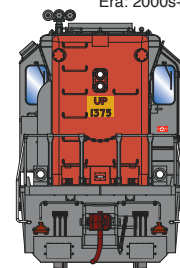
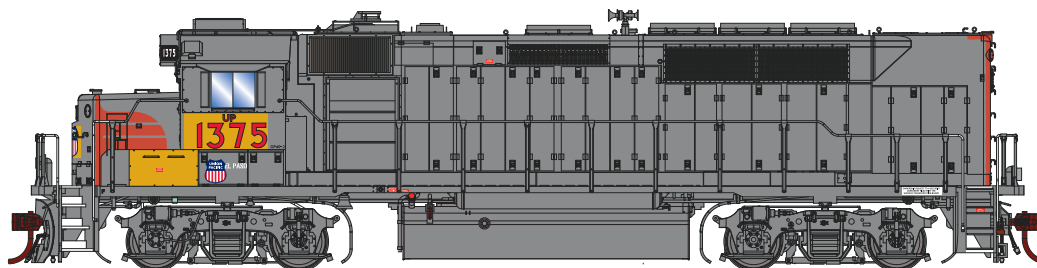
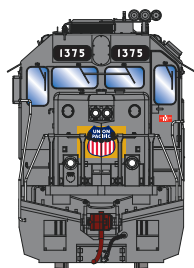
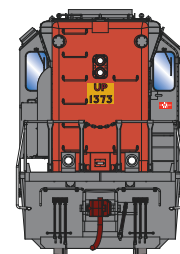
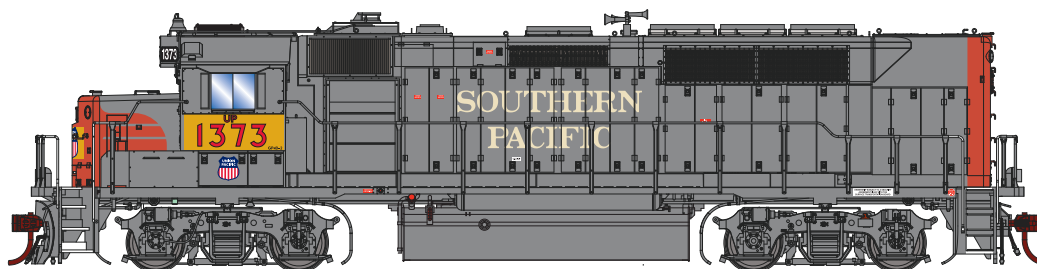
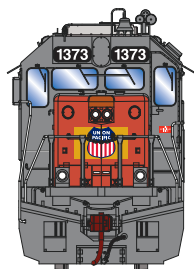


1st TIME with OPERATING NUMBER BOARDS & "CLASS LIGHTS"*

*If Equipped

Union Pacific*



Era: 2000s+

Era: 2000s+

GP40P-2, UP #1373
GP40P-2, UP #1375

without Sound	with Sound
ATHG64826	ATHG64926
ATHG64827	ATHG64927

UP FEATURES:

- Patched units with faded body colors
- Lit number boards (effect in DCC)
- 3600 gallon fuel tank
- Removed SP light package
- Late body with removed class lights and steam generator equipment
- Large front plow
- Roof-mounted A/C
- Ditch lights on both ends
- Modified front L window

Two of the original three SP GP40P-2's survived past the UP/SP merger of 1996. By this time, their paint was very worn and faded. Before their full UP repaints, they operated patched in UP numbers for a number of years.

ROAD NUMBER SPECIFIC FEATURES:

- **#1373** Ex SP 7601, faded lettering, short EMD front ditch lights, roof-mounted bell, P3 horn on long hood
- **#1375** Ex SP 7602, ghosted lettering and paint, tall EMD front ditch lights, frame-mounted bell, K3 horn on long hood, repainted battery box doors

PRIMED FOR GRIME \$239.99 w/o SOUND | \$339.99 w/ Tsunami2 SOUND
\$229.99 w/o SOUND | \$329.99 w/ Tsunami2 SOUND

