

Union Pacific*



Era: 2013+

Era: 2016+

MP15AC, UPY #1463
MP15AC, UPY #1488

without Sound	with Sound
ATHG66264	ATHG66364
ATHG66265	ATHG66365

UP FEATURES:

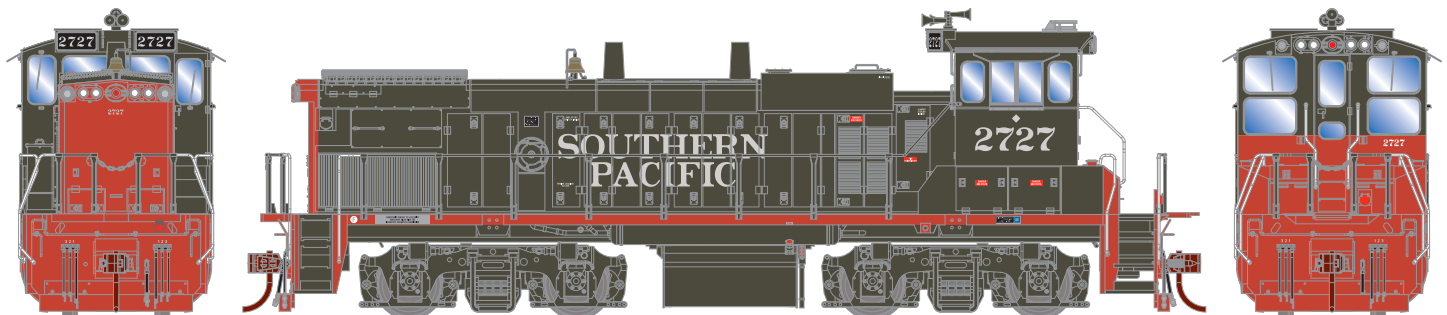
- Newer UP scheme with yellow frame stripe
- Ground lights
- Road number specific features
- Cab-mounted A/C
- Front and rear ditch lights

Through mergers and lease agreements, UP acquired quite a few MP15AC's. By the 2010's, the paint was showing it's age and UP started to repaint many of their locomotives. They added barrier stripes on the ends, added yellow frame stripes, and used a smaller lettering font size. Many can be found operating around yards and terminals.

ROAD NUMBER SPECIFIC FEATURES:

- **#1463** Ex-SP, Repaint with UP shield on the nose, cab-mounted 3-chime horn, SP style number boards, blanked SP light package, hood-mounted bell, large fuel tank, brake wheel
- **#1488** Ex EMD Demo, repaint with UP "baby wings" on the nose, cab-mounted 3-chime horn, hood-mounted bell, large fuel tank, ratchet brake

Southern Pacific*



Era: 1975+

MP15AC, SP #2727
MP15AC, SP #2734
MP15AC, SP #2751

without Sound	with Sound
ATHG66266	ATHG66366
ATHG66267	ATHG66367
ATHG66268	ATHG66368

SP FEATURES:

- Ground lights
- Hood-mounted bell
- SP style cab number boards
- Full SP light package on both ends
- Nathan P3 horn
- Large fuel tank

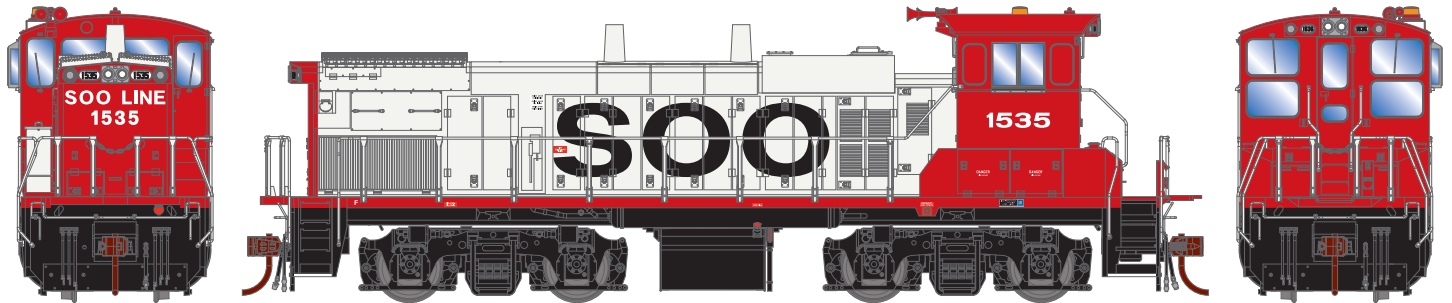
Looking for heavier road switching power, SP turned to EMD in 1975 for 58 MP15AC's to add to their roster. A small batch, #2732-2735 were used as slug mothers mated to a rebuilt EMD switcher slug for use in Roseville, California. Many of them were absorbed into the UP at the merger. After their tenure on the UP came to a close, quite a few found service on lease fleets and short lines still seen operating today.

