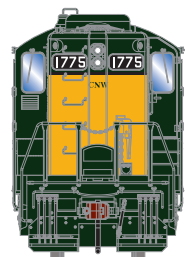
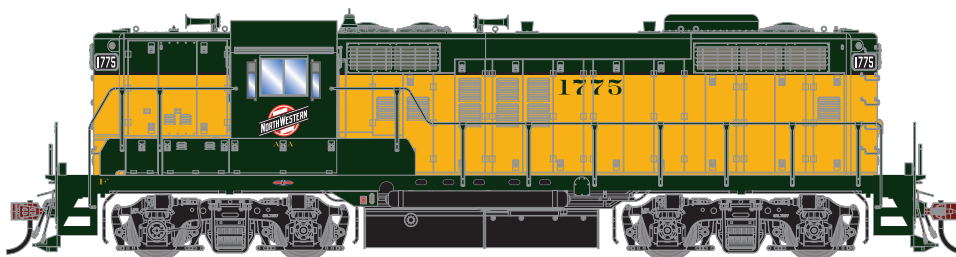
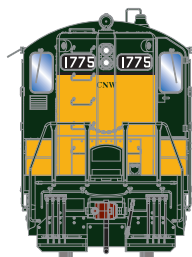
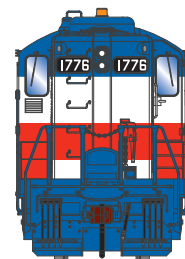
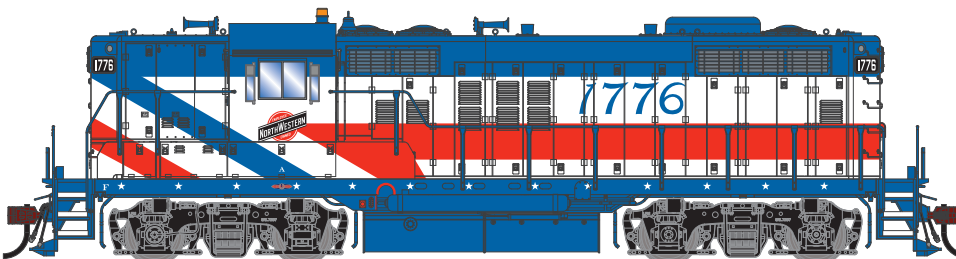
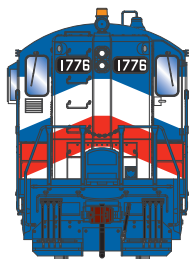


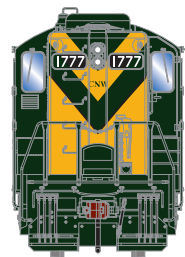
Chicago & North Western*



Era: 1960s+



Era: Mid 1970s+



Era: 1960s+

GP18, CNW #1775
GP18, CNW #1776
GP18, CNW #1777

without Sound
ATHG-1352
ATHG-1353
ATHG-1354

with Sound
ATHG-1368
ATHG-1369
ATHG-1370

CNW FEATURES:

- Late walkway with inspection holes
- Large 2350 gallon fuel tank
- Winterization hatch
- Early pilots with footboards
- Frame side-mounted air tanks
- Dual "Blatt" horns
- Non-dynamic bakes

CNW ordered 6 GP18's from EMD in 1960. These units featured four 36" radiator fans instead of the two 48" fans that were common practice for late EMD orders, which was unique to CNW. We are offering three schemes to choose from including the Bicentennial scheme.

ROAD NUMBER SPECIFIC FEATURES:

- #1775 Standard simplified scheme w/o end stripes
- #1776 Bicentennial scheme w/ beacon
- #1777 Early scheme w/ end stripes and dual side road numbers

