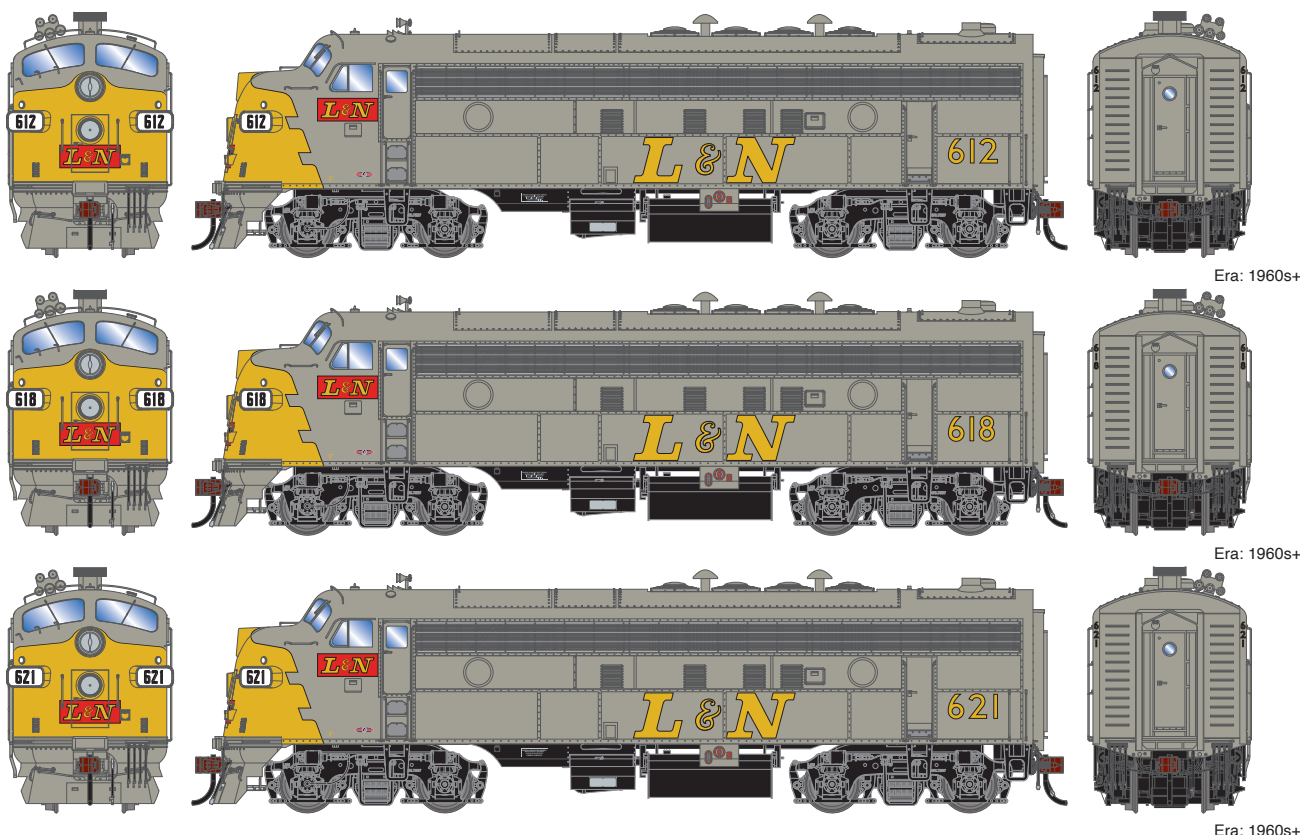


## **Louisville and Nashville**



FP7, LN #612  
 FP7, LN #618  
 FP7, LN #621

without Sound	with Sound
ATHG-2802	ATHG-2821
ATHG-2803	ATHG-2822
ATHG-2804	ATHG-2823

### **LN FEATURES:**

- RS5T horn
- Steam generator
- Extended MU hoses
- Nose MU receptacle
- Painted-over porthole windows per prototype practice
- Gyalight on nose (flash effect on DCC/sound version)
- Spark arrestors
- "Mushroom" cab vent
- "Whip" antenna

Built as passenger units, L&N's diverse fleet of FP7s included units inherited from the CEI, as well as a pair of wreck rebuilds. By the 1960s, most of them were painted in the grey & yellow scheme and were re-gearred for freight service.

