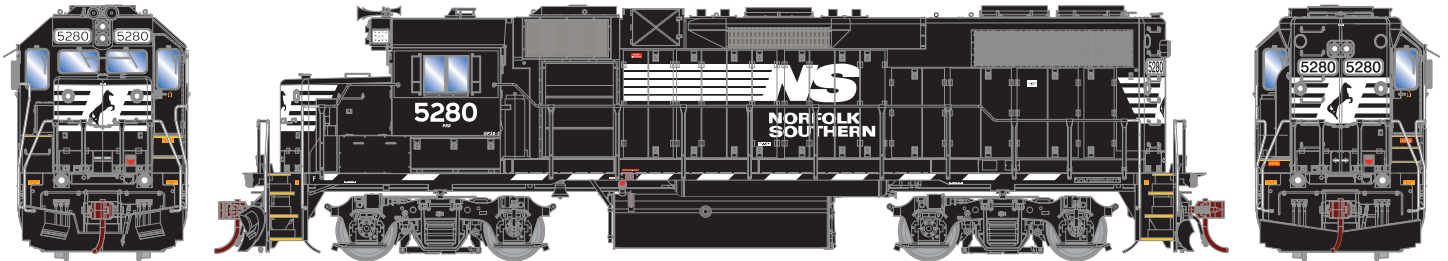
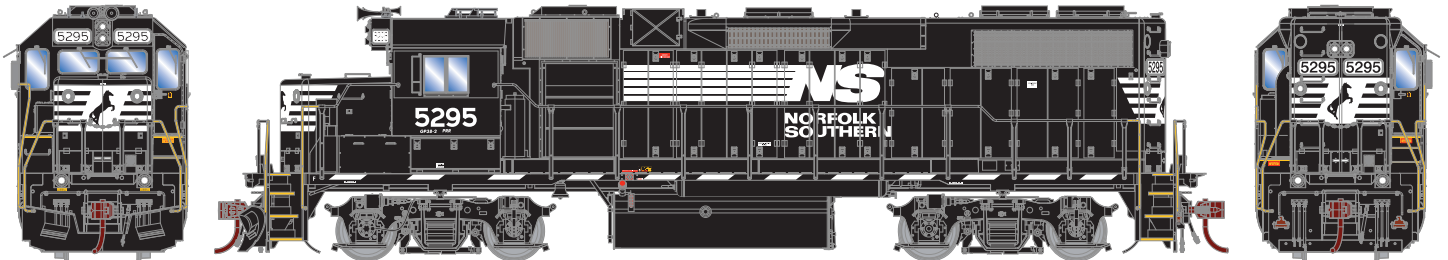


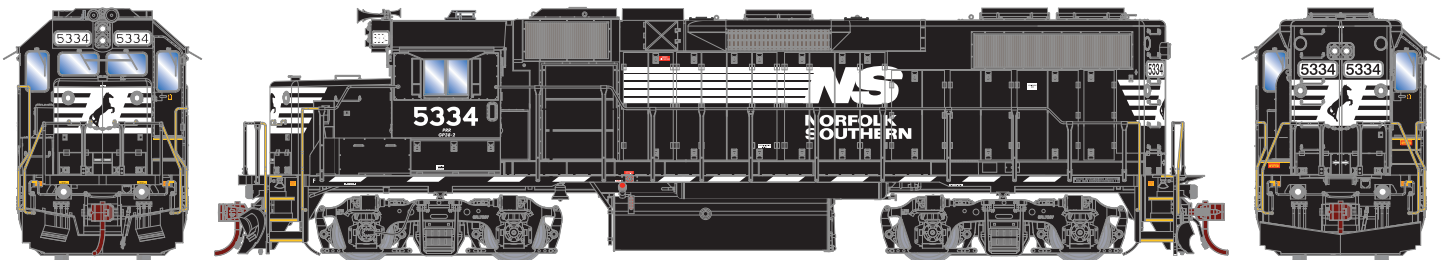
Norfolk Southern



Era: Early 2000's+



Era: Early 2000's+



Era: Early 2000's+

	<b>without Sound</b>	<b>with Sound</b>	<b>NS FEATURES:</b>	
GP38-2, NS #5280	ATHG71726	ATHG71826	• Lighted class lights	• Lighted number boards
GP38-2, NS #5295	ATHG71727	ATHG71827	• Leslie 3-chime horn	• Forward and rear ditch lights
GP38-2, NS #5334	ATHG71728	ATHG71828	• Short fuel tank	• Sinclair antenna
			• Small front EMD plow	