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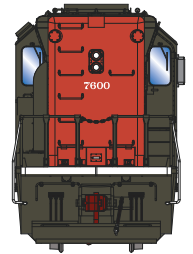
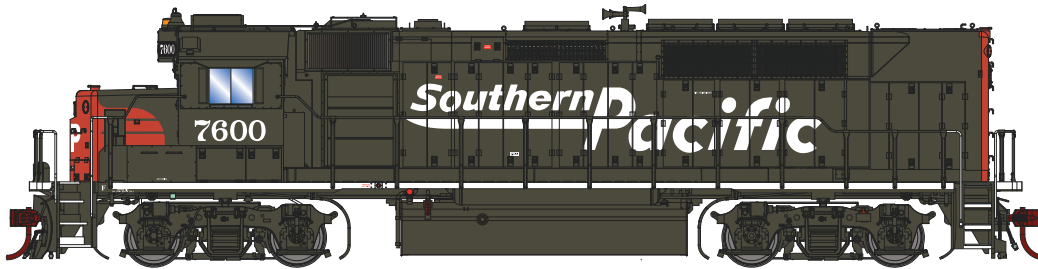
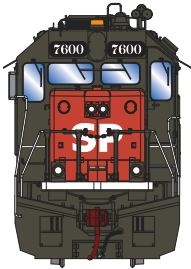
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* Union Pacific Licensed Product

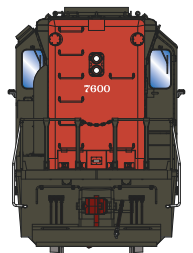
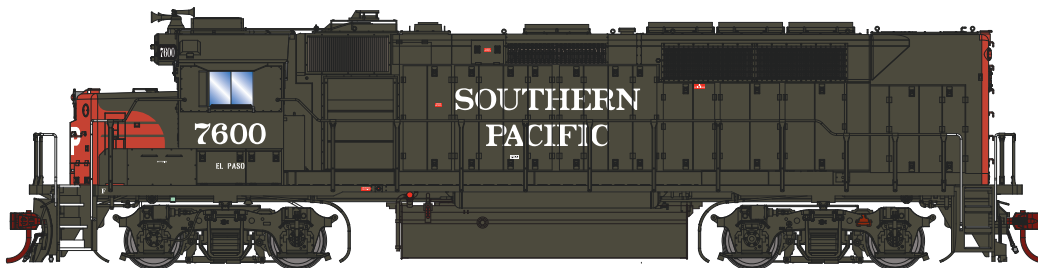
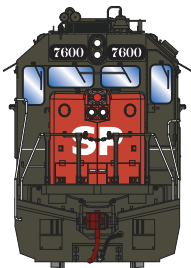
Southern Pacific*



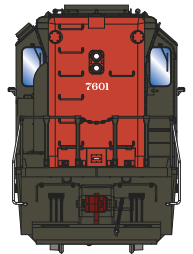
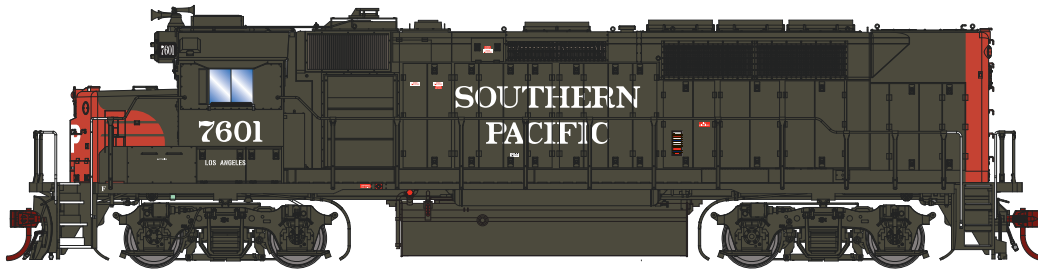
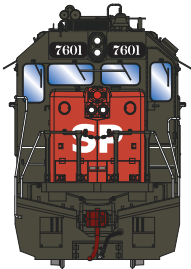
GP40P-2, SP #7600 SPD

without Sound ATHG64834 with Sound ATHG64934

Era: 1994+



Era: 1985-1994



Era: 1985+

GP40P-2, SP #7600 80's
GP40P-2, SP #7601
GP40P-2, SP #7602

without Sound ATHG64835 with Sound ATHG64935
ATHG64836 ATHG64936
ATHG64837 ATHG64937

SP FEATURES:

- Lit number boards (effect in DCC)
- Large front plow
- Modified front L window
- Late body with removed class lights and steam generator equipment
- 3600 gallon fuel tank
- Roof-mounted A/C and bell
- P3 horn

