



HO GP38-2 Diesel Locomotive

BNSF Railway

Announced 9.29.17
Orders Due: 10.27.17

ETA: September 2018



Era: 2012+

Without Sound

- ATHG65675 HO GP38-2, BNSF/Wedge #2079
- ATHG65676 HO GP38-2, BNSF/Wedge #2273
- ATHG65677 HO GP38-2, BNSF/Wedge #2376

With Sound

- ATHG65775 HO GP38-2 w/DCC & Sound, BNSF/Wedge #2079
- ATHG65776 HO GP38-2 w/DCC & Sound, BNSF/Wedge #2273
- ATHG65777 HO GP38-2 w/DCC & Sound, BNSF/Wedge #2376

BNSF FEATURES:

- Illuminated front & rear ditch lights
- Updated body with no class lights or numberboards
- Blanked cab headlight; headlight moved to nose per prototype
- 4-stack liberated exhaust
- Etched cab mirrors
- Nose vent
- Spare knuckles on rear pilot
- Built out cab doors
- Retrofitted with E-bell
- Electronic parking brake



#2079:

- Former BN unit
- Phase I body with widely-spaced fans & chickenwire grills
- Early dynamic brakes
- RS3L Horn on long hood
- RV style air conditioners positioned per prototype
- No cab armrests
- Large & small Sinclair antennas on ground planes
- Separate modeler-installed retention tank included in poly bag*
- Front & Rear MU receptacles with MU cables
- Blomberg-M trucks

#2273:

- Former BN unit
- Phase Ia body with closely-spaced fans & chickenwire grills
- Early dynamic brakes
- RS3L Horn on long hood
- Large & small Firecracker antennas
- Two separate modeler-installed RV style air conditioners included (these were added at a later date)
- Separate modeler-installed retention tank included in poly bag*
- Front & Rear MU receptacles with MU cables
- Blomberg-M trucks

#2376:

- Former TP&W unit
- Phase II body with closely-spaced fans & corrugated grills
- Pointed anticlimber
- Extra jacking pads
- No dynamic brakes
- Bracket-mounted RS3L horn on long hood
- "BNSF green" air conditioner
- Setup as RCL unit with illuminated strobe light and appropriate warning labels (with flashing effect DCC+Sound version)
- Extensive cab antennas: 4 separate antennas on individual ground planes
- Retention tank
- Front & Rear MU receptacles with MU cables
- Blomberg-B trucks outer brake shoes removed brake shoes

On a large mainline railroad such as the BNSF, there is still a home for smaller, reliable, utilitarian locomotives that can fill in on branch line, secondary or transfer assignments. The GP38-2 is the perfect locomotive for these assignments. The units running on BNSF have widely varying histories, making them all the more interesting to watch.

* Installation of the retention tank on locomotives with the 3600 gallon fuel tank may interfere with truck swivel on tight radius curves; we elected to leave installation up to the modeler.

w/o Sound \$179.98_{SRP} With Tsunami² Sound \$279.98_{SRP}
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HO GP38-2 Diesel Locomotive

Canadian Pacific

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Era: 2000+

Without Sound

- ATHG65682 HO GP38-2, CPR #4432
- ATHG65683 HO GP38-2, CPR #4433
- ATHG65684 HO GP38-2, CPR #4407

With Sound

- ATHG65782 HO GP38-2 w/DCC & Sound, CPR #4432
- ATHG65783 HO GP38-2 w/DCC & Sound, CPR #4433
- ATHG65784 HO GP38-2 w/DCC & Sound, CPR #4407

CP FEATURES:

- Phase II body with closely-spaced fans & corrugated grills
- Operating front & rear ditch lights
- Pointed anticlimber
- No dynamic brakes
- New body & nose with no class lights
- All weather window
- Large & small firecracker antennas
- Nose vent
- Large snowplow
- Spare knuckles on rear pilot
- Built out cab doors
- Winterization Hatch
- Nathan P-3 horn on long hood

- #4432, 4433:
- Painted in latest Canadian Pacific scheme. Both road numbers feature different position of lettering on long hood.