After the split of Conrail in 1999, both CSX and NS received former CR GP38-2's as part of the deal. NS began to patch them into their number series. Some also received full repaints while keeping their CR features such as small EMD front plow, front and rear ditch lights, and cab signal box. Another unique feature were the original installed class lights on both ends, when most railroads had theirs removed.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#5280** Ex-CR #8077, mid phase w/ chicken wire grilles, drop steps on both ends, squared paper air filter box, rear "weedcutter" plow, 4 stack exhaust, Blomberg M trucks
- **#5295** Ex-CR #8100, mid phase w/ chicken wire grilles, drop steps on both ends, squared paper air filter box, standard 2 stack exhaust, Blomberg M trucks
- **#5334** Ex-CR #8166, late phase w/ corrugated grilles, front anticlimber and rear drop step, rear "weedcutter" plow, angled paper air filter box, flush 2 stack exhaust, Blomberg B trucks

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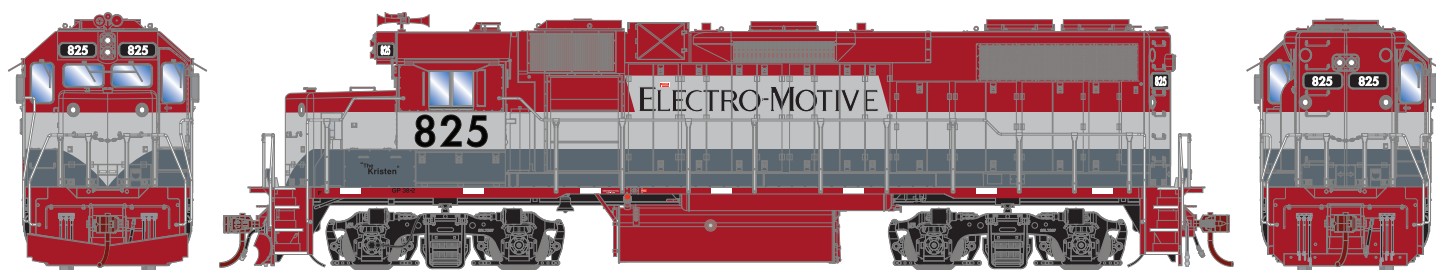
**EMD Lease**



Era: 1990's+



Era: 1990's+



Era: 1990's+

	<b>without Sound</b>	<b>with Sound</b>	<b>EMDX FEATURES:</b>	
GP38-2, EMDX OLS #788	ATHG71729	ATHG71829	• Built as Penn Central	• Lighted class lights
GP38-2, EMDX #813	ATHG71730	ATHG71830	• Lighted number boards	• Correct horn per road number
GP38-2, EMDX #825	ATHG71731	ATHG71831	• Short fuel tank	• Sinclair antenna

After their initial lease expired, many CR GP38-2's were returned to EMD which in turn leased them back to other railroads. While quite a few were simply patched, a batch got the full "EMD Lease" paint treatment. During the 1990's, these could be found on just about any railroad. #788 was painted into a very unique Operation Livesaver scheme.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#788** Ex-CR #7988, mid phase w/ chicken wire grilles, Operation Livesaver, Leslie 3-chime horn, front small EMD plow, rear "Weedcutter" plow, unique scheme
- **#813** Ex-CR #8013, mid phase w/ chicken wire grilles, 4-stack exhaust, Nathan 3-chime horn, front small EMD plow, rear "Weedcutter" plow, black fuel/air tanks, small cab numbers
- **#825** Ex-CR #8025, mid phase w/ chicken wire grilles, Nathan 3-chime horn, front "Weedcutter" plow, maroon fuel/air tanks, large cab numbers, named "The Kristen"

