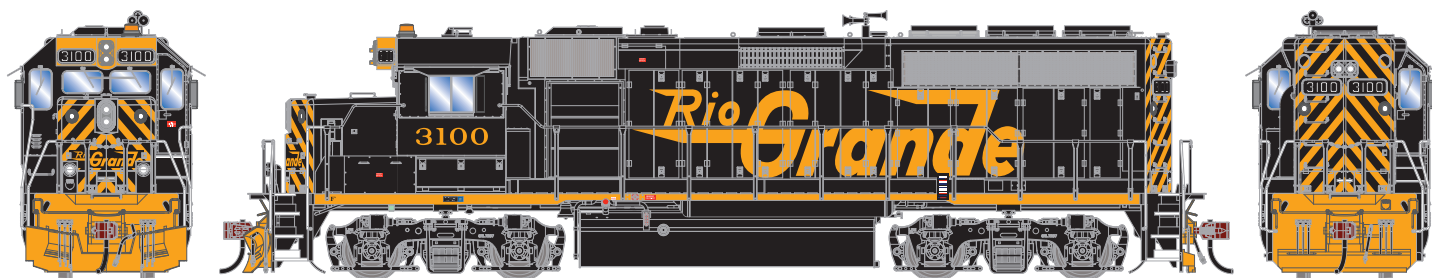
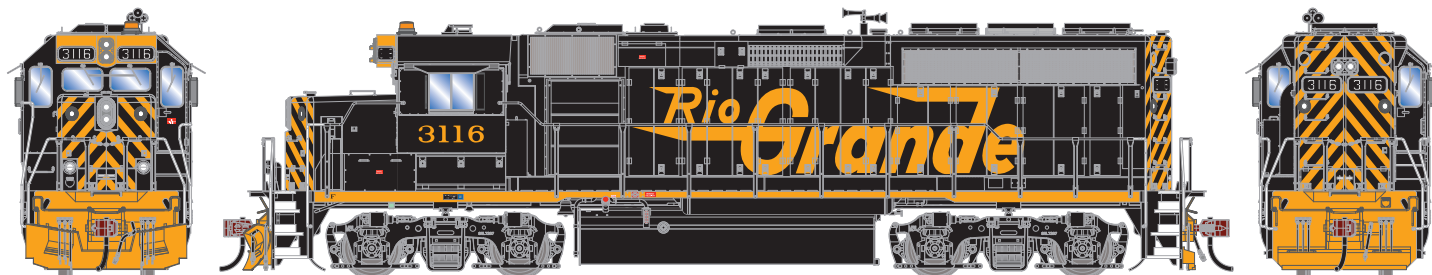


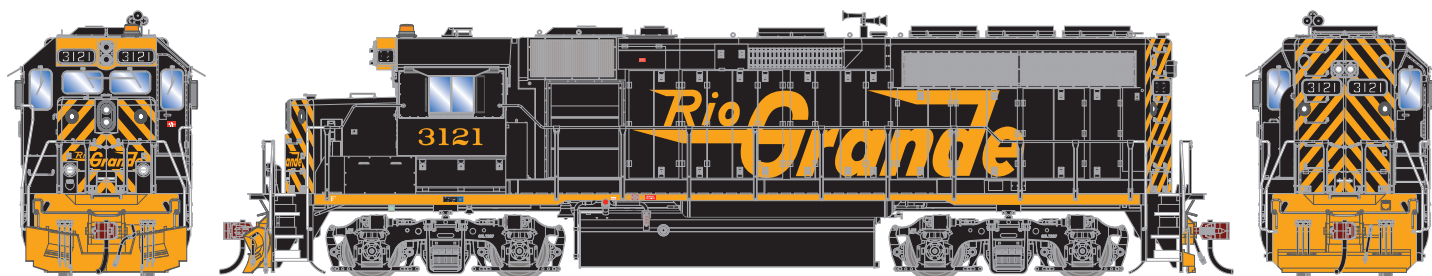
Denver and Rio Grande Western *



Era: 1990s+



Era: 1990s+



Era: 1990s+

	without Sound	with Sound	DRGW FEATURES:
GP40-2, DRGW #3100	ATHG-1731	ATHG-1750	• Early body with Chickenwire grilles
GP40-2, DRGW #3116	ATHG-1732	ATHG-1751	• Lit number boards and class lights (effect in DCC)
GP40-2, DRGW #3121	ATHG-1733	ATHG-1752	• Cab Beacon (effect in DCC)
			• Front Ditch lights
			• Nathan P3 horn mounted on long hood
			• Small EMD front plow

