

Southern Pacific* - "Kodachrome"



Era: Late 1980s+



Era: 1990s+



Era: Late 1980s+

GP9R, SP #2873
 GP9E, SP #3370
 GP9E, SP #3792
 GP9E, SP #3846

without Sound	with Sound
ATHG82258	ATHG82358
ATHG82259	ATHG82359
ATHG82260	ATHG82360
ATHG82261	ATHG82361

SP FEATURES:

- Nathan P3 Horn
- Large fuel tank
- Whip antenna
- Signal lights per road number
- Dynamic brakes

During the 1970's, SP went on an ambitious task to rebuild their GP9 fleet, known as the "GRIP" program. This program included new wiring, new main generator, complete rebuild of the prime mover with new parts, improved battery box doors, and removed rear light packages (in some cases). A small batch of GP9's were renumbered into the 2868-2899 class. Demoted to "switchers" in order to save maintenance costs, this class included rebuilt and non rebuilt units.

We are offering #2873, which retained it's full light package on both ends. #2873 currently enjoys it's retirement at a Northern California museum. It may be the last locomotive in this scheme still operating. Out of the large batch of SP GP9E's, only 9 were painted into these colors.

ROAD NUMBER SPECIFIC FEATURES:

- **#2873** Phase II Switcher class rebuild "R", signal lights on both ends, rear mounted fuel fillers, blank pilots, large SP style road numbers and number boards
- **#3370** Phase II GRIP rebuild "E", no signal lights (Ex T&NO), rear mounted fuel fillers, modified "catch" style pilots, Beacon, large SP style numbers with Santa Fe style number boards
- **#3792** Phase II GRIP rebuild "E", modified front signal lights, rear mounted fuel fillers, modified "catch" style pilots, flat dynamic brake fan, small Santa Fe style numbers and number boards
- **#3846** Phase III GRIP rebuild "E", Front signal lights, forward mounted fuel fillers, modified "catch" style pilots, large SP style numbers with Santa Fe style number boards, Large 48" radiator fans

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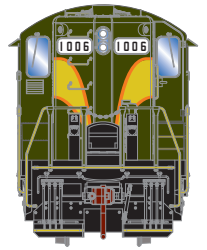
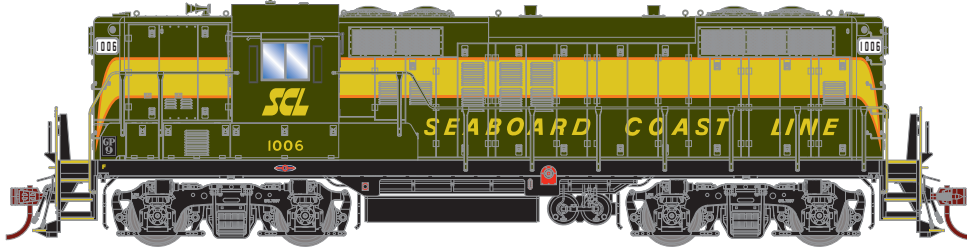
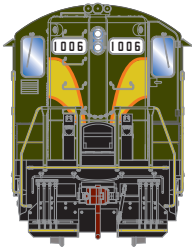
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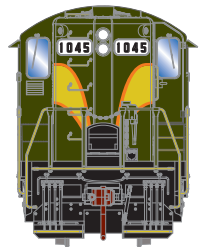
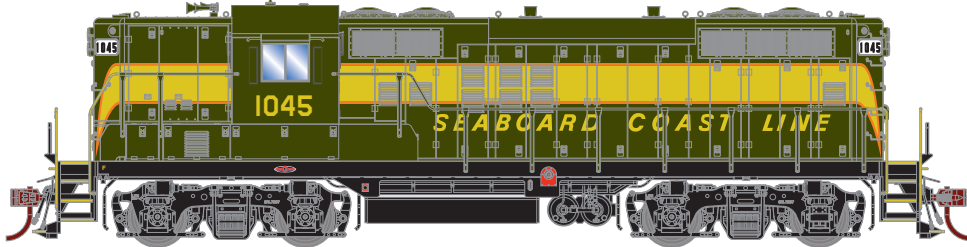
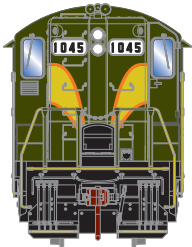
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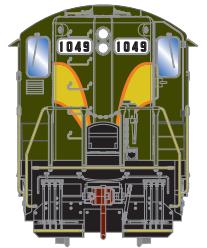
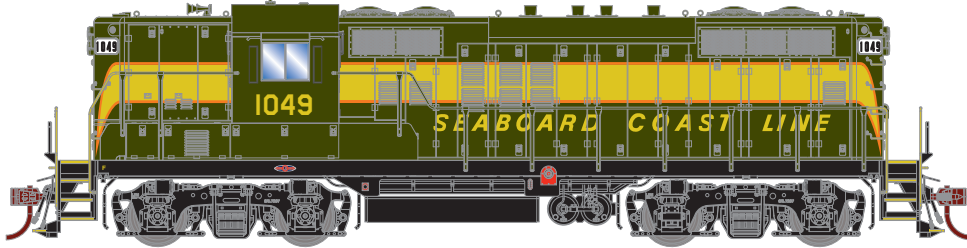
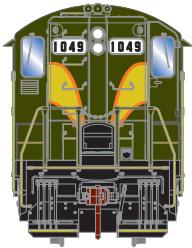
Seaboard Coast Line - "Split Image"



