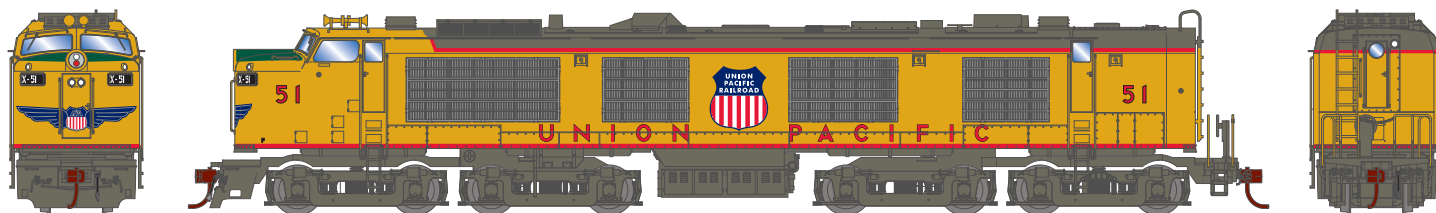
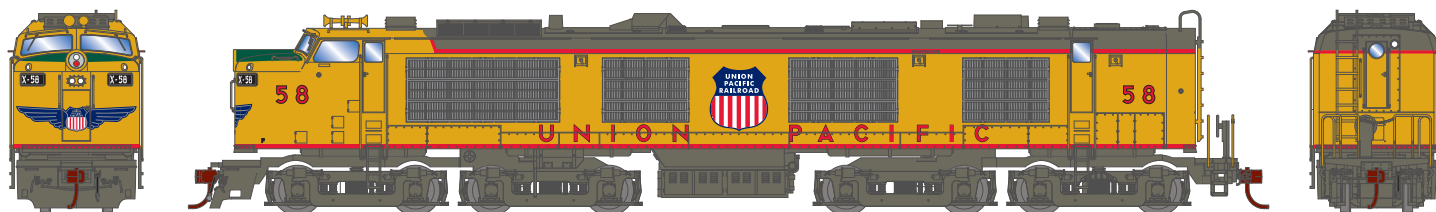


Union Pacific*



Era: 1952+



Era: 1953+

	without Sound	with Sound	UP FEATURES:	
Gas Turbine w/o Tender, UP #51	ATHG41142	ATHG41242	• FARR Grilles	• Grey Trucks
Gas Turbine w/o Tender, UP #58	ATHG41143	ATHG41243		

Early on in their service lives, the turbines were equipped with stainless-steel FARR air grilles on the sides. Grey trucks were standard until the painting diagram was revised in September 1955.

ROAD NUMBER SPECIFIC FEATURES:

- #51 Tall nose door and handrails
- #58 Short nose door and handrails



Era: 1955+

	without Sound	with Sound	UP FEATURES:	
Gas Turbine w/ Tender, UP #59	ATHG41144	ATHG41244	• Sectional Grilles	• 22,000 gallon tender
Gas Turbine w/ Tender, UP #60	ATHG41145	ATHG41245	• Raise air intake	• Short nose door and handrails
			• Aluminum-painted trucks	

Equipped with aluminum-painted trucks, tenders, and sectional air intakes, these turbines are detailed to match their later-in-life appearance.

with Tender - \$409.99 w/o SOUND | \$509.99 w/ **Tsunami²** SOUND
 \$264.99 w/o SOUND | \$364.99 w/ **Tsunami²** SOUND

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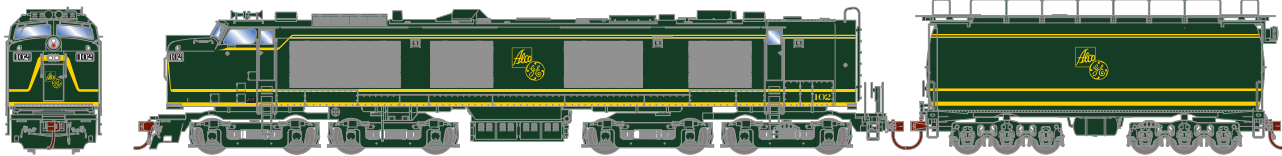
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* Union Pacific Licensed Product

GE Demonstrator

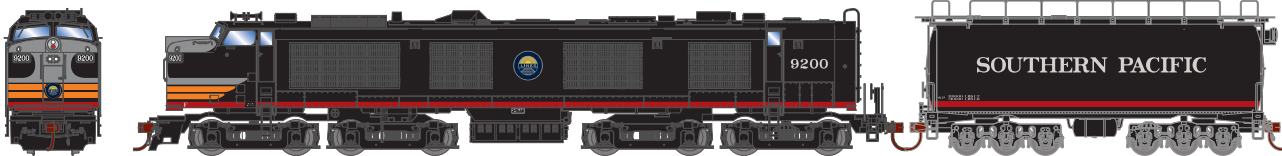


Era: 1950's (Alternate History)

Gas Turbine w/ Tender, GE #102 **without Sound** ATHG41146 **with Sound** ATHG41246 **GE FEATURES:**
 • Short nose door and handrails • FARR grilles

GE's original gas turbine locomotive was equipped with a cab at either end, and was used in trial runs on several railroads. Perhaps if the concept had shown more widespread interest, GE would have built a conventional single-cab until to use for additional testing, as depicted by our Legendary Liveries model.