After the 1988 merger of Rio Grande and SP, many locomotives were modernized. During the 1990s, ditch lights were added to locomotives for added visibility in grade crossings. While keeping their nose-mounted gyalights, front ditch lights and cab beacons were added to many Rio Grande units. By the late 90s, the gyalights and beacons were removed.

ROAD NUMBER SPECIFIC FEATURES:

- **#3100** Silver gyalight bezel, Rio Grande logo on nose, no cab vent
- **#3116** Silver gyalight bezel, no Rio Grande logo on nose, cab vent on right side
- **#3121** Black gyalight bezel, Rio Grande logo on nose, cab vent on right side

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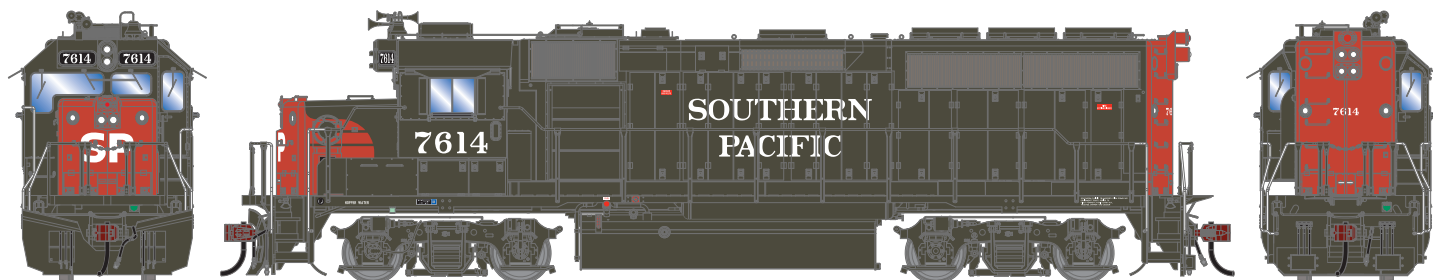
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Southern Pacific*



Era: 1978+



Era: 1987+

GP40-2, SP #7614
GP40-2, SP #7617
GP40-2, SP #7625
GP40-2, SP #7672

without Sound	with Sound
ATHG-1734	ATHG-1753
ATHG-1735	ATHG-1754
ATHG-1736	ATHG-1755
ATHG-1737	ATHG-1756

SP FEATURES:

- Lit number boards and class lights
- L-style front window
- Large front plow
- Roof-mounted A/C
- SP full light package with gyalights (effect in DCC)
- Operating red warning light when in emergency (effect in DCC)

By the end of the 1970's, SP was in need of high-speed motive power for their hot shot trains. They placed their first order of 20 GP40-2s (SP 7608-7627) from EMD with order number 776071 in 1978. Being rather late to the table for this model, SP seemed to be impressed and ended up ordering 4 more batches including some for their subsidiary, Cotton Belt. SP-specific features include: 4-hole jacking pads, Nathan P3 horns, large "L" front window, and full SP light packages on both ends.

From SP's 3rd order of GP40-2's, we are pleased to announce their only GP40-2 "Kodachrome" repaint, SP 7672. From the failed Santa Fe/SP merger of 1986, many units were repainted into this bright scheme in anticipation of a merger that was ultimately denied.

