

Chicago & North Western*



Era: 1982+



Era: 1993+



Era: 1982+

GP7R, CNW #4140
GP7R, CNW #4160
GP7R, CNW #4193

without Sound	with Sound
ATHG-1235	ATHG-1250
ATHG-1236	ATHG-1251
ATHG-1237	ATHG-1252

CNW FEATURES:

- NEW! Non-Dynamic with roof access hatches
- 1700-gallon fuel tank
- Partial skirting above fuel tank
- All-weather fireman's side window
- Flashing xenon strobe (in DCC mode only)
- Wheel bearings per prototype

These Ex-CRI&P units were purchased by C&NW second-hand from Precision National in 1981, serving the railroad in a variety of service for the next 15+ years. 4160 became inoperable in 1998. In 2007 it was moved to the Illinois Railway Museum and repainted into the blue and white Rock Island paint scheme.

ROAD NUMBER SPECIFIC FEATURES:

- **#4140** Phase III body, 5-Chime Horn, Firecracker antenna, Front snowplow
- **#4160** Phase II body with 86" Doors, 3-Chime Horn, Spark arrestors, Front snowplow
- **#4193** Phase II body with 86" Doors, 5-Chime Horn, Front snowplow

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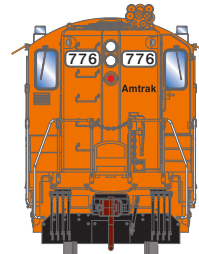
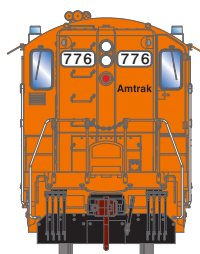
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* Union Pacific Licensed Product

Amtrak



Era: 1978+

GP7, AMTK #776
GP7, AMTK #777

without Sound	with Sound
ATHG-1233	ATHG-1248
ATHG-1234	ATHG-1249

- AMTK FEATURES:**
- NEW! Non-Dynamic with roof access hatches
 - 1700-gallon fuel tank
 - Partial skirting above fuel tank
 - Front and rear flashing emergency beacon (in DCC mode only)
 - Flashing xenon strobes (in DCC mode only)
 - Wheel bearings per prototype

In the late 1970's Amtrak acquired a fleet of second-hand GP7's which were painted in a bright orange color for use in maintenance-of-way service (MOW). These highly visible units were quickly and unofficially named "Pumpkins" by the railfan community. They were frequently spotted hauling Amtrak ballast cars, flat cars equipped with special racks to carry rail, or gondolas that were used to gather scrap steel and wooden ties that accumulated on the right-of-way. Aside from MOW use, these units were used to couple Amtrak express Roadrillers to soon-to-arrive passenger trains. Pumpkins could also be found in service on non-Amtrak rails. For example, Amtrak "Pumpkins" were involved in the rebuilding of the Doylestown branch for the Southeastern Pennsylvania Transit Authority (SEPTA), and the Atlantic City line for New Jersey Transit. This bright paint scheme with unique details such as cab mounted strobes and end mounted emergency beacons will surely be an "attention grabber" on your layout.

Burlington Northern



Era: 1970s+

GP7, BN #1629
GP7, BN #1636

without Sound	with Sound
ATHG-1238	ATHG-1253
ATHG-1239	ATHG-1254

- BN FEATURES:**
- Roof-mounted "Torpedo Tube" air tanks
 - Cab-mounted Beacon (Functions in DCC)
 - Roof-mounted steam era bell
 - Winterization Hatch
 - Fire-cracker antenna

The Burlington Northern Railroad came into existence in March 1970 when the ICC gave the ok for the Chicago, Burlington & Quincy, Great Northern, Northern Pacific and the Spokane, Portland & Seattle railroad's to formally merge and form one company. One result of the merger was the creation of a large group of GP7's on the roster with different features. The two ex-Northern Pacific GP7's offered in this Genesis release came with roof top air tanks in order to equip them with larger fuel tanks to extend their operating range.

