

Union Pacific* - Modern



Era: 2016+



Era: 2016+

GP38N, UP #578
GP38N, UP #594

without Sound	with Sound
ATHG-1397	ATHG-1417
ATHG-1398	ATHG-1418

- UP FEATURES:**
- Mid/Late body with corrugated grilles and Q-fans
 - RCL strobes (effect in DCC)
 - K3 horn on long hood
 - Electronic bell
 - FWD and RVS ditch lights
 - UP medium front plow
 - Extended range dynamic brakes

Starting in the mid 2000's, UP began to rebuild older EMDs to help extend their serviceable life. These GP38-2s were designated by UP as "GP38N's" and were completely rebuilt with an added fresh coat of UP paint. While retaining some SP detail spotting features, they were used along side the rest of the UP local and yard service fleet.

- ROAD NUMBER SPECIFIC FEATURES:**
- **#578** Ex SP #4815, Whip antenna on base, 2-stack exhaust
 - **#594** Ex SP #4831, large Sinclair antenna on base, 4-stack exhaust

\$219.99 w/o SOUND | \$319.99 w/ Tsunami2 SOUND

These items are subject to Horizon's MAP policy

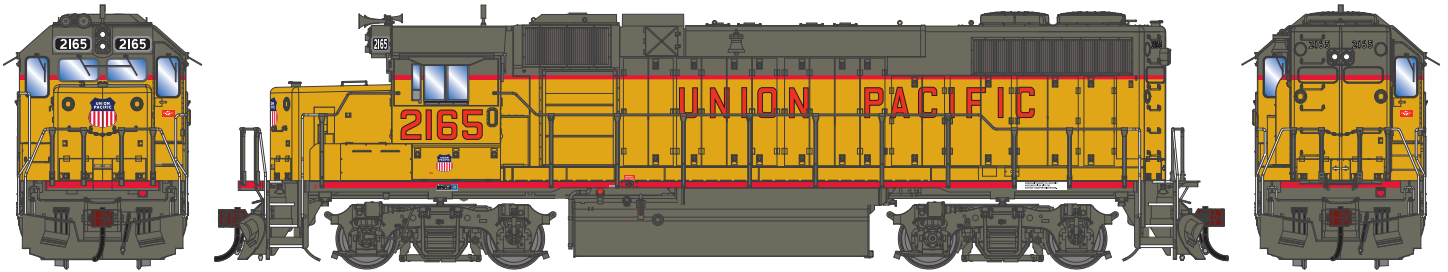
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ETA: JUNE 2025



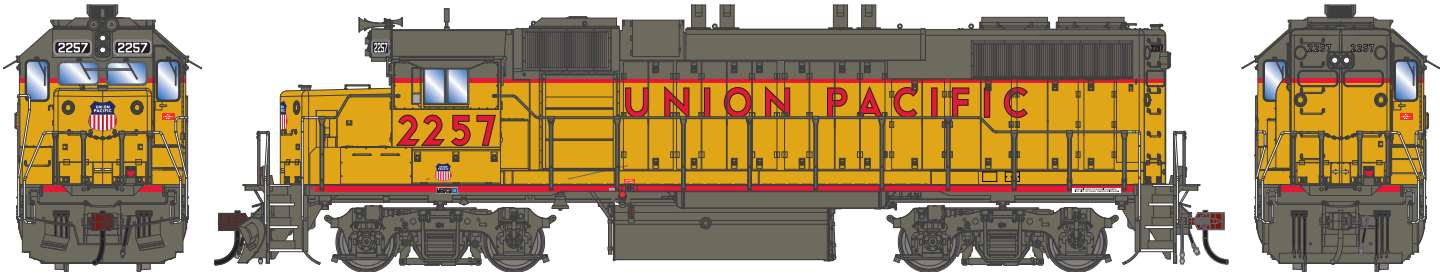
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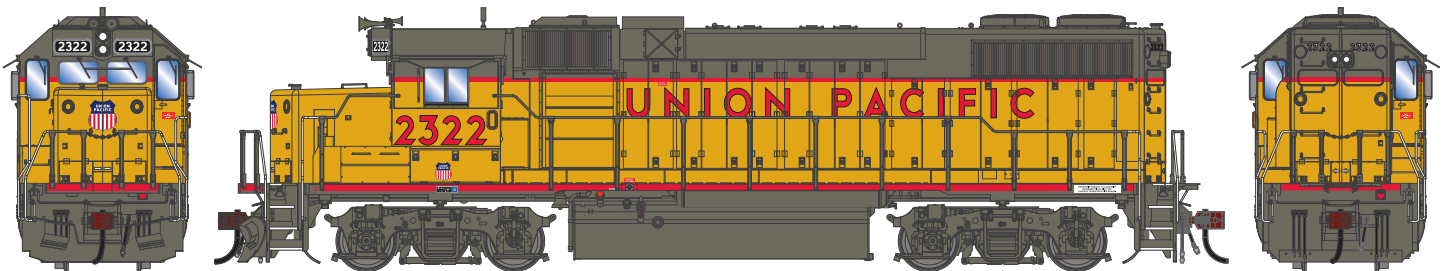
Union Pacific* - 1980s Version



