

Orders Due: 11.28.25

ETA: FEBRUARY 2027

EMD GP38-2 Diesel Locomotive

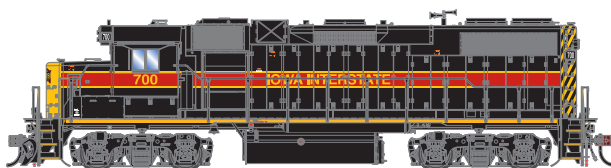
HO



Burlington Northern



Burlington Northern Santa Fe



Iowa Interstate



Rock Island



Lehigh Valley



Boston & Maine



EMDX Leasing



Soo Line



Kansas City Southern

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Want to learn more about these new models, what road numbers we are offering and some prototype information? Scan the QR code with your smart device.



\$249.99 w/o SOUND | \$354.99 w/ *Tsunami 2* SOUND

*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

These items are subject to Horizon's MAP policy

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Athearn

Burlington Northern



Era: Early 1990s+

Era: 1996+

GP38-2, BN #2108
GP38-2, BN #2343

without Sound	with Sound
ATHG-2638	ATHG-2668
ATHG-2639	ATHG-2669

BN FEATURES:

- RS-3L horn on cab roof
- Standard-range dynamic brakes
- EMD style plow
- "Mushroom" vent on nose
- Ditch Lights

BN repainted several of its reliable GP38-2 units into the White Face scheme starting in 1989.

ROAD NUMBER SPECIFIC FEATURES:

- **#2108** Front anticlimber, rear drop step, All-weather window, Blomberg-M trucks, "Mushroom" vent on nose, Phase Ia body
- **#2343** Front and rear drop steps, Blomberg-B trucks, Phase I body

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Burlington Northern Santa Fe



Era: 1996+

Era: 1996+

GP38-2, BNSF #2108
GP38-2, BNSF #2343

without Sound	with Sound
ATHG-2640	ATHG-2670
ATHG-2641	ATHG-2671

BN FEATURES:

- RS-3L horn on cab roof
- Standard-range dynamic brakes
- EMD style plow
- "Mushroom" vent on nose
- Ditch Lights

After the BNSF merger of 1995, the road's power was gradually patched with the new owner's initials. Renumbering and patching happened slowly, and it was quite common in the late 1990s and early 2000s to find units running around, still in their predecessor road's full colors and road numbers.

ROAD NUMBER SPECIFIC FEATURES:

- **#2108** Front anticlimber, rear drop step, All-weather window, Blomberg-M trucks, "Mushroom" vent on nose, Phase Ia body
- **#2343** Front and rear drop steps, Blomberg-B trucks, Phase I body

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Soo Line



GP38-2, SOO #4416
 GP38-2, SOO #4420
 GP38-2, SOO #4421

without Sound
 ATHG-2642
 ATHG-2644
 ATHG-2645

with Sound
 ATHG-2672
 ATHG-2674
 ATHG-2675

SOO FEATURES:

- Late Phase IIb body with Q-fans
- Non-dynamic, with additional grab irons on engine compartment roof
- Winterization hatch over #1 radiator fan
- Large snowplow
- Cab-mounted strobed (flash effect on DCC+Sound version)
- Angled PAF (Paper Air Filter Box)
- Simulated stainless-steel kick plates on cab steps
- Rectangular cab vent

Soo Line 4416-4425 were constructed in May of 1979. Painted in the classic red-and-white "Hockey Stick" scheme, the units lacked dynamic brakes, which was typical for the Soo GP38-2s (except for the former Milwaukee Road units).

As of the latest information, most remain in active service.

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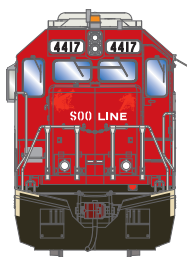
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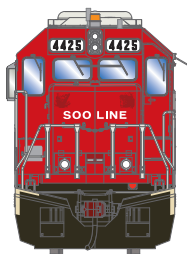
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Soo Line



Era: Mid 2000s+



Era: Mid 2000s+

GP38-2, SOO #4417
GP38-2, SOO #4425

without Sound
ATHG-2643
ATHG-2646

with Sound
ATHG-2673
ATHG-2676

SOO FEATURES:

- Front and rear ditch lights
- Replacement battery box doors
- Other general details similar to other Soo Line units in this release

In the year 1990, CP gained full control of the Soo Line Corporation. It had previously owned a majority of the common stock, about 56%. Starting the 2000s, the Soo line was consolidated into CP system as a whole, but many units remained in their SOO paint schemes for decades after.