Era: Late 1960s+



Era: 1960s+



Era: Late 1960s+

GP9, SCL #1006
 GP9, SCL #1045
 GP9, SCL #1049

without Sound	with Sound
ATHG82262	ATHG82362
ATHG82263	ATHG82363
ATHG82264	ATHG82364

SCL FEATURES:

- Extra grab irons on front
- Cab roof vent
- Mixed wheel bearing caps per prototype
- Wind deflectors

After the 1967 merger of ACL and SAL, a new paint scheme of black with yellow stripes was developed for the road's diesels. However, repainting such a large roster of units would take time. As an interim measure, SCL lettering and/or logos were applied to many of the SAL-painted units to denote new ownership. This was known as the "split-image" scheme. This re-lettering operation included several examples of the road's GP9 units, which are depicted here. They remained this way until repainted or retired.

ROAD NUMBER SPECIFIC FEATURES:

- #1006 Mars-type headlights, Nathan M-3 horn with all chimes forward, Tall MU stands, SCL logo on cab
- #1045 Leslie S-3K horn, Short MU stands, Early Pyle headlights
- #1049 Nathan M-3 horn with all chimes forward, Short MU stands, Early Pyle headlights

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Northern Alberta Railways



Era: 1965-1975

GP9, NAR #201
 GP9, NAR #203
 GP9, NAR #204

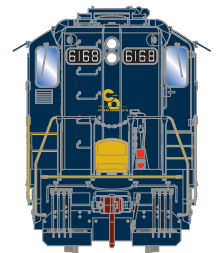
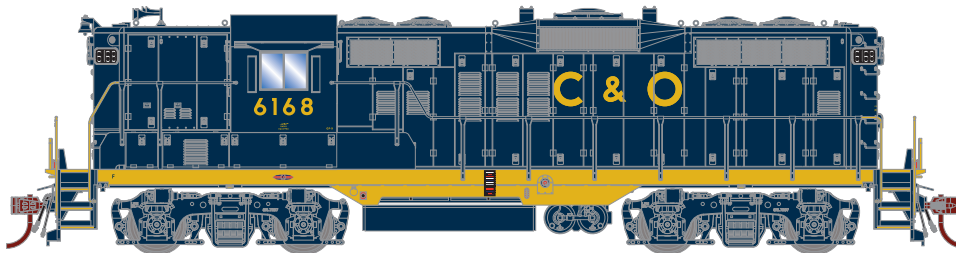
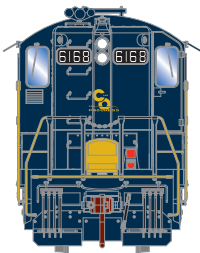
without Sound	with Sound
ATHG82265	ATHG82365
ATHG82266	ATHG82366
ATHG82267	ATHG82367

NAR FEATURES:

- Winterization hatch
- Bell mounted on the short hood
- Canadian-style slotted steps and footboards
- Canadian-style angled handrails
- M-3 horn with all bells forward
- Peacock wheel hand brake

Northern Alberta Railways rostered eleven total GP9s, numbers 201-211. The paint scheme depicted here was in use from 1965-1975. The road was jointly owned by CP and CN until 1981, when CN bought out CP's share of ownership. NAR GP9s could be found leading both freight and (with the help of a steam generator car) passenger trains.

Chesapeake & Ohio



Era: 1964+

GP9, C&O #6168
 GP9, C&O #6173
 GP9, C&O #6182

without Sound	with Sound
ATHG82268	ATHG82368
ATHG82269	ATHG82369
ATHG82270	ATHG82370

C&O FEATURES:

- Short hood mounted bell
- Dynamic brakes
- Expert approved art
- Forward 5-chime horn
- Tall exhaust covers

Between 1955 and 1957 C&O bought 363 GP9's. These units were the backbone of the fleet, used on both road trains as well as local service. In the mid 60's C&O adopted a new simplified paint scheme with the large C&O initials on the long hood. Although the purchase of newer high horsepower units displaced many GP9's to secondary service, most of the fleet soldiered on into the mid 80's. Many units were retired in this version of C&O dress. These road numbers lasted into the mid 1980's which allow the widest range of modelers to benefit from this release.