**\$229.99 w/o SOUND | \$329.99 w/ Tsunami2 SOUND**

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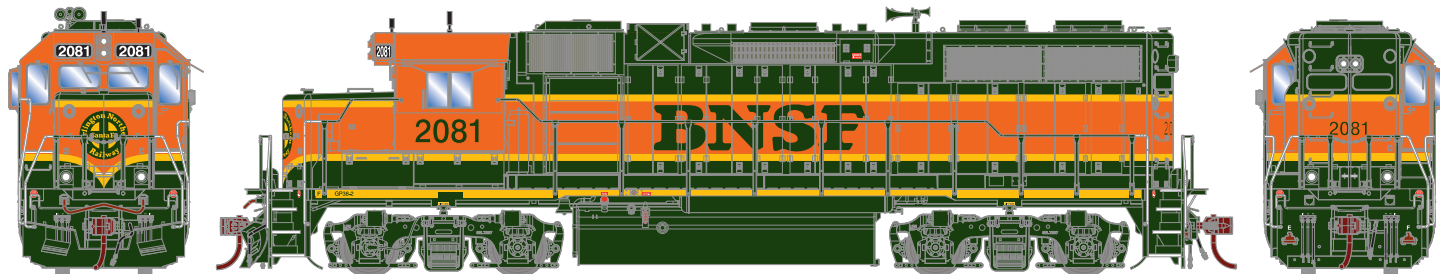
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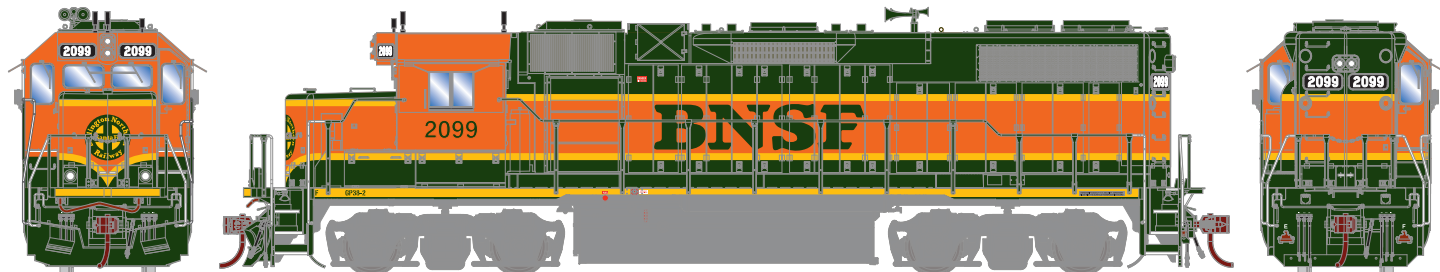


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**BNSF**



Era: Late 1990's - Early 2000's



Era: Late 1990's to 2000's +



Era: Late 1990's to 2000's +

- |                    |                      |                   |                           |                                     |
|--------------------|----------------------|-------------------|---------------------------|-------------------------------------|
| GP38-2, BNSF #2081 | <b>without Sound</b> | <b>with Sound</b> | <b>BNSF FEATURES:</b>     |                                     |
| GP38-2, BNSF #2099 | ATHG71732            | ATHG71832         | • 4-stack exhaust         | • Small and large Sinclair antennas |
| GP38-2, BNSF #2277 | ATHG71733            | ATHG71833         | • Etched cab side mirrors | • 3600 gallon fuel tank             |
|                    | ATHG71734            | ATHG71834         | • Blomberg-M trucks       |                                     |

Once the Burlington Northern and Santa Fe railroads merged in 1996, several new paint schemes were attempted, including variations on the Superfleet and Great Northern schemes. After some deliberation, BNSF 2099 was repainted in 1996 into what would be known as the "Heritage I" scheme. Being that it was the first unit painted, it exhibited a major difference from later repaints in that it had a silver underframe- future units in this scheme, other than the Dash 9-44CWs, would have green underframes.

