



HO GP7/GP9 Diesel Locomotive

Announced 11.27.15
Orders Due: 12.29.15

ETA: October 2016

Santa Fe



Era: 1961+

Without Sound

ATHG64048

HO GP7, SF #2789

ATHG64049

HO GP7, SF #2790

With Sound

ATHG64248

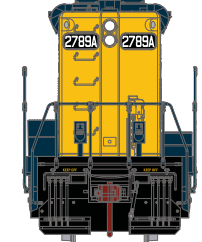
HO GP7 w/DCC & Sound, SF #2789

ATHG64249

HO GP7 w/DCC & Sound, SF #2790

A-UNIT FEATURES:

- "Canvas" style sunshades – cab unit only
- Two roof-mounted single chime air horns – cab unit only
- Cab roof-mounted ground plane antenna
- Santa Fe only modified side skirt-first time in HO scale



Era: 1961+

Without Sound

ATHG64050

HO GP7B, SF #2789A

ATHG64051

HO GP7B, SF #2790A

With Sound

ATHG64250

HO GP7B w/DCC & Sound, SF #2789A

ATHG64251

HO GP7B w/DCC & Sound, SF #2790A

B-UNIT FEATURES:

- Santa Fe only GP7B, with matching cab units - first time in HO scale
- Santa Fe only modified side skirt-first time in HO scale

w/o Sound \$189.98 SRP With **Tsunami** Sound \$289.98 SRP

These items are subject to Horizon's MAP policy



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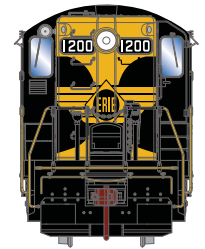


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ERIE



Era: 1950+

Without Sound

ATHG62571	HO GP7, ERIE #1200
ATHG62572	HO GP7, ERIE #1209
ATHG62573	HO GP7, ERIE #1215
ATHG62574	HO GP7, ERIE #1225

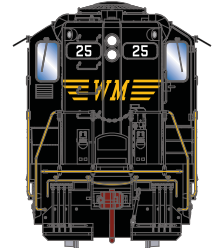
With Sound

ATHG62771	HO GP7 w/DCC & Sound, ERIE #1200
ATHG62772	HO GP7 w/DCC & Sound, ERIE #1209
ATHG62773	HO GP7 w/DCC & Sound, ERIE #1215
ATHG62774	HO GP7 w/DCC & Sound, ERIE #1225

ERIE FEATURES:

- #1200
 - Phase 1 body
 - "Barrel" type front and rear lights
 - Correct Erie RR long hood grab iron configuration
 - Never before produced
- #1209, 1215
 - Phase 2 body
 - Tall and short engine doors
 - Correct Erie RR long hood grab iron configuration
 - Dynamic brakes
- #1225
 - Phase 2 body
 - Correct Erie RR long hood grab iron configuration

Western Maryland



Era: 1954+

Without Sound

ATHG62583	HO GP9, WM #25
ATHG62584	HO GP9, WM #34
ATHG62585	HO GP9, WM #36
ATHG62586	HO GP9, WM #43

With Sound

ATHG62783	HO GP9 w/DCC & Sound, WM #25
ATHG62784	HO GP9 w/DCC & Sound, WM #34
ATHG62785	HO GP9 w/DCC & Sound, WM #36
ATHG62786	HO GP9 w/DCC & Sound, WM #43

WM FEATURES:

- #25
 - Phase 1 body
 - Correct GP7 style handrails
 - Original unmodified side skirt
 - Dynamic brakes
 - Dual air horns
 - Winterization hatch
- #34,36
 - Phase 2 body
 - Railroad modified side skirt
 - Dynamic brakes
 - Dual air horns
 - Winterization hatch
- #43
 - Phase 3 (early) body
 - Dynamic brakes
 - Dual air horns
 - Winterization hatch

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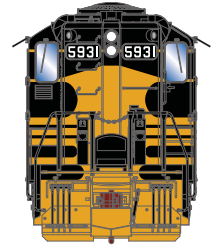


HO GP7/GP9 Diesel Locomotive

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Rio Grande*



Era: 1956+

Without Sound

ATHG64052	HO GP9, D&RGW #5931
ATHG64053	HO GP9, D&RGW #5943
ATHG64054	HO GP9, D&RGW #5951
ATHG64055	HO GP9, D&RGW #5952

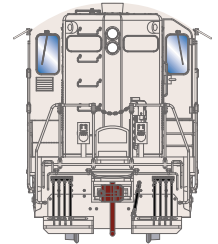
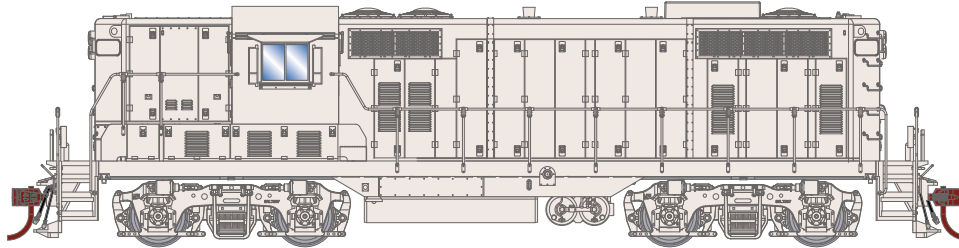
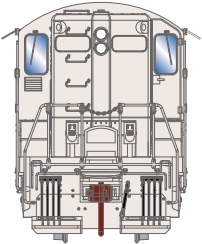
With Sound

ATHG64252	HO GP9 w/DCC & Sound, D&RGW #5931
ATHG64253	HO GP9 w/DCC & Sound, D&RGW #5943
ATHG64254	HO GP9 w/DCC & Sound, D&RGW #5951
ATHG64255	HO GP9 w/DCC & Sound, D&RGW #5952

DRGW FEATURES:

- #5931
- Phase 2 body
- Additional grab iron both ends per prototype

Undecorated



Without Sound

ATHG62403	HO GP7 Phase I, Undecorated
ATHG62404	HO GP7 Phase II w/o db, Undecorated
ATHG62405	HO GP7 Phase II w/db, Undecorated
ATHG62406	HO GP7 Phase III, Undecorated

With Sound

ATHG62603	HO GP7 Phase I w/DCC & Sound, Undecorated
ATHG62604	HO GP7 Phase II w/o db w/DCC & Sound, Undecorated
ATHG62605	HO GP7 Phase II w/db w/DCC & Sound, Undecorated
ATHG62606	HO GP7 Phase III w/DCC & Sound, Undecorated

UNDEC FEATURES:

- Detail parts in polybag
- Right and left ratchet brake
- Air horn (2)
- Winterization hatch
- PH I is non dynamic
- PH III to include dynamic and non dynamic hatches

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* Union Pacific Licensed Product



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All Road Names

LOCOMOTIVE FEATURES:

- Front and rear MU catch boxes with footboard
- MU hoses
- Trainline hose
- Coupler cut levers
- Drop steps unless noted
- MU stands
- "Nub" style walkway tread
- Bell located behind the right front step
- Fine-scale handrails for scale appearance
- Wire grab irons
- Lift rings
- Windshield wipers
- Full cab interior
- See through cab windows
- Etched metal radiator intake grilles and fan grilles
- Two exhaust stacks and plates
- 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"

SOUND EQUIPPED MODELS ALSO FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami 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."

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