

GENESIS HO GP50 Locomotive

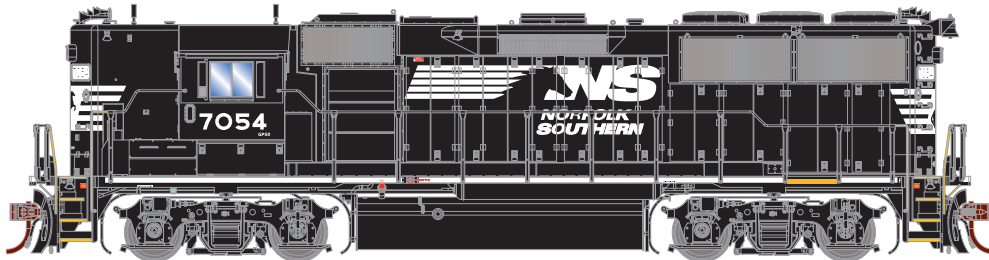
Orders Due: 02.25.22

ETA: March 2023

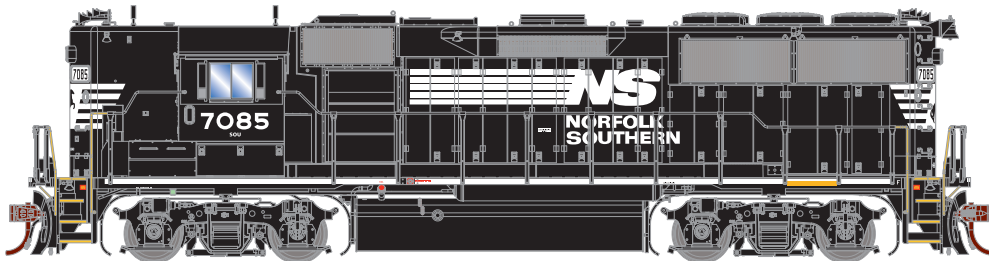
Norfolk Southern



Era: 2003+



Era: Mid 2000s+



Era: Mid 2000s+

	without Sound	with Sound
NS #7037	ATHG65821	ATHG65921
NS #7054	ATHG65822	ATHG65922
NS #7085	ATHG65823	ATHG65923

NS FEATURES:

- Phase I Body with rounded blower housing
- Long hood forward setup with high short hood
- Southern style 5-chime horns on both ends
- Long hood mounted bell
- Dual Firecracker antennas
- Timkin bearing trucks
- Hood mounted walkway lights (non-operational)
- Large EMD style plows and ditch lights on both ends

Built in 1980 for the Southern Railway, these distinct high nose long hood forward locomotives were painted into Norfolk Southern colors after the Southern / Norfolk Western merger of 1982. They retained most of the as-built features other than ditch lights added in the 1990's.

ROAD NUMBER SPECIFIC FEATURES:

- #7037 Earlier NS scheme with dashed frame stripes
- #7054 Newer NS "horse-head" logo with solid frame stripes
- #7085 Earlier NS scheme with solid frame stripes



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HORIZON
H O B L Y

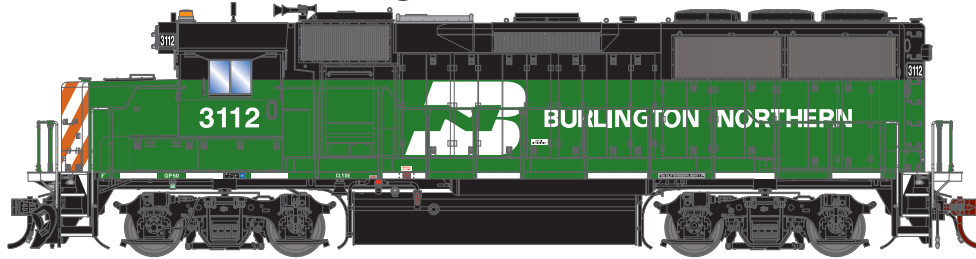
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Burlington Northern



Era: Mid 1980s+



Era: Mid 1980s+

	without Sound	with Sound
BN #3112	ATHG65824	ATHG65924
BN #3126	ATHG65825	ATHG65925
BN #3141	ATHG65826	ATHG65926

BN FEATURES:

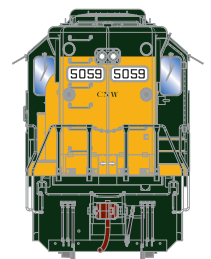
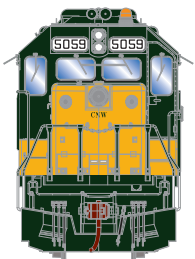
- Phase II Body with angled blower housing
- Small EMD plow
- Single Firecracker Antenna
- Correct beacon per prototype (Operational in DCC)
- Leslie 3-chime horn
- Toilet hatch on nose

In an effort to help reduce grade crossing accidents and be more visible to motorists, BN applied orange paint to the front of select locomotives. Due to the colors used, they were nicknamed "Tiger stripes" by railfans. This scheme was later revised to the "white face" scheme adopted in the early 1990's.