**ROAD NUMBER SPECIFIC FEATURES:**

- #2081 Early body / wide fans, headlight on cab
- #2099 Early body / close fans, headlight on cab, silver underframe
- #2277 Early body / close fans, headlight on nose

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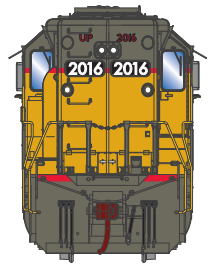
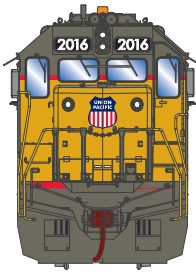
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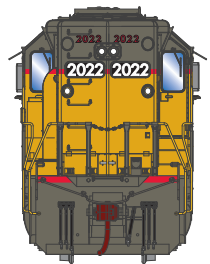


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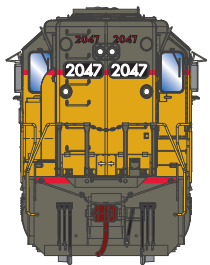
## Union Pacific\*



Era: 1980's+



Era: 1980's+



Era: 1980's+

GP38-2, UP #2016  
 GP38-2, UP #2022  
 GP38-2, UP #2047

**without Sound**  
 ATHG71735  
 ATHG71736  
 ATHG71737

**with Sound**  
 ATHG71835  
 ATHG71836  
 ATHG71837

- UP FEATURES:**
- Newly tooled roof conduit and coupler levers
  - Lighted class lights
  - Leslie 3-chime horn
  - Large fuel tank
  - Truck mounted re-railers
  - Lighted number boards
  - Xenon beacon
  - Firecracker antenna

UP's initial order for GP38-2's in 1974 for 40 units (#2000-2039) ushered a new batch of road switchers for the carrier. This first order included the common regular EMD steps, Beacon, Canvas style sun shades, and large front EMD plow. UP went back the following year and ordered 20 more. The second batch had switcher steps which gave them a distinct different look. By the late 1970's, UP started to adopt a larger font name on the sides of their locomotives. One of the most notable detail changes was the horn being moved to the front roof of the cab and a piping conduit running along the roof of the unit. We have added this feature including UP's modified coupler levers on both ends and the pilot mounted lifting lugs. These were originally assigned to the Pacific Northwest, but could be found all over the system. Most of these are still earning revenue for UP today.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#2016** 1980's repaint, larger lettering along the hood, numbers on the cab, regular EMD steps
- **#2022** 1980's repaint, larger lettering and numbers along the hood, UP shield on the cab, regular EMD steps
- **#2047** 1980's repaint, larger lettering and numbers along the hood, UP shield on the cab, switcher style EMD steps

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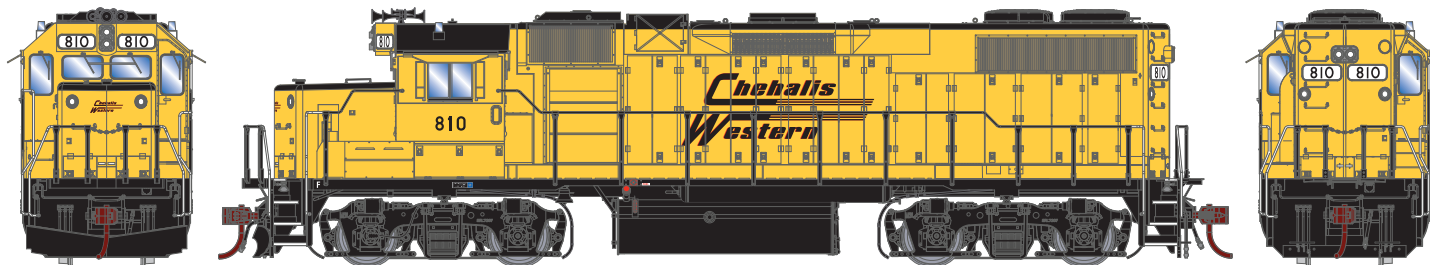
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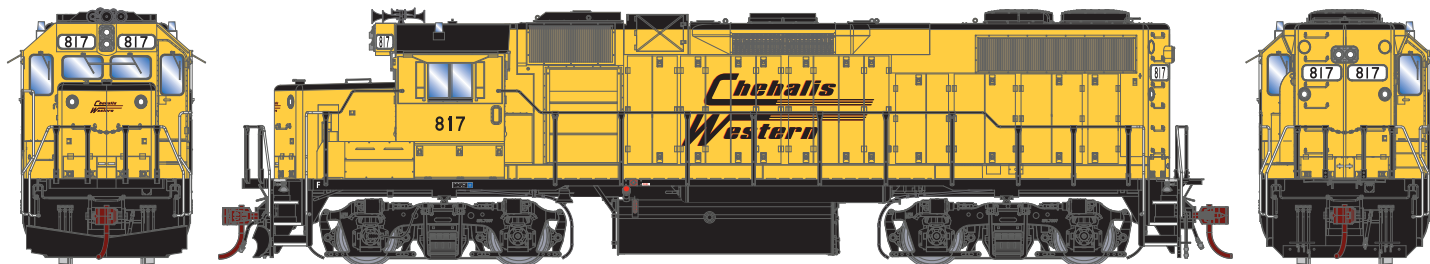
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\* Union Pacific Licensed Product