PRIME FOR GRIME \$259.99 w/o SOUND | \$364.99 w/ Tsunami2 SOUND

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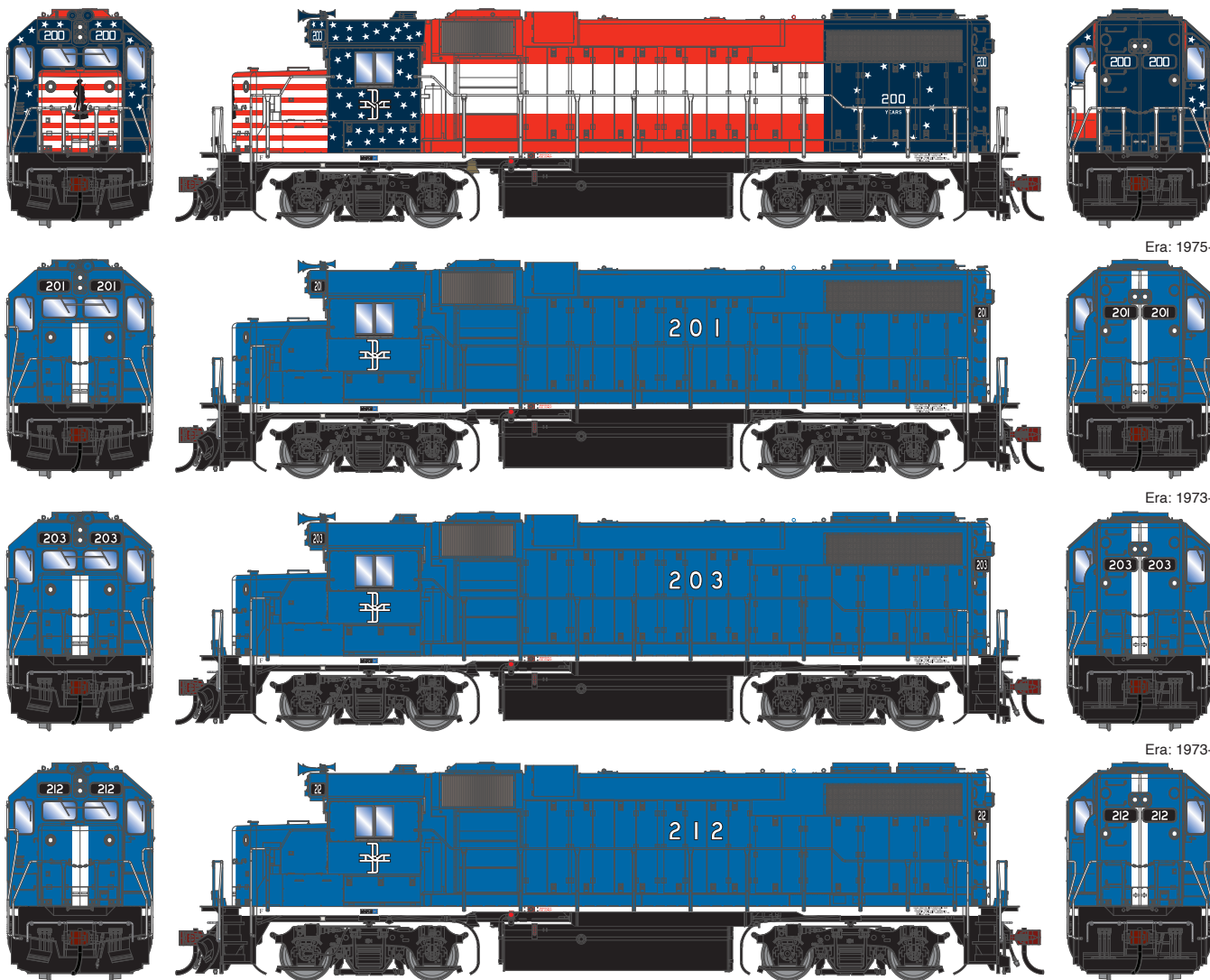
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Boston & Maine



