



HO FP7 Locomotive

Announced 05.27.16
Orders Due: 06.24.16

Northern Pacific

ETA: April 2017



Era: 1951-1970

Without Sound

ATHG22706 HO FP7A, NP/Passenger #6600

ATHG22707 HO FP7A, NP/Passenger #6601

ALL NP UNITS FEATURE:

- Snowplow pilot
- Winterization hatch
- Animated signal light in DCC
- Back-up light
- Journal boxes as per prototype
- Steam generator and non-dynamic brake detail

With Sound

ATHG22806

HO FP7A w/DCC & Sound, NP/Passenger #6600

ATHG22807

HO FP7A w/DCC & Sound, NP/Passenger #6601

- Full skirts
- Authentic Northern Pacific "Lowey" paint scheme

#6600:

- Tall F3 style radiator fans

#6601:

- Low F7 style radiator fans

w/o Sound \$189.98_{SRP} With **Tsunami2** Sound \$289.98_{SRP}

Pennsylvania



Era: 1958-1971

Without Sound

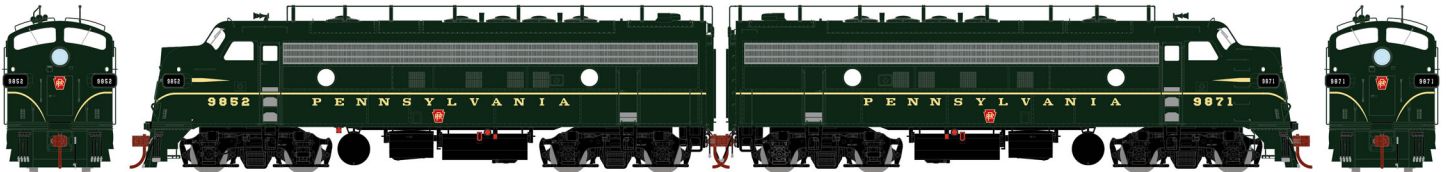
ATHG22708 HO FP7A, PRR/Passenger #9866

With Sound

ATHG22808

HO FP7A w/DCC & Sound, PRR/Passenger #9866

w/o Sound \$189.98_{SRP} With **Tsunami2** Sound \$289.98_{SRP}



Era: 1958-1971

Without Sound

ATHG22709 HO FP7 A/A, PRR/Passenger #9852 #9871

ATHG22710 HO FP7 A/A, PRR/Passenger #9860 #9862

With Sound

ATHG22809

HO FP7 A/A w/DCC & Sound, PRR/Passenger #9852 #9871

ATHG22810

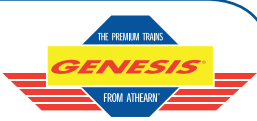
HO FP7 A/A w/DCC & Sound, PRR/Passenger #9860 #9862

ALL PRR UNITS FEATURE:

- Removed side skirts
- PRR "Trainphone" antenna
- PRR unique back-up light placement
- EMD style front and rear lifting lugs
- Nose side grab iron ladder
- Rear grab iron ladder
- Accurate axle journals as per prototype

w/o Sound \$359.98_{SRP} With **Tsunami2** Sound \$519.98_{SRP}

These items are subject to Horizon's MAP policy



HO FP7 Locomotive Chesapeake & Ohio

Announced 05.27.16
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Era: 1958-1971

Without Sound

ATHG22714 HO FP7A, C&O/Passenger #7094

With Sound

ATHG22814 HO FP7A w/DCC & Sound, C&O/Passenger #7094

ALL C&O UNITS FEATURE:

#7094:

- Simplified Blue and Yellow paint
- No dynamic brake
- Steam generator

- Winterization hatch
- Removed fuel tank skirts
- Fuel fills, Sight glass and Emergency fuel cutoff
- Nose side ladder and stirrup step

w/o Sound \$189.98_{SRP} With **Tsunami2** Sound \$289.98_{SRP}



Era: 1958-1971

#8010:

- Simplified Blue and Yellow paint
- Dynamic brakes
- Steam generator
- Winterization hatch
- Removed fuel tank skirts
- Fuel fills, Sight glass and Emergency fuel cutoff
- Nose side ladder and stirrup step

#8500:

- As delivered Blue, Silver and Yellow paint
- Dynamic brakes
- Steam generator
- Winterization hatch
- Full side skirts
- Back-up light both ends

