**HO GP18 Diesel Locomotive**

**Illinois Central**

*New Genesis Geep Family Member*

**B&O FEATURES:**
- Rooftop mounted bell
- Spark arrestors

**IC FEATURES:**
- Nose-mounted bell
- Non-dynamic

**Era:** 1960+

**Without Sound**
- ATHG30609  HO GP18, IC #9402
- ATHG30610  HO GP18, IC #9403
- ATHG30611  HO GP18, IC #9409
- ATHG30612  HO GP18, IC #9413

**SRP**
- w/o Sound $209.98
- With Sound $299.98

**With Sound**
- ATHG30709  HO GP18 w/DCC & Sound, IC #9402
- ATHG30710  HO GP18 w/DCC & Sound, IC #9403
- ATHG30711  HO GP18 w/DCC & Sound, IC #9409
- ATHG30712  HO GP18 w/DCC & Sound, IC #9413

**Era:** 1965+

**Without Sound**
- ATHG30600  HO GP18, BO #6599

**With Sound**
- ATHG30700  HO GP18 w/DCC & Sound, BO #6599

These items are subject to Horizon’s MAP policy

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Norfolk Western

Without Sound
ATHG30601  HO GP18, NW #920
ATHG30602  HO GP18, NW #926
ATHG30603  HO GP18, NW #927
ATHG30604  HO GP18, NW #936

NW FEATURES:
• Nose-mounted bell
• Model set up for long hood forward operation per NW practice

With Sound
ATHG30701  HO GP18 w/DCC & Sound, NW #920
ATHG30702  HO GP18 w/DCC & Sound, NW #926
ATHG30703  HO GP18 w/DCC & Sound, NW #927
ATHG30704  HO GP18 w/DCC & Sound, NW #936

• Leslie RS5T horn
• Dynamic brakes

Burlington Northern

Without Sound
ATHG30605  HO GP18, BN #1997
ATHG30606  HO GP18, BN #1992
ATHG30607  HO GP18, BN #1993
ATHG30608  HO GP18, BN #1996

BN FEATURES:
#1992 & #1993: Early Cascade Green repaints. Details remain much the same as NP units with the exception being the addition of an all-weather window on the engineer’s side. Era early 1970s+

#1997: Still in its NP paint, this units features a BN #1996: Later BN paint version with Western-Cullen beacon and all-weather window. BN modified it to have a 5-step walkway, and removed the footboards. Era 1980s+

With Sound
ATHG30705  HO GP18 w/DCC & Sound, BN #1997
ATHG30706  HO GP18 w/DCC & Sound, BN #1992
ATHG30707  HO GP18 w/DCC & Sound, BN #1993
ATHG30708  HO GP18 w/DCC & Sound, BN #1996

• Steam engine-style Bell mounted on top of nose
• Winterization hatch
• Nathan P3 horn
• Lifting lugs on pilot faces

Northern Pacific

Without Sound
ATHG30613  HO GP18, NP #376
ATHG30614  HO GP18, NP #377
ATHG30615  HO GP18, NP #382
ATHG30616  HO GP18, NP #384

NP FEATURES:
• Spark arrestors
• Dynamic brakes

With Sound
ATHG30713  HO GP18 w/DCC & Sound, NP #376
ATHG30714  HO GP18 w/DCC & Sound, NP #377
ATHG30715  HO GP18 w/DCC & Sound, NP #382
ATHG30716  HO GP18 w/DCC & Sound, NP #384

• Winterization hatch
• Lifting lugs on pilot faces

w/o Sound $209.98SRP  With Tsunami® Sound $299.98SRP

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Nickel Plate Road

Announced 3.27.20
Orders Due: 4.24.20
ETA: March 2021

With Sound
ATHG30717	 HO	GP18	w/DCC	&	Sound,	NKP 	#700
ATHG30718	 HO	GP18	w/DCC	&	Sound,	NKP 	#702
ATHG30719	 HO	GP18	w/DCC	&	Sound,	NKP 	#704
ATHG30720	 HO	GP18	w/DCC	&	Sound,	NKP 	#707

Without Sound
ATHG30617	 HO	GP18,	NKP 	#700
ATHG30618	 HO	GP18,	NKP 	#702
ATHG30619	 HO	GP18,	NKP 	#704
ATHG30620	 HO	GP18,	NKP 	#707

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
• 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 INFO:
The EMD GP18 began production in late 1959 and was based on the builder’s extraordinarily successful GP9, although the latter model was still in production at the time. The GP18 is considered the last of the builder’s “first generation” models. Similar in appearance to the GP7 and GP9, the GP18 was slightly more powerful and came with the option of a low or high short cab hood, something that had only been upon special request with EMD’s first two road switcher models. It used the final version of General Motors first locomotive prime mover, the 16-cylinder model 567D1 which could produce 1,800 horsepower, the most powerful in the series up to that time. At just over 56 feet in length the GP18 was the same length as its predecessor models and was visually very similar, with the exception of new radiator grills which were also used on the GP20.

While thousands of GP7s and GP9s were produced just a few hundred GP18s were ultimately built for a little more than two dozen railroads. Today, several GP18s remain in operation on numerous shortlines and industrial operations around the country.

All Road Names

w/o Sound $209.98SRP
With Tsunami² Sound $299.98SRP

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