

Santa Fe



Colors shown are representative. Production unit will have faded ATSF yellow and blue colors.

Era: Mid 1970s+



Era: 1960's+



Era: 1970s+

- GP7, ATSF #2698
- GP7, ATSF #2742
- GP7, ATSF #2819
- GP7B, ATSF #2791A

- | | |
|----------------------|-------------------|
| without Sound | with Sound |
| ATHG82606 | ATHG82706 |
| ATHG82607 | ATHG82707 |
| ATHG82608 | ATHG82708 |
| ATHG82609 | ATHG82709 |

ATSF FEATURES:

- Early Leslie dual "Blatt" style horns
- Two different Santa Fe lettering styles
- Correct parts placement per road number
- ATSF spark arrestors provided in poly bag
- Canvas sunshades

Liking the performance of their EMD F units, Santa Fe wanted reliable road switchers that could provide better visibility and share components with their other EMD brethren. Between 1950 and 1953, they ordered 244 GP7's. During the 1960's, Santa Fe started to repaint their fleet of GP7's into a more simplified scheme to help on paint masking costs. They were the only purchaser of a small batch of GP7B's, and were usually mated to a like road numbered A units. By the 1960's, they could be found running with other units in switching assignments. In the 1970's, the fleet of GP7's would end up being rebuilt into "GP7u's" with fully rebuilt cabs, electrical components, and prime movers. The B units received cabs in the process.

Since Santa Fe was known for changing out spark arrestors, we included them in a poly bag for the modeler to install to match your modeling era.

ROAD NUMBER SPECIFIC FEATURES:

- **#2698** Non-Dynamic brakes, late pre-rebuild faded version, removed foot boards, late coupler levers with notched pilots, "Can" antenna with stand right side of cab
- **#2742** Non-Dynamic brakes, repaint with yellow handrails and blue stanchions, full foot boards, "Can" antenna with stand left side of cab
- **#2819** Non-Dynamic brakes, repaint with blue handrails and yellow ends, full foot boards, "Can" antenna with stand left side of cab
- **#2791A** B unit, Dynamic brakes, repaint with yellow handrails and blue stanchions, full foot boards

PRIMED FOR GRIME \$229.99 w/o SOUND | \$329.99 w/ **Tsunami 2** SOUND

\$219.99 w/o SOUND | \$319.99 w/ **Tsunami 2** SOUND

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ETA: December 2023



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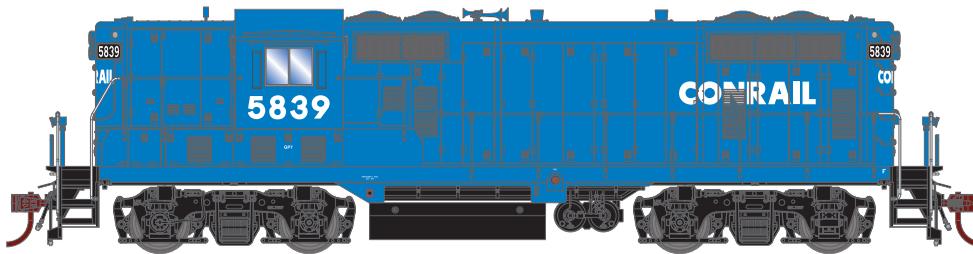
Conrail



Era: 1976+



Era: 1978+



Era: Late 1970s+

GP7, CR #5831
GP7, CR #5834
GP7, CR #5839

without Sound	with Sound
ATHG82610	ATHG82710
ATHG82611	ATHG82711
ATHG82612	ATHG82712

CR FEATURES:

- Ex-RDG repaints- first time in Genesis!
- Mostly similar spotting features to RDG units also in this run
- Leslie S3L horn
- Long hood-forward operation
- Different wheel bearing styles per prototype
- Different fuel tank capacities per prototype

In 1976, the federal government created the Consolidated Rail Corporation (Conrail) to assume control of several bankrupt and/or financially struggling eastern railroads. Among these was the bankrupt Reading Company, whose railroad assets were sold to Conrail on April 1, 1976. Part of this acquisition was a group of 17 EMD GP7 locomotives. While several units were put to work immediately with patched numbers and logos, others were repainted into CR's medium blue scheme- although there was considerable variation from unit to unit. This group of three former Reading GP7s feature a variety of detail and artwork differences and will be right at home running with rebuilt ALCOs and other geeps during early Conrail operations.

