

## Bangor & Aroostook



GP7, BAR #63  
 GP7, BAR #68  
 GP7, BAR #1776

<b>without Sound</b>	<b>with Sound</b>
ATHG82244	ATHG82344
ATHG82245	ATHG82345
ATHG82246	ATHG82346

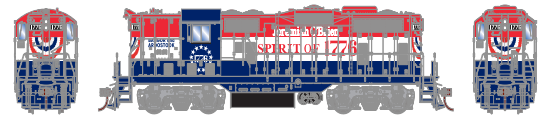
**BAR FEATURES:**

- Winterization hatch
- Sloped pilots with footboards
- Square MU boxes with pipe bases and dual receptacles
- Bell mounted on short hood
- Large fuel tanks

Era: 1962+

BAR was an early supporter of EMD's road switcher concept, purchasing 12 GP7s in late 1949 and another 4 in 1952. Starting in the early 1960s, the units were repainted in a simplified solid blue scheme. The former BAR 73 was selected in 1975 to receive a colorful scheme of red, white, and blue to commemorate the nation's Bicentennial. The unit carried the name Jeremiah O'Brien, a Maine patriot, and a new number, 1776.

The BAR GP7s were true travelers, being leased to the PRR starting in 1951 to assist with summer ore traffic, an agreement which lasted through the Penn Central era. They were also leased to the LV and LIRR to assist with power shortages on those roads.



BAR #1776

Era: 1975+

## Frisco



GP7, SLSF #537  
 GP7, SLSF #544  
 GP7, SLSF #611

<b>without Sound</b>	<b>with Sound</b>
ATHG82247	ATHG82347
ATHG82248	ATHG82348
ATHG82249	ATHG82349

**SLSF FEATURES:**

- Orange and white scheme - first time in Genesis
- Spark arrestors (consumer-applied) included in box
- Operating Prime Stratolight beacon (Only flashes in DCC-equipped version.)
- Firecracker antenna
- Modified fuel tank skirts
- "Canvas" sunshades

Era: Mid 1960s+

**ROAD NUMBER SPECIFIC FEATURES:**

- #537 Freight unit; no stripes
- #544 Freight unit; warning stripes on nose
- #611 Dual-service unit (steam generator and water tanks), warning stripes on nose



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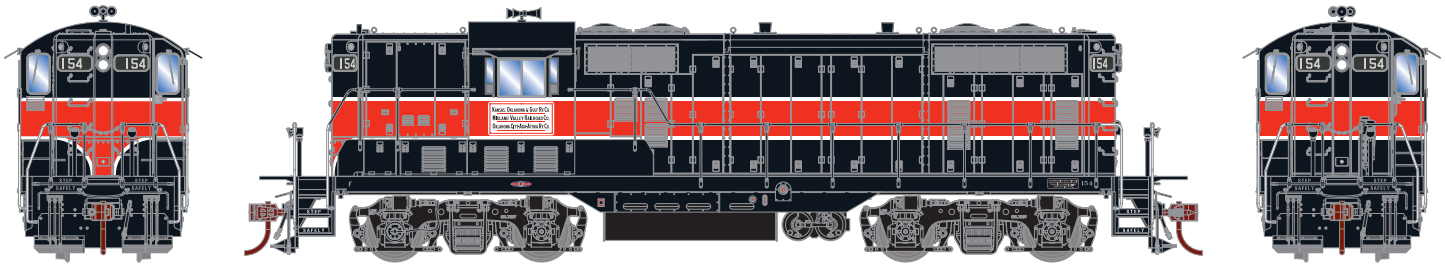
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# GENESIS HO GP7 Diesel Locomotive

Announced 09.24.21  
Orders Due: 10.29.21  
ETA: November 2022

## Midland Valley/ Kansas Oklahoma & Gulf



GP7, MV #154  
GP7, KO&G #805

<b>without Sound</b>	<b>with Sound</b>
ATHG82250	ATHG82350
ATHG82251	ATHG82351

Era: 1953+

In 1923 the Midland Valley, the Kansas Oklahoma & Gulf, and the Oklahoma City Ada & Atoka were bought by the company called the Muskogee Roads of Philadelphia and the headquarters and shops were moved to Muskogee, OK.

The first diesel locomotives on the MV were GP7s 151-154, delivered in 1953. Similar GP7s were also rostered by the KO&G. The units were all painted in a standard EMD styling department scheme.

The Muskogee Roads was sold to the Missouri Pacific in 1964.