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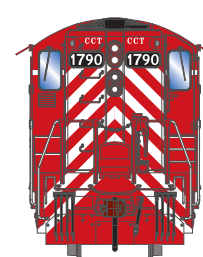
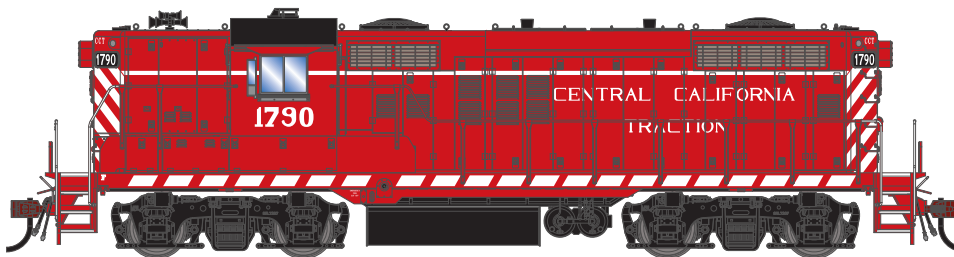
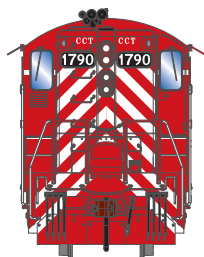
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* Union Pacific Licensed Product

Central California Traction



Era: 1981+

GP18, CCT #1790
GP18, CCT #1795

without Sound
ATHG-1350
ATHG-1351

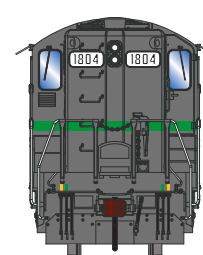
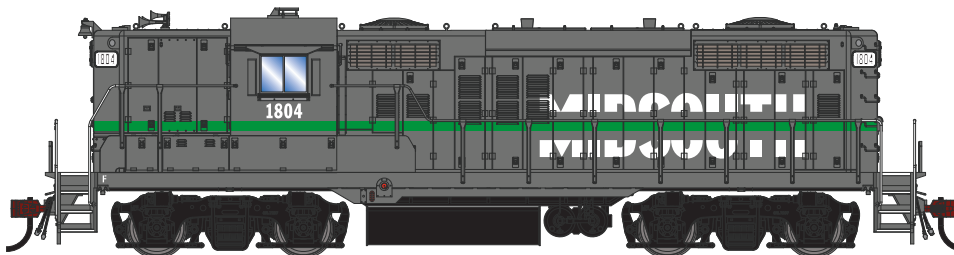
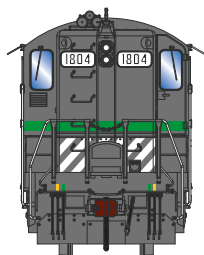
with Sound
ATHG-1366
ATHG-1367

CCT FEATURES:

- NEW! Non-Dynamic with roof access hatches
- Front and rear gyalights (effect in DCC)
- Ex-Rock Island
- Partial skirting above fuel tank
- Nathan P5 horn
- 1700 gallon fuel tank
- Wheel bearings per prototype

Central California Traction started as an interurban streetcar line in 1906. Freight operations run between Stockton and Lodi CA. In the early 1980's, CCT purchased 2 ex-Rock Island GP18's to help replace their aging Alco fleet. Painted in an attractive bright red and white scheme, they were used all over the system. By the 2010's, they were sold into private ownership and replaced by SW1500's and 3 Brookville rebuilt hybrid locomotives.

Midsouth Rail Corp



Era: 1989+

GP18, MSRC #1804

without Sound
ATHG-1357

with Sound
ATHG-1373

MSRC FEATURES:

- NEW! Non-Dynamic with roof access hatches
- 1700 gallon fuel tank
- Short hood mounted bell
- Nathan P3 horn with all bells forward

The Midsouth Rail Corp is based out of Jackson, Mississippi. Started in 1986, they purchased 373 miles of trackage from the Illinois Central Gulf Railroad. They acquired four ex-IC GP18's, only one of which was a high nose version. This unit was built as IC #9404 in 1960. The unit was retired and stored by the mid 2000s.

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Conrail



Era: 1980+



Era: 1980+

GP18, CR #7496
GP18, CR #7499

without Sound
ATHG-1355
ATHG-1356

with Sound
ATHG-1371
ATHG-1372

CR FEATURES:

- Ex-Lehigh Valley
- Winterized hatch
- Dynamic brakes
- Nathan K3 horn
- Smaller 1300 gallon fuel tank

When the Lehigh Valley was absorbed into Conrail in 1976, most of the motive power was eventually repainted into the then-new corporate colors. A few kept their high short hoods past the merger and were used pulling freights on former LV trackage and other parts of the CR system.