Without Sound

ATHG22715 HO FP7A/F7B, C&O/Passenger #8010 #8500

ATHG22716 HO FP7A/F7B, C&O/Passenger/Freight #8012 #7510

With Sound

ATHG22815 HO FP7A/F7B w/DCC & Sound, C&O/Passenger #8010 #8500

ATHG22816 HO FP7A/F7B w/DCC & Sound, C&O/Passenger/Freight #8012 #7510

#8012:

- Simplified Blue and Yellow paint
- Dynamic brakes
- Steam generator
- Winterization hatch
- Removed fuel tank skirts
- Fuel fills, Sight glass and Emergency fuel cutoff
- Nose side ladder and stirrup step

#7510:

- Simplified Blue and Yellow paint
- Dynamic brakes
- No steam generator
- No winterization hatch
- Yellow fuel tank and side skirts, as per prototype
- Back-up light both ends

w/o Sound \$359.98_{SRP} With **Tsunami2** Sound \$519.98_{SRP}

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HO FP7 Locomotive

Announced 05.27.16
Orders Due: 06.24.16

Burlington Northern

ETA: April 2017



Without Sound

- ATHG22717 HO FP7A, BN/Passenger #9792
- ATHG22718 HO FP7A, BN/Passenger #9794
- ATHG22719 HO FP7A, BN/Freight #726

#9792:

- BN "patched" numbers and paint
- Cut-away side skirts with battery box door and fuel filler detail
- Tall F3 style radiator fans
- Authentic Northern Pacific "Lowey" scheme
- Era 1970-1973

#9794:

- BN "patched" numbers and paint
- Blanked forward porthole, as per prototype
- Cut-away side skirts with battery box door and fuel filler detail
- Low F7 style radiator fans
- Authentic Northern Pacific "Lowey" scheme
- Era 1972-1976

With Sound

- ATHG22817 HO FP7A w/DCC & Sound, BN/Passenger #9792
- ATHG22818 HO FP7A w/DCC & Sound, BN/Passenger #9794
- ATHG22819 HO FP7A w/DCC & Sound, BN/Freight #726

#726:

- Blanked forward porthole, as per prototype
- Cut-away side skirts with battery box door and fuel filler detail
- Low F7 style radiator fans
- Freight service – steam generator removed
- Burlington Northern repainted 1976
- Era 1976-1980

w/o Sound \$189.98_{SRP} With Tsunami² Sound \$289.98_{SRP}

All Railroads

LOCOMOTIVE FEATURES:

- All units are powered
- Factory installed SoundTraxx Tsunami2 sound and DCC decoder
- Tsunami2 sounds are compatible with both DCC and DC operation
- DCC Quick-Plug equipped (without sound only)
- Genesis driveline with dynamically balanced five pole skew wound motor and dual flywheels
- Directional constant lighting
- Separately applied photo etched metal and injection molded detail parts
- Cab interior

The EMD FP7 was a 1,500 horsepower (1,100 kW), B-B dual-service passenger and freight-hauling diesel locomotive produced between June 1949 and December 1953 by General Motors' Electro-Motive Division and General Motors Diesel. Final assembly was at GM-EMD's La Grange, Illinois plant, excepting locomotives destined for Canada, in which case final assembly was at GMD's plant in London, Ontario. The FP7 was essentially EMD's F7A locomotive extended by four feet to give greater water capacity for the steam generator for heating passenger trains.

While EMD's E-units were successful passenger engines, their A1A-A1A wheel arrangement made them less useful in mountainous terrain. Several railroads had tried EMD's F3 in passenger service, but there was insufficient water capacity in an A-unit fitted with dynamic brakes. The Atchison, Topeka and Santa Fe Railway's solution was to

replace the steam generators in A-units with a water tank, and so only fitted steam generators into the B-units. The Northern Pacific Railway's solution was to fit extra water tanks into the first baggage car, and to pipe the water to the engines. The real breakthrough came when EMD recognized the problem and added the stretched FP7 to its catalog.

A total of 381 cab-equipped lead A units were built; unlike the freight series, no cabless booster B units were sold. Regular F7B units were sometimes used with FP7 A units, since they, lacking cabs, had more room for water and steam generators. The FP7 and its successor, the FP9, were offshoots of GM-EMD's highly successful F-unit series of cab unit freight diesels.

F3s, F7s, and F9s equipped for passenger service are not FP-series locomotives, which although similar in appearance have distinctive differences, including but not limited to the greater body length. The extra 4 ft (1.2 m) of length was added behind the first body-side porthole, and can be recognised by the greater distance between that porthole and the first small carbody filter grille. The corresponding space beneath the body, behind the front truck, was also opened up; this either remained an empty space or was filled with a distinctive water tank shaped like a barrel mounted transversely.

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