Southern Pacific*

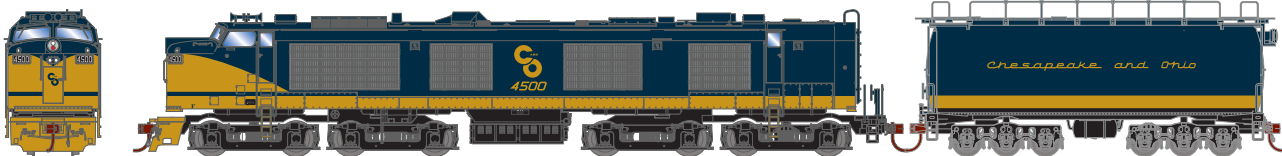


Era: 1950's (Alternate History)

Gas Turbine w/ Tender, SP #9200 **without Sound** ATHG41147 **with Sound** ATHG41247 **SP FEATURES:**
 • Short nose door and handrails • FARR Grilles
 • 24,000 gallon Tender

When Union Pacific took delivery of their 4500-HP gas turbines in 1952, Southern Pacific, a chief competitor, was watching intently. History tells us that the power-hungry SP went overseas to satisfy its appetite, ordering a series of powerful but temperamental K-M diesel-hydraulics. But what if things had happened differently, and SP had instead turned to GE to try out the same turbines as its competitor? We think they would have looked good in the black widow scheme, after all.

Chesapeake and Ohio



Era: 1950's (Alternate History)

Gas Turbine w/Tender, CO #4500 **without Sound** ATHG41148 **with Sound** ATHG41248 **CO FEATURES:**
 • Short nose door and handrails • FARR Grilles
 • 24,000 gallon Tender

The Chesapeake and Ohio did in fact own turbine locomotives- three giant M-1 class units built in 1947-1948. These, however, were steam turbine locomotives built for passenger service, and were ultimately unsuccessful. We have hypothesized a historic version of the C&O that wasn't ready to give up on the turbine concept, and ordered GE units in 1953. We think that the C&O turbines would have looked mighty impressive dragging coal over the eastern continental divide on the Allegheny Subdivision, although surely the track structure would have taken a beating!

with Tender - \$409.99 w/o SOUND | \$509.99 w/ Tsunami2 SOUND

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Four cube speakers for optimal sound quality
- 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 AND BACKGROUND INFO:

After World War II, GE began work on a locomotive using a gas turbine power plant specifically designed for locomotive usage. The gas turbine had an advantage in that it could burn Bunker “C” fuel oil. Bunker “C” is a thick, low-grade oil that is a left-over when crude oil is refined into higher quality products like gasoline and diesel fuel. Being a residual of the refining process, it was both very cheap and widely available. GE’s locomotive gas turbine was about 20 feet long and created 4,500 horsepower, three times as much as a contemporary diesel.

GE’s test-bed and demonstrator gas turbine locomotive was completed in November 1948. Numbered as UP 50, it spent twenty-one months testing on the UP, covering 105,732 miles of operation and moving 349 million gross ton-miles of freight. UP’s first gas-turbine, numbered 51, was received at the Omaha shops on January 28, 1952. It had a full car body and a single cab. It carried 7,200 gallons of fuel oil and 1,000 gallons of diesel fuel. In addition to the gas turbine, there was also a 250 horsepower diesel engine. The diesel was used to move the locomotive around yards, power the auxiliaries, and crank the turbine. The locomotive weighed 551,720 pounds and was just over 83 feet long and stood 15 feet six inches tall. It rode on two sets of span-bolster AAR Type B trucks with a wheel arrangement of B+B-B+B. The gear ratio was 74:18 that gave a maximum speed of 65 miles per hour and a starting tractive effort of 137,930 pounds. Like contemporary diesels, the gas turbines were equipped with dynamic brakes.

The first of the series-production turbines were delivered in 1952, numbered 51-60, but equipped with a cab at one end only. Throughout their lives, changes were made to the top and side air intakes, in an attempt to better accommodate the various operating conditions. Between 1955 and 1956, tenders (converted from steam locomotive tenders) were added to the units, with a 24,000-gallon capacity. For a time, units 59 and 60 were used in an experimental 9000hp A-A set with a single tender in between. Retirements began in the early ‘60s and all were off roster by 1964.

The Athearn Genesis “Slab Side” turbines are equipped with many additional lighting features over previous runs. Separately-controlled MARS light, emergency stop “big hole” light, class lights, number boards, and backup light are all equipped. Combined with the industry’s most accurate Union Pacific colors, and the advanced capabilities of the Soundtraxx Tsunami2 Gas Turbine sound decoder, these impressive units will be at home on any late transition era UP roster.

GENESIS GAS TURBINE FEATURES:

- Fully assembled and ready for your layout or display
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- Sound versions feature Soundtraxx Tsunami2 sound with 2 speakers installed
- DCC ready version wiring harness installed (21 pin harness)
- Razor sharp painting and printing
- McHenry® scale knuckle spring couplers installed
- Minimum radius: 18” — Recommended radius: 22”



LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to “What if?” Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: “What if?”

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\$264.99 w/o SOUND | \$364.99 w/ **Tsunami2 SOUND**

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