ROAD NUMBER SPECIFIC FEATURES:

- #7496 Ex-Lehigh Valley #302
- #7499 Ex-Lehigh Valley #305, hood mounted paper air filter box, modified cut left skirting

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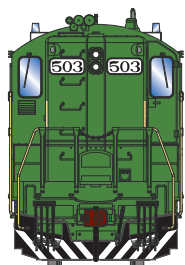
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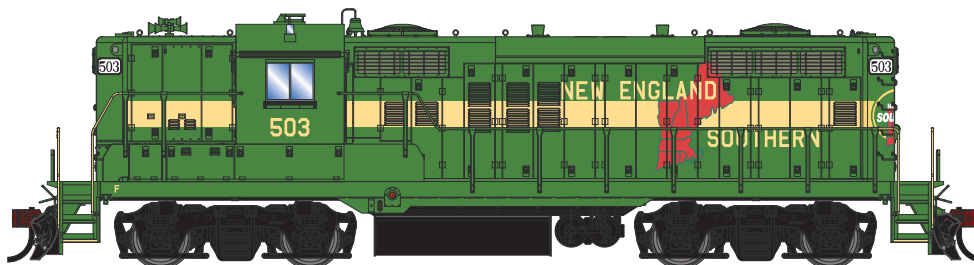


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New England Southern

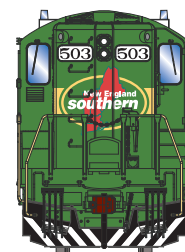


GP18, NEGS #503



without Sound
ATHG-1358

with Sound
ATHG-1374



Era: 1986 - Early 2000s

NEGS FEATURES:

- NEW! Non-Dynamic with roof access hatches
- 1700 gallon fuel tank
- Dual cab strobes (effect in DCC)
- Front and rear plows
- Expert provided artwork
- Ex Rock Island #1341
- Non-dynamic brake
- Nathan P5 horn

The New England Southern Railroad, or the 'Nessie System' as fans lovingly dubbed it, was established in 1981 to take over freight operations on former Boston & Maine Railroad lines in central New Hampshire. In 1985, and facing traffic and territory increases between Concord and Manchester, the railroad purchased former Chicago, Rock Island & Pacific EMD GP-18 1341, renumbered 503 and painted in an attractive green and yellow. The unit served the little Yankee short line faithfully until its sale in 2007 to New Hampshire Northcoast Railroad, where it operates today as 1801. - Rick Kfoury

Ferrocarril Sonora Baja California



GP18, SBC #2306



without Sound
ATHG-1362

with Sound
ATHG-1378



Era: 1980s+

SBC FEATURES:

- Eye-catching orange paint scheme
- Leslie 3-chime horn
- Dynamic brakes
- 1700 gallon fuel tank

The Ferrocarril Sonora and Baja California (SBC) operated between Mexicali, Baja California and Benjamin Hill, Sonora in Mexico. Through a few different mergers, they became part of the N de M railroad in 1987.

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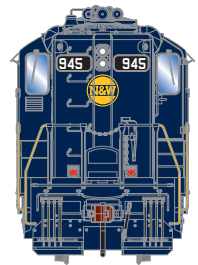
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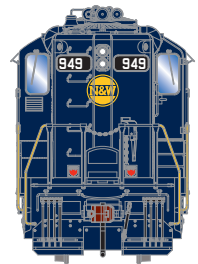
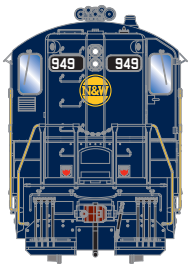


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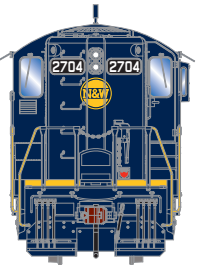
Norfolk and Western



Era: 1960s+



Era: 1960s+



Era: 1960s+

GP18, NW #945
GP18, NW #949
GP18, NW #2704

without Sound
ATHG-1359
ATHG-1360
ATHG-1361

with Sound
ATHG-1375
ATHG-1376
ATHG-1377

NW FEATURES:

- Pelver blue scheme with the "hamburger" logo
- Dynamic or Non-Dynamic per road number
- 1700 gallon fuel tank
- Pilots with footboards

Beginning in late 1959, NW purchased over 45 GP18's from EMD, and inherited 10 from the Nickel Plate Railroad. The NW units purchased new were set up for long hood forward operation and featured dynamic braking. The NKP units were set up with the short hood as the front and featured a front gyalight and non-dynamic brakes. After the merger with NS, some were rebuilt into slugs or sold off for use on shortlines.

ROAD NUMBER SPECIFIC FEATURES:

- **#945** Dynamic brakes, long hood forward operation, 5-chime Leslie horn, exhaust spark arrestors, hood-mounted bell, NW modified left side skirting with access doors
- **#949** Dynamic brakes, long hood forward operation, 5-chime Leslie horn, exhaust spark arrestors, hood-mounted bell, NW modified left side skirting with access doors
- **#2704** Ex-NKP, Short hood forward, front gyalight (effect in DCC), short hood mounted bell, exhaust defectors, right side winterized window

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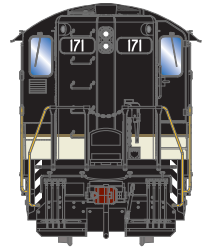
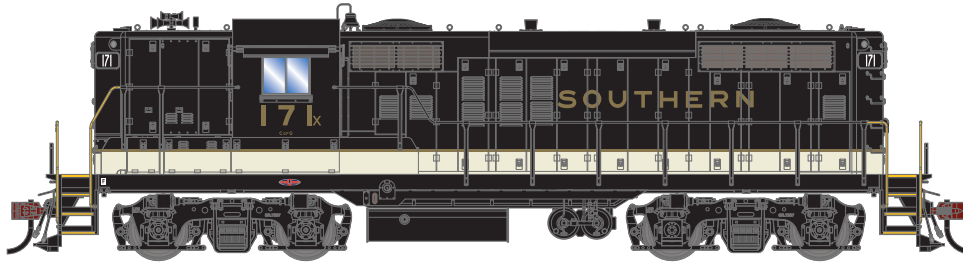
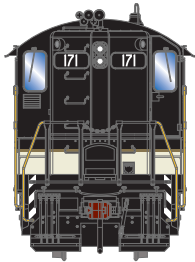
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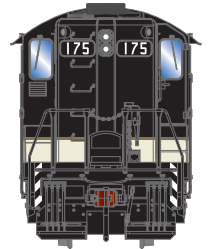
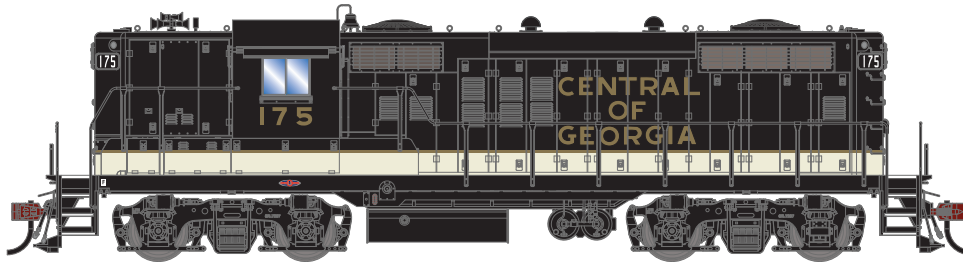
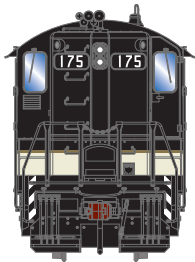