Era: 1975+

Era: 1973+

Era: 1973+

Era: 1973+

GP38-2, BM #200
GP38-2, BM #201
GP38-2, BM #203
GP38-2, BM #212

without Sound	with Sound
ATHG-2647	ATHG-2677
ATHG-2648	ATHG-2678
ATHG-2649	ATHG-2679
ATHG-2650	ATHG-2680

BM FEATURES:

- Phase Ia body
- No dynamic brakes
- EMD style plow
- 3600 gallon fuel tank
- Blomberg-M trucks

BM 201-212 were delivered in 1973. 212 was renumbered 200 and repainted in an attractive red, white, and blue scheme to celebrate the nation's bicentennial.

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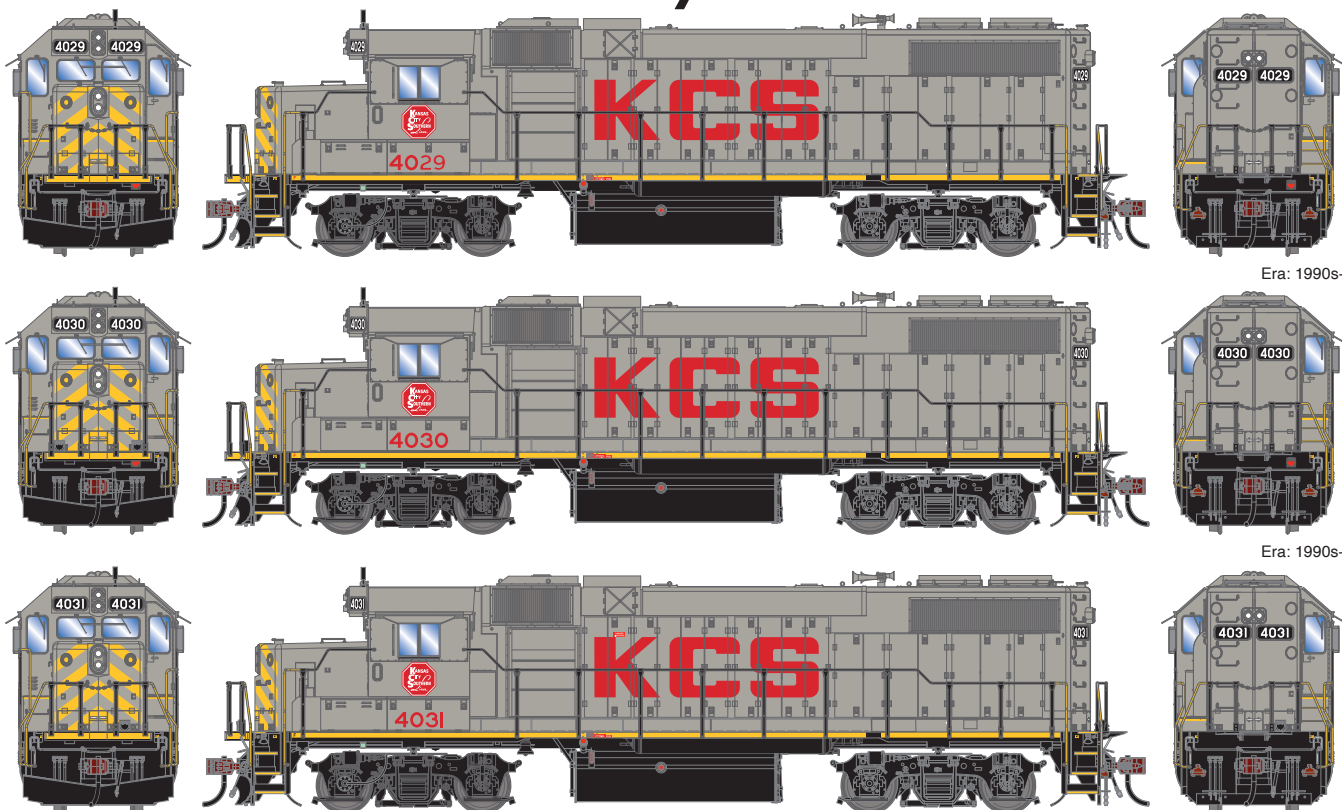
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Kansas City Southern



