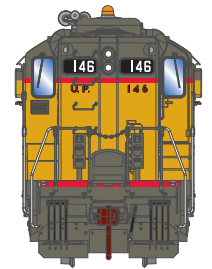
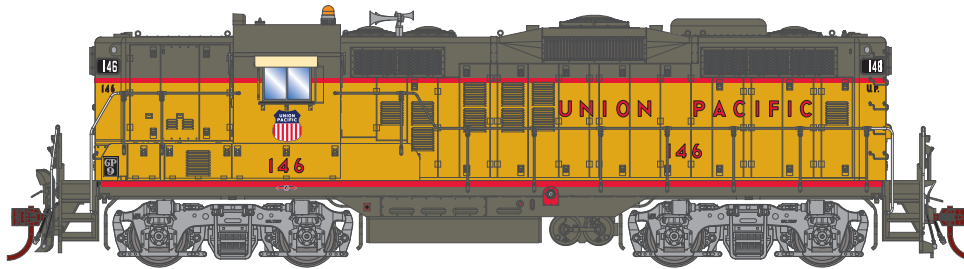
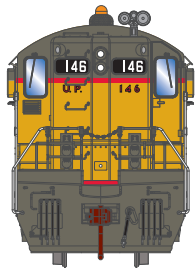
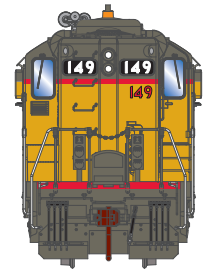
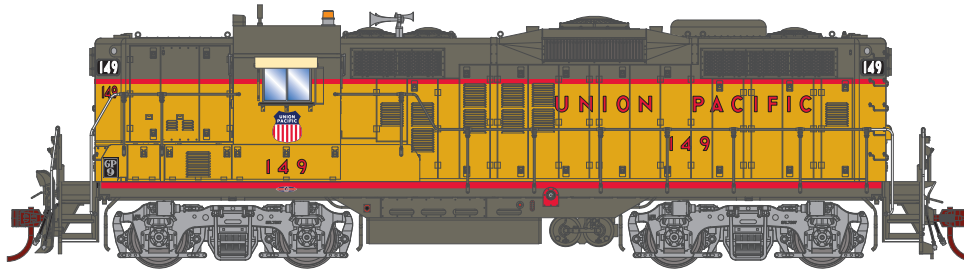
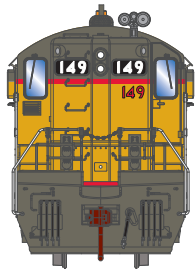


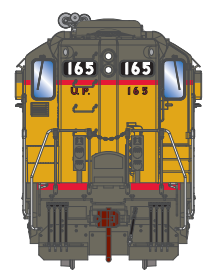
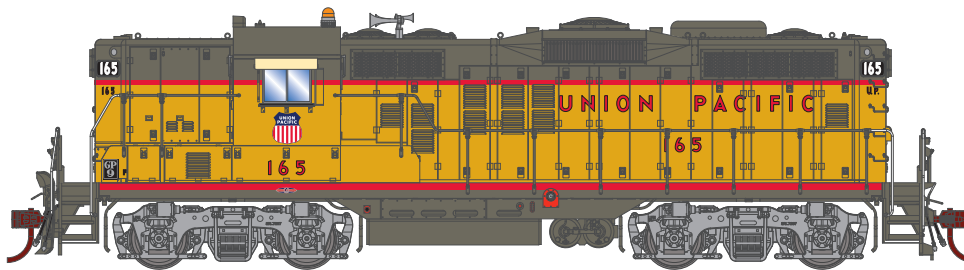
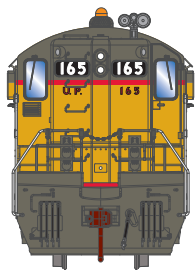
Union Pacific*



Era: Late 1960s+



Era: Late 1960s+



Era: Late 1960s+

GP9, UP #146
GP9, UP #149
GP9, UP #165

without Sound	with Sound
ATHG82722	ATHG82822
ATHG82723	ATHG82823
ATHG82724	ATHG82824

UP FEATURES:

- Newly tooled "Branchline" front plow and cut levers
- Early "pipe" style handrails with newly tooled correct front end rail
- Beacon (effect in DCC)
- Phase II UP body
- Roof cab vent
- 1200 Gallon Fuel Tank
- Hood-mounted horn
- Winterization hatch

During the late 1960's, UP modified some of their GP9 fleet with large snow plows from retired steam locomotives. UP called these "Pilot Snow Plows" but because of where they served, railfans simply referred to these as Branchline Plows. To combat areas with high snow fall during winter months, UP would run these GP9's to help clear out snow on some of their branch lines where lighter weight power was needed.