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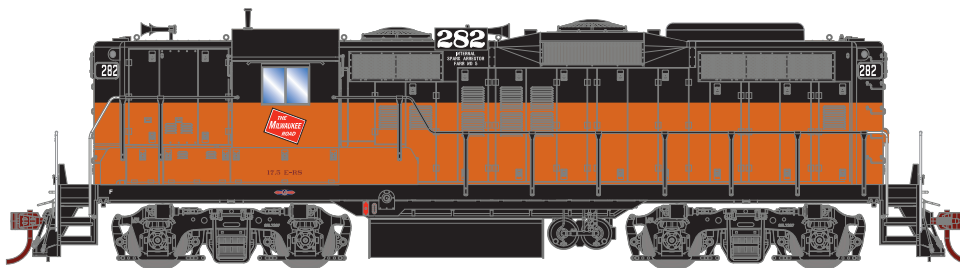
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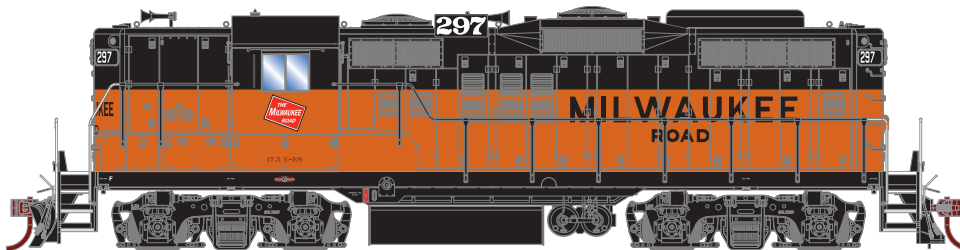
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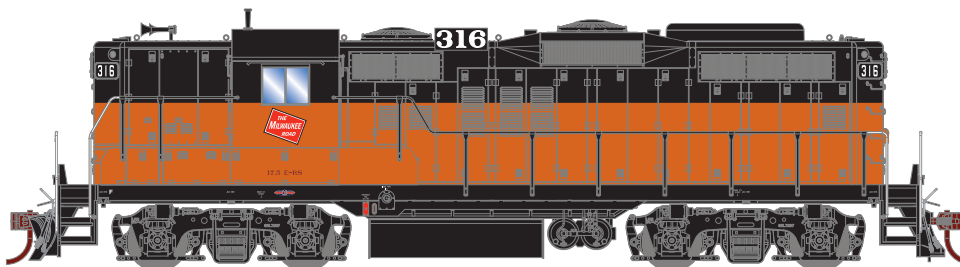
Milwaukee Road



Era: Late 1950s+



Era: 1970s+



Era: Late 1950s+

GP9, MILW #282
 GP9, MILW #297
 GP9, MILW #316

without Sound	with Sound
ATHG82271	ATHG82371
ATHG82272	ATHG82372
ATHG82273	ATHG82373

MILW FEATURES:

- Side number plates
- Snowplow
- No drop step
- Winterization hatch with clearance notch for spark arrester (not included)
- Dual horns
- Dynamic Brakes
- Solid end handrails

Milwaukee Road received their last and largest order of 52 GP9's, #'s 280-331, in the spring and summer of 1959. This batch of GP9's was initially assigned to priority transcontinental freight service but they were bumped to less glamorous work when higher horsepower units arrived on the system. Number 297 models the Milwaukee's "Billboard" paint scheme.

ROAD NUMBER SPECIFIC FEATURES:

- **#282** As-delivered paint scheme, number plate, dynamic brakes, snowplow and dual horns
- **#297** "Billboard" paint scheme, number plate, dynamic brakes, snowplow and dual horns
- **#316** As-delivered paint scheme, number plate, dynamic brakes, snowplow and dual horns

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Great Northern



GP9, GN #682
 GP9, GN #683
 GP9, GN #688
 GP9, GN #690

without Sound	with Sound
ATHG82274	ATHG82374
ATHG82275	ATHG82375
ATHG82276	ATHG82376
ATHG82283	ATHG82383

GN FEATURES:

- Winterization hatch with horn mounted on top
- Long hood-forward operation
- "Nail" style antenna
- GN style fuel tank skirts

In 1967, Great Northern introduced a new paint scheme, consisting of blue, white, and dark grey-green. Known as the Big Sky Blue scheme, it took its name from an unofficial nickname for the state of Montana. Several of GN's GP9 locos received the treatment as depicted here.

In 1970, GN was merged with the other Hill roads to form Burlington northern; however, the Big Sky Blue painted units survived for some time after with a simple BN patch.

ROAD NUMBER SPECIFIC FEATURES:

- **#682** Snowplows on both ends, non-dynamic, bell mounted center of long hood
- **#683** Snowplows on both ends, non-dynamic, bell mounted center of long hood
- **#688** Dynamic brakes, bell mounted on long hood
- **#690** Dynamic brakes, bell mounted on long hood

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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

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 tube” air tanks mounted on the roof.

Many railroads chose to rebuild their GP7s and GP9s for continued service. Often times, it was cheaper to do this rather than purchasing brand-new locomotives.

GP9 SERIES LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Drop steps unless noted
- Lift rings
- Windshield wipers
- See-through cab windows
- 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
- Body-mounted McHenry® operating scale knuckle couplers
- 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, 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
- 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 model for safe storage
- Minimum radius: 18” — Recommended radius: 22”



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