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Soo Line

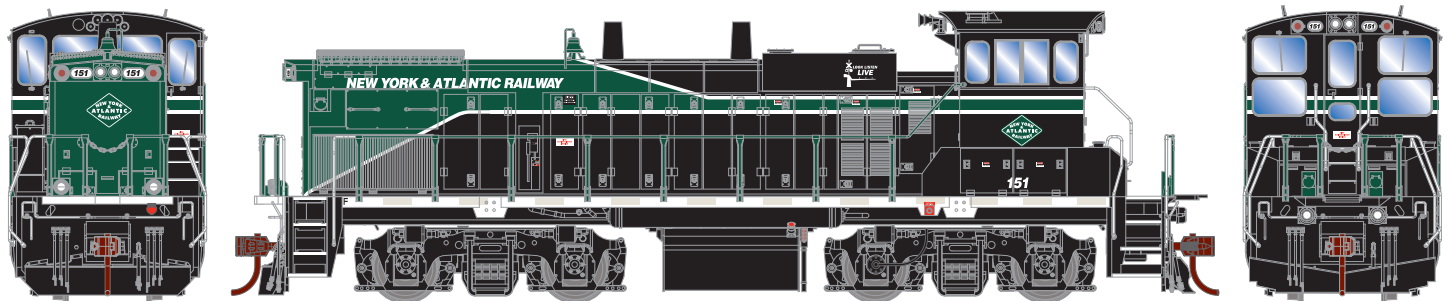


Era: Late 1980s+

	without Sound	with Sound	SOO FEATURES:	
MP15AC, SOO #1535	ATHG66269	ATHG66369	• Ground lights	• Cab beacon (effect in DCC)
MP15AC, SOO #1539	ATHG66270	ATHG66370	• Leslie 3-chime cab-mounted horn	• Small fuel tank
MP15AC, SOO #1558	ATHG66271	ATHG66371	• Ratchet brake	

After the 1985 acquisition of the MILW from bankruptcy, SOO inherited their MP15AC's along with other motive power. While many were simply patched and put back into service, a few got the full white and red SOO repaint treatment. Even though we have offered these numbers in the past, we thought it was time to announce these again, this time with LEDs and Tsunami 2 Sound!

New York and Atlantic



Era: 2006+

	without Sound	with Sound	NY&A FEATURES:	
MP15AC, NYA #151	ATHG66272	ATHG66372	• Ground lights	• Front and rear ditch lights
MP15AC, NYA #155	ATHG66273	ATHG66373	• 5 chime forward facing horn	• Hood-mounted bell
MP15AC, NYA #156	ATHG66274	ATHG66374	• SP style frame	• Large fuel tank

The New York and Atlantic Railway operates approximately 270 miles of track in the state of New York. With a total of 14 locomotives, they operate a small fleet of ex-Long Island Railroad MP15AC switchers that are used for various tasks serving the lumber, plastic, food product, and waste/recyclable industries. Even though they are a fairly small outfit, they haul an average of 30,000 carloads a year!