ROAD NUMBER SPECIFIC FEATURES:

- #146 Western Cullen beacon, small numbers on ends and number boards, whip antenna
- #149 Xenon strobe beacon, larger numbers on ends and number boards, firecracker antenna
- #165 Western Cullen beacon, small numbers on ends and larger number board font, whip antenna

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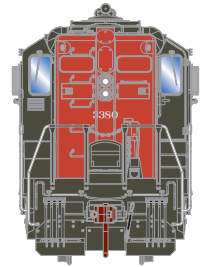
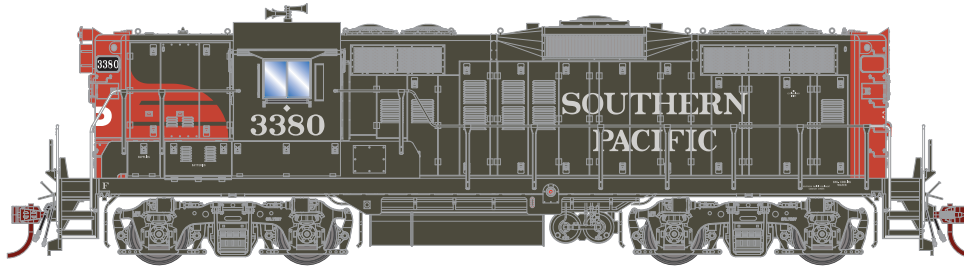
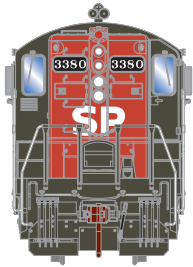
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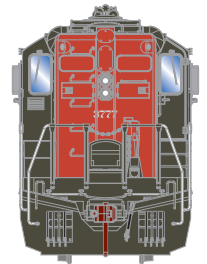
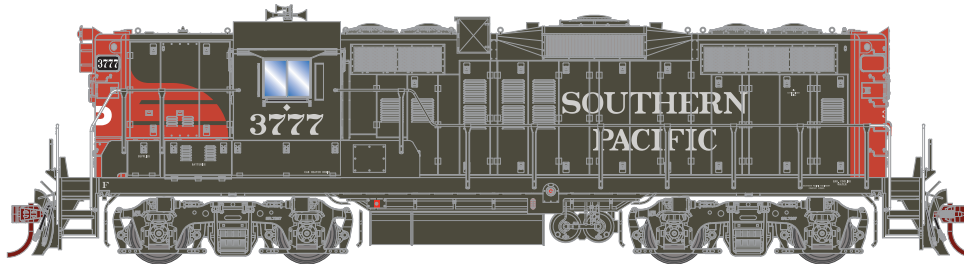
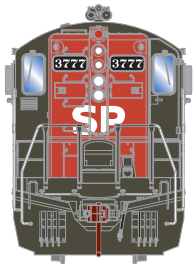
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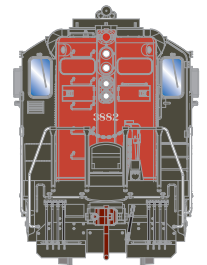
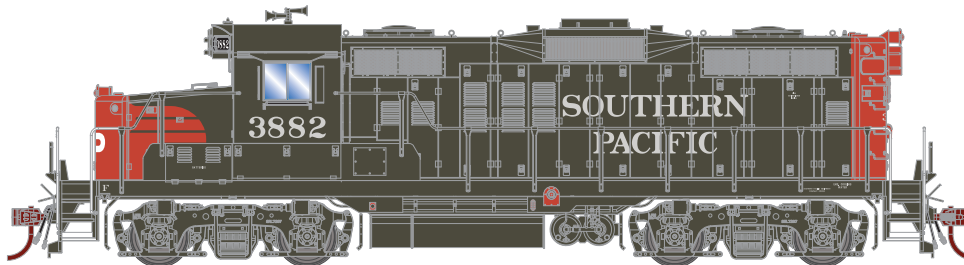
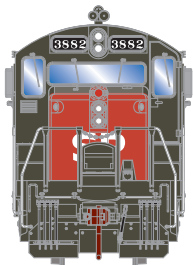
Southern Pacific*



Era: Late 1970s+



Era: Late 1970s+



Era: 1980s+

GP9E, SP #3380
GP9E, SP #3777
GP9E, SP #3882

without Sound	with Sound
ATHG82725	ATHG82825
ATHG82726	ATHG82826
ATHG82727	ATHG82827

SP FEATURES:

- SP GRIP Rebuilds with replacement battery box doors
- Nathan P3 horn
- SP light package with working gyralight effect (in DCC mode)
- Road number-specific details
- Red warning lights are non-operational

During the 1970's, SP began an ambitious task to rebuild their GP9 fleet, known as the "GRIP" program. This program included new wiring, new main generator, complete rebuild of the prime mover with new parts, improved battery box doors, and removed rear light packages (in some cases).