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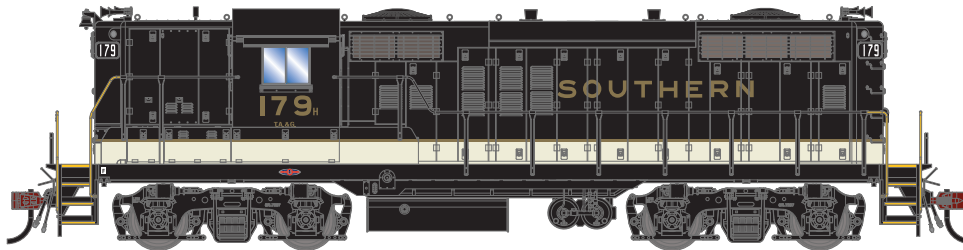
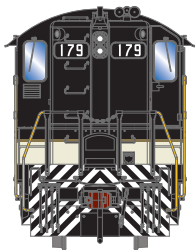
Southern



Era: Mid 1970s+



Era: Early 1970s+



Era: Late 1970s+

GP18, SOU #171x
GP18, CofG #175
GP18, SOU #179H

without Sound
ATHG-1363
ATHG-1364
ATHG-1365

with Sound
ATHG-1379
ATHG-1380
ATHG-1381

SOU FEATURES:

- Ex-CG/TA&G
- Short hood forward operation
- Horn and bell placement per road number
- Small 1300 gallon fuel tank
- Non-dynamic brakes

The Southern Railway inherited a batch of EMD GP18's from Central of Georgia, Tennessee, Alabama & Georgia, and the original Norfolk Southern. They were painted into SOU's "Tuxedo" scheme and could be found in yards and on locals. A few were even painted with Central of Georgia lettering. We are offering three slightly different versions to choose from!

ROAD NUMBER SPECIFIC FEATURES:

- **#171x** Ex-CG 171, Nathan P5 horn, pilot mounted foot boards, hood mounted bell, SOU paint with "C of G" sub lettering
- **#175** Ex-CG 175, Nathan P5 horn, pilot mounted foot boards, hood mounted bell, SOU paint with "Central of Georgia" lettering on long hood
- **#179H** Ex-TA&G 50, Nathan P3 horns with all bells forward both front and rear, pilot with removed foot boards, short hood mounted bell, SOU paint with "TA&G" sub lettering

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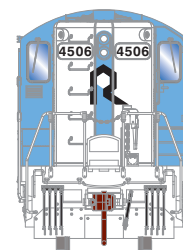
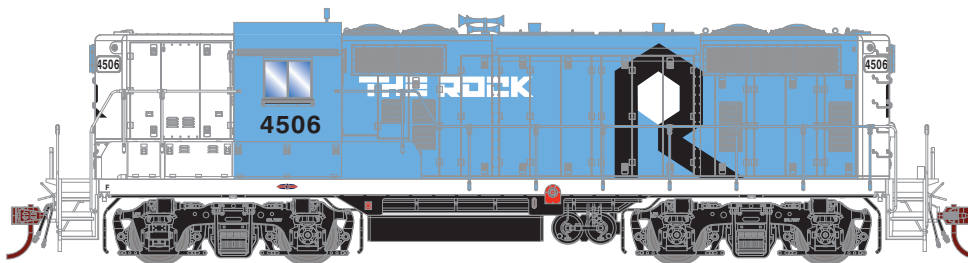
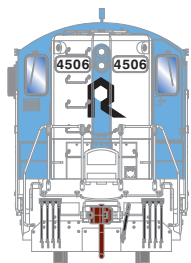
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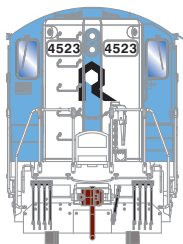
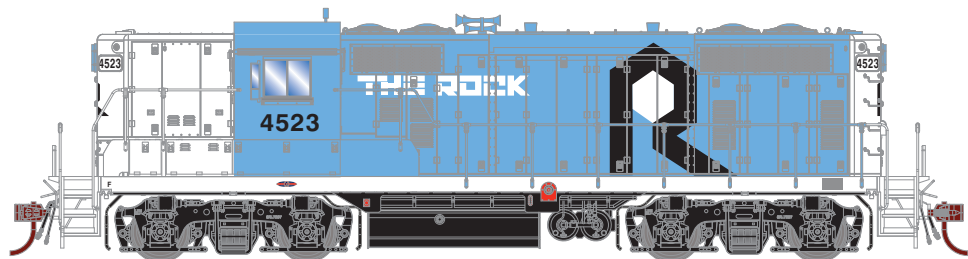
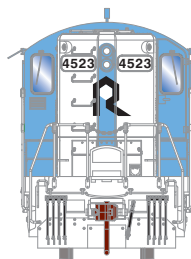