Era: Late 1980s+



Era: Late 1980s+



Era: Late 1980s+

GP38-2, UP #2165
 GP38-2, UP #2257
 GP38-2, UP #2322

without Sound	with Sound
ATHG-1394	ATHG-1414
ATHG-1395	ATHG-1415
ATHG-1396	ATHG-1416

UP FEATURES:

- Leslie 3-chime horn
- Extra jacking pads
- Front small plow
- Painted-over class lights
- Non-dynamic brakes
- 4-stack exhaust

After the 1982 merger with the Missouri Pacific, UP inherited a large batch of GP38-2s. They were dispersed all over the UP system and eventually painted into UP colors working in yards, locals and branch lines. A unique spotting feature not common to UP practice were the lack of locomotive dynamic brakes. UP would end up inheriting more non-dynamic GP38-2s after the MKT merger of 1988.

ROAD NUMBER SPECIFIC FEATURES:

- **#2165** Ex-MP 2165, mid/late body with corrugated grills and Q-fans, "North Little Rock" style lettering, angled paper air filter box, side hood mounted bell, late style step wells, 3600 gallon fuel tank
- **#2257** Ex-MP 2257, mid-body with corrugated grills and standard fans, standard UP lettering, squared paper air filter box, frame mounted bell, early style step wells, 3200 gallon fuel tank, 4 large spark arrestors
- **#2322** Ex-MP 2322, mid/late body with corrugated grills and Q-fans, standard UP lettering, angled paper air filter box, frame mounted bell, late style step wells, 3600 gal fuellon tank