ROAD NUMBER SPECIFIC FEATURES:

- **#7614** As-delivered appearance, cab roof mounted bell, standard exhaust, "split" battery box doors
- **#7617** As-delivered appearance, cab roof mounted bell, standard exhaust, "split" battery box doors
- **#7625** As-delivered appearance, cab roof mounted bell, standard exhaust, "split" battery box doors
- **#7672** "Kodachrome" repaint, frame-mounted bell, standard battery box doors, exhaust silencer

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CSX



Era: 2018+



Era: 2013+



Era: 2022+

GP40-2, CSXT #6203
GP40-2, CSXT #6212
GP40-2, CSXT #6237

without Sound	with Sound
ATHG-1739	ATHG-1758
ATHG-1740	ATHG-1759
ATHG-1741	ATHG-1760

CSX FEATURES:

- Ex-Chessie
- Lit number boards
- 5-Chime Horn
- Alternately flashing ditch lights (effect in DCC)
- Expert approved artwork and colors
- "Mail-slot" battery box doors
- Side hood mounted bell
- Road number specific details

Using CSX's current "YN3" or "Dark Future" scheme popularized in the mid-2000's, CSX revamped their logos to the "Boxcar" or "YN3b" scheme starting in 2011. Repainted on many different diesel locomotives and some freight cars, we are offering this scheme in three road numbers with road number specific details.

ROAD NUMBER SPECIFIC FEATURES:

- #6203 Ex-BO 4304, Large EMD front plow, ratchet nose brake, cab-mounted "skate" style antennas, Blomberg M trucks
- #6212 Ex-WM 4313, Large "Skinny" style front plow, electronic nose brake, cab-mounted "skate" style antennas, Blomberg B trucks, RV style A/C
- #6237 Ex-BO 4338, Removed front plow, electronic nose brake, Blomberg B trucks, RV style A/C

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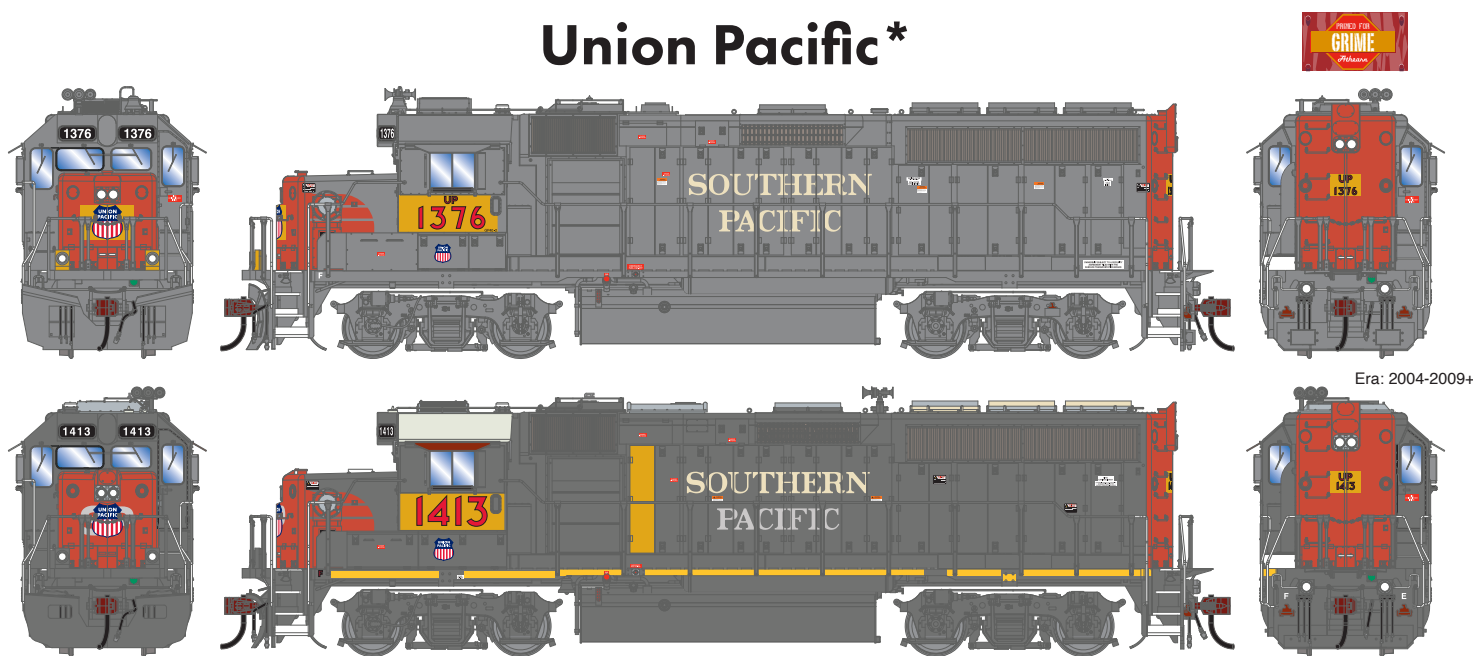
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Union Pacific*