## Chehalis Western



Era: 1981+



Era: 1981+

GP38-2, CWWR #810  
GP38-2, CWWR #817

<b>without Sound</b>	<b>with Sound</b>
ATHG71738	ATHG71838
ATHG71739	ATHG71839

**CWWR FEATURES:**

- Lighted class lights
- Leslie 5-chime horn
- Small fuel tank
- Late phase body with Q fans
- 88" Nose
- Lighted number boards
- Dual Xenon beacons
- "Weedcutter" front plow
- Corrugated grilles

The Chehalis Western was a Weyerhaeuser-owned class III shortline based out of Chehalis WA. The railroad originally ran from Chehalis to Ruth, WA, once Milwaukee Road trackage. The primary commodity was logs and other wood products. They purchased four new GP38-2's from EMD in 1981. Operations ceased in 1992, and the locos were sold off for further service on Golden Triangle Railroad and De Queen and Eastern Railroad.

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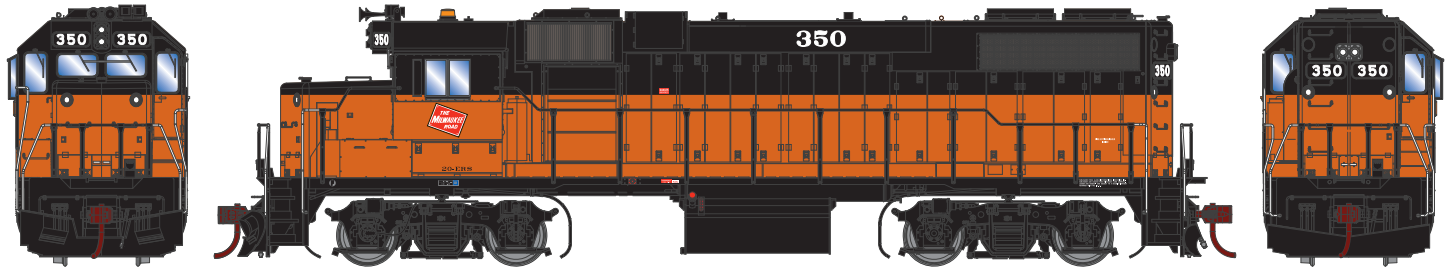
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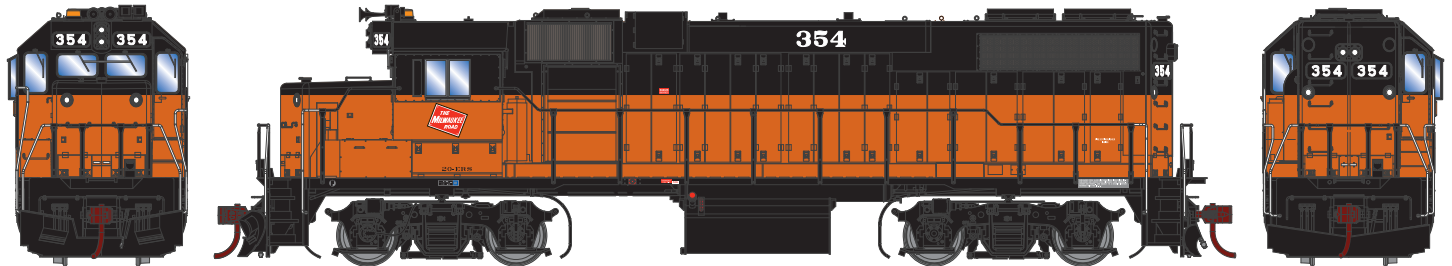


