



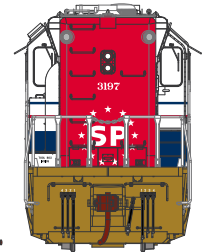
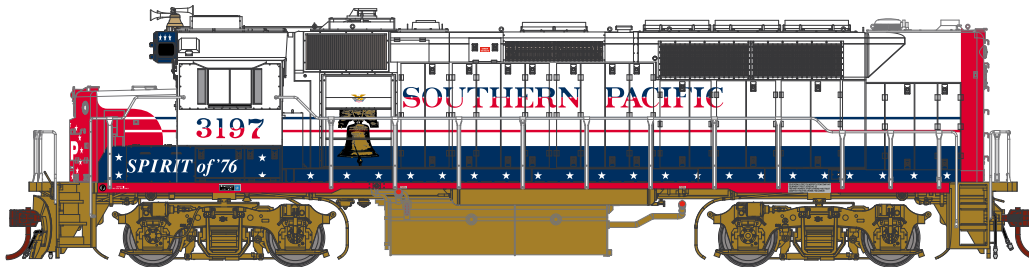
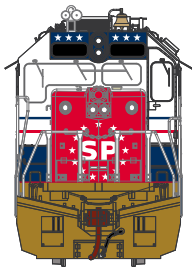
# HO GP40P-2 Diesel Locomotive

Announced 05.27.16  
**Orders Due: 06.24.16**

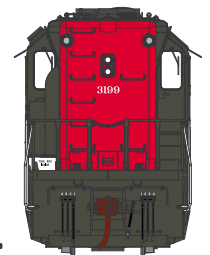
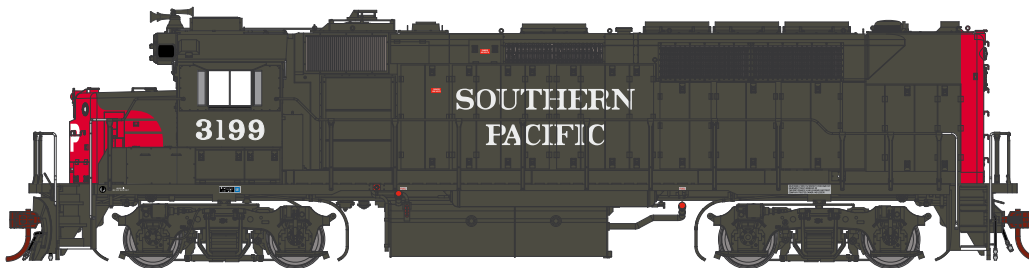
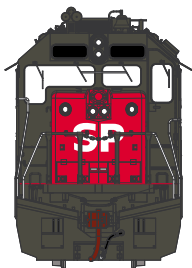
## Southern Pacific\*

ETA: April 2017

Photo: Craig Walker



Era: 1975-1980



Era: 1974-1983

### Without Sound

- ATHG40758 HO GP40P-2, SP #3197 Bicentennial
- ATHG40759 HO GP40P-2, SP #3198
- ATHG40760 HO GP40P-2, SP #3199

### With Sound

- ATHG40858 HO GP40P-2 w/DCC & Sound, SP #3197 Bicentennial
- ATHG40859 HO GP40P-2 w/DCC & Sound, SP #3198
- ATHG40860 HO GP40P-2 w/DCC & Sound, SP #3199

### SP FEATURES:

- SP GP40P-2 body
- Single rear light
- Nathan P3 horn
- Large Sinclair antenna on antenna platform
- Cab mirrors
- Split fuel tank with steam generator water tank
- SP style plow with steam line access doors
- Cab mounted bell
- Train indicator number decals included

Southern Pacific in 1974 purchased from EMD the GP40P-2 with almost every conceivable EMD/SP option at the time, with exception of Locotrol and Tunnel Motor style radiators. These locomotives were very distinctive with their longer frame and flared radiator grills. With intention to retire the

Fairbanks-Morse Train Masters, the GP40P-2 were assigned out of the Bay Area, for commute service between San Francisco and San Jose. SP #3197 was painted in commemorative red-white-blue bicentennial livery in 1975 and remained this way until 1980 when it was returned to the red and grey.

**w/o Sound \$169.98<sub>SRP</sub> With Tsunami<sup>2</sup> Sound \$269.98<sub>SRP</sub>**

These items are subject to Horizon's MAP policy

\* Union Pacific Licensed Product



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# HO GP40P-2 Diesel Locomotive

Announced 05.27.16  
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## All Road Numbers



Split Diesel/Water Fuel Tank



Steam Generator, Detailed Vents, and Flared Radiators



GP40P-2 Signature Extended Frame

### 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 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

### 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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