



HO GP40-2L/W Diesel Locomotive

Announced 04.22.16
Orders Due: 05.27.17

Canadian National

ETA: February 2017



Era: 1990s+

Without Sound

ATHG40908

HO GP40-2L , CN North America #9468

ATHG40909

HO GP40-2L , CN North America #9551

With Sound

ATHG40958

HO GP40-2L w/DCC & Sound, CN North America #9468

ATHG40959

HO GP40-2L w/DCC & Sound, CN North America #9551



Era: 2000s+

Without Sound

ATHG40910

HO GP40-2L , CN Web Address #9544

ATHG40911

HO GP40-2L , CN Web Address #9591

With Sound

ATHG40960

HO GP40-2L w/DCC & Sound, CN Web Address #9544

ATHG40961

HO GP40-2L w/DCC & Sound, CN Web Address #9591

CN FEATURES:

- Late CN GP40-2L body with comfort cab, ribbed anticlimber, & extra rear louvers
- Single rear light
- Short Canadian ECAFB
- Snow shields
- Airchime K3 horn
- Large & small Sinclair antennas
- Cab mirrors
- 3600 gallon fuel tank with waste retention tank
- Operating Canadian style ditch lights; modeler-installed scale dummy ditch lights included
- CN style plow
- Cab mounted bell
- Spare knuckles on brackets
- Blomberg-M trucks

While many CN GP40-2Ls have been sold to other railroads, others have remained on the roster long enough to be repainted into more modern schemes. CN 9468 & 9551 represent GP40-2Ls that were repainted into the short-lived North America map scheme. CN 9544 & 9591 represent locomotives that received the modern CN web address logo. All four engines are unique in real life, and we have researched every detail to accurately reproduce them in our Genesis line.

w/o Sound \$169.98_{SRP} With SoundTraxx Sound \$269.98_{SRP}
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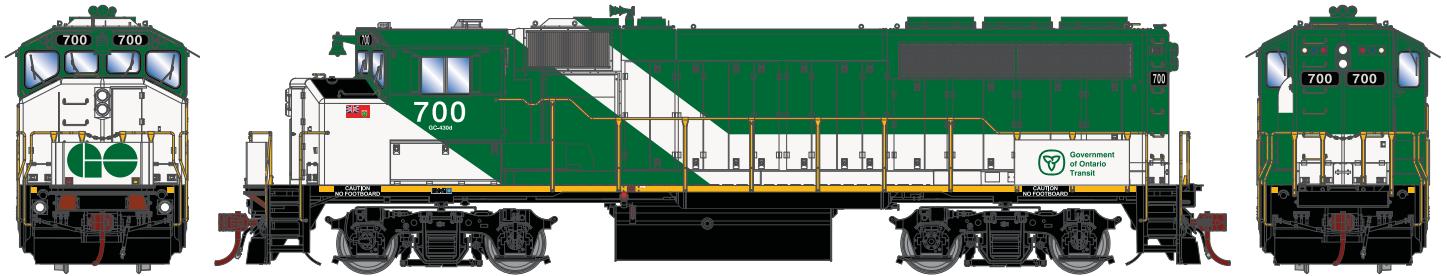


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GO Transit



Era: 1980s-early 1990s+

Without Sound

ATHG40932	HO GP40-2W, GO Transit #700
ATHG40933	HO GP40-2W, GO Transit #704
ATHG40934	HO GP40-2W, GO Transit #706
ATHG40935	HO GP40-2W, GO Transit #707

With Sound

ATHG40982	HO GP40-2W w/DCC & Sound, GO Transit #700
ATHG40983	HO GP40-2W w/DCC & Sound, GO Transit #704
ATHG40984	HO GP40-2W w/DCC & Sound, GO Transit #706
ATHG40985	HO GP40-2W w/DCC & Sound, GO Transit #707

Created in 1967, The Government of Ontario Transit system, known today as GO Transit, has served the southern region of Ontario, Canada, with a variety of passenger equipment. To supplement the 8 GP40TC locomotives purchased in 1966, GO Transit purchased 11 GP40-2W locomotives from GMDD in 1973 & 1975. The engines feature distinctive logo plates on the front and sides, as well as head-end power connections front and rear. The prototypes for our model are modernized units that were operating in the 1980's, equipped with ditch lights and

GOT FEATURES:

- Late GO GP40-2W body with comfort cab, ribbed anticlimber, & HEP beams
- Vertical double rear light
- Non-dynamic brake hatch with power assembly access doors
- Short Canadian ECAFB
- Airchime K3 horn on bracket
- Large & small Sinclair antennas
- Cab mirrors
- 2600 gallon fuel tank
- GO Transit rock plow
- Cab mounted bell
- Blomberg-M trucks

having relocated horns. These engines are a perfect match for our Bombardier Bi-Level commuter cars in the original GO Transit paint scheme. Since they were not equipped to supply head-end power, they were often run with converted F7 A & B units, which were rebuilt to act as HEP cars.

