



GENESIS HO GP38-2 Series Diesel Locomotive

Announced 09.24.21
Orders Due: 10.29.21
ETA: November 2022

CSX



GP38-2, CSX #2721
GP38-2, CSX #2726
GP38-2, CSX #2759

without Sound	with Sound
ATHG71707	ATHG71807
ATHG71708	ATHG71808
ATHG71709	ATHG71809

CSX FEATURES:

- Ex-CR
- Plows on both ends
- Sinclair antennas

- Correct horn per road number
- Blomberg M trucks
- Art provided by CSX experts

Era: Mid 2000s+

After the split of CR in 1999, CSX received quite a few ex-CR GP38-2's. These repaints are unique due to the fact they kept some of the CR details such as plows, small fuel tank, and class lights.

ROAD NUMBER SPECIFIC FEATURES:

- #2721 Front small EMD plow, rear "weedcutter" plow. Front ditch lights. K5 horn. 4 exhaust stacks.
- #2726 Front small EMD plow, rear "weedcutter" plow. Front and rear ditch lights. K5 horn. 2 exhaust stacks.
- #2759 Front and rear small EMD plow. Front and rear ditch lights. Leslie 3 chime horn. 4 exhaust stacks.

Helm Leasing



GP38-2, HLCX #3812
GP38-2, HLCX #3814

without Sound	with Sound
ATHG71717	ATHG71817
ATHG71718	ATHG71818

HLCX FEATURES:

- Ex-Texas Mexican Railway
- Blomberg B trucks
- Front small EMD plow

- 3800 gallon Fuel tank
- Front ditch lights
- Firecracker antenna

Era: Mid 1990s+

Helm Leasing is a large locomotive leasing outfit known for providing reliable power to railroads for short term and long term contracts. Many were painted into this very attractive scheme and could be found in service on just about any railroad.

ROAD NUMBER SPECIFIC FEATURES:

- #3812 Ex TM #863. Mid/Late phase body, All-weather window, Leslie 3-chime horn.
- #3814 Ex TM #867. Late phase body. Q-style radiator fans, Nathan P5 horn, angled blower housing, All-weather window.



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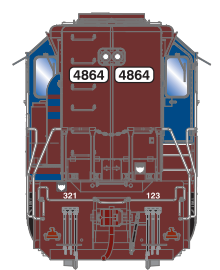
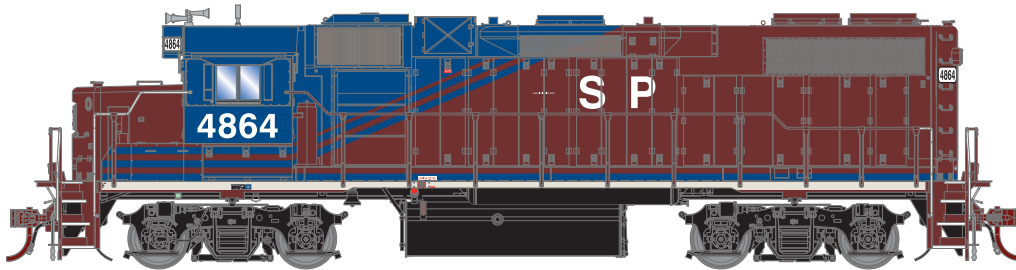
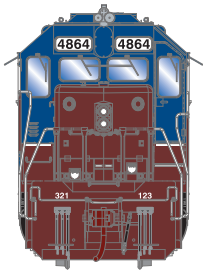
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Southern Pacific*



GP38-2, SP #4864

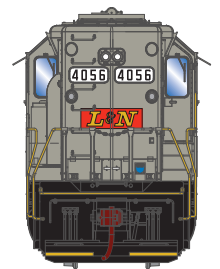
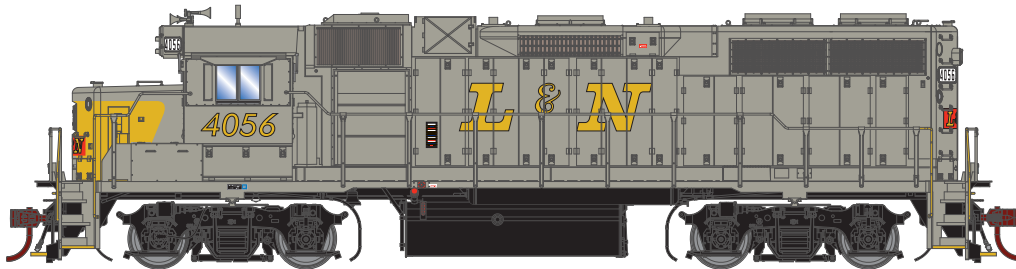
without Sound ATHG71719 with Sound ATHG17819

- SP FEATURES:**
- Ex-LN/SBD
 - Blomberg M trucks
 - Nathan P3 horn
 - 3200 gallon fuel tank

- Mid-Phase body
- Firecracker antenna
- HELM leasing pant scheme
- Nose headlight

Era: Mid 1990s+

Louisville & Nashville



GP38-2, LN #4056
GP38-2, LN #4060
GP38-2, LN #4057

without Sound ATHG71720 with Sound ATHG1820
ATHG71721 ATHG1821
ATHG71722 ATHG1822

- LN FEATURES:**
- First time this version has been offered in Genesis!
 - Early-Phase carbody
 - Extended range dynamic brakes
 - 2800 gallon fuel tank
 - Cab-mounted Grya-light (operational in DCC)
 - P3 horn
 - Firecracker antenna
 - Nose mounted headlight

Era: 1970s+

Era: Early 1980s+

ROAD NUMBER SPECIFIC FEATURES:

- #4056 As delivered appearance, script-style lettering and numbers, yellow "wings" on the nose, foot board style pilots.
- #4060 As delivered appearance, script-style lettering and numbers, yellow "wings" on the nose, foot board style pilots.
- #4057 "Grey ghost" repaint. more modern lettering and numbers, removed foot boards on pilots.



