

without Sound
ATHG19367
ATHG19368

with Sound
ATHG19567
ATHG19568

Multi Unit Pricing

\$439.99 w/o SOUND | \$619.99 w/ Tsunami² SOUND

NW UNITS FEATURE

- #3725 - Ex-Wabash patched unit
- Ex-Wabash
- Offered in 3 different schemes
- Different horns to match prototypes
- Dual Headlights
- Modified/removed side skirts
- Winterization hatch included where appropriate
- Non-Dynamic Brake
- External Cooling Coil
- Single MU Hose set on front pilot
- Unique lettering and number art per road number
- Great to pair with new Genesis N&W ICC caboose included in this announcement



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GENESIS HO F Series 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
- Individual sound boards installed in both A and B units (sound units only)
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA compatible in DCC mode
- Excellent low-speed operation
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Lighting effects such as beacons, Gyralight where prototypically accurate
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

EMD F-units were a line of diesel-electric locomotives produced between November 1939 and November 1960 by General Motors Electro-Motive Division and General Motors-Diesel Division. Final assembly for all F-units was at the GM-EMD plant at La Grange, Illinois and the GMDD plant in London, Ontario, Canada. They were sold to railroads throughout the United States, Canada, and Mexico.

Structurally, the locomotive was a carbody unit, with the body as the main load-bearing structure, designed like a bridge truss and covered with cosmetic panels. The so-called bulldog nose was a distinguishing feature of the locomotive's appearance, and made a lasting impression in the mind of the traveling public.

The F-units were the most successful "first generation" road (main line) diesel locomotives in North America, and were largely responsible for superseding steam locomotives in road freight service. Before this, diesel units were mostly only built as switcher locomotives, and only used in rail yards.

F-units were sometimes known as "covered wagons", due to the similarity in appearance of the roof of an F-unit to the canvas roof of a Conestoga wagon, an animal-drawn wagon used in the westward expansion of the United States during the late 18th and 19th centuries. When a train's locomotive consist included only F-units, the train would then be called a wagon train. These two usages are still popular with the railfan community.

This information is based on the copyrighted Wikipedia article "EMD F-unit"; it is used under the Creative Commons Attribution-ShareAlike 3.0 Unported License (CC-BY-SA <https://en.wikipedia.org/wiki/Wikipedia:CCBYSA>). You may redistribute it, verbatim or modified, providing that you comply with the terms of the CC-BY-SA.

LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Windshield wipers
- Blomberg-B trucks
- Directional constant lighting
- Headlight brightness remains constant
- Separately applied photo etched metal and injection molded detail parts
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes & retention tanks
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Accurately-painted and -printed paint schemes
- McHenry® scale knuckle couplers - Kadee® compatible
- Fully-assembled and ready-to-run
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- 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
- LED lighting for realistic appearance-including lit number boards, ground lights, and marker lights (if applicable)
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Replacement parts available
- Minimum radius: 18" — Recommended radius: 22"
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- Lift rings
- Sander lines



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