GP38-2, KCS #4029
GP38-2, KCS #4030
GP38-2, KCS #4031

without Sound

ATHG-2651
ATHG-2652
ATHG-2653

with Sound

ATHG-2681
ATHG-2682
ATHG-2683

KCS FEATURES:

- Former TPW units
- Phase II body
- No dynamic brakes
- Angled PAF (Paper Air Filter) box
- Gyalight on nose
- 2600 gallon fuel tank

KCS acquired several former TPW GP38-2s in the 1990s. They were later renumbered into the 19XX series to make way for new SD70ACe units. Many continue in service today.

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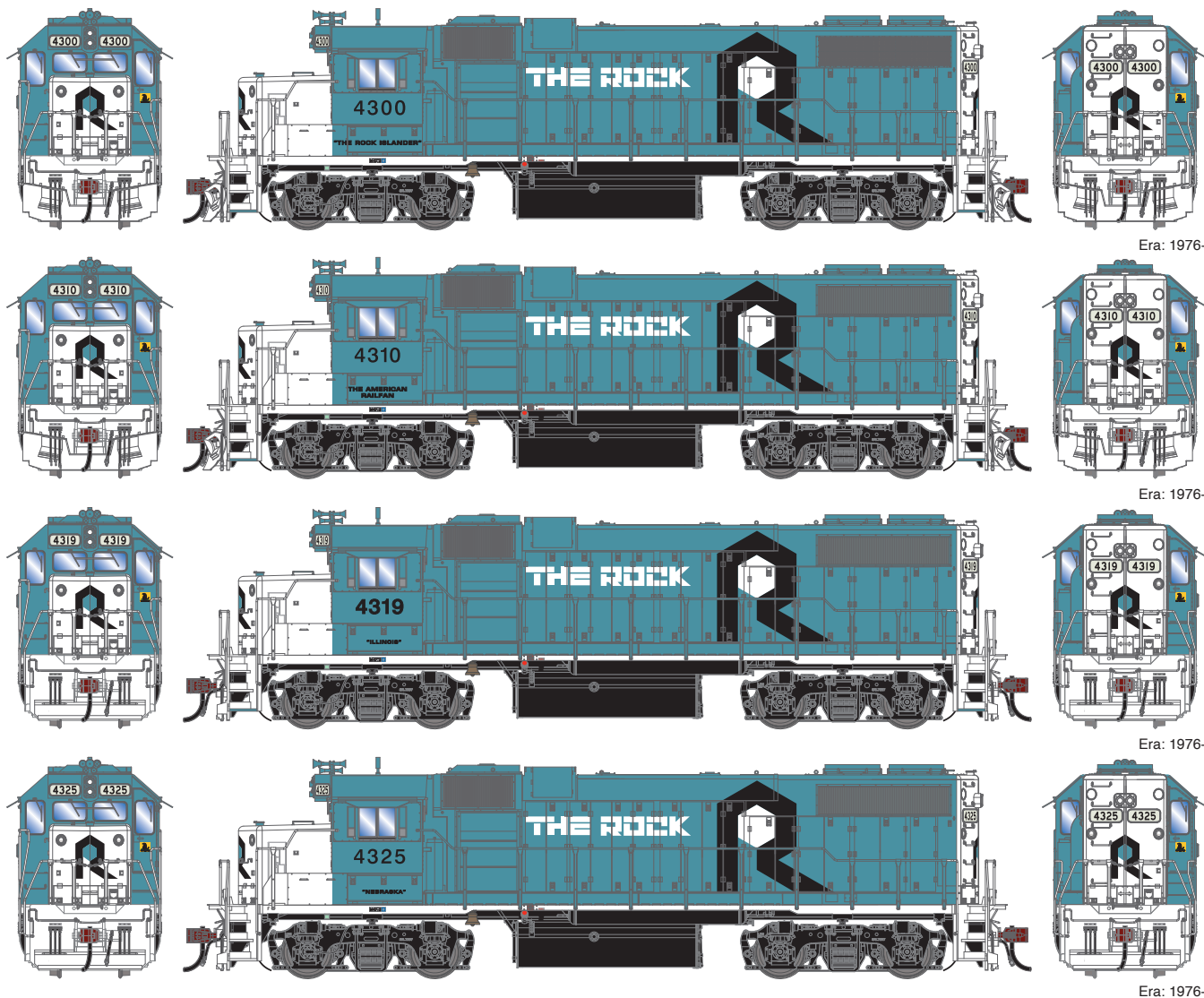
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Rock Island