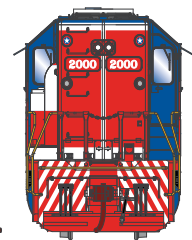
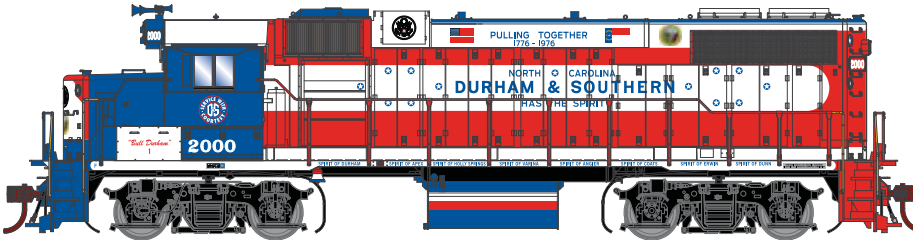
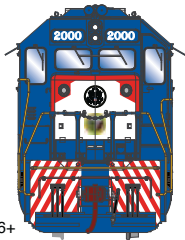
Era: 1998+

#4407

- Painted in late CP Rail scheme with no multimark logo

These former SOO line units are still earning their keep for their new owner. Often paired with units still wearing the SOO line scheme, these GP38-2s can be found all over the CP system.

Durham & Southern



Era: 1976+

Without Sound

- ATHG65678 HO GP38-2, D&S/Bicentennial #2000

With Sound

- ATHG65778 HO GP38-2 w/DCC & Sound, D&S/Bicentennial #2000

D&S FEATURES:

The Durham & Southern railroad ran from Dunn to Durham, North Carolina. The railroad later became part of the Seaboard Coast Line railroad. In December of 1972, the D&S ordered 4 EMD GP38-2 locomotives, numbers 2000-2003, which came painted in the road's attractive black & white scheme. Later, D&S 2000 was repainted into a dazzling red, white & blue scheme to celebrate the nation's bicentennial.

#2000:

- Painted in bicentennial scheme

* Due to motor location/fuel tank mounting limitations on the underframe, we could not mount the fuel tank as far forward as on the prototype.

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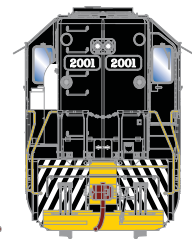
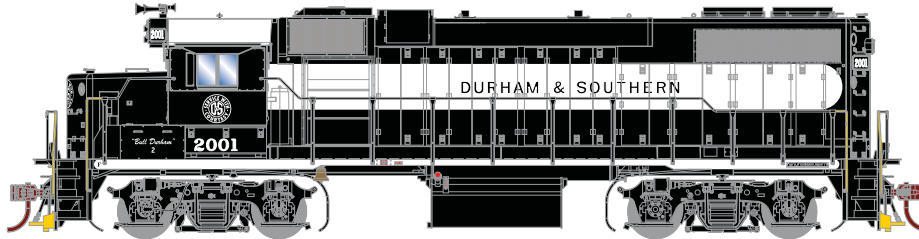


HO GP38-2 Diesel Locomotive

Durham & Southern (Continued)

Announced 9.29.17
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ETA: September 2018



Era: 1972+

Without Sound

ATHG65679 HO GP38-2, Black & White/ D&S #2001
 ATHG65680 HO GP38-2, Black & White/ D&S #2002
 ATHG65681 HO GP38-2, Black & White/ D&S #2003

With Sound

ATHG65779 HO GP38-2 w/DCC & Sound, Black & White/D&S #2001
 ATHG65780 HO GP38-2 w/DCC & Sound, Black & White/D&S #2002
 ATHG65781 HO GP38-2 w/DCC & Sound, Black & White/D&S #2003

D&S FEATURES:

- Phase Ia body with closely-spaced fans & chickenwire grills
- No dynamic brakes
- Whip antenna
- Leslie RS3L horn on number board
- Small 1700 gallon fuel tank with angled sight glasses*
- Front & rear footboards
- Rerail frog (not shown)
- Blomberg-M trucks

All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 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
- 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.

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

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