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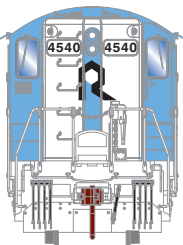
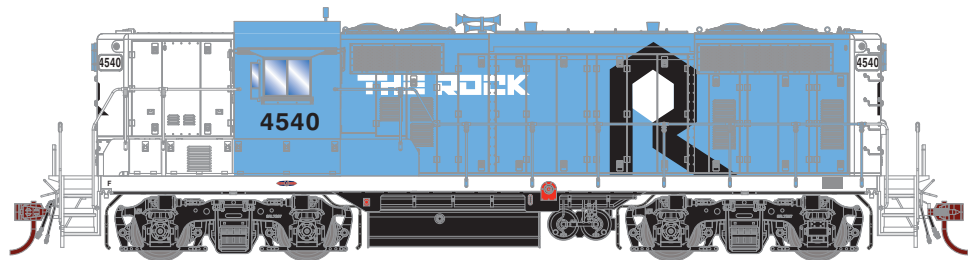
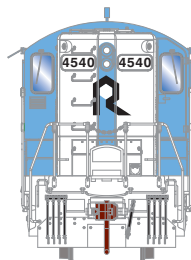
Rock Island



Era: 1980s+



Era: 1980s+



Era: 1980s+

	without Sound	with Sound	ROCK FEATURES:
GP7R, ROCK #4506	ATHG-1344	ATHG-1347	• NEW! Non-Dynamic with roof access hatches
GP7R, ROCK #4523	ATHG-1345	ATHG-1348	• Early Pyle headlights
GP7R, ROCK #4540	ATHG-1346	ATHG-1349	• Early "pipe" style handrails
			• Firecracker antenna
			• Nathan P-5 horn

During the late 1970's, Rock Island rebuilt a large batch of their locomotives to help extend their lives. The main spotting features of these so-called "GP7R"s were the new addition of roof mounted engine access doors and a new coat of blue/white paint. Many of these ended up finding homes on other railroads after the Rock Island went bankrupt in 1980. GP7R #4506 was recently restored back into the original Rock Island colors and operates at a museum in IL.

ROAD NUMBER SPECIFIC FEATURES:

- **#4506** Late small louver battery box doors, standard EMD fuel tank, optional Whip antenna for current version in poly bag
- **#4523** Late small louver battery box doors, rebuilt Rock Island style fuel tank
- **#4540** Early large louver battery box doors, rebuilt Rock Island style fuel tank

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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

GP7/GP18 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- “Nub” style walkway tread
- Lift rings
- Windshield wipers
- NEW! Roof access hatches on non-dynamic units per prototype
- Bell placement & type per prototype
- 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
- 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
- Bidirectional constant LED lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Minimum radius: 18” — Recommended radius: 22”
- Flexible Trainline and MU hoses
- MU stands
- Windshield wipers
- Wire grab irons
- Sander lines



PROTOTYPE AND BACKGROUND INFO:

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.

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. Some railroads adopted a GP7R designation to indicate a rebuilt unit.

The EMD GP18 began production in late 1959 and was based on the builder’s extraordinarily successful GP9, although the latter model was still in production at the time. The GP18 is considered the last of the builder’s “first generation” models. Similar in appearance to the GP7 and GP9, the GP18 was slightly more powerful and came with the option of a low or high short cab hood, something that had only been upon special request with EMD’s first two road switcher models. It used the final version of General Motors first locomotive prime mover, the 16-cylinder model 567D1 which could produce 1,800 horsepower, the most powerful in the series up to that time. At just over 56 feet in length the GP18 was the same length as its predecessor models and was visually very similar, with the exception of new radiator grills which were also used on the GP20.

While thousands of GP7s and GP9s were produced just a few hundred GP18s were ultimately built for a little more than two dozen railroads. Today, several GP18s remain in operation on numerous shortlines and industrial operations around the country.

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