HO GP38-2 Diesel Locomotive

Toledo, Peoria & Western

TP&W FEATURES:
- Mid-production version
- Corrugated grilles
- 88" nose with anticlimber
- Blomberg B style trucks
- All-weather window on engineer’s side
- Non-dynamic brake housing wangled paper air filter box

MP FEATURES:
- Early phase versions
- "Buzz Saw" logo
- Thinner nose and rear stripes
- Small numbers on the sides of the long hood
- Early style non dynamic brake

TP&W bought these GP38-2’s brand new in 1977. They eventually were repainted into Santa Fe colors after the merger in 1984.

ROAD NUMBER SPECIFIC FEATURES:
- #2001 As delivered paint. Weed-cutter style front plow, Rear MU cable catch bracket, 3 chime Leslie horn, single Sinclair roof antenna.
- #2004 As delivered paint. Weed-cutter style front plow, Rear MU cable catch bracket, 3 chime Leslie horn, single Sinclair roof antenna.
- #2005 Revised later paint scheme. EMD style short plow, larger numbers on cab, “TP&W” on the nose, painted out rear class lights, plain rear pilot, 3 chime Leslie horn, and single Sinclair roof antenna.

MP purchased these early phase GP38-2’s in 1972 for system wide service.

ROAD NUMBER SPECIFIC FEATURES:
- #2031 PH 1a body with early spaced apart radiator fans. As delivered in 1972.
- #2046 PH 1a body with early spaced apart radiator fans. As delivered in 1972.
- #2088 PH 1b body with close spaced radiator fans, Blomberg M trucks, and updated white painted handrail ends. This unit lasted into the UP merger with this as delivered paint scheme, never being repainted into the newer MP scheme.

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

These items are subject to Horizon’s MAP policy
* Union Pacific Licensed Product
HO GP38-2 Diesel Locomotive

Canadian National

Announced 06.26.20
Orders Due: 07.31.20
ETA: June 2021

Canadian National

CN FEATURES:
• Forward and reverse ditch lights
• Correct plow per road number
• CN repaints with IC reporting marks and web address logo

Soo Line

Soo FEATURES:
• PH 2a body with corrugated grilles
• Winterized hatch, fire cracker antenna
• 88" nose
• Strobe beacon
• Leslie 3 chime horn
• EMD short style plow

Originally ordered for the GM&O in 1972, this group of GP38-2's went to the Illinois Central before finally becoming part of the CN system.

ROAD NUMBER SPECIFIC FEATURES:
• #9563 PH 1a body with spaced apart fans, no plow, and M-3 horn.
• #9571 PH 1b body with close spaced fans, EMD short style plow, Nathan P-3 horn, and IC style rear number boards. Unique paint features such as white step edges and black sunshades.
• #9574 PH 1b body with close spaced fans, EMD short style plow, and Leslie 5 chime horn.

SOO ordered these GP38-2's in 1977. They were delivered in this red lettered scheme with a unique angled cab mounted horn.

ROAD NUMBER SPECIFIC FEATURES:
• #4402 Standard style non dynamic brake housing and angled paper air filter box.
• #4404 Standard style non dynamic brake housing and angled paper air filter box.
• #4407 SOO line style non dynamic brake housing with angled paper air filter box. White painted cab vent.

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Union Pacific*

HO GP38-2, UP #563
- ATHG68759
- ATHG68859

UP FEATURES:
- RCL cab strobe lights
- Front and rear ditch lights.
- Lighting stripe scheme with yellow frame stripe

Road Number Specific Features:
- #563: Ex MKT, 4 stack manifold, Dynamic brakes, cab A/C, UP style plow, 81" nose, 2600 gal fuel tank, Blomberg M trucks, chicken wire grilles and M-3 horn; era 2010+

Canadian Pacific

HO GP38-2, CP #4405
- ATHG71700
- ATHG71800

CP FEATURES:
- CP “Beaver” scheme
- Front and rear ditch lights
- Cab strobe light
- Different CP “Beaver” scheme on each road number

Road Number Specific Features:
- #4405: Ex SOO, Large yellow beaver logo, CP style plow, non dynamic brake housing with angled paper air filter box, corrugated grilles, winterization hatch, Blomberg B trucks with exposed bearings, electronic bell, P-3 horn, 88" nose with anticlimber; era 2018+

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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**
By the early 1970s, many first generation diesels were reaching the end of their service lives. The most common replacement locomotive became the GP38-2. EMD began production of the 16-cylinder, non-turbocharged, 2000 horsepower engine in 1972. Unlike the GP38’s engine, which drove a generator to supply power to the traction motors, the GP38-2s prime mover drove an alternator which produced AC electrical current that was rectified to DC to power the four traction motors. Another major change for the GP38-2 was the introduction of the “dash 2” modular electrical cabinet. For more than 40 years, the GP38-2 has worked main line freights, locals, switching jobs, yard service, helpers, snow fighting trains, and hump power. Many remain in service today.

**ROAD NUMBER SPECIFIC FEATURES:**
- **#9563** ICG Orange and White scheme, As-built walkway and cut levers, Customer-applied ACI plates included
- **#9567** ICG Orange and White scheme, As-built walkway and cut levers, Customer-applied ACI plates included
- **#9564** ICG Orange and Grey scheme (using slightly darker shade of orange), Late style cut levers with walkway notches, No ACI plates
- **#9568** ICG Orange and Grey scheme (using slightly darker shade of orange), Late style cut levers with walkway notches, No ACI plates

**ICG FEATURES:**
- Former GM&O units
- Early production body
- Different air horn styles per prototype road #

**All Railroads**

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