HO GP15-1 Diesel Locomotive

Announced 05.29.20
Orders Due: 06.26.20
ETA: May 2021

Union Pacific*

HO GP15-1, UP #547
HO GP15-1, UP #551
HO GP15-1, UP #570
HO GP15-1, UP #574

without Sound  with Sound
ATHG13110  ATHG13210
ATHG13111  ATHG13211
ATHG13112  ATHG13212
ATHG13113  ATHG13213

UP FEATURES:
• Front and rear ditch lights
• Cab roof A/C
• Etched cab mirrors

These items are subject to Horizon’s MAP policy

without Sound $209.98SRP With Tsunami2 Sound $299.98SRP

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The UP roster includes GP15-1 units from CNW and MP, and they are used across the system as switchers and local power. Some have been converted to RCL (Remote-Control locomotive) operation, which is denoted by the twin strobes on the roof.

ROAD NUMBER SPECIFIC FEATURES:
• #547 Ex-CNW, "Baby Wings" on nose, Firecracker antenna, Nathan K3LA horn on bracket, Front snowplow, rear MU hose pockets, White stripes on rear pilot, Red frame stripe; era early 2000s-2013
• #551 Ex-CNW, "Baby Wings" on nose, Small Sinclair antenna, Nathan K3LA horn, Front and rear MU hose pockets, Red sill stripe; era early 2000s-2014
• #570 Ex-MP, "Baby Wings" on nose, RCL unit with strobes on cab roof, Small Sinclair and large Firecracker antennas, Front snowplow and rear MU hose catch tray, Nathan K3LA horn on angled bracket, Yellow sill stripe; era late 2010s-present
• #574 Ex-MP, UP shield on nose, RCL unit with strobes on cab roof, Small Sinclair and large Firecracker antennas, Front snowplow and rear MU hose catch tray, Nathan K3LA horn on bracket, Yellow sill stripe; era late 2010s-present

Frisco

HO GP15-1, SLSF #103
HO GP15-1, SLSF #107
HO GP15-1, SLSF #114

without Sound  with Sound
ATHG13114  ATHG13214
ATHG13115  ATHG13215
ATHG13116  ATHG13216

SLSF FEATURES:
• Functioning nose mounted oscillating light
• Functioning roof mounted beacon
• Ratchet style brake

The Frisco ordered 25 GP15-1s in 1977. They were equipped with both a nose-mounted gyralight and a cab roof-mounted beacon. Painted in the road's attractive Mandarin Orange and white scheme, the units were used in all types of secondary service, often in pairs.

without Sound $209.98SRP With Tsunami2 Sound $299.98SRP

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# HO GP15-1 Diesel Locomotive

## Burlington Northern Santa Fe

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### BNSF FEATURES:
- Former SLSF units
- Exposed axles

### GMTX FEATURES:
- Former CR units
- 88” nose with removed class lights

### ROAD NUMBER SPECIFIC FEATURES:
- #1481 Primed for Grime unit in BN paint, Leslie RS3L horn on cab, 88” Nose with blanked gyralight, Front snowplow, Large and small firecracker antennas; Era Late 1990s+
- #1495 Primed for Grime unit in BN paint, 88” Nose with BNSF-style headlight; blanked cab headline, Nathan K3LA horn on long hood, Large and small firecracker antennas; Era Late 1990s+
- #1478 Full BNSF “H1” paint, 88” Nose with BNSF style headlight; blanked cab headline, Leslie RS3L horn on long hood, Whip and small firecracker antennas; Era Late 1990s+

Frisco’s 25 GP15-1 units became a part of the BN system in 1980, and many survived to see the BNSF merger as well. Only one unit is known to have received BNSF orange and green paint; the others wore faded coats on BN green paint for the rest of their service lives.

