

Reading & Northern



Era: 2026+



Era: 2021+



Era: 2021+



Era: 2025 +

	without Sound	with Sound
GP38-2, RBMN #2026	ATHG-3370	ATHG-3408
GP38-2, RBMN #2010	ATHG-3371	ATHG-3409
GP38-2, RBMN #2011	ATHG-3372	ATHG-3410
GP38-2, RBMN #2017	ATHG-3373	ATHG-3411

RBMN FEATURES:

- 81" Nose with ratchet brake, no class lights
- Chicken wire grilles, close spaced fans, rear number boards, blanked rear class lights
- Dynamic brake hatch, extended range
- Standard front and rear anticlimbers with drop step

The Reading & Northern Railroad (RBMN) operates a fleet of EMD GP38-2 locomotives that serve as versatile 2,000-horsepower road switchers for both freight and passenger operations across Pennsylvania. Among the most recognizable is #2026, unveiled in a patriotic paint scheme celebrating the 250th anniversary of American independence. RBMN GP38-2 locomotives are assigned as needed to the railroad's passenger excursion trains—including Lehigh Gorge excursions—as well as general freight service, reflecting RBMN's practice of using its locomotives in mixed-service assignments rather than dedicating them exclusively to passenger or freight operations

ROAD NUMBER SPECIFIC FEATURES:

- #2026 Ex-NS, Nathan 5-chime horn
- #2010 Ex-NS, Nathan 5-chime horn
- #2011 Ex-NS, Nathan 5-chime horn
- #2017 Ex-NS, Ex-PC, Leslie 3-chime Horn

\$234.99 w/o SOUND | \$334.99 w/ Tsunami2 SOUND

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

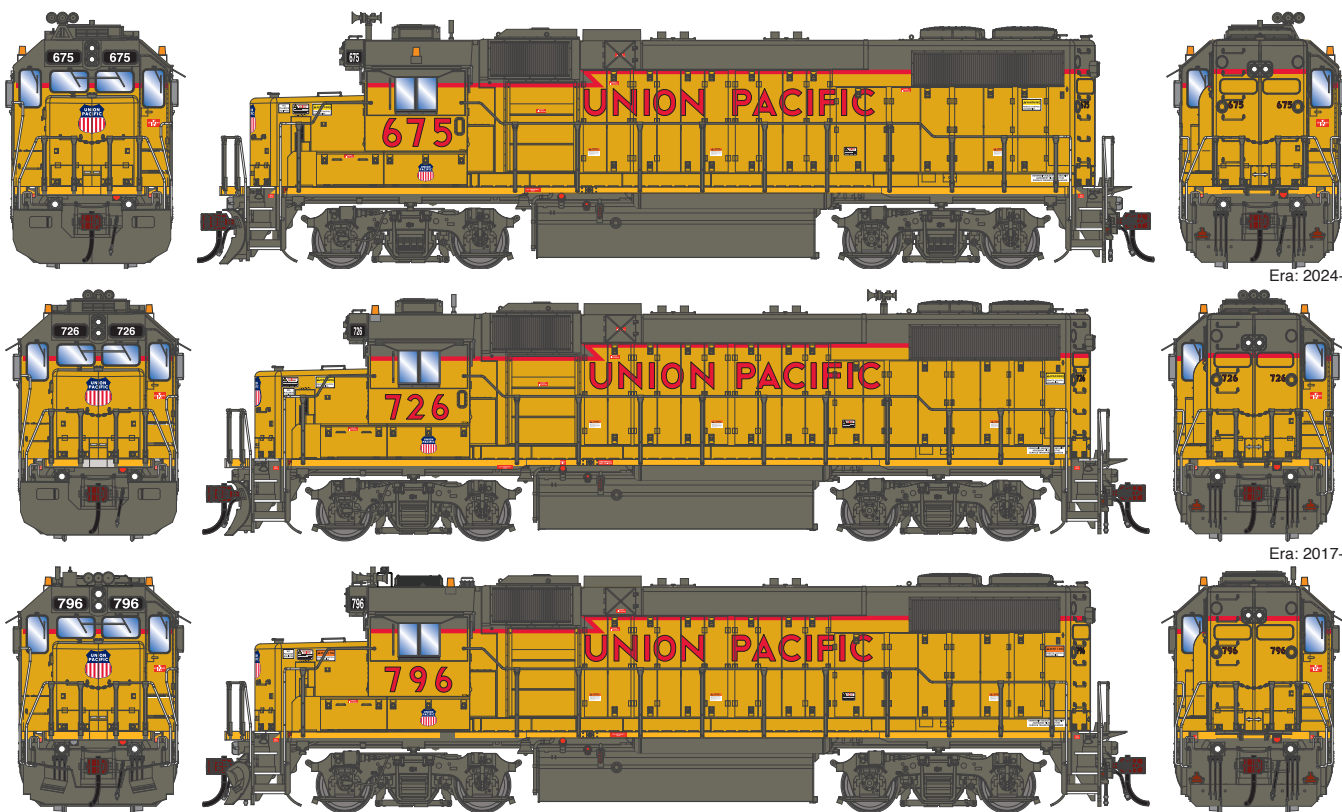
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Union Pacific*