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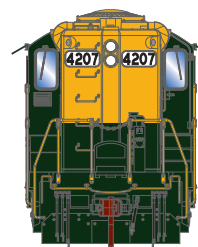


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Precision National



Era: 1970s+



Era: 1970s+

GP7, PNC #1508
GP7, PNC #4207

without Sound	with Sound
ATHG-1240	ATHG-1255
ATHG-1241	ATHG-1256

PNC FEATURES:

- Different wheel bearing styles per prototype
- Full skirts
- 1200-gallon fuel tanks
- Sunshades
- Cut levers

In the early 1970's Precision National was a one of the first companies that remanufactured diesel locomotives and then leased them out to railroads that needed them to bolster their fleets when they were power short. Their shops were located in Mount Vernon, IL which later on became the home for National Railway Equipment, a company that became a major supplier of leased and rebuilt diesels locomotives. PNC developed a uniform green and yellow paint scheme for their lease fleet that could be seen around the country.

ROAD NUMBER SPECIFIC FEATURES:

- **#1508** Front nose oscillating signal light (functions in DCC), spark arrestors, non-dynamic brake hatch
- **#4207** Foot board pilots, Dynamic brakes, Tall MU stands

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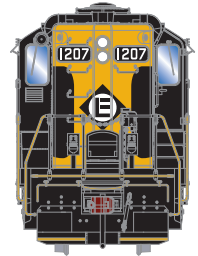
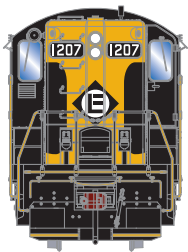
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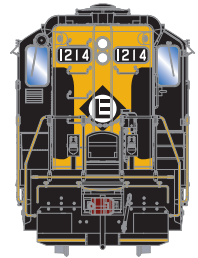
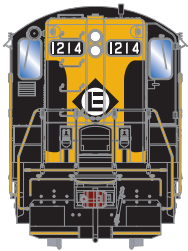


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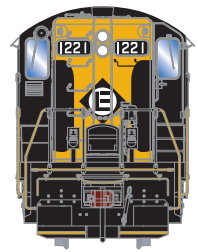
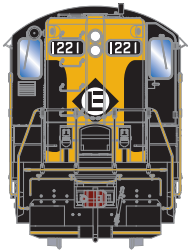
Erie Lackawanna



Era: 1970s+



Era: 1970s+



Era: 1970s+

GP7, EL #1207
 GP7, EL #1214
 GP7, EL #1221

without Sound	with Sound
ATHG-1242	ATHG-1257
ATHG-1243	ATHG-1258
ATHG-1244	ATHG-1259

EL FEATURES:

- Re-Lettered Erie units; post 1960
- Dynamic or non-dynamic, depending on road number
- Two single-chime horns
- "Canvas" sunshades
- Long-hood-forward operation
- Curved spark arrestors

In 1960, the Delaware, Lackawanna and Western Railroad merged with the Erie Railroad to form Erie-Lackawanna. The Erie had owned a sizeable number of EMD GP7s, which were all less than 10 years old at the time of the merger and still giving good service. Rather than spend precious money to repaint these units immediately, the EL decided to retain the Erie paint scheme, but omitted the "wings" on the ends of the units and added their own logos. The units continued in this guise until the mid-to-late 1960s when most were repainted in the grey-and-maroon EL scheme.

ROAD NUMBER SPECIFIC FEATURES:

- #1207 Dynamic brakes
- #1214 Dynamic brakes
- #1221 Non-dynamic brakes

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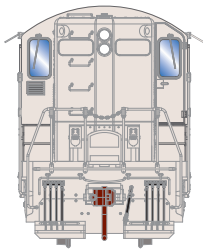
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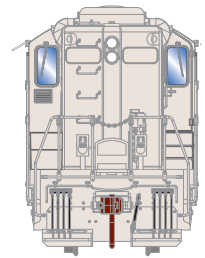
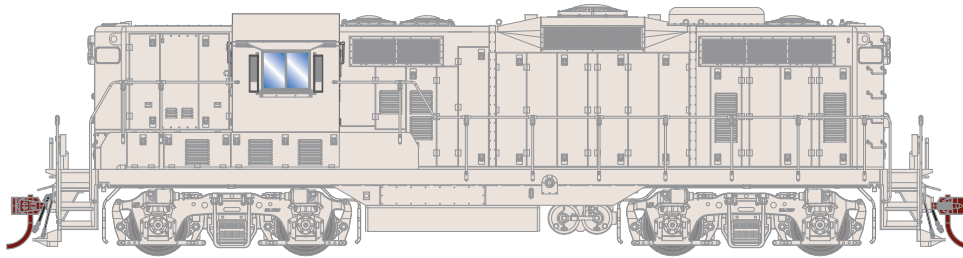