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## **Georgia**



Era: Early 1950s+



Era: Early 1950s+

FP7, GA #1002  
FP7, GA #1003

<b>without Sound</b>	<b>with Sound</b>
ATHG-2805	ATHG-2824
ATHG-2806	ATHG-2825

### **GA FEATURES:**

- Single-note horns
- Steam generator
- Extra nose corner grab irons
- Front MU hoses included separately
- "Firecracker" antenna
- Pilot steps

Due to Georgia state legislature, the Georgia RR and its affiliates were required to maintain daily-except-Sunday passenger service on all of their lines well into the 1960s. A fleet of FP7 units were mainly used for this service.

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## Western Railway of Alabama



Era: 1949+

FP7, WRA #503

without Sound  
ATHG-2807

with Sound  
ATHG-2840

#### WRA FEATURES:

- Single-note horns
- "Firecracker" antenna
- Steam generator
- Pilot steps
- Front MU hoses included separately

The AWP and WRA were, from 1886 onward, essentially operated as a single line under the moniker of the "West Point Route". Therefore, it was common to find units from both roads operating together. These railroads were largely controlled by the Georgia RR through the ownership of common stock; because of this, FP7s from all 3 roads shared the same masking and colors. Passenger service ended some 16 months before the Amtrak took over.

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## Atlanta & West Point



Era: Early 1950s+



Era: Early 1950s+

FP7, AWP #551  
FP7, AWP #552

<b>without Sound</b>	<b>with Sound</b>
ATHG-2808	ATHG-2841
ATHG-2809	ATHG-2842

### AWP FEATURES:

- Single-note horns
- "Firecracker" antenna
- Steam generator
- Pilot steps
- Front MU hoses included separately

The AWP and WRA were, from 1886 onward, essentially operated as a single line under the moniker of the "West Point Route". Therefore, it was common to find units from both roads operating together. These railroads were largely controlled by the Georgia RR through the ownership of common stock; because of this, FP7s from all 3 roads shared the same masking and colors. Passenger service ended some 16 months before the Amtrak took over.

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## Reading



Era: Early 1960s+



Era: Early 1960s+

FP7, RDG #900  
FP7, RDG #905

<b>without Sound</b>	<b>with Sound</b>
ATHG-2810	ATHG-2843
ATHG-2811	ATHG-2844

### RDG FEATURES:

- S5T horn
- Steam generator
- Ladder grabs and nose side grabs
- Dual sealed-beam headlight
- Cut skirts
- Warning labels are road number specific

The year 1950 marked a change in passenger service for the Reading when six FP7's (#900-#905) began replacing steam powered commuter trains. Originally, the FP7 powered trains used two units coupled back-to-back. This eliminated terminal dwell time, as the A-A configuration did not require the use of a turntable. Despite setbacks to the financial viability of passenger service, in 1967, three units continued to serve the Reading until 1974 when SEPTA (Southeastern Pennsylvania Transit Authority) took over operation of Reading's passenger trains. Their original Reading paint scheme lasted until 1978, when the units were renumbered by SEPTA.

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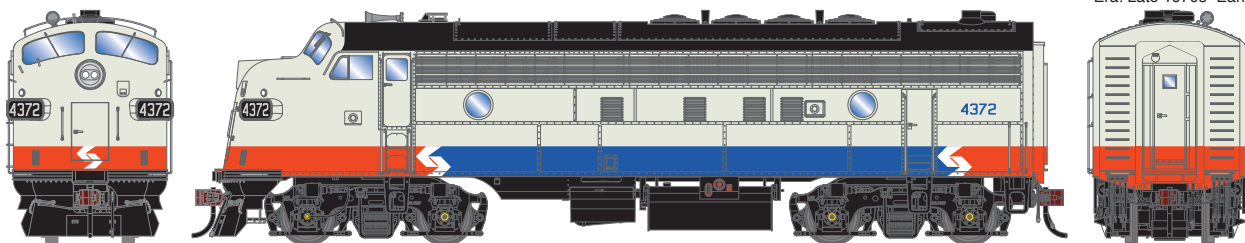
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## SEPTA