Iowa Northern Railway



Era: 2000s+

Without Sound

ATHG40936	HO GP40-2L, IANR #4001
ATHG40937	HO GP40-2L, IANR #4002
ATHG40938	HO GP40-2L, IANR #4003

With Sound

ATHG40986	HO GP40-2L w/DCC & Sound, IANR #4001
ATHG40987	HO GP40-2L w/DCC & Sound, IANR #4002
ATHG40988	HO GP40-2L w/DCC & Sound, IANR #4003

The Iowa Northern Railway (IANR) was incorporated in 1984, and operates 163 miles of track. Recently, they acquired several second-hand GP40-2L units from CN. These locomotives were repainted into IANR's current scheme, which resembles the original Canadian Pacific maroon & grey scheme. With trackage rights over portions of both UP & CP, these locomotives are common sights in interchange service throughout the northern Iowa area.

IANR FEATURES:

- Late CN GP40-2L body with comfort cab, ribbed anticlimber, & extra rear louvers
- Single rear light
- Short Canadian ECAFB
- Snow shields
- Airchime K3 horn
- Large & small Sinclair antennas
- Cab mirrors
- 3600 gallon fuel tank with waste retention tank
- Operating Canadian style ditch lights
- Retrofitted MU receptacles
- CN style plow
- Cab mounted bell
- Spare knuckles on brackets
- Blomberg-M trucks

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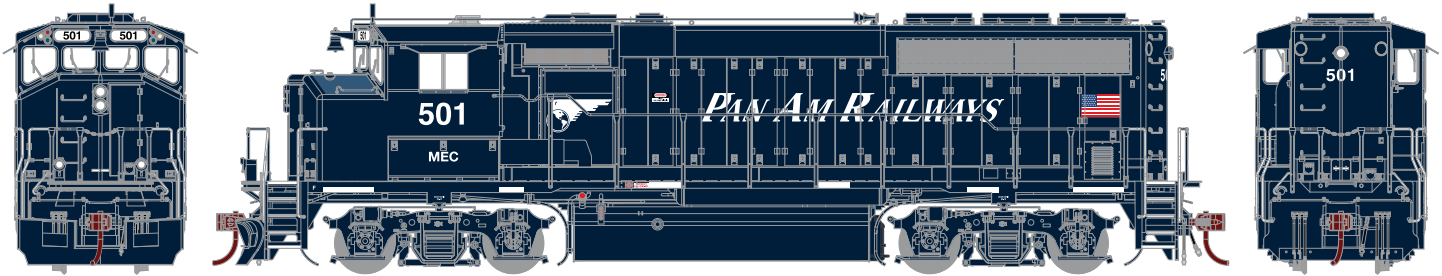


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Pan Am Railway



Era: 2000s+

Without Sound

ATHG40943	HO GP40-2L, MEC/Pan Am #501
ATHG40944	HO GP40-2L, MEC/Pan Am #504
ATHG40945	HO GP40-2L, MEC/Pan Am #505
ATHG40946	HO GP40-2L, MEC/Pan Am #506

With Sound

ATHG40993	HO GP40-2L w/DCC & Sound, MEC/Pan Am #501
ATHG40994	HO GP40-2L w/DCC & Sound, MEC/Pan Am #504
ATHG40995	HO GP40-2L w/DCC & Sound, MEC/Pan Am #505
ATHG40996	HO GP40-2L w/DCC & Sound, MEC/Pan Am #506

Repainted from their former Guilford colors, Pan Am Railways operates several GP40-2L locomotives in the dark blue scheme. Carrying Maine Central reporting marks, they can be found operating throughout the northeast.

PAN AM FEATURES:

- Late CN GP40-2L body with comfort cab, ribbed anticlimber, & extra rear louvers
- Single rear light
- Short Canadian ECAFB
- Snow shields
- Airchime K3 horn
- Large & small Sinclair antennas
- Cab mirrors
- 3600 gallon fuel tank with waste retention tank
- Operating Canadian style ditch lights
- Retrofitted MU receptacles
- Rear ditch lights included in poly bag
- CN style plow
- Cab mounted bell
- Spare knuckles on brackets
- Blomberg-M trucks
- 501 & 506: Without nose logo
- 504 & 505: With nose logo

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All Road Names

LOCOMOTIVE FEATURES:

- 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
- Coupler cut levers
- MU hoses
- Trainline hose
- See through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- Windshield wipers
- Lift rings
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- 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
- Incandescent bulbs for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage

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 (Flashing ditch lights, beacon, etc)
- 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

The EMD GP40-2 is a 4-axle diesel road switcher locomotive built by General Motors Electro-Motive Division as part of its Dash 2 line between April 1972 and December 1986. The locomotive's power was provided by an EMD 645E3 16-cylinder engine which generated 3,000 horsepower.

Standard GP40-2 production totalled 861 units, with 817 built for U.S. railroads, and 44 for Mexican roads. In addition, three GP40P-2s, passenger versions of the GP40-2, were built for Southern Pacific in 1974, and 279 GP40-2L(W) and GP40-2(W) units, equipped with wide-nosed cabs, were built by General Motors Diesel (GMD), for Canadian National and GO Transit between 1974 and 1976. Of the CN units, 233 were built with a taller and lighter frame to allow for a larger fuel tank. These units were officially classified GP40-2L but are commonly referred to as GP40-2L(W). The balance of CN's fleet, 35 units, and the 11 unit GO Transit fleet, used standard frames and smaller fuel tanks; they are often referred to as GP40-2(W) but are classified as GP40-2.

Like the SD40-2 the GP40-2 has a reputation for reliability, and many are still in use. Changes such as the modular electronics system improved reliability over the GP40. Their high power-per-axle rating suited them to high-speed service rather than low-speed drag freights.

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