

CSX



Era: 2006s+

Era: 2006s+

Era: 2010+

GP39-2, CSX #4300
GP39-2, CSX #4307
GP39-2, CSX #4311

without Sound	with Sound
ATHG66249	ATHG66349
ATHG66250	ATHG66350
ATHG66251	ATHG66351

CSX FEATURES:

- Ex-RDG
- Illuminated number boards
- 5-chime horn
- Nose toilet hatch
- Chessie/CSX "mail slot" style battery box doors
- Early phase 1 body
- Front and rear ditch lights
- RV style roof-mounted A/C
- Correct CSX artwork and colors

CSX purchased 20 ex-Reading/D&H GP39-2's in the late 1980's. They operate along side CSX's other EMD GP's providing power for locals, haulers and road switching assignments. Most of the fleet can still be seen operating today.

ROAD NUMBER SPECIFIC FEATURES:

- **#4300** Front and rear CSX-style ditch lights (alternately flashing in DCC mode), small front EMD plow, mixed Hyatt and Timkin bearing Blomberg B trucks with outer brake shoes removed
- **#4307** Front and rear CSX-style ditch lights (alternately flashing in DCC mode), small front EMD plow, mixed Hyatt and Timkin bearing Blomberg B trucks with outer brake shoes still installed
- **#4311** Front tall EMD-style and rear CSX-style ditch lights (alternately flashing in DCC mode), small front EMD plow, mixed Hyatt and Timkin bearing Blomberg B trucks with outer brake shoes removed

\$229.99 w/o SOUND | \$329.99 w/ Tsunami2 SOUND

These items are subject to Horizon's MAP policy

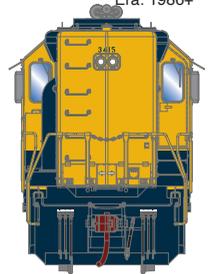
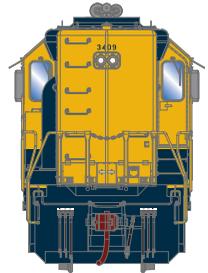
Orders Due: 02.24.23

ETA: MARCH 2024

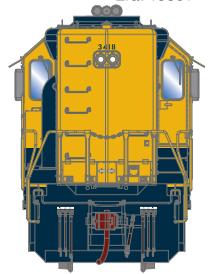


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Santa Fe



Era: 1986+



Era: 1986+

GP39-2u, ATSF #3409
GP39-2u, ATSF #3415
GP39-2u, ATSF #3418

without Sound	with Sound
ATHG66252	ATHG66352
ATHG66253	ATHG66353
ATHG66254	ATHG66354

ATSF FEATURES:

- New Santa Fe phase 1 GP39-2u body with corrugated grilles — First time in Genesis!
- Illuminated "Swing out" style number boards
- Stratolight Beacon (in DCC)
- Newly tooled exhaust stack
- "Switcher" style walkway steps
- Large front anticlimber
- Removed class lights
- Rear-mounted fuel tank

Era: 1986+

Starting in 1986, Santa Fe rebuilt 50 GP39-2's in their Cleburne, TX shops, designating them as "GP39-2u's". The "u" stood for "upgrade" which was a common term for Santa Fe rebuilds during this time. Other than the mechanical and electrical upgrades, Santa Fe added some unique details that distinguish these from their non-rebuild counterparts. These changes include: Fuel tank moved to the rear, new "swing out" style number boards, new style exhaust stack, and added an equipment door to the right side hood, just behind the cab. They also featured "switcher" style walkway steps for crew comfort during switching moves. A few even received modified corrugated radiator grilles.

ROAD NUMBER SPECIFIC FEATURES:

- **#3409** PH 1 body with chicken wire grilles, Leslie 3-chime horn, added access equipment door behind cab
- **#3415** PH 1 body with chicken wire grilles, Leslie 3-chime horn, added access equipment door behind cab
- **#3418** New PH 1 body with corrugated grilles, Nathan 3-chime horn, added access equipment door behind cab

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Burlington Northern Santa Fe Railway



Era: 2000's+

Era: 2000's+

Era: 2000's+

	without Sound	with Sound
GP39-2u, BNSF #2773	ATHG66255	ATHG66355
GP39-2u, BNSF #2795	ATHG66256	ATHG66356
GP39-2u, BNSF #2837	ATHG66257	ATHG66357

BNSF FEATURES:

- New Santa Fe phase 1 GP39-2u body with corrugated grilles — First time in Genesis!
- Illuminated "Swing out" style number boards
- Newly tooled exhaust stack
- "Switcher" style walkway steps
- Forward Ditch lights
- Fresh repaint appearance
- Removed class lights
- Rear mounted fuel tank
- Large front anticlimber

After the BNSF merger of 1995, Santa Fe's fleet of GP39-2u's were repainted into the then-new BNSF H1 paint scheme. Although most of the details remained the same, some units had headlights relocated to the nose and horns moved to the long hood roof. BNSF still uses most of the fleet today, albeit some repainted into BNSF's current "wedge" scheme.