GP38-2, RI #4300
GP38-2, RI #4310
GP38-2, RI #4319
GP38-2, RI #4325

without Sound	with Sound
ATHG-2654	ATHG-2684
ATHG-2655	ATHG-2685
ATHG-2656	ATHG-2686
ATHG-2657	ATHG-2687

RI FEATURES:

- "As-delivered" 1976 appearance
- 5-Chime Horn
- 2600-gallon fuel tank
- Coupler cut levers with looped ends

The "Bankruptcy Blue" paint scheme first appeared on the Rock Island in 1976, approximately one year after the road had filed for bankruptcy. First appearing on the GP38-2's, this flashy paint scheme was generally believed to be an effort to improve the corporate image. Many of these 4300 series locomotive displayed names on the sides of their cabs, commemorating cities, states, a person, or groups of people.

ROAD NUMBER SPECIFIC FEATURES:

- **#4300** Chickenwire radiator grills, EMD snowplow front and rear, "The Rock Islander" lettering
- **#4310** Corrugated radiator grills, EMD snowplow front and rear, "The American Railfan" lettering
- **#4319** Corrugated radiator grills, Hose tray front and rear, "Illinois" lettering
- **#4325** Corrugated radiator grills, Hose tray front and rear, "Nebraska" lettering

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Iowa Interstate



Era: 2000s+

Era: 2000s+

Era: 2000s+

GP38-2, IAIS #700
GP38-2, IAIS #703
GP38-2, IAIS #706

without Sound	with Sound
ATHG-2658	ATHG-2688
ATHG-2659	ATHG-2689
ATHG-2660	ATHG-2690

IAIS FEATURES:

- Phase Ia body
- Ditch lights
- EMD style plow
- 2600 gallon fuel tank
- Blomberg-B trucks
- Stripe placement on cab steps (varies per road number)

Iowa Interstate is a Class II regional railroad operating out of Cedar Rapids, Iowa. Serving their namesake state as well as Illinois and Nebraska, they have connections with all of the Class I US carriers. IAIS has a fleet of 17 GP38-2s; all are of Penn Central heritage.

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EMDX Leasing



Era: 1990s+

Era: 1990s+

Era: 1990s+

GP38-2, EMDX #769
GP38-2, EMDX #779
GP38-2, EMDX #782

without Sound	with Sound
ATHG-2661	ATHG-2691
ATHG-2662	ATHG-2692
ATHG-2663	ATHG-2693

EMDX FEATURES:

- Phase Ia body
- Standard range dynamic brakes
- 2600 gallon fuel tank
- Blomberg-B trucks
- Different paint schemes for each prototype road number

EMD Leasing acquired several former CR / PC GP38-s for their lease fleet. Some units received a patched-out solid blue scheme, and others were painted in the white-and-blue leasing scheme.