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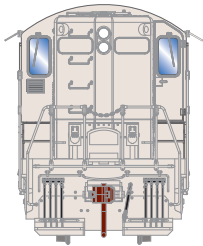
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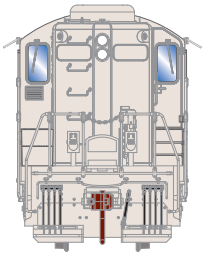
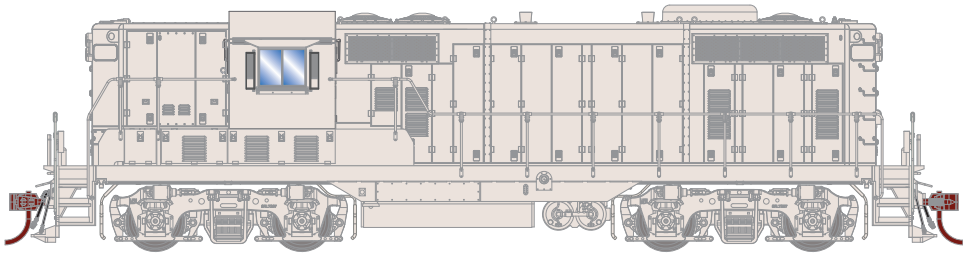
Phase III - Dynamic Brake



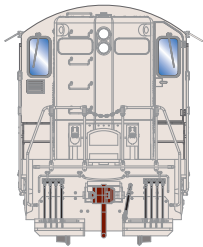
Era: 1953+



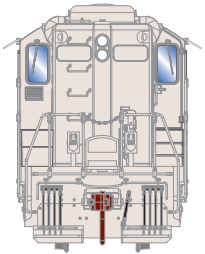
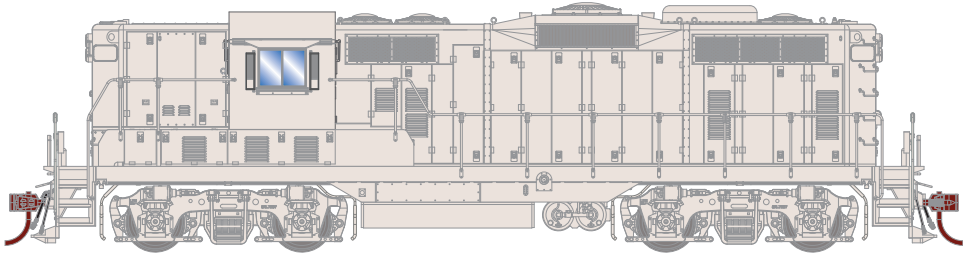
Phase II - Non-Dynamic Brake



Era: 1950+



Phase II - Dynamic Brake



Era: 1950+

GP7, UNDEC Dyn - Phase III
GP7, UNDEC Non-Dyn - Phase II
GP7, UNDEC Dyn - Phase II

without Sound	with Sound
ATHG-1245	ATHG-1260
ATHG-1246	ATHG-1261
ATHG-1247	ATHG-1262

UNDEC FEATURES:

Optional parts include...

- Dual Leslie A-200s or single S3L horn
- 1200 and 1600 gallon fuel tanks
- Foot boards
- "Nail", "Firecracker", and Sinclair "Ice Skate" antennas
- Winterization hatch
- Speed recorder
- Dual MU receptacles

In 1949 EMD unveiled the GP7, a general-purpose road-switcher that was suitable for a variety of tasks on the railroad. The GP7 went through several production variations, known as "phases" by railroad enthusiasts. "Phase II" units were typified by the addition of a box on the walkways on the fireman's side, as well as the (optional) addition of dynamic brakes. This undecorated release is a good option for do-it-yourself modelers or freelancers, and comes with a selection of common, optional detail parts as well.

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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

GP7 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- “Nub” style walkway tread
- Lift rings
- Windshield wipers
- NEW! Roof access hatches on non-dynamic units per prototype
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Blomberg-B trucks with appropriate bearing caps
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Fine-scale Celcon handrails for scale appearance
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- 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”



PROTOTYPE AND BACKGROUND INFO:

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end-cab. The hoods were also full height to better accommodate the diesel engine and mechanical and electrical components.

Many railroads chose to rebuild their GP7s and GP9s for continued service. Often times, it was cheaper to do this rather than purchasing brand-new locomotives. Some railroads adopted a GP7R designation to indicate a rebuilt unit.

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