



HO GP39-2 Diesel Locomotive

Announced 4.28.17
Orders Due: 5.26.17

Missouri Kansas Texas*

ETA: March 2018



Era: 1983-1988

Without Sound

ATHG64517	HO GP39-2 Phase III, MKT #363
ATHG64518	HO GP39-2 Phase III, MKT #365
ATHG64519	HO GP39-2 Phase III, MKT #369
ATHG64520	HO GP39-2 Phase III, MKT #373

With Sound

ATHG64617	HO GP39-2 Phase III w/DCC & Sound, MKT #363
ATHG64618	HO GP39-2 Phase III w/DCC & Sound, MKT #365
ATHG64619	HO GP39-2 Phase III w/DCC & Sound, MKT #369
ATHG64620	HO GP39-2 Phase III w/DCC & Sound, MKT #373

MKT FEATURES:

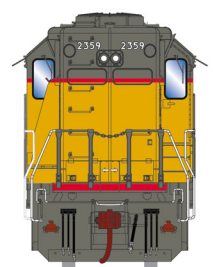
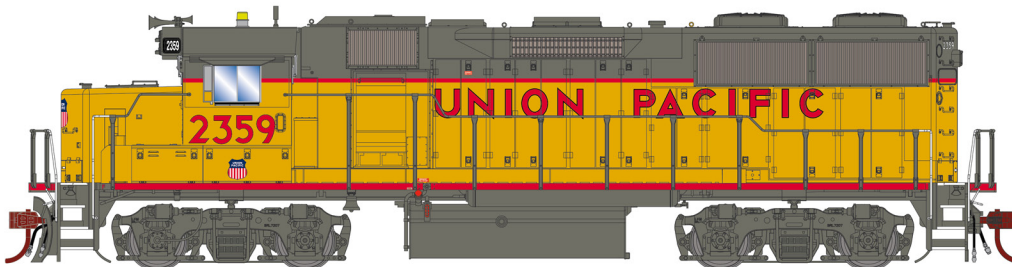
- First time Phase III GP39-2
- Post 02/1983 straight sill walkways and late step wells
- Large radiator grills, widely spaced Q-fans, small exhaust silencer
- Meticulously rendered MKT striping pattern on cab
- Late battery box doors
- Illuminated cab mounted strobe; effect DCC+Sound
- 88" nose w/ ratchet brake
- 2600 gal fuel tank
- Blomberg-B trucks
- S5T horn on cab & single-chime horn mounted on rear hood
- Tsunami2 equipped DCC+Sound models feature accurate EMD silenced 645E3B turbo sound effects

MKT / UP Phase III Body

The most unique GP39-2s constructed were those delivered to the MKT in 1983-1984. At this point, EMD had ceased production of the Dash-2 body styles, meaning that these geeps came with the larger GP50 style intakes and radiators. Featuring MKT specific options such as strobes and dual horns, the green & yellow engines lasted for their original owner

only until 1988, when they became the property of Union Pacific. With not much more than a new coat of paint, they continued to give reliable service to their new owner for many years, and could be found working from Los Angeles to Denver and everywhere in between.

Union Pacific*



Era: 1990+

Without Sound

ATHG64521	HO GP39-2 Phase III, UP #2359
ATHG64522	HO GP39-2 Phase III, UP #2361
ATHG64523	HO GP39-2 Phase III, UP # 2367
ATHG64524	HO GP39-2 Phase III, UP #2374

With Sound

ATHG64621	HO GP39-2 Phase III w/DCC & Sound, UP #2359
ATHG66622	HO GP39-2 Phase III w/DCC & Sound, UP #2361
ATHG64623	HO GP39-2 Phase III w/DCC & Sound, UP #2367
ATHG64624	HO GP39-2 Phase III w/DCC & Sound, UP #2374

UP FEATURES:

- First time Phase III GP39-2
- Post 02/1983 straight sill walkways and late step wells
- Same basic features as MKT
- Repainted former MKT units
- Leslie RS3L horn on cab
- Rear horn removed
- New part: 88" nose with no class lights
- Illuminated cab mounted strobe; strobe effect DCC+Sound
- Tsunami2 equipped DCC+Sound models feature accurate EMD silenced 645E3B turbo sound effects

w/o Sound \$179.98_{SRP} With Tsunami² Sound \$279.98_{SRP}

These items are subject to Horizon's MAP policy

* Union Pacific Licensed Product



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Santa Fe



Era: 1977+

Without Sound

ATHG64501	HO GP39-2 Phase II, SF #3671
ATHG64502	HO GP39-2 Phase II, SF #3676
ATHG64503	HO GP39-2 Phase II, SF #3679
ATHG64504	HO GP39-2 Phase II, SF #3680