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Grand Trunk Western



GP38-2, GTW #5853
GP38-2, GTW #5861
GP38-2, GTW #5856

without Sound	with Sound
ATHG71714	ATHG71814
ATHG71715	ATHG71815
ATHG71716	ATHG71816

GTW FEATURES:

- Ex-Rock Island
- Large anticlimber
- Xenon Strobe
- Small EMD front plow
- Firecracker antenna
- 88" Nose with removed class lights
- Mid/Late Phase
- 3600 gallon fuel tank
- M-3 Horn
- Blomberg B trucks

Era: 1990s+

After the demise of the Rock Island in 1980 many of their locomotives were sold to other railroads. The GTW purchased some of these GP38-2's and painted them into this catchy red and blue scheme. Our models represent the pre-ditch light era.

ROAD NUMBER SPECIFIC FEATURES:

- **#5853** Large GT logo. Long hood mounted horn, white Xenon beacon (operational with DCC), all-weather window.
- **#5861** Large GT logo. Long hood mounted horn, white Xenon beacon (operational with DCC), all-weather window.
- **#5856** OLS with small GT logo, cab mounted horn, white Xenon beacon (operational with DCC), all-weather window.



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Florida East Coast



Era: Mid 1980s+



Era: 2015+

GP38-2, FEC #505
GP38-2, FEC #509
GP38-2, FEC #501
GP38-2, FEC #507

without Sound	with Sound
ATHG71710	ATHG71810
ATHG71711	ATHG71811
ATHG71712	ATHG71812
ATHG71713	ATHG71813

FEC FEATURES:

- Era-specific details
- Blomberg B trucks
- Large 3800 gallon fuel tank
- Both mid and late paint scheme versions offered!
- Mid/Late Phase body
- Horns on both ends
- Non-dynamic brakes

Starting in 1972, the FEC acquired 11 of these GP38-2s. These locomotives came equipped with Oscitrol lighting and Leslie RS3L horns. These GP38-2s are still in service today having gone through several rebuilds. Taking off the Oscitrol lighting from their nose and adding front and rear ditch lights, and RV AC units to their roof.

ROAD NUMBER SPECIFIC FEATURES:

- **#505 and #509** "Hurricane" scheme, "weedcutter" front plow, Oscitrol nose lights (operational in DCC), front and rear horns.
- **#501 and #507** Solid blue scheme, "weedcutter" front plow, front and rear horns and ditch lights, RV-style rooftop A/C's, rear spare knuckles, rebuilt nose with removed lights.



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Missouri-Kansas-Texas



Era: 1980s+

Era: 1980s+

GP38-2, MKT #313
GP38-2, MKT #318
GP38-2, MKT #320

without Sound	with Sound
ATHG71723	ATHG71823
ATHG71724	ATHG71824
ATHG71725	ATHG71825

MKT FEATURES:

- Offered by popular demand
- Mid-Phase body
- 3200 gallon fuel tank
- Correct paint scheme and colors
- Xenon clear strobe (light effect with DCC)
- Newer "simplified" scheme
- Leslie 3-chime horn
- 88" nose
- Blomberg B trucks

To try and keep painting costs down, MKT adopted a more simple version of this scheme by eliminating the yellow stripes on the top of the cab.

ROAD NUMBER SPECIFIC FEATURES:

- **#313** Non-dynamic, yellow safety frame stripes, MU catches on both front and rear pilots, road number on sides of long hood.
- **#318** Extended range dynamic brakes, no frame stripes, MU catches on rear pilot, road number on sides of cab.
- **#320** Extended range dynamic brakes, yellow safety frame stripes, MU catches on rear pilot, road number on sides of cab.



Credit: Raymond B. George Jr.



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SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- 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

LOCOMOTIVE FEATURES:

- Coupler cut levers
- Flexible rubber trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- Flexible rubber MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- 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
- Fully-assembled and ready-to-run
- Minimum radius: 18"



PROTOTYPE SPECIFIC INFORMATION

By the early 1970s, many first generation diesels were reaching the end of their service lives. The most common replacement locomotive became the GP38-2. EMD began production of the 16-cylinder, non-turbocharged, 2000 horsepower engine in 1972. Unlike the GP38's engine, which drove a generator to supply power to the traction motors, the GP38-2s prime mover drove an alternator which produced AC electrical current that was rectified to DC to power the four traction motors. Another major change for the GP38-2 was the introduction of the "dash 2" modular electrical cabinet. For more than 40 years, the GP38-2 has worked main line freights, locals, switching jobs, yard service, helpers, snow fighting trains, and hump power. Many remain in service today.



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