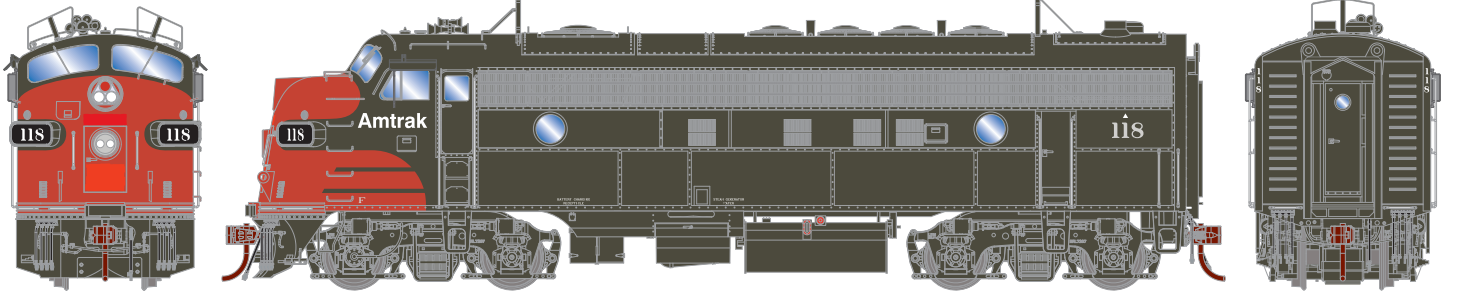
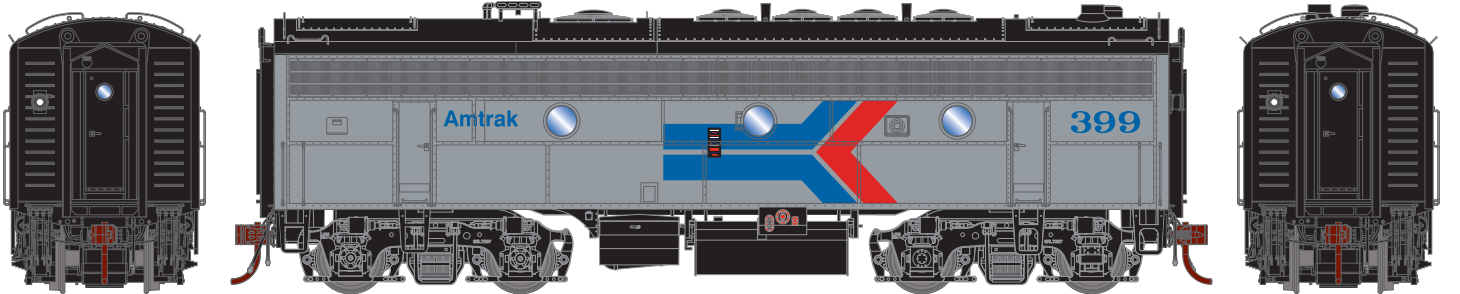


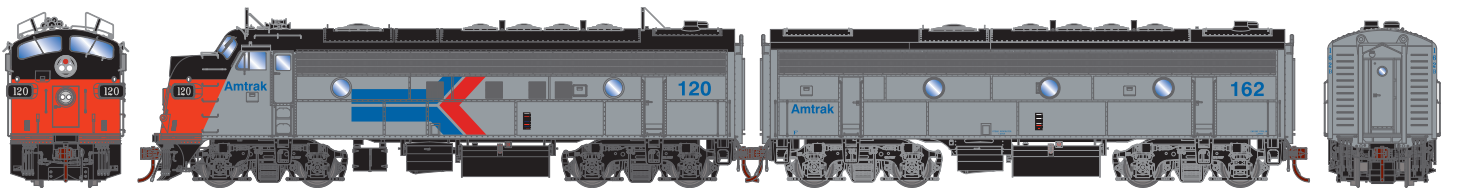
## Amtrak



Era: Mid-1970s



Era: Mid-1970s



Era: Mid-1970s

	without Sound	with Sound
FP7A, AMTK #118	ATHG19592	ATHG19692
F7B, AMTK #399	ATHG19593	ATHG19693
FP7A+F7B, AMTK #120/162	ATHG19594	ATHG19694