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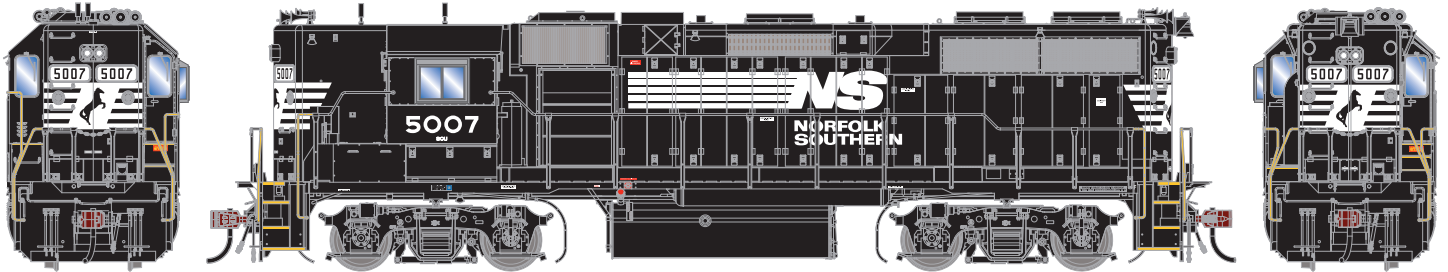
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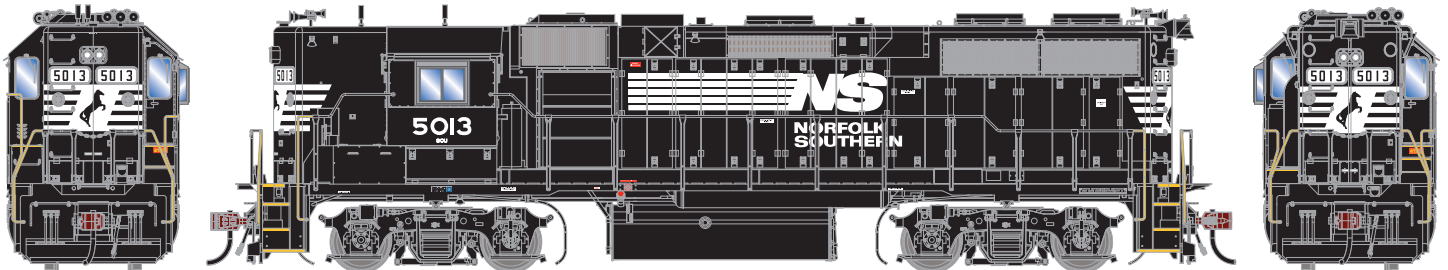
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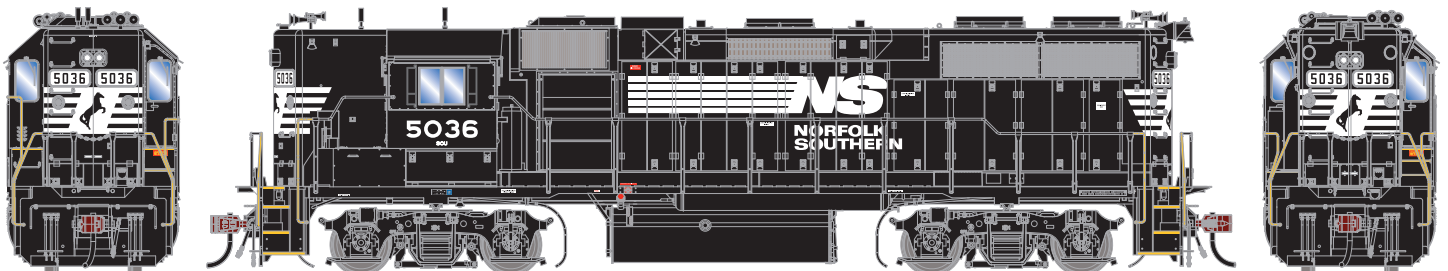
Norfolk Southern



Era: Mid 1980s-Early 1990s



Era: Mid 1980s-Early 1990s



Era: Mid 1980s-Early 1990s

GP38-2, NS #5007
GP38-2, NS #5013
GP38-2, NS #5036

without Sound	with Sound
ATHG-1399	ATHG-1419
ATHG-1400	ATHG-1420
ATHG-1401	ATHG-1421

NS FEATURES:

- Two Leslie RS5T horns
- Long hood walkway lights (non-operating)
- Long hood-forward operation
- Two "firecracker" antennas

With the formation of Norfolk Southern in 1982, the road adopted a simple black scheme with stylized "NS" on the flanks. Early repaints had solid black frames- white markings were added later. These units are of Southern heritage, and feature the longer radiators that were a trademark of early-production GP38-2s.

ROAD NUMBER SPECIFIC FEATURES:

- **#5007** All-weather window on left side, sunshade and mirrors on right side, grab irons on pilots (MU hose holders)
- **#5013** All-weather window on left side, sunshade and mirrors on right side, MU hose pockets on pilots
- **#5036** Sunshade and mirrors on both sides, grab irons on pilots (MU hose holders)