GP38-2, UP 'GP38N' #675
GP38-2, UP 'GP38N' #726
GP38-2, UP 'GP38N' #796

without Sound	with Sound
ATHG-3382	ATHG-3412
ATHG-3383	ATHG-3413
ATHG-3384	ATHG-3420

UP FEATURES:

- 88" Nose with ratchet Brake, no class lights
- Corrugated grilles, Q fans, rear number boards
- Non-dynamic brake hatch, late (angled box)
- Large front anticlimber (no drop step)
- Dual flashing strobes, positioned per prototype
- 3600 gallon fuel tank

Union Pacific's GP38N locomotives are modernized versions of the EMD GP38-2, rebuilt with computerized control systems, microprocessor-based electronics, and other reliability upgrades. Rather than being newly constructed, these locomotives originated primarily from GP38-2s inherited through predecessor railroads that became part of the Union Pacific system. Many were acquired through the railroad's major mergers with the Missouri Pacific (MP), Denver & Rio Grande Western (D&RGW), and Southern Pacific (SP).

The "N" designation identifies locomotives that have been modernized with contemporary electronic control systems and other technological improvements while retaining their original 2,000-horsepower EMD 645 diesel engine and proven mechanical components. These upgrades enhance reliability, diagnostics, and operating efficiency, extending the service life of the locomotives.

Today, Union Pacific GP38N locomotives are assigned primarily to yard switching, transfer service, local freight operations, and other duties where dependable low-speed performance is more important than high-speed mainline operation. Their combination of proven GP38-2 design and modern technology makes them valuable workhorses across Union Pacific's network.

ROAD NUMBER SPECIFIC FEATURES:

- **#675** Short ground plane for Sinclair antenna (NEW TOOLING!), Nathan 3-chime horn on triangular bracket
- **#726** Nathan 3-chime horn on square bracket
- **#796** Tall ground plane for Sinclair antenna (NEW TOOLING!), Nathan 3-chime horn (no bracket)