### AMTK FEATURES:

- Modified or removed skirts
- Icicle breakers on A-units
- Front and rear lifting lugs
- Emergency "Big Hole" lights on A-units (Function in DCC)
- Oscillating signal lights on A-units (Function in DCC)
- Dynamic brakes
- ATS box on A-units
- Pilot plows on A-units

When Amtrak began operations in 1971 they had to get used locomotives from the railroads rather than buy brand new ones. These included a group of FP7's and F7B's from the Southern Pacific and some F7B's from Burlington Northern. They weren't able to paint all of the SP's FP7's right away and just used simple patching on some units, like #118, to mark the units as Amtrak property. Some B-units, like #399, received the pointless arrow while others received simpler paint jobs.

### ROAD NUMBER SPECIFIC FEATURES:

- **#118** SP colors with patched Amtrak markings and road number, rearward positioned front icicle breaker
- **#399** Former BN F7B with roof mounted oil cooler, large pointless arrow markings, mixed axle bearing caps per prototype
- **#120** Ex-SP unit, forward positioned front icicle breaker
- **#162** Ex-SP unit

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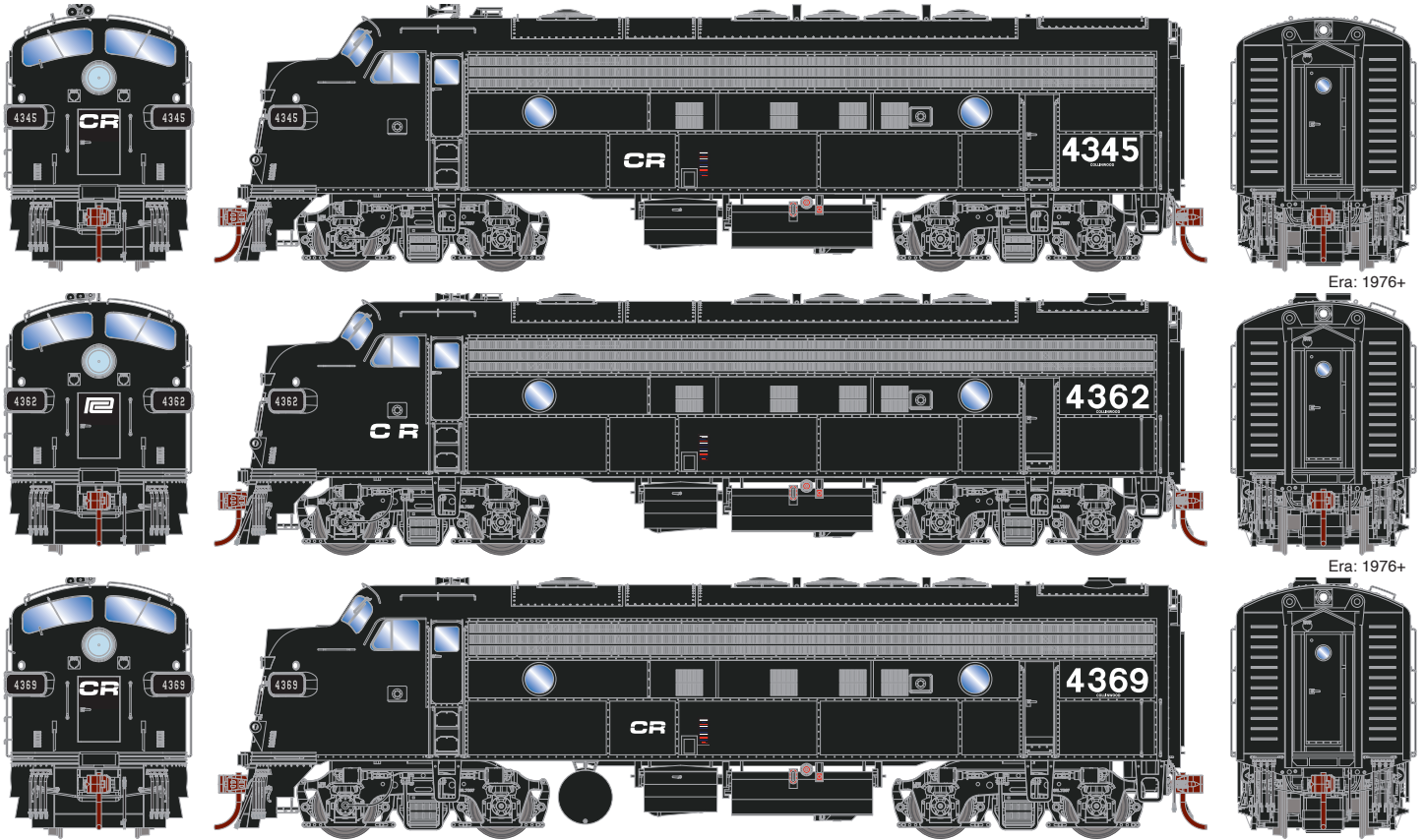
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**Conrail**