ROAD NUMBER SPECIFIC FEATURES:

- **#3380** Phase II GRIP rebuild "E", front SP full light package, early modified skirts, modified "catch" style pilots
- **#3777** Phase II GRIP rebuild "E", front SP full light package, late modified skirts, large plows on both ends, long hood paper air filter box
- **#3882** Late Phase III GRIP rebuild "E" with low nose, front and rear SP full light packages, modified skirts, modified "catch" style pilots

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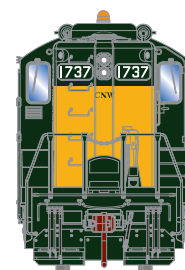
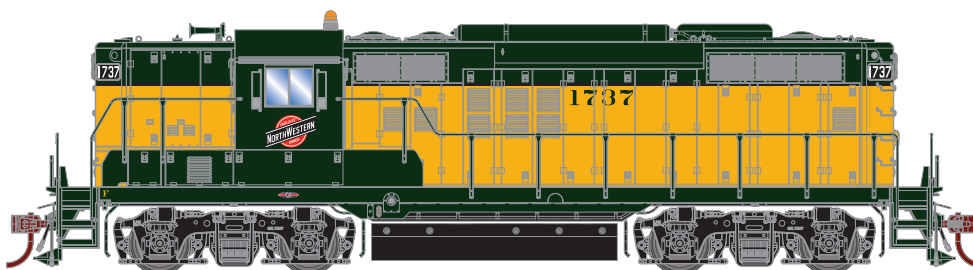
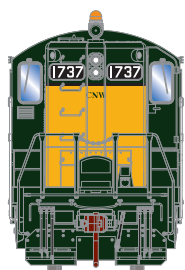
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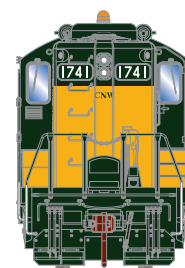
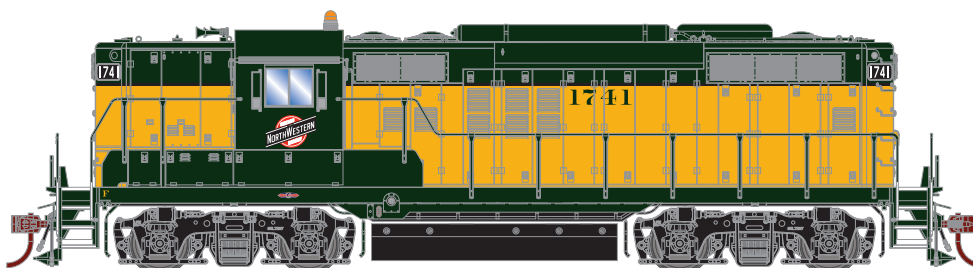
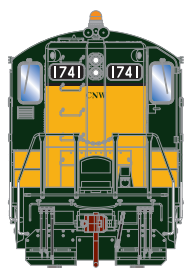
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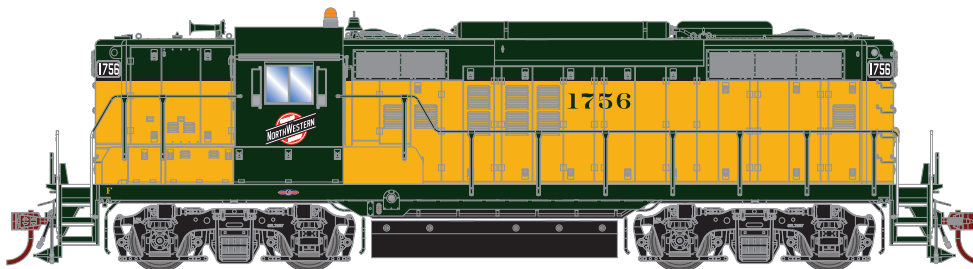
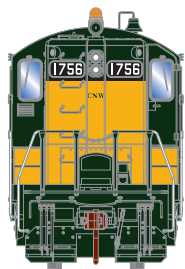
Chicago & North Western*