Source information: Condren, Mike. "The Arkansas Scrambler" *Excelsior's Railroad*. Vol 31, No. 3. November 2017. pp 15-18



Credit: Louis A Marre



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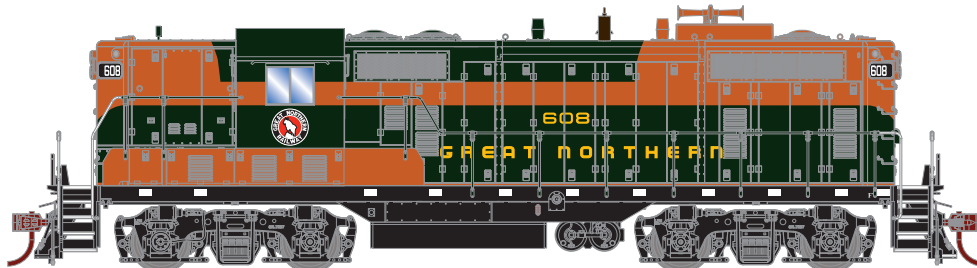
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## Great Northern



GP7, GN #608  
 GP7, GN #611  
 GP7, GN #615

<b>without Sound</b>	<b>with Sound</b>
ATHG82252	ATHG82352
ATHG82253	ATHG82353
ATHG82254	ATHG82354

**GN FEATURES:**

- Early squared winterization hatch
- Tall GN style exhaust stacks
- Hood roof-mounted bell
- Extra grab irons
- Long hood-forward operation

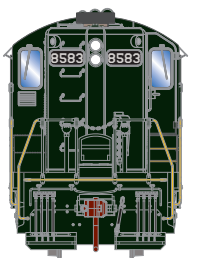
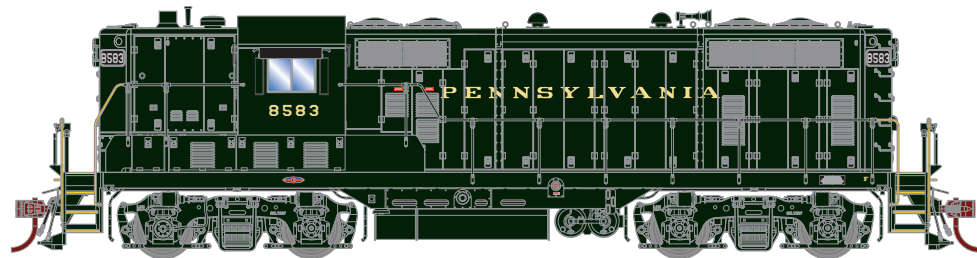
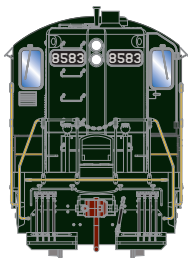
Era: Mid 1960s+

Great Northern rostered 56 GP7s, the earliest of which were delivered in 1950. Set up to run long-hood forward, the units drew all types of secondary service and most lasted through the BN merger. Starting in the mid-1960s, GN began to repaint units into the "simplified" scheme, in order to save on masking costs. These Athearn Genesis units are presented in the simplified scheme, and are appropriate for late era GN operations, or, with minor changes, early BN as well.

### ROAD NUMBER SPECIFIC FEATURES:

- **#608** Horns mounted on winterization hatch
- **#611** Horns mounted on winterization hatch
- **#615** Horns mounted on cab

## Pennsylvania



GP7, PRR #8583  
 GP7, PRR #8584  
 GP7, PRR #8587

<b>without Sound</b>	<b>with Sound</b>
ATHG82255	ATHG82355
ATHG82256	ATHG82356
ATHG82257	ATHG82357

**PRR FEATURES:**

- Steam Generator equipped
- Spark Arrestors
- Dual water/fuel tank
- Speed recorder
- High MU Stands
- Long Hood-Forward style cab interior

Era: Early 1950s+

When Pennsy ordered their GP7's they were still ordering locomotives with specific assignments in mind as they had done for many years with their steam locomotives. In 1953 they placed their last GP7 order. Eight of the units were set up for passenger service for use in Chicago-Valparaiso, IN commuter service, for local service between Williamsport, PA-Buffalo, NY and in Trenton, NJ.



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# GENESIS HO GP7 Diesel Locomotive

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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
- Drop steps unless noted
- “Nub” style walkway tread
- Lift rings
- Windshield wipers
- 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
- Trainline and MU hoses
- MU stands
- Windshield wiper
- Wire grab irons
- Sander lins
- 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

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.

In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including “torpedo tube” air tanks mounted on the roof.

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.



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