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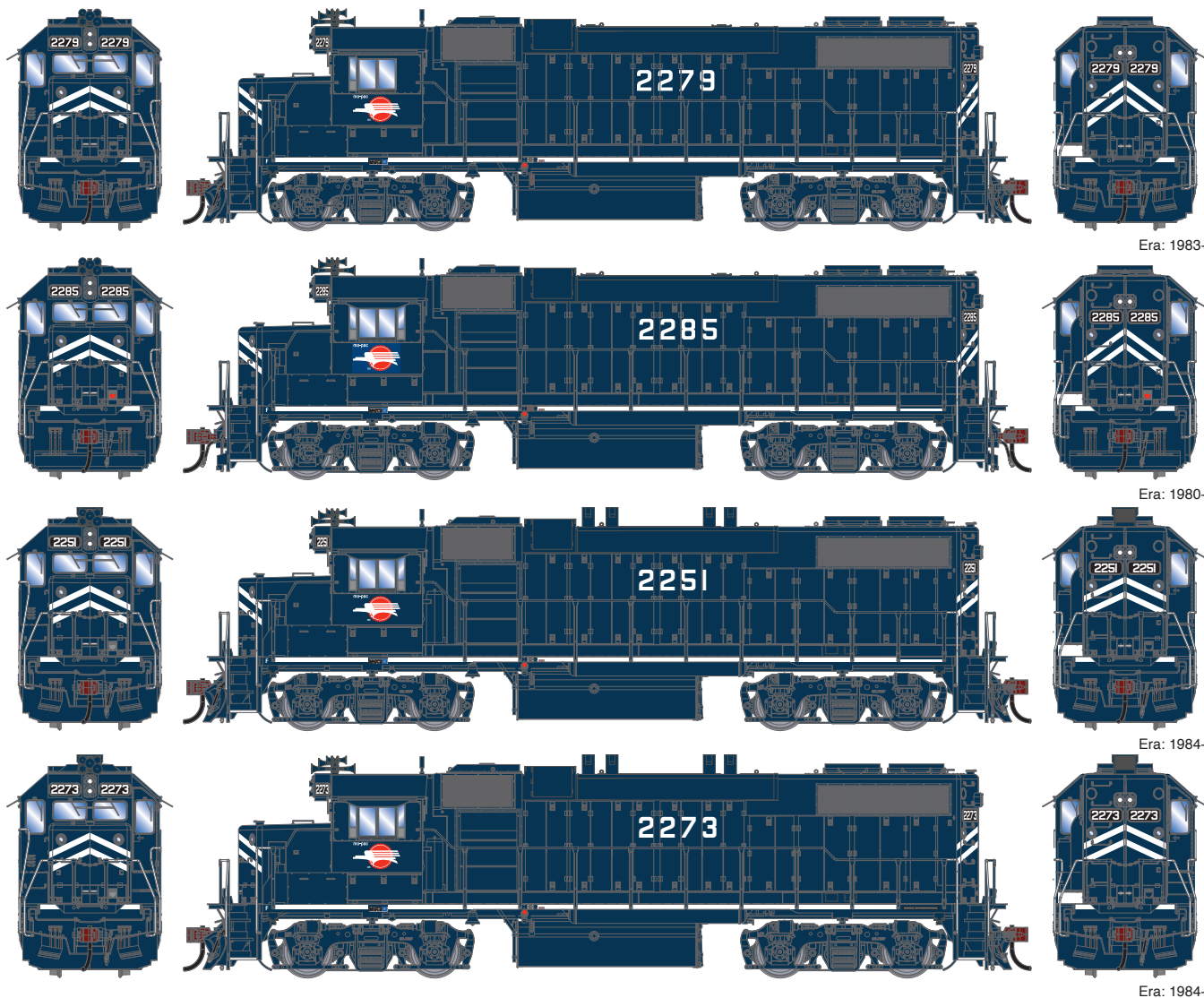
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Missouri Pacific*



Era: 1983+

Era: 1980+

Era: 1984+

Era: 1984+

GP38-2, MP #2279
GP38-2, MP #2285
GP38-2, MP #2251
GP38-2, MP #2273

without Sound	with Sound
ATHG-3385	ATHG-3421
ATHG-3386	ATHG-3422
ATHG-3387	ATHG-3423
ATHG-3388	ATHG-3424

MP FEATURES:

- 81" Low nose with ratchet brake and class lights
- Corrugated grilles, close spaced fans, rear number boards, rear class lights
- Nathan 5-chime horn
- Standard front and rear anticlimbers with drop step

The Missouri Pacific Railroad (MP) began acquiring EMD GP38-2 locomotives in 1972, purchasing a large fleet to handle a wide variety of freight assignments across its system. In 1980, the railroad expanded its roster by acquiring additional secondhand GP38-2 locomotives that had originally been built for the financially troubled Chicago, Rock Island & Pacific Railroad. These locomotives were repainted into Missouri Pacific's distinctive "Jenks Blue" livery and became integral members of the railroad's four-axle diesel fleet.