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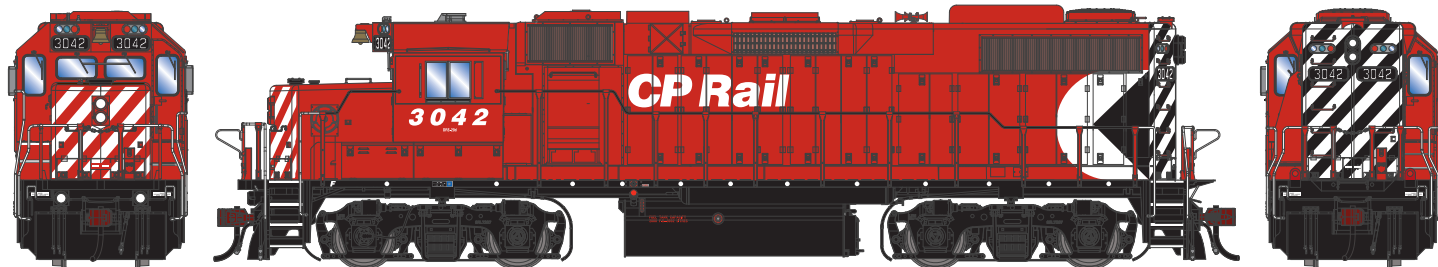
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Canadian Pacific



Era: 1987+



Era: 2000s+



Era: 2000s+

	without Sound	with Sound	CP FEATURES:
GP38-2, CP #3042	ATHG-1382	ATHG-1402	• First time with operating Canadian-style class lights! (Effect in DCC)
GP38-2, CP #3066	ATHG-1383	ATHG-1403	• Late body with corrugated grilles and Q-fans
GP38-2, CP #3071	ATHG-1384	ATHG-1404	• Front ditch lights
GP38-2, CP #3116	ATHG-1385	ATHG-1405	• Nose headlight
			• Bell between cab number boards
			• 3200 gallon fuel tank

Canadian Pacific purchased a batch of late production GP38-2's in the mid 1980's. These GMD built models were spec'd with straight switcher style steps, tri-light class lights on both ends, front ditch lights, winterization hatch, the later "Shute" style blower housing, and the bell mounted between the front number boards. Only a handful of these made it into the repainted scheme with their class lights still intact. By the end of the 2010's, they were all modified with the class lights removed. By popular demand, we are giving the Canadian modeler an opportunity to add more GMD GP38-2's to their rosters!

ROAD NUMBER SPECIFIC FEATURES:

- **#3042** As-delivered "Mutlimark" scheme, relocated horn to long hood, Timken axle bearings
- **#3066** As-delivered "Mutlimark" scheme, relocated horn to long hood, Timken axle bearings
- **#3071** Repainted "Golden Beaver" scheme, mixed Timken/Hyatt bearings, different plow per road number
- **#3166** Repainted "Golden Beaver" scheme, mixed Timken/Hyatt bearings, different plow per road number

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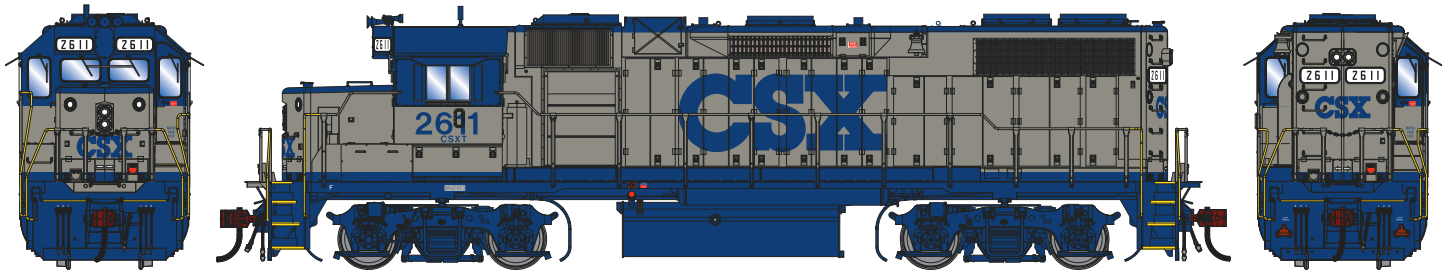
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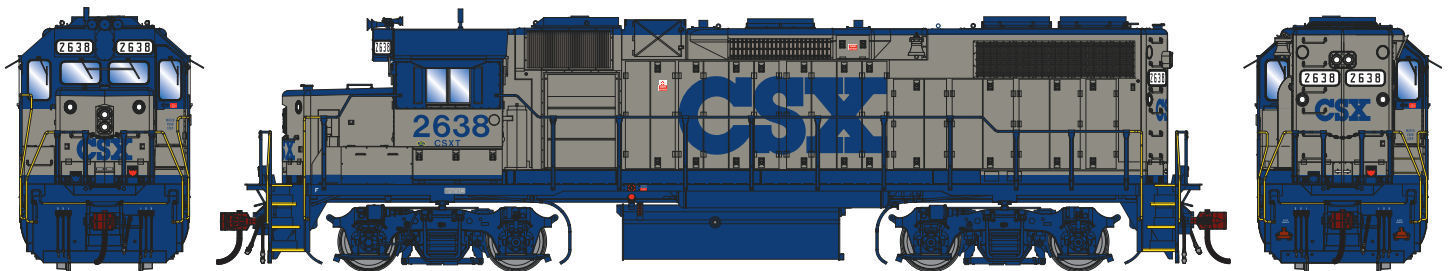
CSX