	<b>without Sound</b>	<b>with Sound</b>	<b>CR FEATURES:</b>		
FP7, CR #4345	ATHG19595	ATHG19695	• Ex-PRR units	• Sinclair antenna	• Cut skirts
FP7, CR #4362	ATHG19596	ATHG19696	• "Passenger" pilot	• Vertical body louvers	• Back-up light
FP7, CR #4369	ATHG19597	ATHG19697	• Front and rear lifting lugs	• Eyebrow grabs	• Cab roof grabs
			• Nose-side grabs	• Ladder rest grabs	• ACI labels
			• Front dual MU connections		

This release represents a group of former PRR dual-service cab units, ordered in 1952 as EMD model FP7 / PRR class EPF15. Interestingly, some units retained their steam generators and/or water tanks; it is possible that they were used as stand-by or backup passenger power under Conrail ownership, but most photos show them in freight service.

**ROAD NUMBER SPECIFIC FEATURES:**

- #4345 S-3 horn (all chimes forward)
- #4362 Retains steam generator, M-3 horn, PC "worm" logo on nose
- #4369 Retains steam generator and water tank, M-3 horn

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## EMD Demo



Era: 1949+



Era: 1949+

FP7+F7B, EMD #7001/7002  
F7B, EMD #7003

<b>without Sound</b>	<b>with Sound</b>
ATHG19598	ATHG19698
ATHG19599	ATHG19699

**EMD FEATURES:**

- A unit:
- Dual single-chime horns
  - Horizontal body louvers
  - Freight style pilot
- \*Photos of the 7003 are inconclusive as to whether it had a steam generator or not. To that end, we will enclose the parts with the model for those who wish to install them.

- All units:
- Full skirts and overhangs
  - Mixed wheel bearings
  - Steam generators\*

To pitch the FP7, two sets of A-B-B demos were constructed as part of the 1949 demonstrator team. The second threesome, numbered 7001-7003, worked on the CP in 1949 and 1950 and was eventually sold to the Soo Line. The demonstration was on behalf of GM's London, ON-based subsidiary, General Motors Diesel. This subsidiary had been created to build GM diesels for Canadian consumption.

Info from "Diesel Demonstrators" by Karl Erk and edited by J. C. Smith with John J. Scala. Weekend Chief Publishing, Jan 1, 2007.

## Canadian Pacific



Era: Early-1950s

<b>without Sound</b>	<b>with Sound</b>
ATHG19600	ATHG19700
ATHG19601	ATHG19701
ATHG19602	ATHG19702

**CPR FEATURES:**

- Freight style pilot
- Winterization hatch
- CP style grilles with extra trim piece for the yellow stripe behind the cab doors

- Water tank
- Steam generator exhausts

These three Canadian Pacific FP7's joined their roster in the Fall of 1952. They were purchased to help complete the dieselization of the Calgary, Alberta to Revelstoke, British Columbia portion of their transcontinental mainline.