With Sound

ATHG64601	HO GP39-2 Phase II w/DCC & Sound, SF #3671
ATHG64602	HO GP39-2 Phase II w/DCC & Sound, SF #3676
ATHG64603	HO GP39-2 Phase II w/DCC & Sound, SF #3679
ATHG64604	HO GP39-2 Phase II w/DCC & Sound, SF #3680

Delivered in 1977, ATSF 3669-3682 were the first Phase II GP39-2s constructed by EMD. The most prominent spotting feature of these units is the 3 foot long blank space behind the cab, due to the engine compartment being moved rearwards. They also featured the new 88" nose that came into use at this time. Standard Santa Fe roof equipment included an air conditioner, large antenna ground plane over the dust bin, and a Prime Stratolite beacon. The units could be found working

SF FEATURES:

- First time Santa Fe Phase II GP39-2
- 88" nose, corrugated grills, standard fans
- No rear class lights
- Illuminated Prime Stratolite beacon; effect DCC+Sound
- Front anticlimber, rear drop step
- Pilot mounted MU receptacles
- Front EMD low plow
- Riveted cab sides with no armrests
- Early battery box doors
- Leslie RS3L air horn on bracket
- Antenna ground plane with sinclair antenna
- Vapor air conditioner
- Blomberg-M trucks
- 2900 gal fuel tank

secondary assignments on the eastern half of the Santa Fe until the mid 80s, at which time they began to wander west as part of almost any train, with almost any other type of power.

Delaware and Hudson



Era: 1976+

Without Sound

ATHG64513	HO GP39-2 Phase I, D&H #7401
ATHG64514	HO GP39-2 Phase I, D&H #7408
ATHG64515	HO GP39-2 Phase I, D&H #7402
ATHG64516	HO GP39-2 Phase I, D&H #7413

With Sound

ATHG64613	HO GP39-2 Phase I w/DCC & Sound, D&H #7401
ATHG64614	HO GP39-2 Phase I w/DCC & Sound, D&H #7408
ATHG64615	HO GP39-2 Phase I w/DCC & Sound, D&H #7402
ATHG64616	HO GP39-2 Phase I w/DCC & Sound, D&H #7413

The D&H received all 20 of the Reading's GP39-2s when Conrail was formed in 1976. They continued to operate in patched green & yellow for several years, but many were subsequently repainted into D&H's attractive solid blue & yellow scheme. When mixed in with other EMD & ALCO models, they added a splash of variety to passing trains.

D&H FEATURES:

- All units Ex-Reading
- Phase I GP39-2
- 81" nose, chicken wire grills, wide fans
- Intake grilles with top rib only
- Two versions of D&H blue & yellow scheme
- 7401 & 7408: Blue with Reading-style stripes on front & rear
- 7402 & 7413: Solid yellow nose with large D&H logo
- Early battery box doors
- Large Sinclair antenna
- Cab side rain gutters
- Leslie RS3L air horn
- Riveted cab side plates with armrests
- 81" nose w/ ratchet brake
- 2600 gal fuel tank
- Blomberg-B trucks
- Tsunami2 equipped DCC+Sound models feature accurate EMD 12-645 turbo sound effects



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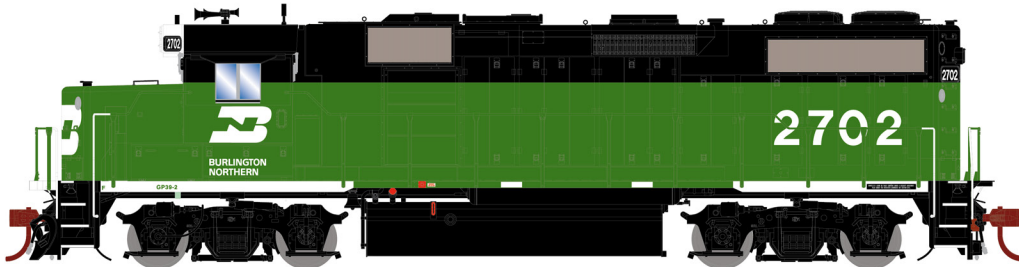
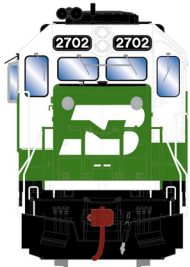