ROAD NUMBER SPECIFIC FEATURES:

- #3112 Orange/white front, Stratolite style beacon
- #3126 Orange/black front, Western Cullen style beacon
- #3141 Orange/black front, Western Cullen style beacon

Chicago & North Western



Era: 1980+

	without Sound	with Sound
CNW #5059	ATHG65829	ATHG65929
CNW #5082	ATHG65830	ATHG65930
CNW #5091	ATHG65831	ATHG65931

CNW FEATURES:

- Phase I Body
- Winerization Hatch
- Leslie 3-chime horn
- Western Cullen style beacon (Operational in DCC)
- Nose-mounted "Gong" Bell
- Small EMD plow
- Sinclair antenna

Originally purchased for fast TOFC freights, these units were used in many different applications before being absorbed into the UP merger.



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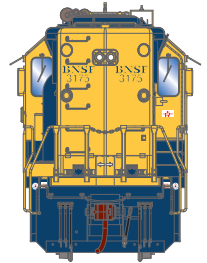
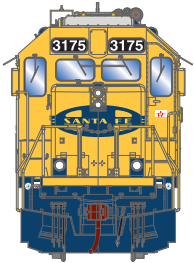


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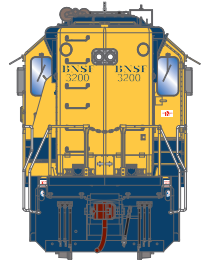
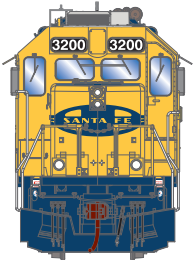
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BNSF Railway



Era: Mid 2000s+



Era: Mid 2000s+

	without Sound	with Sound	BNSF FEATURES: <ul style="list-style-type: none"> • Faded paint effect • ATSF style antennas and stands • Forward ditch lights • Moved Leslie 3-chime horn to carbody • Correct exhaust silencer per road number • Roof-mounted A/C • Nose headlight • Small EMD plow
BNSF #3175 BNSF #3200	ATHG65827 ATHG65828	ATHG65927 ATHG65928	

ROAD NUMBER SPECIFIC FEATURES:

- **#3175** Ex Santa Fe #3822, Phase I body, blue ditch lights, rear facing exhaust stack, yellow anti climbers, Prime roof-mounted A/C
- **#3200** Ex Santa Fe #3847, Phase II body, Yellow ditch lights, forward facing exhaust stack, Blue anti climbers, Vapor roof-mounted A/C



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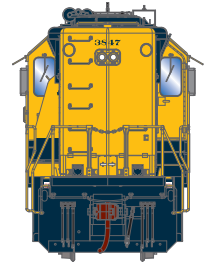
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Santa Fe



Era: Mid 1990s+



Era: Mid 1990s+

	without Sound	with Sound	ATSF FEATURES:		
ATSF #3822	ATHG65832	ATHG65932		• Nose headlight	• Roof-mounted A/C
ATSF #3847	ATHG65833	ATHG65933		• ATSF style antennas and stands	• Forward ditch lights
				• Art supplied by ATSF experts	• Small EMD plow
			• Moved Leslie 3-chime horn to carbody		
			• Correct exhaust silencer per road number		

By the early 1990's, Santa Fe's GP50's started to get some changes from the original appearance. Changes included the relocation of the headlight assembly to the nose, the bell to the rear hood and the addition of ditch lights. A few even got repainted resulting in slightly different lettering font. We are offering one of each version to add variety to your fleet.

ROAD NUMBER SPECIFIC FEATURES:

- **#3822** Phase I body, blue ditch lights, rear facing exhaust stack, yellow anti climbers, Vapor roof-mounted A/C, early style battery box doors, Santa Fe style lettering font
- **#3847** Phase II body, Yellow ditch lights, forward facing exhaust stack, Blue anti climbers, Vapor roof-mounted A/C, late style battery box doors, EMD style lettering font



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GENESIS HO GP50 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 GP50 is a 4-axle diesel road switcher locomotive built by General Motors Electro-Motive Division between 1980 and 1985. It is powered by a 16-cylinder EMD 645F3B diesel engine, which can produce between 3,500 and 3,600 hp.

A total of 278 examples of this locomotive were built. The GP50 retains the same overall length of 59 feet 2 inches as the other GP dash-2 series locomotives built in the same era. It utilized GM's D87 traction motor enabling it to produce a starting tractive effort of 65,000 pounds, with a continuous rating of 62,400 pounds.

The most significant difference in the GP50 from earlier designs like the GP40 was upgraded components (like a turbocharger silencer and new type of blower housing) and increased horsepower. The locomotive also introduced a new "anti-wheel-slip" technology where the locomotive horsepower output was reduced if a wheel slip condition was introduced. It also included features already common on earlier models such as dynamic braking (a system for temporarily employing traction motors as generators and using the resulting electromotive force to slow the train), and an airtight hood that kept out dust, dirt and other particles from reaching internal components.

All the companies that purchased the GP50 have now been absorbed into other systems. However, a few of their successors continue to operate the units. A number GP50s have rebuilt for better fuel economy and continue in service today.

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GP50 LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Etched see-through steps
- Lift rings
- Windshield wipers
- McHenry® scale knuckle couplers - Kadee compatible
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- Walkway tread
- Sander lines
- Accurately-painted and -printed paint schemes
- 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
- 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
- Minimum radius: 18" — Recommended radius: 22"



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

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