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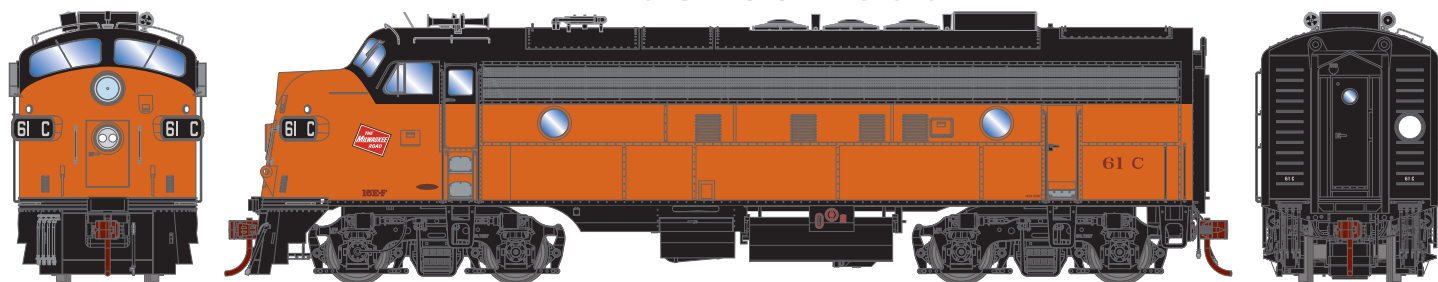
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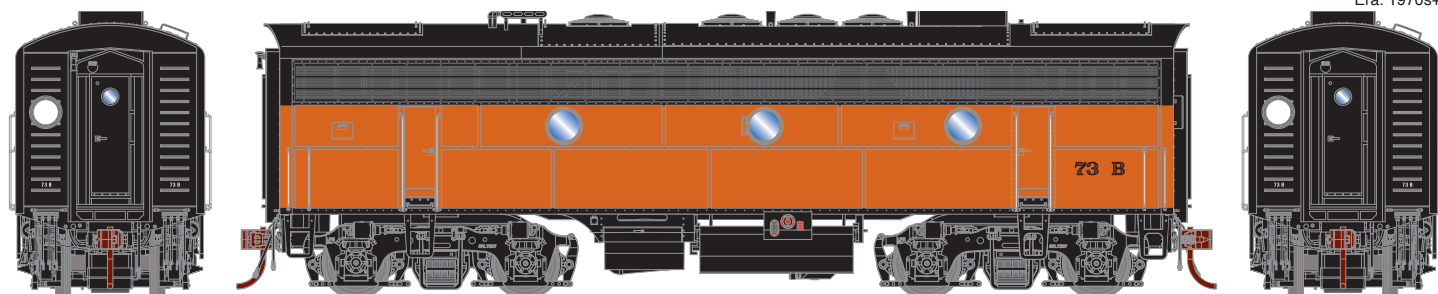


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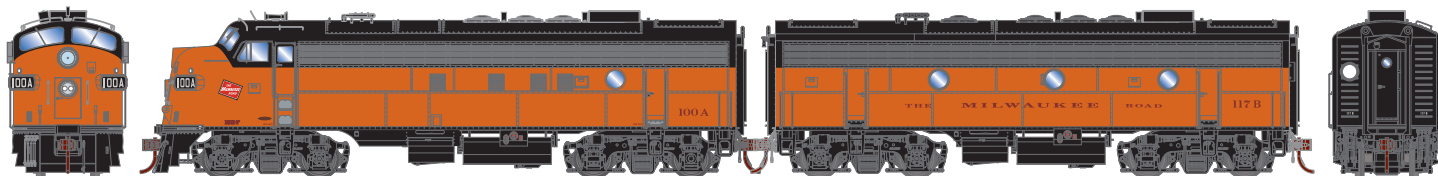
**Milwaukee Road**



Era: 1970s+



Era: 1970s+



Era: 1970s+

	without Sound	with Sound
FP7, MILW #61C	ATHG19603	ATHG19703
F7B, MILW #73B	ATHG19604	ATHG19704
FP7+F7B, MILW #100A/117B	ATHG19605	ATHG19705

**MILW FEATURES:**

- Roof-mounted Oil Coolers
- Winterization hatches
- A-units have oscillating signal lights (Functions in DCC)
- Modified skirts
- Back up lights

Milwaukee Road's FP7's were originally for passenger service in the early-1950'. But with the introduction of newer E-9's and the general reduction of passenger services, these units were gradually downgraded to freight service, losing their passenger colors, high speed gearing and steam generators in the process. This release of Genesis series Milwaukee Road FP7's represents their 1970s freight service appearance.