Era: 1989+



Era: 1987+



Era: 1989+

	without Sound	with Sound	CSX FEATURES:
GP38-2, CSX #2611	ATHG-1398	ATHG-1409	• Early/mid body with chickenwire grilles and standard fans
GP38-2, CSX #2623	ATHG-1390	ATHG-1410	• Leslie 5-chime horn
GP38-2, CSX #2638	ATHG-1391	ATHG-1411	• Class lights
			• Expert approved artwork and colors
			• Nose headlight
			• 3200 gallon fuel tank

After the formation of CSX Transportation in the mid 1980's, it was a colorful time for locomotive power. As CSX was looking into a standardized paint scheme, they chose blue and grey in a few different variations. Affectionately nicknamed "Blue down" by railfans, this scheme was used to repaint many former predecessor locomotives in the early days of CSX. Some were simply patched with CSX initials before they could be brought in for major servicing and new paint. First time offered in Genesis, be sure to order yours before it is too late!

ROAD NUMBER SPECIFIC FEATURES:

- #2611 "Blue down" repaint, grey handrails
- #2623 Ex-SBD with CSX patches
- #2638 "Blue down" repaint, blue handrails

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Seaboard System



Era: 1984+

GP38-2, SBD #4075
GP38-2, SBD #4094

without Sound	with Sound
ATHG-1392	ATHG-1412
ATHG-1393	ATHG-1413

- SBD FEATURES:**
- Ex-LN
 - Early/mid body with chickenwire grilles and standard fans
 - Leslie 5-chime horn
 - Class lights
 - Nose headlight
 - 3200 gallon fuel tank

Seaboard System was formed in the early 1980's from the formation of Seaboard Coast Line, Louisville & Nashville, and Clinchfield railroads. It was rather short lived officially operating between 1982 and 1986 before ultimately becoming part of CSX Transportation. During this time, many locomotives were painted into this attractive grey scheme. After being absorbed into CSX, it was still common to see SBD power with simple CSX patches running all over the system, some lasting well into the 1990's.

ROAD NUMBER SPECIFIC FEATURES:

- #4094 Equipped with cab mounted gyalright (effect in DCC)

Conrail



Era: 1979+

GP38-2, CR #8230
GP38-2, CR #8244
GP38-2, CR #8253

without Sound	with Sound
ATHG-1386	ATHG-1406
ATHG-1387	ATHG-1407
ATHG-1388	ATHG-1408

- CR FEATURES:**
- As-delivered appearance
 - Mid/late body with corrugated grilles and standard fans
 - Leslie 3-chime horn
 - Class lights
 - Cab signal box
 - Angled paper air filter box
 - 3200 gallon fuel tank

Conrail amassed a large roster of GP38-2's by the 1980's. In 1979, CR ordered class 8224-8255 from EMD. Being part of the last few CR GP38-2 orders, these featured a large front anticlimber, corrugated grilles, cab signal box, and dynamic brakes with an angled paper air filter box. Many of these lasted into the split of CR in 1999 and could still be seen working for CSX and NS albeit in their new owner's colors.

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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
- 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.

GP38-2 SERIES LOCOMOTIVE NEW FEATURES:

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

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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