ROAD NUMBER SPECIFIC FEATURES:

- #2279 Non-dynamic brake hatch, no spark arrestors
- #2285 Non-dynamic brake hatch, no spark arrestors
- #2251 Non-dynamic brake hatch with four spark arrestors
- #2273 Non-dynamic brake hatch with four spark arrestors

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Chicago & North Western*



Era: 1981+

Era: 1981+

Era: 1981+

GP38-2, CNW #4600
GP38-2, CNW #4618
GP38-2, CNW #4616

without Sound	with Sound
ATHG-3389	ATHG-3425
ATHG-3390	ATHG-3426
ATHG-3391	ATHG-3427

CNW FEATURES:

- 88" nose with ratchet brake and class lights
- Corrugated grilles, close spaced fans, rear number boards, rear class lights
- Non-dynamic brake hatch
- Nathan 5-chime horn
- Large front anticlimber, (no drop step)
- 3600 gallon fuel tank

The Chicago and North Western Railway (CNW) operated a fleet of EMD GP38-2 four-axle, 2,000-horsepower diesel-electric locomotives that became dependable performers in all types of service, including transfer runs, industrial switching, and yard assignments. Among the most notable were a group of 35 GP38-2s, numbered 4600–4634, built by EMD in late 1979. These locomotives had originally been ordered by the financially troubled Chicago, Rock Island & Pacific Railroad (RI), but following the railroad's collapse, the order was diverted and the units were delivered to the CNW. These 35 locomotives were unique within the CNW fleet because they were the only GP38-2s that the railroad acquired new from EMD. Other CNW GP38-2s were obtained secondhand during the 1990s through purchases and leasing arrangements, making the former Rock Island order a distinctive and historically significant part of the CNW roster.

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CSX Transportation



	without Sound	with Sound
GP38-2, CSXT #2532	ATHG-3392	ATHG-3428
GP38-2, CSXT #2537	ATHG-3393	ATHG-3429
GP38-2, CSXT #2626	ATHG-3394	ATHG-3430
GP38-2, CSXT #2649	ATHG-3395	ATHG-3431

CSXT FEATURES:

- 81" Nose with ratchet brake and headlight
- Chicken wire grilles, close spaced fans, rear number boards, rear class lights
- Standard front and rear anticlimbers with drop step

CSX's GP38-2 fleet is one of the most diverse in North America, having been assembled through decades of mergers, acquisitions, and inherited locomotive rosters rather than a single large purchase. The railroad originally acquired GP38-2 locomotives from numerous predecessor railroads, including Seaboard Coast Line (SCL), Louisville & Nashville (L&N), Georgia Railroad (GA), Clinchfield Railroad (CRR), Chesapeake & Ohio (C&O), Baltimore & Ohio (B&O), and Durham & Southern (D&S), as well as Conrail (CR) or its predecessor, Penn Central (PC). Today, CSX GP38-2 locomotives are commonly assigned to local freight, yard switching, branch line operations, and work trains. Their varied heritage, spanning multiple historic railroads, makes the CSX GP38-2 fleet one of the most historically diverse collections of second-generation EMD road switchers still in operation in North America.