Era: Late 1960s+



Era: Late 1960s+



Era: Late 1960s+

GP9, CNW #1737
GP9, CNW #1741
GP9, CNW #1756

without Sound	with Sound
ATHG82728	ATHG82828
ATHG82729	ATHG82829
ATHG82730	ATHG82830

CNW FEATURES:

- Roof mounted "Torpedo" air reservoirs
- Roof top beacon (Functions in DCC mode)
- Wind deflectors
- Winterization hatch
- Optional All-weather cab windows included separately

The three Athearn Genesis C&NW GP9's in this release were built in 1957-58 and were largely unchanged all the way until retirement. They served the C&NW well in freight service in relative obscurity for many years.

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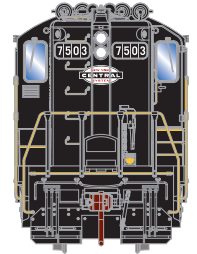
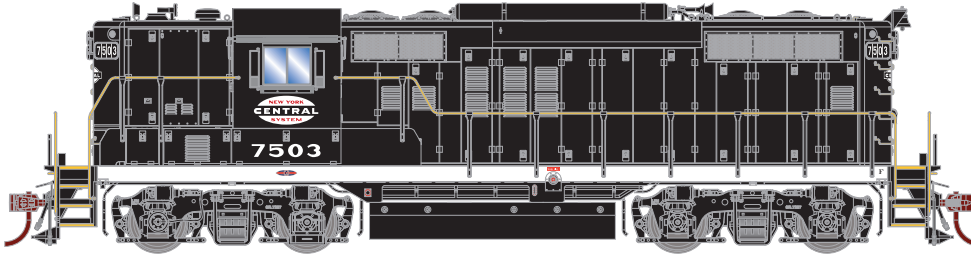
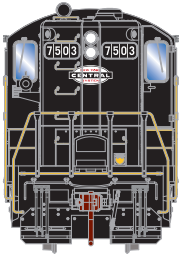
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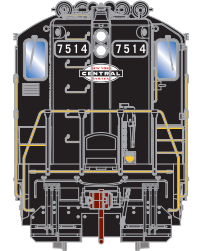
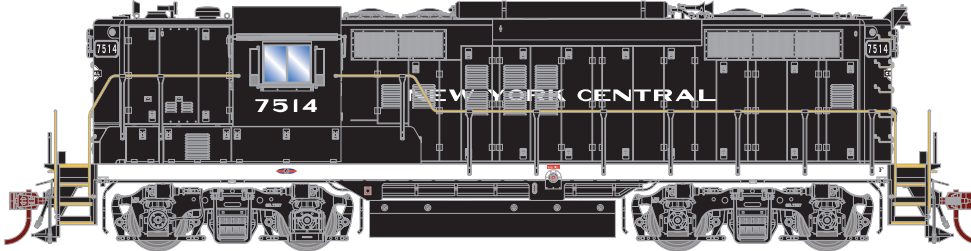
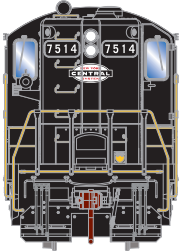
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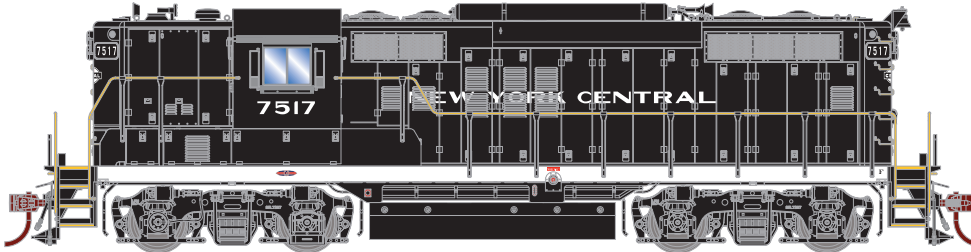
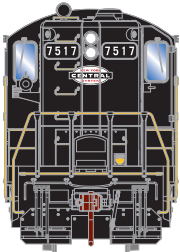
New York Central



Era: Mid 1960s+



Era: Mid 1960s+



Era: Mid 1960s+

GP9, NYC #7503
GP9, NYC #7514
GP9, NYC #7517

without Sound	with Sound
ATHG82731	ATHG82831
ATHG82732	ATHG82832
ATHG82733	ATHG82833

NYC FEATURES:

- Late NYC paint schemes
- Steam generators
- Set up for long hood forward operation
- Roof mounted "Torpedo" air reservoirs
- External Train Control generator mounted on the engineer's side of the short nose
- Wind deflectors
- Nose mounted bell

New York Central received these steam generator equipped units in late 1955. They were used on local, secondary and commuter trains mainly on the western end of the system.