Era: Late 1970s- Early 1980s



Era: Late 1970s- Early 1980s

FP7, SPAX #4371  
 FP7, SPAX #4372

without Sound	with Sound
ATHG-2812	ATHG-2845
ATHG-2813	ATHG-2846

### SPAX FEATURES:

- Single-note horn
- Ladder grabs and nose side grabs
- Dual sealed-beam headlight
- Sinclair antenna
- Cut skirts
- Steam generator

SEPTA (Southeastern Pennsylvania Transit Authority) took over operation of Reading's passenger trains in 1974. During 1978, the surviving ex-Reading FP7's were renumbered and shortly thereafter, they were repainted in SEPTA's red, white, and blue colors. Generally, to an extreme, railfans either loved or hated the new scheme, but all seemed to agree that the new scheme was "eye-catching". By 1981, SEPTA's financial troubles ended the use of diesel-powered passenger trains. The units were stored and were later acquired by various historical societies for preservation in the original Reading paint scheme.

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## Reading



Era: 2010s+



Era: 2010s+

FP7, RDG #902  
 FP7, RDG #903

<b>without Sound</b>	<b>with Sound</b>
ATHG-2814	ATHG-2847
ATHG-2815	ATHG-2848

### RDG FEATURES:

- S5T horn
- Dual sealed-beam headlight
- Ladder grabs and nose side grabs
- Lighter green stripe (vs 1960's RDG)
- Front and rear MU receptacles
- Steam generator
- Cut skirts

Following 30 years of commuter train service for the Reading and SEPTA (Southeastern Pennsylvania Transit Authority), and two years of storage, former RDG #902 was obtained by the Lancaster, PA NRHS Chapter, while former RDG #903 was obtained by the Philadelphia NRHS Chapter. Both units were moved to the Railroad Museum of Pennsylvania in Strasburg, PA. Restoration of the units began in 1986 and was completed in 1995. In 2007, the Lancaster Chapter donated #902 to the Reading Co. Technical & Historical Society. In 2010 both units were displayed at Steamtown in Scranton, PA. Most recently, SMS Rail Service, in coordination with the Reading Co. Technical & Historical Society, completed repairs and applied fresh paint to RDG #902. It has been recently reported that RDG #903 has been sold to SMS Rail Lines for use on their Woodstown Central railroad in New Jersey, making a reunion of #902 and #903 possible, this time in tourist excursion service. We are proud to offer these historic locomotives in their restored appearance.

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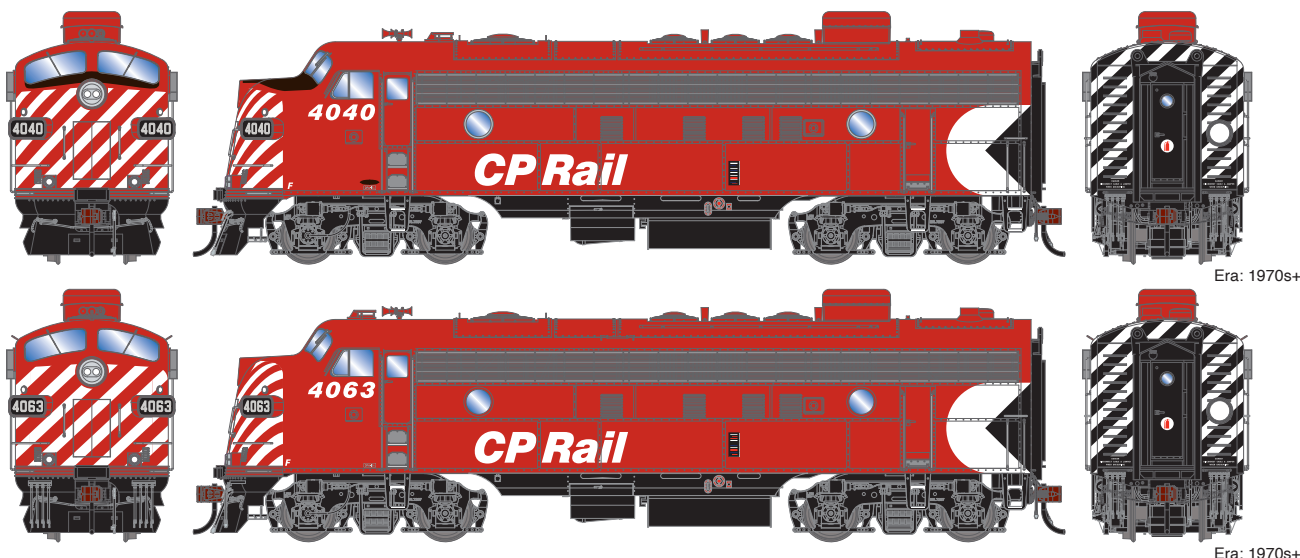
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## Canadian Pacific



