



# EMD GP50 Diesel Locomotive

HO

**FIRST TIME with OPERATING DITCH LIGHTS and/or STROBES!  
SOUND READY with FACTORY INSTALLED SPEAKERS**

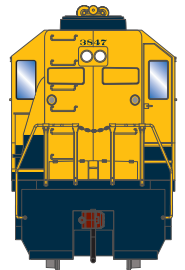
## BNSF ("H3 GP25")



Era: Mid 2010s+

	<b>without Sound</b>	<b>with Sound</b>	<b>BNSF FEATURES:</b>
GP50, BNSF #3110	ATH-1500	ATH-1518	• Operating beacon on cab roof (flash effect on DCC+sound version)
GP50, BNSF #3118	ATH-1501	ATH-1519	• Front pilot plow
GP50, BNSF #3146	ATH-1502	ATH-1520	• K3LA horn on bracket
			• Front and rear operating ditch lights
			• "RV style" air conditioners

## Santa Fe



Era: Mid 1980s+

	<b>without Sound</b>	<b>with Sound</b>	<b>ATSF FEATURES:</b>
GP50, ATSF #3847	ATH-1503	ATH-1521	• Operating beacon on cab roof (flash effect on DCC+sound version)
GP50, ATSF #3849	ATH-1504	ATH-1522	• Leslie RS3L horn
GP50, ATSF #3853	ATH-1505	ATH-1523	• "Vapor" style A/C
			• Front pilot plow

**\$149.99 w/o SOUND | \$219.99 w/ Econami™ SOUND**

Orders Due: 11.24.23  
ETA: MARCH 2025



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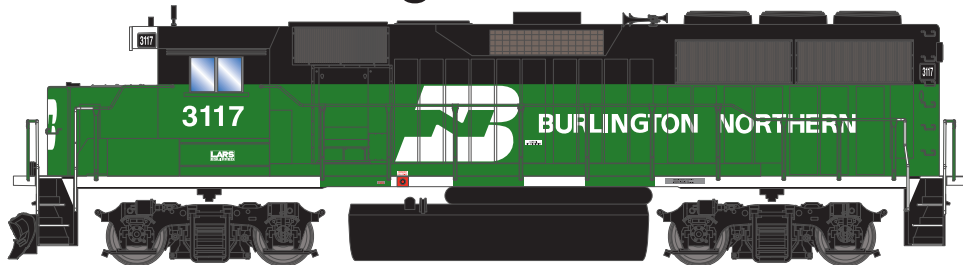


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## Burlington Northern



Era: Mid 1990s+

GP50, BN #3117  
GP50, BN #3132  
GP50, BN #3141

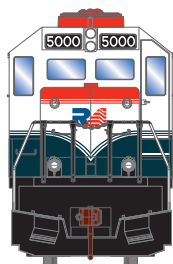
**without Sound**  
ATH-1506  
ATH-1507  
ATH-1508

**with Sound**  
ATH-1524  
ATH-1525  
ATH-1526

**BN FEATURES:**

- Operating "strobe style" ditch lights (flash effect on DCC+sound version)
- Leslie RS3L horn on long hood
- Front pilot plow

## Central Railroad of Indiana



Era: Mid 1980s+

GP50, CIND #5000  
GP50, CIND #5003  
GP50, CIND #5008

**without Sound**  
ATH-1509  
ATH-1510  
ATH-1511

**with Sound**  
ATH-1527  
ATH-1528  
ATH-1529

**CIND FEATURES:**

- Operating beacon on cab roof (flash effect on DCC+sound version)
- Front and rear operating ditch lights
- Front pilot plow
- K3LA horn on bracket