**GMTX**

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### GMTX FEATURES:
- Front and rear ditch lights
- 88” nose with removed class lights
- Large and small Sinclair antennas
- Late style hinged battery box doors

### ROAD NUMBER SPECIFIC FEATURES:
- #410 Leslie SL5T horn on cab, “Weed Cutter” style plow on rear, Standard Hyatt style axle bearings, Standard underframe mounted bell
- #426 Leslie R33L horn on bracket-mounted on long hood, Rear low snowplow, Exposed Timken style axle bearings, Bell mounted on conductor’s side of long hood
- #427 Nathan K5LA horn mounted on long hood, No rear plow, Exposed Timken style axle bearings, Bell mounted on conductor’s side of long hood

**w/o Sound $209.98 SRP**  **With **Tsunami** 2 Sound $299.98 SRP**

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Chicago North Western

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C&NW FEATURES:
• Nose mounted “Gong” style bell
• Nose Gyralight
• 1990’s “Traditional” yellow paint scheme
• ATS shoes
• Separate Switch Broom included
• Operating beacon

ROAD NUMBER SPECIFIC FEATURES:
• #4405 Operation Lifesaver paint scheme
• #4410 Operation Lifesaver paint scheme
• #4409 1990’s “Traditional” yellow paint scheme

C&NW purchased 25 GP15-1’s in 1976 to supplement their collection of used and original road switcher fleet. They could be found in local service in the Chicago area and other upper Midwest points on the C&NW system. By the time of the UP merger in 1995 there were only 10 of them left in service.

VCRR FEATURES:
• Former CNW unit
• Front and rear ditch lights
• Retains the distinctive CNW “gong” bell on nose
• Small firecracker and large Sinclair antennas
• Leslie RS3L horn on bracket, mounted on long hood
• Cab-mounted Xenon strobe
• Front low snowplow, rear MU catch boxes

The Ventura County Railroad connects the UP main line in Oxnard with South Oxnard and Port Hueneme. The line began operations in 1998 under RailAmerica and has since fallen under the ownership of shortline conglomerate Genesee and Wyoming. VCRR 1560 is the only GP15-1 on the roster, and wears commemorative art for late VCRR engineer George Blyler on its rear flanks.

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California Northern

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The California Northern Railroad has operated over portions of the former NWP and SP, including the former SP West Valley Line, since 1993. Painted in an attractive green and white scheme, the line’s varied locomotive types included a group of former CNW GP15-1s. The line was acquired by RailAmerica in 2002 and then became a part of Genesee and Wyoming in 2012. Three of the original GP15-1 locomotives were repainted in the current G&W orange and black scheme.

San Joaquin Valley Railroad

The San Joaquin Valley railroad operates a number of former SP and ATSF branch lines in California’s Central Valley. The line was picked up by Genesee and Wyoming in 2012 with their acquisition of RailAmerica. The 1561 is the only GP15-1 currently rostered by the line.

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All Railroads

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LOCOMOTIVE FEATURES:
• Fully-assembled and ready-to-run
• DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
• Scaled from prototype resources including drawings, field measurements, photographs, and more
• Accurately-painted and –printed paint schemes
• Coupler cut levers
• Flexible rubber MU hoses
• Flexible rubber 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
• LED bulbs for realistic appearance
• Heavy die-cast frame for greater traction and more pulling power
• Packaging securely holds 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
• 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 SPECIFIC INFORMATION
In the mid-1970’s EMD developed the new GP15-1 model in an effort to offer their customers a replacement for their medium sized road switchers which were wearing out. Many railroads (i.e. ATSF, SP & ICG) were rebuilding their older road switchers and EMD wanted to offer them a different option. Unfortunately there weren’t a lot of takers and only 310 units were built for US railroads. This small 1,500 horsepower unit came with a radiator intake section similar in appearance to the special one that EMD was using on the larger SD40/45T-2 models being produced for the Rio Grande and Southern Pacific to alleviate overheating issues in their many tunnels. Railfan’s dubbed these larger units “Tunnel Motors” which led to the smaller GP15-1’s receiving the moniker “Baby Tunnel motors.” Many GP15-1’s remain in service today for major Class 1 railroads, regional railroads and shortlines.

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