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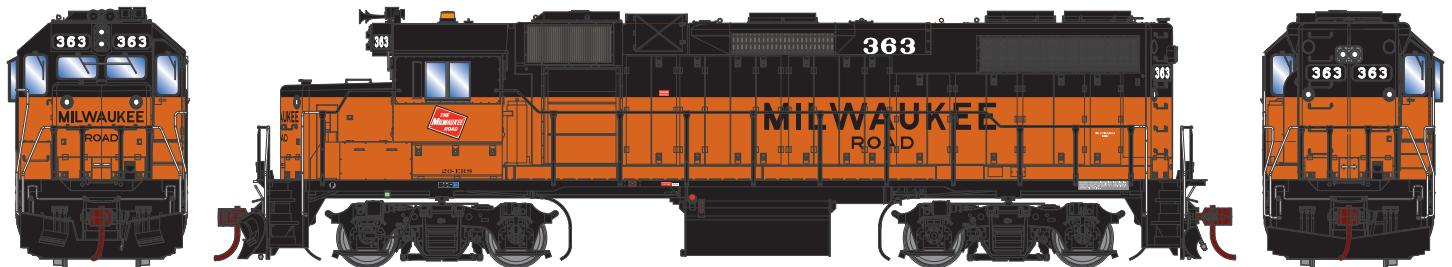
## Milwaukee Road



Era: 1973-1978



Era: 1973-1978



Era: 1978-1986

GP38-2, MILW #350  
 GP38-2, MILW #354  
 GP38-2, MILW #363

<b>without Sound</b>	<b>with Sound</b>
ATHG71740	ATHG71840
ATHG71741	ATHG71841
ATHG71742	ATHG71842

**MILW FEATURES:**

- New solid, (No chains) front and rear handrails
- 1,700 Gallon Fuel Tank
- All Weather cab windows
- Front and rear snow plows
- Beacons where appropriate
- Cab Vents
- Roof-mounted Prime Electric bell

In the early 1970's the Milwaukee Road found that it needed to replace their aging fleet of low-horsepower switching units due to the rising costs of maintenance. They intended to replace them with their GP9's. But they needed replacements for the GP9's in local service so they purchased two groups of new EMD GP38-2's. The first group, #'s 350-355 were built in June 1973 without dynamic brakes. The 2nd group came in the fall of 1974 with dynamic brakes and were assigned to their western extension until it was embargoed and then abandoned in 1980.

**ROAD NUMBER SPECIFIC FEATURES:**

- #350 Non-dynamic brake hatch, beacon, early cut levers, no notch pilots
- #354 Non-dynamic brake hatch, beacon, early cut levers, no notch pilot
- #363 Billboard style lettering, dynamic brake hatch, beacon, late coupler cut levers, notched pilot

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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

By the early 1970s, many first generation diesels were reaching the end of their service lives. The most common replacement locomotive became the GP38-2. EMD began production of the 16-cylinder, non-turbocharged, 2000 horsepower engine in 1972. Unlike the GP38's engine, which drove a generator to supply power to the traction motors, the GP38-2s prime mover drove an alternator which produced AC electrical current that was rectified to DC to power the four traction motors. Another major change for the GP38-2 was the introduction of the "dash 2" modular electrical cabinet. For more than 40 years, the GP38-2 has worked main line freights, locals, switching jobs, yard service, helpers, snow fighting trains, and hump power. Many remain in service today.

### GP38-2 SERIES LOCOMOTIVE FEATURES:

- Operating Class Lights
- 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
- 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



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