ROAD NUMBER SPECIFIC FEATURES:

- **#5831** Footboard pilots, early repaint with no "Can Opener" logo
- **#5834** Unique non-standard "Conrail" font on sides
- **#5839** Former passenger unit- no dynamic brakes and retains the underframe water tanks, Early repaint with no "Can Opener" logo

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Western Pacific



Era: 1950s+

GP7, WP #702
GP7, WP #704
GP7, WP #711

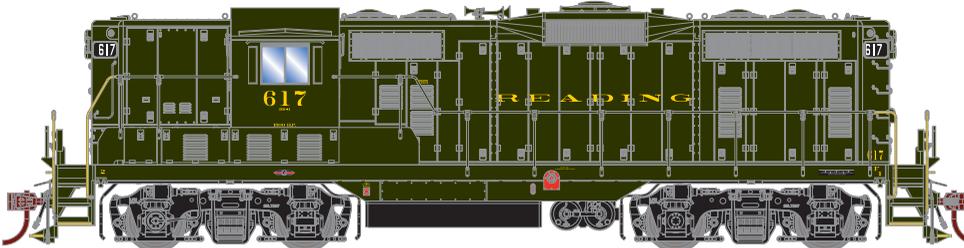
without Sound	with Sound
ATHG82613	ATHG82713
ATHG82614	ATHG82714
ATHG82615	ATHG82715

WP FEATURES:

- Dynamic brakes
- Full skirting
- Pyle National "Barrel" style headlights
- Canvas style sunshades
- High MU Stands

When the Western Pacific purchased their first GP7's in 1952 they became the first Western Class I railroad to fully dieselize their locomotive fleet. With a number of F7's already in use on the railroad, the WP looked to the GP7 as a more versatile choice to expand its diesel roster and get the last of their steam locomotives off the rails. Since the GP7 was nearly identical mechanically to the F7s it was a logical next step and an attractive advantage to the budget-minded WP. The railroad took delivery of nine GP7 units in 1952, and an additional four in 1953. With this, the days of steam on the WP were over, and a new chapter of railroading in the Feather River Canyon began!

Reading



Era: 1952-1953 to 1970s+

GP7, RDG #617
GP7, RDG #626
GP7, RDG #629

without Sound	with Sound
ATHG82619	ATHG82719
ATHG82620	ATHG82720
ATHG82621	ATHG82721

RDG FEATURES:

- First time in Genesis — As-delivered RDG paint scheme
- Unique Reading "L shaped grabs" on short hood
- RDG Rain gutters on cab
- Long-hood forward operation
- Different wheel bearing styles per prototype
- Different fuel tank capacities per prototype
- Leslie S3L horn

At the end of 1952, the Reading's road freight operations were 65% dieselized. The road continued to push towards full dieselization and ordered 28 GP7s in 1953. These came painted in the carrier's standard dark green paint scheme with yellow trim. Set up to run long-hood forward, the units had long careers on the Reading, with 17 of them lasting until the 1976 creation of Conrail, and several others finding new homes on other railroads.

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Maine Central



Era: Mid 1970s+



Era: Late 1960s - 1970s+



Era: Late 1960s - 1970s+

GP7, MEC #563
GP7, MEC #564
GP7, MEC #566

without Sound	with Sound
ATHG82616	ATHG82716
ATHG82617	ATHG82717
ATHG82618	ATHG82718

MEC FEATURES:

- Winterization hatch
- Nose-mounted bell

- Full sill skirts
- Tall MU stands

Maine Central continued the process of dieselization of their freight operations in Fall 1950 and 1953 with the purchase of nine EMD GP7 locomotives equipped with dynamic brakes. We are offering these units in MEC's "simplified" green paint scheme for the first time in our Genesis product line.

ROAD NUMBER SPECIFIC FEATURES:

- **#563** Unique MEC logo on front and rear — New color formulation of gold color based on input from MEC modelers
- **#564** 'Simplified' green paint scheme — first time in Genesis!
- **#566** 'Simplified' green paint scheme — first time in Genesis!

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SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual 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



PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

GP7 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- "Nub" style walkway tread
- Lift rings
- Windshield wipers
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Blomberg-B trucks with appropriate bearing caps
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Fine-scale Celcon handrails for scale appearance
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Body-mounted McHenry® scale knuckle couplers - Kadee® compatible
- 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
- 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 Lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Minimum radius: 18"
- Trainline and MU hoses
- MU stands
- Windshield wiper
- Wire grab irons
- Sander lines



PROTOTYPE AND BACKGROUND INFO:

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end-cab. The hoods were also full height to better accommodate the diesel engine and mechanical and electrical components.

In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including "torpedo tube" air tanks mounted on the roof.

Many railroads chose to rebuild their GP7s and GP9s for continued service. Often times, it was cheaper to do this rather than purchasing brand-new locomotives.

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