Era: 2004-2009+

Era: 2016+

GP40-2, UP #1376
GP40-2, UP #1413

without Sound	with Sound
ATHG-1742	ATHG-1761
ATHG-1743	ATHG-1762

UP FEATURES:

- Patched units with faded colors
- Removed SP light package
- Large Front Plow
- Roof mounted A/C
- Lit number boards
- Front and rear ditch lights
- Modified front L window

After the UP merger of 1996, quite a few SP GP40-2s soldiered on still in their original colors. To quickly re-number them into the UP locomotive numbering system, a simple yellow patch was applied to show off it's new owner. As most units received a full coat of UP Armor yellow and Harbor Mist grey, a few managed to escape the repainting still showing the original owner's markings, albeit with faded colors well into the 2010s.

ROAD NUMBER SPECIFIC FEATURES:

- **#1376** Ex-SP 7608, Roof-mounted bell, welded nose warning light cover, standard exhaust, cab mounted horn, large EMD front plow
- **#1413** Ex-SP 7662, Frame-mounted bell, plated nose warning light cover, exhaust silencer, long hood mounted horn, large UP style front plow

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Florida East Coast



Era: 2023+



Era: 2023+



Era: 2024+

	without Sound	with Sound	FEC FEATURES:	
GP40-2, FEC #414	ATHG-1744	ATHG-1763	• New paint scheme!	• Lit numberboards
GP40-2, FEC #421	ATHG-1745	ATHG-1764	• 3-Chime horns on both ends	• RV style A/C
GP40-2, FEC #430	ATHG-1746	ATHG-1765	• Road number specific details	• Front "Weedcutter" plow
			• Front and rear alternating flashing ditch lights (effect in DCC)	

After FEC was purchased by Grupo Mexico in 2017, small lettering was added to some of the locomotives displaying the new owner. As of recently, a new paint scheme was unveiled on a number of their locomotives. We are excited to announce a run of GP40-2s in this colorful scheme including an "Honoring Our Veterans" 2024 repaint. FEC's latest Veterans paint scheme on #430 is a thank you to the veterans for their commitment, bravery, and sacrifice for this country.

ROAD NUMBER SPECIFIC FEATURES:

- **#414** Early Phase body with chickenwire grilles, no front anticlimber, Blomberg M trucks, non-dynamic, rounded blower housing
- **#421** Mid Phase body with corrugated grilles, large front anticlimber, Blomberg B trucks, non-dynamic, rounded blower housing
- **#430** Special Veterans painted scheme, Mid-Late Phase body with corrugated grilles, large front anticlimber, Blomberg B trucks, with dynamic brakes, angled blower housing

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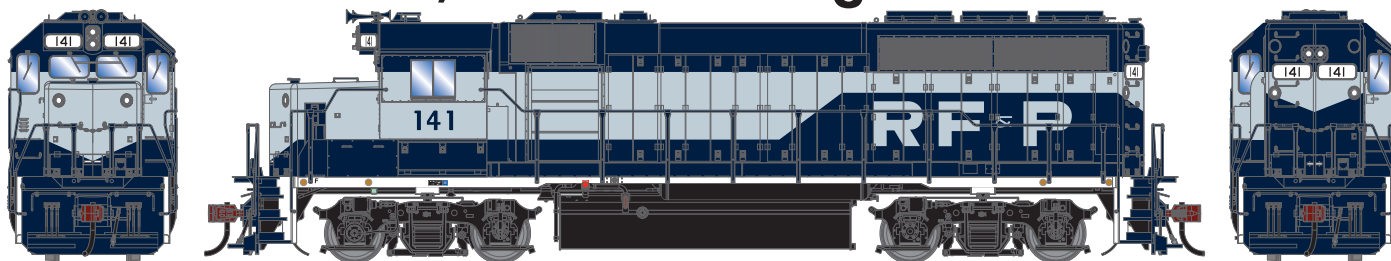
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Richmond, Fredericksburg and Potomac