FP7, CP #4040  
FP7, CP #4063

<b>without Sound</b>	<b>with Sound</b>
ATHG-2816	ATHG-2849
ATHG-2817	ATHG-2850

### CP FEATURES:

- Ditch Lights
- Nose door without hinges
- Canadian winterization hatch
- Nathan 3-chime horn
- Sinclair antenna
- Steam generator
- 48" dynamic fan

GMD built 35 FP7s for CP. In 1968/69, CP adopted a new brand image in the form of Action Red paint and a large multimark; the FP7s were repainted into this scheme. At first they featured 5" stripes, which was later revised to 8" stripes in the 1970s as depicted by our models.

### ROAD NUMBER SPECIFIC FEATURES:

- **#4040** Black anti-skid on nose
- **#4063** No anti-skid on nose, ladder rest grabs on carbody

†New features including Ditch lights, Canadian winterization hatch, nose door without hinges, and more!

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### **VIA**



FP7, VIA #1403  
 FP7, VIA #1410  
 FP7, VIA #1418

<b>without Sound</b>	<b>with Sound</b>
ATHG-2818	ATHG-2851
ATHG-2819	ATHG-2852
ATHG-2820	ATHG-2853

#### **VIA FEATURES:**

- Ditch Lights
- Nose door without hinges
- Canadian winterization hatch
- Nathan 3-chime horn
- Sinclair antenna
- Steam generator
- 48" dynamic fan

Via Rail FP units were inherited from CP rail. Some units had replacement components installed which were not necessarily painted to match. The units gave good service, but most were retired by the early 1980s.

#### **ROAD NUMBER SPECIFIC FEATURES:**

- **#1403** CP Action Red: Horn, dynamic fan cap, #1 radiator fan base, forward right sand fill is blue.
- **#1410** Forward left sand fill is CP action red, ladder rest grabs on carbody
- **#1418** Unique scheme with solid blue body sides, ladder rest grabs on carbody

†New features including Ditch lights, Canadian winterization hatch, nose door without hinges, and more!

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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 AND BACKGROUND INFO:

EMD F-units were a line of diesel-electric locomotives produced between November 1939 and November 1960 by General Motors Electro-Motive Division and General Motors-Diesel Division. Final assembly for all F-units was at the GM-EMD plant at La Grange, Illinois and the GMDD plant in London, Ontario, Canada. They were sold to railroads throughout the United States, Canada, and Mexico.

The EMD FP7 was a 1,500 horsepower (1,100 kW), B-B passenger-hauling diesel locomotive produced between June 1949 and December 1953 by General Motors' Electro-Motive Division and General Motors Diesel. Final assembly was at GM-EMD's La Grange, Illinois plant, excepting locomotives destined for Canada, in which case final assembly was at GMD's plant in London, Ontario. The locomotive contained an auxiliary water tank and steam generator to supply steam heat to the trailing passenger cars. This necessitated a longer body and frame. Although intended for passenger service, these locomotive still were regularly assigned into freight locomotive pools as well.

### F-Unit SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Windshield wipers
- Wire grab irons
- Cab Interior
- Lit signal lights, beacons, and ditchlights, if equipped
- Bell placement & type per prototype
- Detailed Blomberg-B trucks with prototype-specific wheel bearings
- Directional constant lighting
- Headlight brightness remains constant
- Separately-applied photo-etched metal and injection molded detail parts
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes & retention tanks
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Etched metal fan grilles
- 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" — Recommended radius: 22"
- Trainline and MU hoses
- Lift rings
- Sanding lines



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