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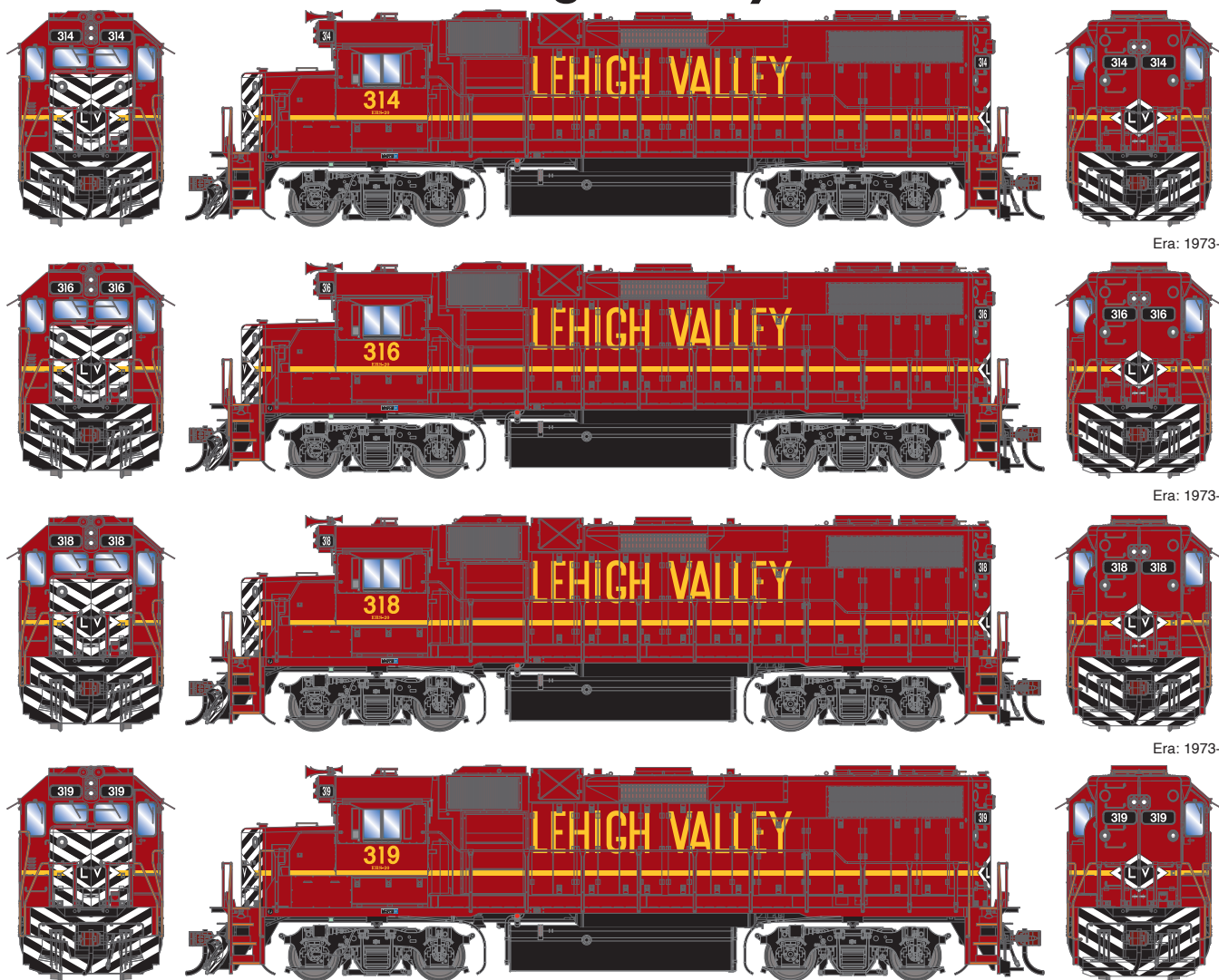
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Lehigh Valley



Era: 1973+

Era: 1973+

Era: 1973+

Era: 1973+

GP38-2, LV #314
GP38-2, LV #316
GP38-2, LV #318
GP38-2, LV #319

without Sound	with Sound
ATHG-2664	ATHG-2694
ATHG-2665	ATHG-2695
ATHG-2666	ATHG-2696
ATHG-2667	ATHG-2697

LV FEATURES:

- "As-delivered" 1973 appearance
- Chickenwire radiator grills
- EMD snowplow on front
- Hose tray and footboards on rear
- Leslie 3-chime horn
- 3200-gallon fuel tank
- Straight coupler cut levers

As a follow-up to their GP38AC locomotives (LV 310 - 313), the Lehigh Valley GP38-2's (LV 314 - 325) were constructed in 1973. These units could be found anywhere on the mainline, from Buffalo, NY to Jersey City, NJ. These units were strong performers, either handling long strings of mixed freight, or leading Lehigh Valley's famous "Apollo" or "Mercury" TOFC/COFC trains.

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All Road Names

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
- 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.

GP38-2 SERIES LOCOMOTIVE NEW FEATURES:

- Operating Class Lights (Where equipped based on prototype)
- Operating Number boards (Where equipped based on prototype)

GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Body-mounted McHenry® operating scale knuckle couplers
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Packaging securely holds the model for safe storage
- Minimum radius: 18"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



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

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