Era: 1972+

GP40-2, RFP #141
GP40-2, RFP #142
GP40-2, RFP #145

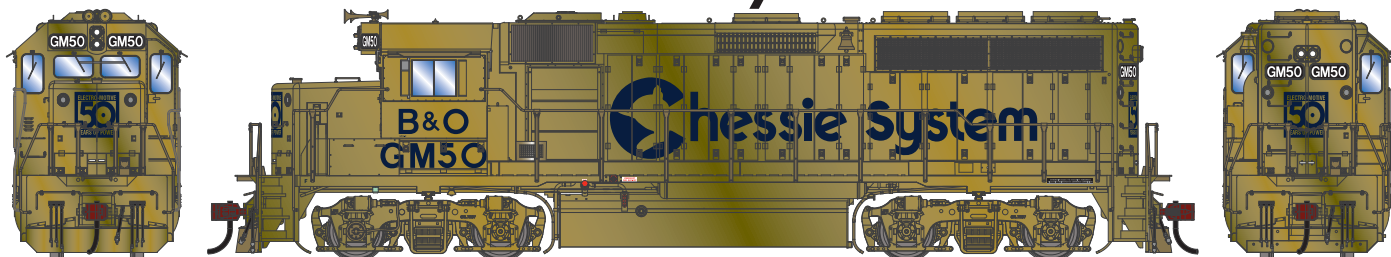
without Sound	with Sound
ATHG-1747	ATHG-1766
ATHG-1748	ATHG-1767
ATHG-1749	ATHG-1768

RFP FEATURES:

- Early Phase body w/ chickenwire grilles
- Lit Numberboards and class lights
- Leslie 3-Chime horn
- Large Sinclair antenna
- Non-Dynamic
- As-Delivered appearance
- Footboards on both ends
- Blomberg M trucks

The RF&P's long history dates back to the early-mid 1800's where it originally ran from Richmond to the Potomac River via Fredericksburg in Virginia. When they started to dieselize in 1940, they purchased a few Alco switchers. By the 1950's, RF&P's diesel roster was primarily EMD. Liking the performance of the EMD GP35 and GP40, they purchased seven GP40-2's in 1972. After being absorbed into the CSX system in 1991, the GP40-2's were patched, then repainted into the then-new CSX corporate colors. An oddity for CSX, these units stand out as being part of the few non-dynamic road units on their roster.

Chessie System



Era: 1972-1983

GP40-2, BO #GM50

without Sound	with Sound
ATHG-1738	ATHG-1757

CHESSIE FEATURES:

- Re-release w/ updated artwork
- Early Phase body w/ chickenwire grilles
- Lit numberboards and class lights
- Chessie style rock plows
- Chessie walkway mounted tool basket
- Leslie 3-Chime horn
- Side body mounted bell
- Blomberg B trucks

To help celebrate EMD's 50th Anniversary, a Chessie System GP40-2 was painted in an eye-catching gold scheme. After being displayed at EMD's La Grange IL open house in 1972, it operated as a regular road unit mixed with other Chessie painted locomotives occasionally being used for special company events. By 1983, the lettering was slightly modified to be wider on the cab sides. In April of 1984, it was fully repainted into the orange/yellow/blue corporate colors renumbered to B&O 4164. It still operates today as CSX 6063 in their "YN3" scheme and there has been talk of it being preserved in a museum after it's official retirement.

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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

GP40-2 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"



PROTOTYPE AND BACKGROUND INFO:

By the early 1970s, many first generation diesels were reaching the end of their service lives. One of the most common replacement locomotives became the GP40-2. EMD began production of the 16-cylinder, turbocharged, 3000 horsepower engine in 1972. These locomotives were developed for service where higher horsepower and faster service were preferable. A major feature for the GP40-2 was the introduction of the "dash 2" modular electrical cabinet. For more than 40 years, the GP40-2 has worked main line freights, locals, switching jobs, yard service, and helper service. Many remain in service today.

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