HO GP39-2 Diesel Locomotive

Burlington Northern

Announced 4.28.17
Orders Due: 5.26.17

ETA: March 2018



Era: Mid-1989-1996

Without Sound

ATHG64505

HO GP39-2 Phase IIb, White Face/BN #2702

ATHG64506

HO GP39-2 Phase IIb, White Face/BN #2716

With Sound

ATHG64605

HO GP39-2 Phase IIb w/DCC & Sound, White Face/BN #2702

ATHG64606

HO GP39-2 Phase IIb w/DCC & Sound, White Face/BN #2716

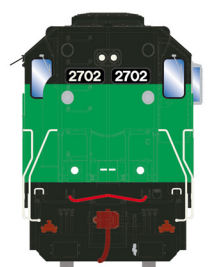
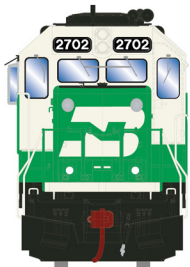
BN FEATURES:

- White face scheme
- Phase IIb GP39-2
- 88" nose, corrugated grills, Q fans, small exhaust silencer
- Walkway with late step wells, front blunt anticlimber, rear drop step
- Intake grilles with top and bottom ribs
- Welded cab side panels with armrests
- Early hinged BN battery box doors w/ single louver
- Leslie RS3L air horn offset on cab right
- Large and small firecracker antennas on cab
- 88" nose with ratchet brake
- Pilot mounted MU receptacles
- Front EMD low plow, Rear MU hose catch tray
- Blomberg-M trucks
- 3600 gal fuel tank with alternate fuel gauge location

The Burlington Northern bought GP39-2s in 1981, and these engines proved to be the final nail in the coffin for the last remaining F-units on the system. The phase IIb units were similar to the Santa Fe engines above; the most obvious difference being the addition of Q fans and exhaust silencers. Other BN-specified options included large all-weather windows, latched battery box doors, and MU hose retainers on the rear pilots. In 1989, BN began repainting engines in the new "White Face" scheme, as depicted on BN 2702 & 2716. An American flag, as proudly depicted on BN 2716, was also applied to some units at this time—the railroad's way of showing support for the troops involved in Desert Storm.

With mergers come changes in operating practices, train routes, equipment, and —often times—paint schemes. But, even today, it is possible to see relics of the past earning their keep while maintaining their former identities. BN 2702 & 2716, now under the flag of BNSF, continued to operate for their new owner looking much the same as they had before, with the exception of a spartan patch job. Only very recently have the units been repainted in the new Heritage III scheme. The Primed for Grime units will feature accurate patches and paint fading to replicate their in-service appearance.

Burlington Northern Santa Fe



Era: 1996+

Without Sound

ATHG64507

HO GP39-2 Phase IIb, Ex-BN/BNSF #2702

ATHG64508

HO GP39-2 Phase IIb, Ex-BN/BNSF #2716

With Sound

AATHG64607

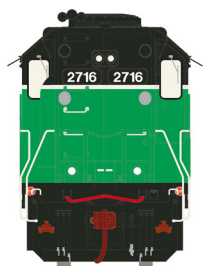
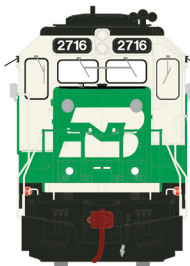
HO GP39-2 Phase IIb w/DCC & Sound, Ex-BN/BNSF #2702

ATHG64608

HO GP39-2 Phase IIb w/DCC & Sound, Ex-BN/BNSF #2716

BNSF FEATURES:

- Same basic features as BN
- Accurate paint patches & color to depict in service units
- Front & rear operating ditch lights
- Additional MU hoses & receptacles
- BNSF 2716 features additional speed recorders, & relocated horn



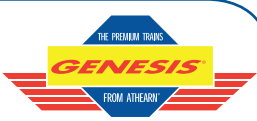
Primed for Grime

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All Road Names

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
- 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

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

PROTOTYPE INFO:

In the decade between 1974 and 1984, EMD produced the GP39-2 for seven North American railroads. The basic design followed most four axle road diesel switchers for the time. Borrowing improvements from the GP38-2 and GP40-2 designs, this mid-horsepower road switcher utilized a turbocharged 12-cylinder EMD 645E3 diesel engine for its prime mover. With 4 fewer cylinders, the smaller engine provided a distinctive long hood on the phase II and phase III bodies, where the clean room/engine compartment doors were set back from the cab further than predecessor locomotives.

Sensitivity to fuel economy in the 1970s justified the GP39-2 in the locomotive market. It also laid the ground work for EMD to start exploring locomotive designs that utilize engines with larger piston displacement yet possess fewer cylinders. This approach has become the foundation to modern locomotive technology.

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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