By the mid-1980's, SP had discontinued their commute service in the Bay Area between San Jose and San Francisco, CA in favor of the newly organized CalTrain. Since new CalTrain power was purchased, SP in turn converted some of the older commute motive power to freight service. All three GP40P-2's were renumbered into 7600-7602, received larger fuel tanks, and had their steam generators removed. Still retaining their full front SP light package, these units received rebuilt front cab windows, which became common practice during this time. By 1994, only one unit was repainted into SP's "Speed Lettering" scheme, 7600. This unit would eventually be sold off and rebuilt by Indiana Harbor Belt, while the other two remained in UP's road switcher fleet.

ROAD NUMBER SPECIFIC FEATURES:

- **#7600** Speed letter repaint, roof-mounted beacon (effect in DCC), front ditch lights, removed SP light package, moved horn to long hood
- **#7600** 80's Version - Full SP front light package (Gyra light and red warning light effect in DCC)
- **#7601** Full SP front light package (Gyra light and red warning light effect in DCC)
- **#7602** Full SP front light package (Gyra light and red warning light effect in DCC)

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CSX



	without Sound	with Sound
GP40-2, CSXT #6427	ATHG64828	ATHG64928
GP40-2, CSXT #6429	ATHG64829	ATHG64929
GP40-2, CSXT #6441	ATHG64830	ATHG64930

CSX FEATURES:

- Newly tooled rear slug connection boxes
- Large front anticlimber
- Mid production with corrugated grilles
- Body-mounted side bell
- Chessie/CSX style front rock plow
- K5 horn
- Lit class lights and number boards (effect in DCC)

During the late 1980's, CSX Transportation modified many of their GP40-2's into "slug mothers" that powered RDMT (CSX term, short for Road-Mate) road slugs. The "slug", is a term used for (in most cases) a secondary locomotive that has a removed/deactivated engine but kept it's traction motors. The "mother" unit at slow speeds can produce enough power to provide electric current to other traction motors using the same amount of fuel consumption. The "mother" and "slug" combination can provide the power of two locomotives using a single diesel powered unit. CSX liked the results, and modified many older GP30 and GP35's into RDMT road slugs, retaining their cab controls so that they could still be operated in lead position, but without the noise from the prime mover.

ROAD NUMBER SPECIFIC FEATURES:

- **#6427** "Stripe" repaint, regular radiator fans, "mail slot" battery box doors
- **#6429** "Stealth" repaint, regular radiator fans, regular battery box doors
- **#6441** "Stealth" repaint, Q radiator fans, "mail slot" battery box doors, large exhaust silencer, nose toilet hatch

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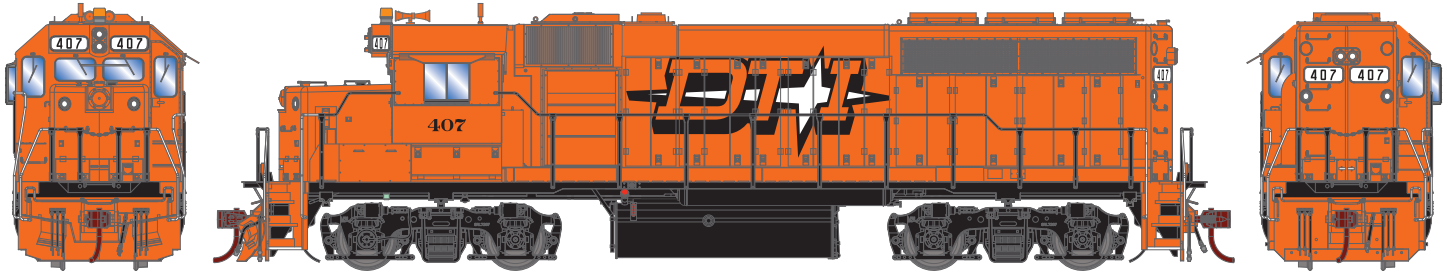
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Detriot Toledo & Ironton



Era: Early 1980s+



Era: 1979+

GP40-2, DTI #407
GP40-2, DTI #422
GP40-2, DTI #424

without Sound	with Sound
ATHG64831	ATHG64931
ATHG64832	ATHG64932
ATHG64833	ATHG64933