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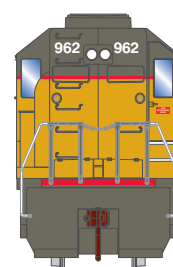
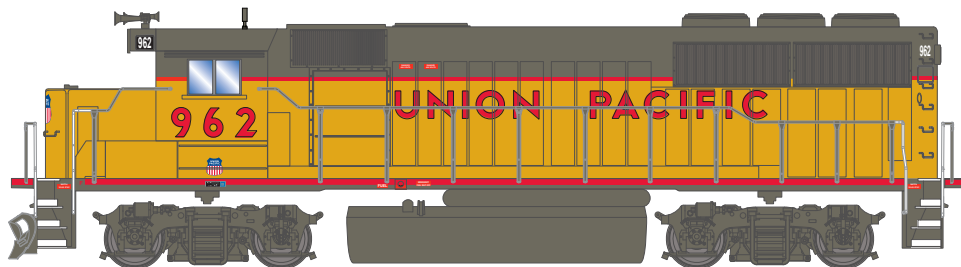


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## Union Pacific\*



Era: Mid 1990s+

GP50, UP #962  
GP50, UP #977  
GP50, UP #985

**without Sound**  
ATH-1512  
ATH-1513  
ATH-1514

**with Sound**  
ATH-1530  
ATH-1531  
ATH-1532

**UP FEATURES:**

- Leslie RS3L horn
- Front pilot plow
- Ex-MP, non dynamic

## Conrail



Era: Mid 1980s+

GP50, CR #4500  
GP50, CR #4505  
GP50, CR #4507

**without Sound**  
ATH-1515  
ATH-1516  
ATH-1517

**with Sound**  
ATH-1533  
ATH-1534  
ATH-1535

**CR FEATURES:**

- Leslie RS3L horn
- Front pilot plow

Conrail owned EMD SD50s in actuality, so we thought that the famous can opener logo would look good gracing the flanks of the SD50's 4-axle stable mate, perhaps leading a hot "TV" train from Chicago to Harrisburg.

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\* Union Pacific Licensed Product



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## All Road Names

### PROTOTYPE SPECIFIC INFORMATION

The EMD GP50 is a 4-axle diesel road switcher locomotive built by General Motors Electro-Motive Division between 1980 and 1985. It is powered by a 16-cylinder EMD 645F3B diesel engine, which can produce between 3,500 and 3,600 hp.

A total of 278 examples of this locomotive were built. The GP50 retains the same overall length of 59 feet 2 inches as the other GP dash-2 series locomotives built in the same era. It utilized GM's D87 traction motor enabling it to produce a starting tractive effort of 65,000 pounds, with a continuous rating of 62,400 pounds.

The most significant difference in the GP50 from earlier designs like the GP40 was upgraded components (like a turbocharger silencer and new type of blower housing) and increased horsepower. The locomotive also introduced a new "anti-wheel-slip" technology where the locomotive horsepower output was reduced if a wheel slip condition was introduced. It also included features already common on earlier models such as dynamic braking (a system for temporarily employing traction motors as generators and using the resulting electromotive force to slow the train), and an airtight hood that kept out dust, dirt and other particles from reaching internal components.

All the companies that purchased the GP50 have now been absorbed into other systems. However, a few of their successors continue to operate the units. A number GP50s have rebuilt for better fuel economy and continue in service today.

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### GP50 LOCOMOTIVE FEATURES:

- Factory installed Celcon handrails
- Individually applied wire formed grab irons
- 5-pole motor with precision-machined flywheels and multi-link drive train for trouble free operation
- See-through cab windows
- DCC Ready 21-pin NEM plug
- LED illuminated front and rear headlights, ditch lights, and beacons (where applicable to the prototype)
- Replacement parts available
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Heavy die-cast frame for greater traction and more pulling power
- Separately-applied horns
- McHenry® operating scale knuckle couplers
- DCC Ready 21 pin plug
- Nickel plated, blackened machined wheels machined metal wheels with RP25 contours operate on all popular brand of track
- Fully-assembled and ready-to-run out of the box
- Painted and printed for realistic decoration
- Highly-detailed, injection-molded body
- Minimum radius: 18" — Recommended radius: 22"

**Sound Ready! Non-sound units come with speakers installed, ready to add the 21-pin sound decoder of your choice!**



### 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?"

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