ROAD NUMBER SPECIFIC FEATURES:

- **#2532** Ex-SCL, dynamic brake hatch (standard range), Leslie 5-chime horn, 3200-gallon fuel tank
- **#2537** Ex-SCL, dynamic brake hatch (standard range), Leslie 3-chime horn, 3200-gallon fuel tank
- **#2626** Ex-LN, dynamic brake hatch, (extended range), Leslie 5-chime horn, 2600-gallon fuel tank
- **#2649** Ex-LN, dynamic brake hatch, (extended range), Leslie 5-chime horn, 2600-gallon fuel tank

PRIME FOR GRIME \$244.99 w/o SOUND | \$344.99 w/ Tsunami2 SOUND

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Conrail



Era: 1980+

Era: 1980+

Era: 1980+

GP38-2, CR #7990
GP38-2, CR #7997
GP38-2, CR #7998

without Sound	with Sound
ATHG-3396	ATHG-3432
ATHG-3397	ATHG-3433
ATHG-3398	ATHG-3434

CR FEATURES:

- 81" Low nose with ratchet brake and marker lights
- Chicken wire grilles, close spaced fans, rear number boards, rear marker lights
- Dynamic brake hatch, standard range
- Standard front and rear anticlimbers with drop step
- 2600 gallon fuel tank
- Red marker lights

Conrail operated one of the largest fleets of EMD GP38-2 locomotives in North America, rostering a total of 338 units during its history. The first 223 GP38-2s were originally purchased by the Penn Central between 1972 and 1973 and were transferred directly to Conrail upon its formation in April 1976. Numbered 7940–8162, these early-production locomotives featured an 81-inch low short hood, wire-mesh radiator grilles, and were delivered without anti-climbers, making them readily distinguishable from later GP38-2 production. The GP38-2 became one of Conrail's most versatile locomotive classes. These four-axle road switchers handled a wide range of assignments, including local freight service, road switching, transfer runs, yard switching, and branch line operations throughout the Conrail system. Their reliability and operational flexibility made them indispensable workhorses.

ROAD NUMBER SPECIFIC FEATURES:

- **#7990** Leslie 3-chime horn (low profile manifold)
- **#7997** Leslie 3-chime horn (low profile manifold)
- **#7998** Leslie 3-chime horn (standard manifold)

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Soo Line



Era: 2006+

Era: 2007+

Era: 2001+

GP38-2, SOO #4403
GP38-2, SOO #4418
GP38-2, SOO #4515

without Sound	with Sound
ATHG-3399	ATHG-3435
ATHG-3400	ATHG-3436
ATHG-3401	ATHG-3437

SOO FEATURES:

- 81" or 88" Nose (per prototype) with ratchet brake, no class lights
- Corrugated or chicken wire grilles (per prototype)
- Close spaced fans
- Dynamic or non-dynamic brake hatch per prototype
- Nathan 3-chime horn
- Large front anticlimber or drop step, per prototype
- 3200-gallon fuel tank

The Soo Line Railroad (SOO) operated a large fleet of EMD GP38-2 locomotives, acquiring them between 1977 and 1983 to serve as the backbone of its medium-horsepower freight and switching fleet. These versatile road switchers became a defining mechanical and visual presence across the Upper Midwest, where they earned a reputation for reliability and operational flexibility. The first GP38-2 was delivered in September 1977 as road number 790, later renumbered 4400. This initial group of ten locomotives featured the railroad's distinctive red SOO lettering and marked the beginning of a major modernization program. Between 1978 and 1983, SOO expanded the fleet through additional production orders, ultimately rostering locomotives numbered 4400–4452. The fleet was further supplemented by GP38-2 locomotives acquired from Milwaukee Road (MILW) following its incorporation into the SOO. Later, SOO introduced its solid "candy apple red" paint scheme in 1989 to replace its classic white and red "hockey stick" scheme. SOO GP38-2 locomotives handled a wide variety of assignments, including branch line and local service, transfer runs, industrial switching, and yard operations.