DTI FEATURES:

- Last DT&I scheme
- Xenon beacon (effect in DCC)
- Extra nose grab irons
- Firecracker antenna
- Extra jacking pads
- Llit class lights and number boards (effect in DCC)
- Nose-mounted bell
- M3 horn
- Front plow
- Non-dynamic brake hatch

DT&I's last locomotive order was for GP40-2's #422-425 in late 1979. Painted in their new bright "star" logo, they were built for high-speed TOFC service. Notable DT&I options included: Xenon beacon, nose mounted bell, and non-dynamic brake hatch. GP40-2 #407 was part of the original order from 1972. After being repaired from a wreck in 1979, it was repainted into the new "star" scheme and put back into service.

ROAD NUMBER SPECIFIC FEATURES:

- **#407** Repainted after wreck, chickenwire grilles, small EMD plow, orange bell, small front anticlimber
- **#422** Last DT&I locomotive order; corrugated grilles, newly tooled xenon beacon with bracket, large EMD plow, silver bell, large front anticlimber
- **#424** Last DT&I locomotive order; corrugated grilles, newly tooled xenon beacon with bracket, large EMD plow, silver bell, large front anticlimber

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Ontario Northland



Era: 2005-2012

Era: 2005-2012

Era: 2005-2012

GP40-2, ONT #2200
GP40-2, ONT #2201
GP40-2, ONT #2202

without Sound	with Sound
ATHG64838	ATHG64938
ATHG64839	ATHG64939
ATHG64840	ATHG64940

ONT FEATURES:

- Ex-B&M
- Non-dynamic hatch
- Side-mounted hood bell
- Blomberg M trucks
- Large front anticlimber
- Lit number boards and class lights if equipped (effect in DCC)
- Corrugated grilles
- Front and rear ditch lights
- M3 horn on long hood
- Large fuel tank
- Small EMD front plow

* Sunshades in poly bag

The Ontario Northland Railway is operated by the Ontario Northland Transportation Commission, part of the government of Ontario, Canada. Purchased in 2005, these ex-BM GP40-2's were repainted into this bright and vibrant scheme. A few kept their nose class lights after rebuild. The units have been seen operating in both freight and passenger service.

ROAD NUMBER SPECIFIC FEATURES:

- #2200 Ex BM 311; nose class lights
- #2201 Ex BM 300; removed class lights
- #2202 Ex BM 304; nose class lights

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Quebec-Gatineau Railway



Era: 2005 +

Era: 2005+

	without Sound	with Sound
GP40-2L, QGRY #3014	ATHG64841	ATHG64941
GP40-2L, QGRY #3016	ATHG64842	ATHG64942

QGRY FEATURES:

- First time in Genesis for QGRY scheme
- Nathan K3L horn with air line
- Road number fonts, plows, horns, Antennas, and other details per road number
- Red, White, class lights operate in DC; Green class lights operate in DCC only

Chemins de fer Québec-Gatineau Inc. (CFQG), in English- the Quebec Gatineau Railway, operates the former CP line between Quebec City and Gatineau, in Quebec. The line was acquired by Genesee and Wyoming in 1997. At one time the railroad had operated three GMD GP40-2L locomotives of CN heritage, although one of them suffered a wreck in 2005 and has since been used as a parts source for the other units.

ROAD NUMBER SPECIFIC FEATURES:

- **#3014** "Weed Cutter" rear plow
- **#3016** Standard EMD medium rear plow

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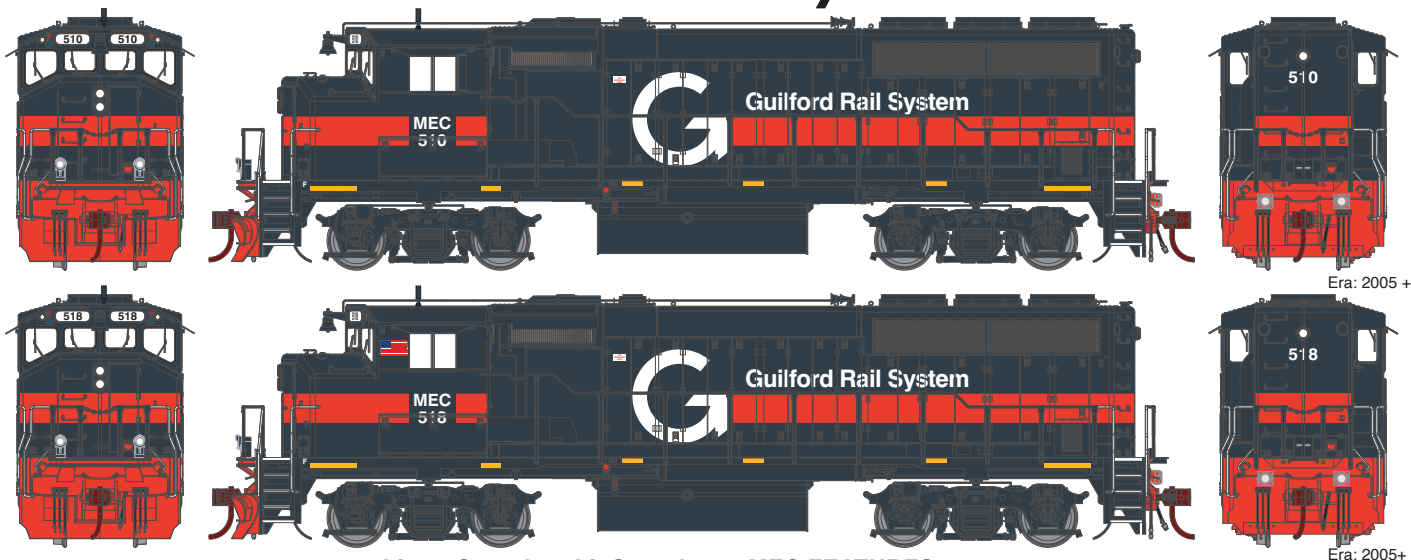


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1st TIME with OPERATING NUMBER BOARDS & "CLASS LIGHTS"*

*If Equipped

Guilford Rail System



Era: 2005 +

Era: 2005+

GP40-2L, MEC #510
GP40-2L, MEC #514
GP40-2L, MEC #518

without Sound	with Sound
ATHG64843	ATHG64943
ATHG64844	ATHG64944
ATHG64845	ATHG64945

MEC FEATURES:

- Nathan K3L horn with air line
- Two Sinclair Antennas
- Blomberg-M trucks
- High MU Stands
- Operating ditch lights
- Red, White, class lights operate in DC; Green class lights operate in DCC only

First time in Genesis for the Guilford scheme with yellow reflectors!

Founded in 1981, Guilford Transportation Industries looked to form a railroad company by acquiring some of the various bankrupt roads in the Northeast. The Maine Central was acquired first, followed by the B&M and the D&H. The Guilford roster was a veritable rolling museum, featuring such oddities as ex-MEC U18Bs, former ATSF SD26s, and former NW / ITC SD39s. Some of the more reliable units on the roster were a group of former CN GP40-2Ls, numbered in the 500 series and acquired in the early 2000s. Since then, the Guilford name has ceased to exist, being replaced in 2006 by Pan Am Railways, and most recently, CSX- yet some of the Guilford-painted GP40-2Ls continue on in service, wearing their 20+ year old paint jobs.

Maine Central



Era: Early 1980s + (alternate history)

GP40-2L, MEC #270
GP40-2L, MEC #277

without Sound	with Sound
ATHG64846	ATHG64946
ATHG64847	ATHG64947

MEC FEATURES:

- Nathan K5LA Horn with air line
- Two Sinclair Antennas
- Operating ditch lights
- Blomberg-M trucks
- Standard GP40-2L details to represent units (potentially) acquired secondhand from CN
- Red, White, class lights operate in DC; Green class lights operate in DCC only

With Athearn's recent release of several Maine Central models, the team received a great deal of requests to offer a Maine Central GP40-2L in the Legendary Liveries series. The Maine Central was a highly-regarded railroad with an attractive paint scheme, and has developed a loyal following over the years. Many MEC fans missed the railroad after the takeover by Guilford- but Athearn has the perfect solution now. Presented as though the MEC had remained an independent, operating entity into the 1980s, these Harvest Gold GP40-2Ls will look right at home hauling freight from South Portland up to Bangor and points east.

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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



LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

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.

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"
- Trainline and MU hoses
- MU stands
- Windshield wipers
- Wire grab irons
- Sanding lines



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