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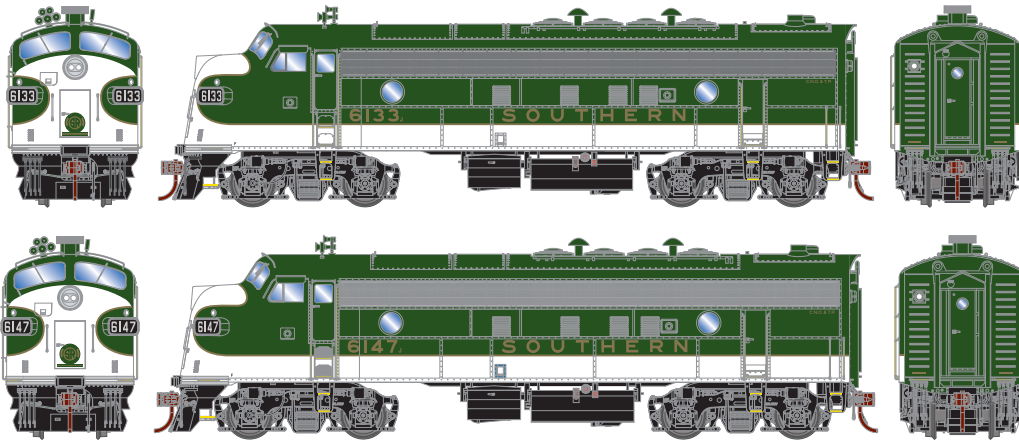
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## Southern



Era: 1970s+

Era: 1970s+

	<b>without Sound</b>	<b>with Sound</b>	<b>SOU FEATURES:</b>	
FP7, SOU #6133	ATHG19606	ATHG19706	• Nathan M5 horn	• Cut skirts
FP7, SOU #6141	ATHG19607	ATHG19707	• Eyebrow grabs	• Cab side walkway
FP7, SOU #6147	ATHG19608	ATHG19708	• Nose side grabs	• Steam generators
			• Back-up lights	• Freight pilots

Several Southern FP7s were repainted into the carrier's attractive green-and-white scheme in the 1970s. They were used in regular passenger service and were often-times used in special service; pulling director's specials, company trains, or even assisting Savannah & Atlanta 4-6-2 Pacific #750. However, we have records of them pulling standard freight and passenger trains as well.

### ROAD NUMBER SPECIFIC FEATURES:

- **#6133** Kick plates painted to match body
- **#6141** Kick plates painted to match body
- **#6147** Stainless-steel kick plates, water fill hatch trimmed in blue

## Chicago and Eastern Illinois



Era: 1950s+

	<b>without Sound</b>	<b>with Sound</b>	<b>CEI FEATURES:</b>	
FP7, CEI #1604	ATHG19609	ATHG19709	• Dual single-chime horns	• Full skirts
FP7, CEI #1605	ATHG19610	ATHG19710	• Ladder rest grabs	• Eyebrow grabs
FP7, CEI #1607	ATHG19611	ATHG19711	• Steam generators	• Freight pilots
			• Mixed wheel bearings	

The CEI was a former Class 1 road which served Chicago, southern Illinois, and Evansville, IN. Their 10 FP7s were utilized in passenger service along with the road's E-units, including famous trains such as the Dixie Flyer and the Georgian.

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## All Road Names

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Individual sound boards installed in both A and B units (sound units only)
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA-compatible in DCC mode
- Excellent low-speed operation
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Lighting effects such as beacons, Gyralight where prototypically accurate
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

### F-Unit SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Windshield wipers
- Wire grab irons
- Cab Interior
- Lit signal lights and/or beacons, 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"



### 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.

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**2-UNIT SET \$449.99 w/o SOUND | \$649.99 w/ Tsunami2 SOUND**

**Amtrak \$269.99 w/o SOUND | \$369.99 w/ Tsunami2 SOUND**  
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