ROAD NUMBER SPECIFIC FEATURES:

- **#4403** 88" Nose, corrugated grilles, rear number boards, blanked rear class lights, non-dynamic brake hatch (late - angled box), large front anticlimber (no drop step)
- **#4418** 88" Nose, corrugated grilles, rear number boards, blanked rear class lights, non-dynamic brake hatch (late - angled box), large front anticlimber (no drop step)
- **#4515** Ex-MILW, 81" Nose, chicken wire grilles, no rear number boards, no rear class lights, dynamic brake hatch (standard range), standard front and rear anticlimbers with drop step

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Delaware & Hudson



Era: 1980+

Era: 1980+

Era: 1980+

GP38-2, DH #7319
GP38-2, DH #7320
GP38-2, DH #7321

without Sound	with Sound
ATHG-3402	ATHG-3438
ATHG-3403	ATHG-3439
ATHG-3404	ATHG-3440

DH FEATURES:

- 81" Low nose with ratchet brake and class lights
- Chicken wire grilles, close spaced fans, rear number boards, rear class lights
- Dynamic brake hatch, standard range
- Standard front and rear anticlimbers with drop step
- 3200-gallon fuel tank

The Delaware and Hudson Railway (DH) GP38-2 fleet consisted of 12 locomotives originally built by EMD for the Lehigh Valley (LV) in 1973. Following the creation of Conrail (CR) on April 1, 1976, these locomotives were transferred to the DH. Upon entering DH service, the locomotives were renumbered by adding a leading "7" to their original LV road numbers, becoming DH 7314–7325. When the LV units were painted into DH colors, they generally featured a blue body with yellow lettering and a shield beneath each cab window, along with zebra stripes on both ends. In 1978, several locomotives received a simplified appearance with a solid yellow nose displaying a shield in place of the earlier zebra stripes.

ROAD NUMBER SPECIFIC FEATURES:

- **#7319** Blue with yellow nose, Leslie 3-chime horn (low profile manifold)
- **#7320** Blue with yellow nose, Leslie 3-chime horn (low profile manifold)
- **#7321** Blue with yellow "tiger stripes" on front and rear, Leslie 3-chime horn (standard manifold)

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Vermont Rail System



Era: 2022+

Era: 2022+

Era: 2022+

GP38-2, VTR #201
GP38-2, VTR #202
GP38-2, VTR #208

without Sound	with Sound
ATHG-3405	ATHG-3441
ATHG-3406	ATHG-3442
ATHG-3407	ATHG-3443

VTR FEATURES:

- 81" Nose with ratchet Brake, no class lights
- Chicken wire grilles, close spaced fans, rear number boards, blanked rear class lights
- Standard front and rear anticlimbers with drop step
- 2600-gallon fuel tank

The Vermont Rail System (VRS) is an umbrella organization encompassing seven short-line railroads operating in Vermont, New York, and New Hampshire: Vermont Railway (VTR), Green Mountain Railroad (GMRC), Clarendon & Pittsford Railroad (CLP), Washington County Railroad (WACR), New York & Ogdensburg Railway (NYOG), New England Southern Railroad (NEGS), and New Hampshire Central Railroad (NHCR). The modern VRS organization took shape in 1997, when the Vermont Railway acquired the Green Mountain Railroad. The creation of the Vermont Rail System provided a common corporate structure for the two railroads and subsequent short-line acquisitions and affiliations.

The Vermont Rail System operates several EMD GP38-2 locomotives. VTR #201, lettered "Jay L. Wulfson," and VTR #202, lettered "George D. Aiken," were both built new for the Vermont Railway. Unlike VTR #201 and #202, VTR #208, lettered "Harold T. Filskov", was acquired secondhand. Built in August 1972 as Penn Central #8028, the locomotive subsequently served Conrail and Union Pacific before entering the EMD lease fleet. VRS ultimately acquired the locomotive from LLPX, adding another former Class I locomotive to its GP38-2 roster.

ROAD NUMBER SPECIFIC FEATURES:

- **#201** Non-dynamic brake hatch, Nathan 5-chime horn, Jay L. Wulfson lettering on cab
- **#202** Non-dynamic brake hatch, Nathan 5-chime horn, 2022 Short Line of the Year logo on battery boxes, George D. Aiken lettering on cab
- **#208** Dynamic brake hatch (standard range), Nathan 3-chime horn, Harold T. Filskov lettering on cab

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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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