ROAD NUMBER SPECIFIC FEATURES:

- **#2773** PH 1 body with chicken wire grilles, Leslie 3-chime horn, added access equipment door behind cab, nose headlight, large cab numbers, small nose logo
- **#2795** New PH 1 body with corrugated grilles, Leslie 3-chime horn, added access equipment door behind cab, small cab numbers, large nose logo
- **#2837** PH 1 body with chicken wire grilles, Nathan 3-chime horn, no equipment door behind cab, large cab numbers, large nose logo

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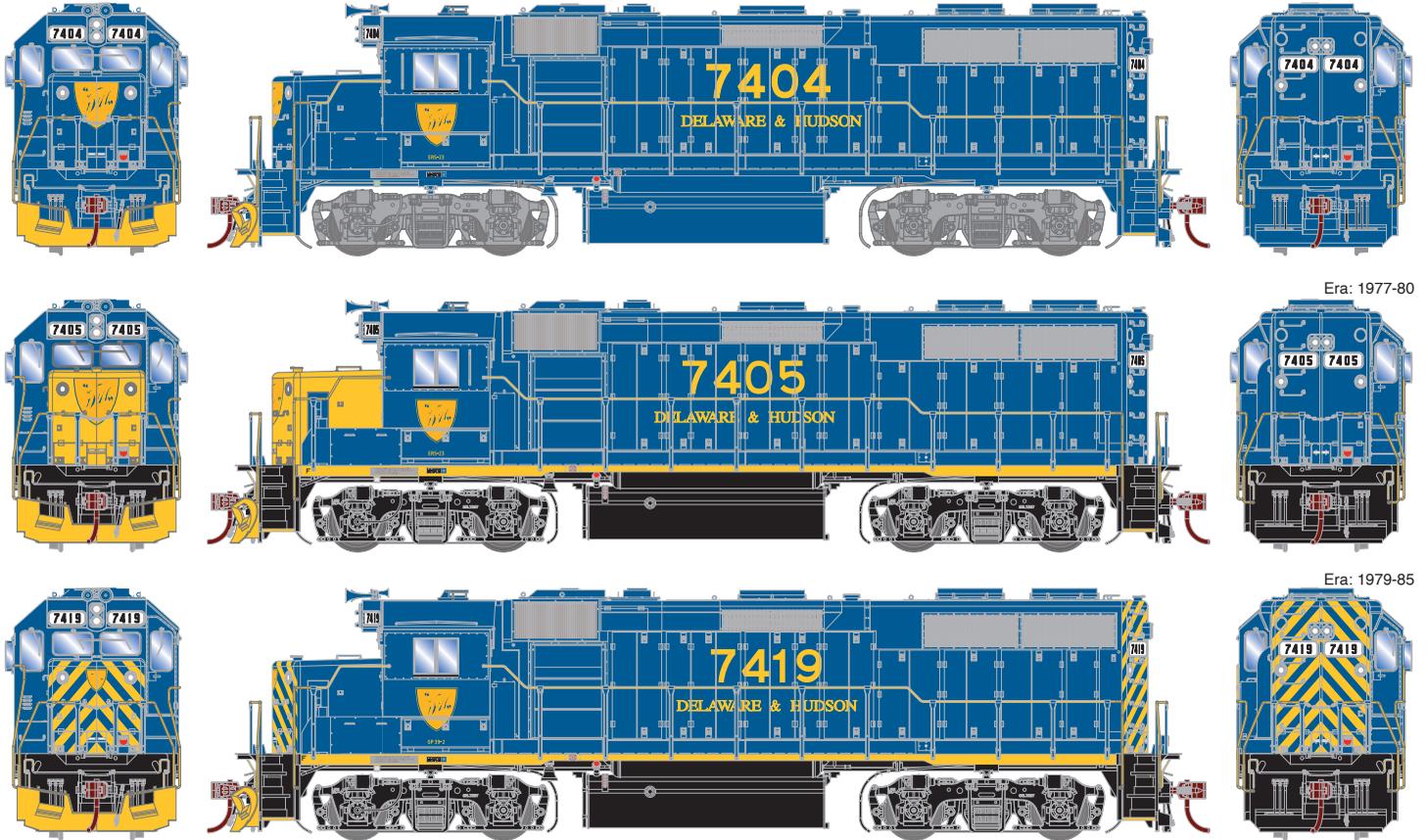