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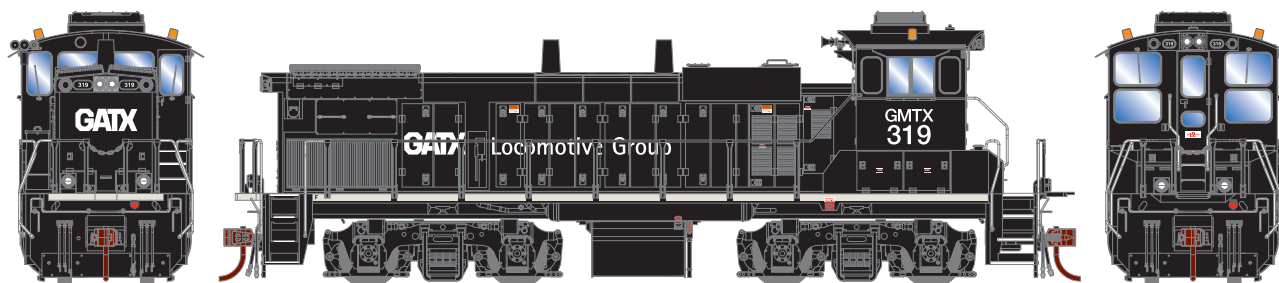
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GMTX



Era: 2017+



Era: 2017+



Era: 2020+

	without Sound	with Sound	
MP15AC, GMTX #319	ATHG66275	ATHG66375	
MP15AC, GMTX #333	ATHG66276	ATHG66376	
MP15AC, GMTX #335	ATHG66277	ATHG66377	

- GMTX FEATURES:**
- Ground lights
 - Road number specific features
 - Front and rear ditch lights
 - Cab-mounted A/C

GATX operates a fairly large lease fleet of locomotives to help service any railroad's needs. We are offering full repaints from a range of different schemes used. Being leased as needed, these locomotives could be seen used all over the country, including Mexico and Canada.

ROAD NUMBER SPECIFIC FEATURES:

- **#319** Ex-SOO/MILW, All black repaint, cab-mounted 3-chime horn, frame-mounted bell, dual Xenon strobes (effect in DCC), small fuel tank, ratchet brake
- **#333** Ex-SOO/MILW, Light blue/black repaint, cab-mounted 3-chime horn, frame-mounted bell, dual Xenon strobes (effect in DCC), small fuel tank, ratchet brake
- **#335** Ex SP, Dark blue/black repaint, cab-mounted 3-chime horn, SP style number boards, blanked SP light package, frame-mounted bell, large fuel tank, brake wheel

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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

The EMD MP15 is a light road switcher that was built between 1974 and 1980. It came in two designs, the MP15DC and the MP15AC. It was billed as replacement for the EMD SW1500

The MP15DC's standard Blomberg B trucks were capable of transition and road speeds up to 60 mph (97 km/h), allowing use on road freights. Soon there was a demand for a model with an advanced AC drive system. The MP15AC replaced the MP15DC's DC generator with an alternator producing AC power which is converted to DC for the traction motors with a silicon rectifier. The MP15AC is 1.5 ft (457 mm) longer than an MP15DC, the extra space being needed for the rectifier equipment. The alternator-rectifier combination is more reliable than a generator, and this equipment became the standard for new diesel-electric locomotive designs.

The MP15AC is easily distinguished from the DC models. Instead of the front-mounted radiator intake and belt-driven fan used on all previous EMD switchers, these have intakes on the lower forward nose sides and electric fans. Side intakes allowed the unit to take in cooler air, and the electric fans improved a serious reliability issue found in its earlier DC sisters.

In the early 1970s railroads were starting to convert to AC power, the six largest buyers, Milwaukee (64), Southern Pacific (58), Seaboard Coast Line Railroad (45), Nacionales de México (25), Long Island (23), and Louisville & Nashville (10), were all buying AC road locomotives. 36 more units were sold to 8 other customers.

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MP15AC LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Windshield wipers
- Blomberg-B trucks
- Directional constant lighting
- Operating ditch lights (if equipped)
- Operating ground lights
- Fine-scale Celcon handrails for scale appearance
- Headlight brightness remains constant
- Separately applied photo-etched metal and injection molded detail parts
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Accurately-painted and -printed paint schemes
- McHenry® scale knuckle couplers - Kadee® compatible
- Fully-assembled and ready-to-run
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- 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
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Replacement parts available
- Minimum radius: 18"
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- Lift rings
- Sander lines
- Walkway Tread



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