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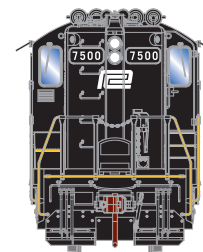
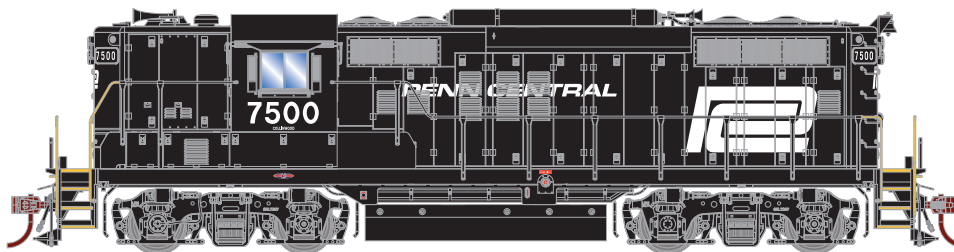
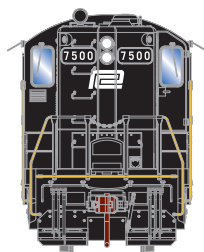
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Penn Central



Era: Late 1960s - Mid 1970s

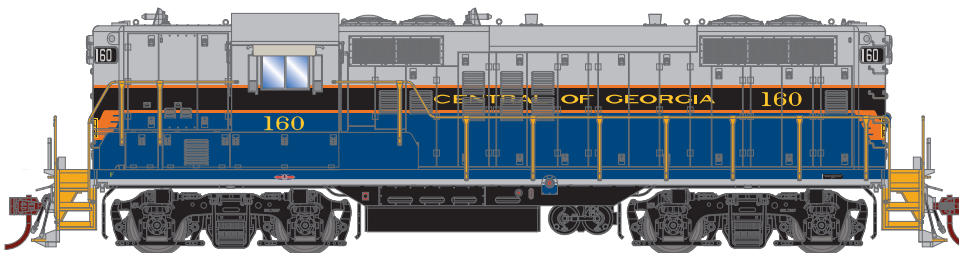
GP9, PC #7500
GP9, PC #7506

without Sound	with Sound
ATHG82734	ATHG82834
ATHG82735	ATHG82835

- PC FEATURES:**
- Steam generators
 - Nose mounted bell
 - Set up for long hood forward operation
 - Roof mounted "Torpedo" air reservoirs
 - Wind deflectors

These dual service, steam generator equipped GP9's became part of the Penn Central fleet when the New York Central and Pennsylvania Railroads merged in 1968.

Central of Georgia



Era: Late 1950s+

GP9, CG #160
GP9, CG #166
GP9, CG #170

without Sound	with Sound
ATHG82736	ATHG82836
ATHG82737	ATHG82837
ATHG82738	ATHG82838

- CofG FEATURES:**
- Phase II body
 - Full foot boards
 - Side skirts and fuel tanks per prototype
 - Expert approved colors and artwork
 - Dual Handcock Whistles
 - Non-dynamic brakes

Central of Georgia purchased 11 GP9's in two orders. The first six, 160-165, were delivered in November 1956. The second group, 166-170, was delivered in April 1957. Between the two orders, there are differences primarily with the frame and fuel tanks. All were assigned to the general freight pool. 170 was the last locomotive delivered in the grey and blue paint scheme.

ROAD NUMBER SPECIFIC FEATURES:

- **#160** First order with larger fuel tank and rearward side fuel fillers
- **#166** Second order with smaller fuel tank and forward side fuel fillers
- **#170** Second order with smaller fuel tank and forward side fuel fillers

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All Road Names

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

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.

GP9 SERIES LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Drop steps unless noted
- Lift rings
- Windshield wipers
- See-through cab windows
- Bell placement & type per prototype
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Blomberg-B trucks with appropriate bearing caps
- Speed recorder unless noted
- Body-mounted McHenry® operating scale knuckle couplers
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- 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
- Bidirectional constant LED lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- Packaging securely holds model for safe storage
- Minimum radius: 18” — Recommended radius: 22”
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- “Nub” style walkway tread
- Sander lines
- MU stands



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