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1st TIME with OPERATING NUMBER BOARDS & "CLASS LIGHTS"†

†If Equipped

Delaware & Hudson



Era: 1977-80

Era: 1979-85

Era: 1981-86

	without Sound	with Sound
GP39-2, D&H #7404	ATHG66258	ATHG66358
GP39-2, D&H #7405	ATHG66259	ATHG66359
GP39-2, D&H #7419	ATHG66260	ATHG66360

D&H FEATURES:

- Phase 1 body with chicken wire grilles
- Illuminated number boards and class lights
- Blomberg B trucks with Hyatt bearings
- Leslie 3-chime horn
- Large Sinclair antenna
- Small EMD front plow
- Cab roof rain gutters

The D&H received all 20 of the Reading's GP39-2's when Conrail was formed in 1976. They continued to operate in patched green and yellow paint for several years, but many were subsequently repainted into D&H's attractive solid blue and yellow scheme. When mixed in with other EMD and ALCO models, they added a splash of variety to passing trains. We are offering 3 different versions of the blue scheme to add to your fleet!

ROAD NUMBER SPECIFIC FEATURES:

- **#7404** Solid blue repaint with silver trucks and yellow plow
- **#7405** Blue repaint with solid yellow nose and plow
- **#7419** Blue repaint with striped yellow ends and yellow plow

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Portland and Western



Era: 2004+

Era: 2006+

Era: 2019+

	without Sound	with Sound
GP39-2, PNWR #2304	ATHG66261	ATHG66361
GP39-2, PNWR #2311	ATHG66262	ATHG66362
GP39-2, PNWR #2316	ATHG66263	ATHG66363

PNWR FEATURES:

- Ex-ATSF
- Front and rear ditch lights
- Nathan 3-chime horn
- Small EMD front plow
- "Switcher" style walkway steps
- Road number specific antenna placement
- Early Phase 1 body
- Illuminated number boards
- Removed class lights
- Large front anticlimber
- Blomberg M trucks

The Portland and Western was founded in 1995 taking over former Southern Pacific branch lines in Oregon. It operates a combined 516 miles of track throughout the state and is part of the large Genesee & Wyoming Railroad group. The PNWR also has a subsidiary, the Willamette and Pacific. The WPRR motive power can be seen on PNWR trains as they were used anywhere on the system as needed. Major transported commodities pertain to the lumber industry, but also include many other goods. They operate many older EMD locomotives, some dating back to the 1950's! The ex-Santa Fe GP39-2's become a favorite on the railroad, with a few still painted in Santa Fe colors.

ROAD NUMBER SPECIFIC FEATURES:

- **#2304** Genesee and Wyoming corporate scheme "Corvallis", Xenon beacon effect (in DCC mode), unique white logo on nose, cab-mounted headlights, alternate flashing ditch lights effect (in DCC mode), standard bell
- **#2311** Faded Santa Fe colors with W&P/P&W patches, nose-mounted headlight, alternate flash ditch lights effect (in DCC mode), standard bell
- **#2316** Genesee and Wyoming corporate scheme "Albany", 25th anniversary logo, cab-mounted headlights, standard ditch lights, electronic bell

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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



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

GP39-2 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- "Nub" style walkway tread
- Lift rings
- Walkway tread
- Lit number boards
- Lit class lights, if equipped
- Lit signal lights and/or beacons, if equipped
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- Blomberg-B or Blomberg-M 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 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"
- Trainline and MU hoses
- MU stands
- Windshield wipers
- Wire grab irons
- Sanding lines



PROTOTYPE AND BACKGROUND INFO:

In the decade between 1974 and 1984, EMD produced the GP39-2 for seven North American railroads. The basic design followed most four axle road diesel switchers for the time. Borrowing improvements from the GP38-2 and GP40-2 designs, this mid-horsepower road switcher utilized a turbocharged 12-cylinder EMD 645E3 diesel engine for its prime mover. With four fewer cylinders, the smaller engine provided a distinctive long hood on the phase II and phase III bodies, where the clean room/engine compartment doors were set back from the cab further than predecessor locomotives.

Sensitivity to fuel economy in the 1970's justified the GP39-2 in the locomotive market. It also laid the ground work for EMD to start exploring locomotive designs that utilize engines with larger piston displacement yet possess fewer cylinders. This approach has become the foundation to modern locomotive technology.

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