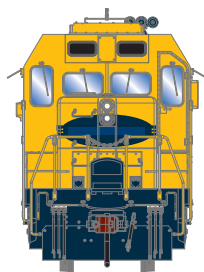


## Ex-ATSF patched



Era: Mid-1990s+

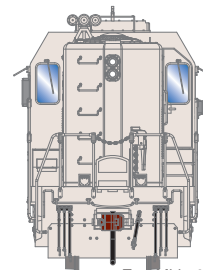
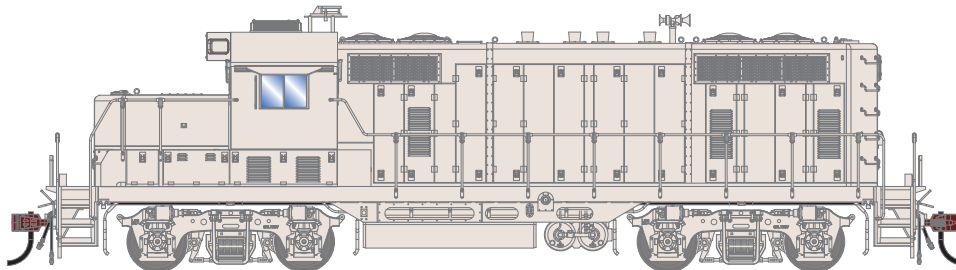
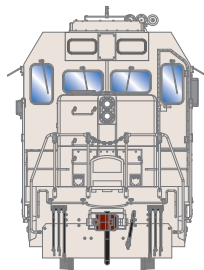
GP7u, Ex-ATSF Patched  
Unlettered/Unnumbered

<b>without Sound</b>	<b>with Sound</b>
ATHG-1489	ATHG-1497

- FEATURES:**
- Non-dynamic
  - Nose-mounted headlight
  - 4 exhaust stacks included
  - Nathan K3LA horn on bracket
  - Cab Air conditioner
  - Large Sinclair antenna and ground plane

Patched-out Santa Fe markings, decal sheet included with various road numbers for customizing. Perfect for modeling various shortline power or your own freelanced road.

## Undecorated



Era: Mid-1990s+

GP7u, Undecorated

<b>without Sound</b>	<b>with Sound</b>
ATHG-1490	ATHG-1498

- FEATURES:**
- Non-dynamic
  - Nose-mounted headlight
  - 4 exhaust stacks included
  - Nathan K3LA horn on bracket
  - Cab Air conditioner
  - Large Sinclair antenna and ground plane
  - *Detail parts not listed are not included*

Unpainted except for fans and frame. Model comes unassembled except for drivetrain.

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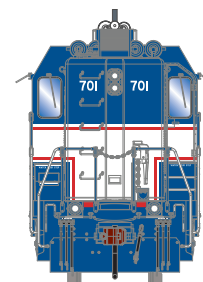
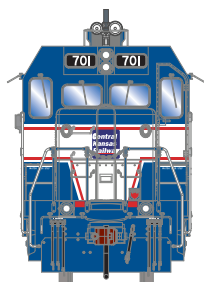
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## Central Kansas Railway



Era: 2013+

GP7u, CKRY #701  
GP7u, CKRY #903

<b>without Sound</b>	<b>with Sound</b>
ATHG-1491	ATHG-1499
ATHG-1492	ATHG-1500

**CKRY FEATURES:**

- Non-dynamic
- 4 exhaust stacks
- Leslie S-3L-R horn with bracket

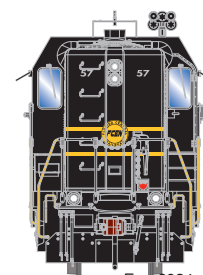
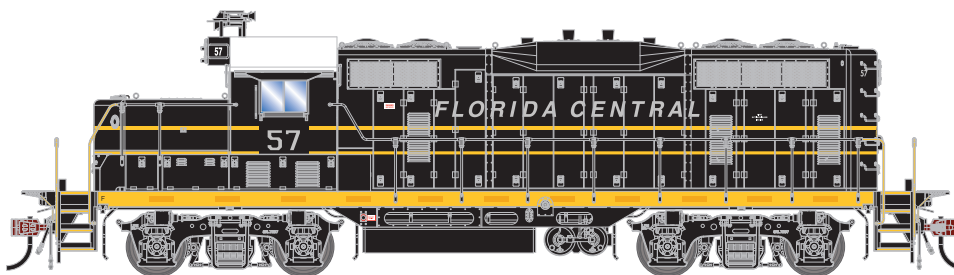
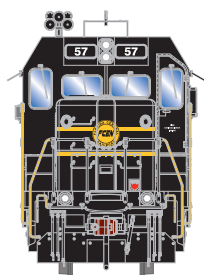
Central Kansas Railway (CKRY) was a short line railroad of approximately 900 miles of trackage, consisting of former Santa Fe trackage in Kansas and northern Oklahoma. During the year 2000, it merged with a sister company, the Kansas Southwest Railway which operated four Missouri Pacific branch lines. Owned by OmniTRAX, much of the CKRY traffic was from harvested wheat. Watco purchased all of the CKRY lines in 2001.

These units traveled well beyond Central Kansas. In 2006 and beyond CKRY #701 was frequently photographed working on the Northern Ohio & Western, a remnant of a former PRR line from Mansfield to Toledo, OH. CKRY #903 was often photographed in the Chicago area in 2000 and beyond, serving the Chicago Rail Link, along with other OmniTRAX units.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#701** Ex-ATSF GP7 #2652 / GP7u #2179. Cab-mounted headlight, large firecracker antenna and ground plane, roof-mounted air tanks.
- **#903** Ex-ATSF GP7 #2772 / GP7u #2084. Nose-mounted headlight, large Sinclair antenna and ground plane, spark arrestors, Western Cullen beacon (effect in DCC only).

## Florida Central



Era: 2024+

GP7u, FCEN #57

<b>without Sound</b>	<b>with Sound</b>
ATHG-1493	ATHG-1501

**FCEN FEATURES:**

- Blanked-dynamic
- 4 exhaust stacks
- Large Sinclair antenna and ground plane
- Cab-mounted headlight
- Nathan P5 horn on bracket

FCEN #57 created excitement in the railfan community when it appeared in an ACL/SCL inspired paint scheme in November 2023. FCEN #57 is an ex-ATSF GP7 #2852 / GP7u #2157. FCEN operates 68 miles of track, directly serving industries in downtown Orlando, FL and surrounding communities.

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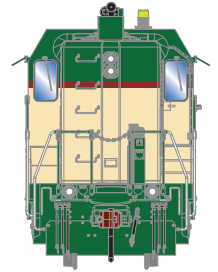
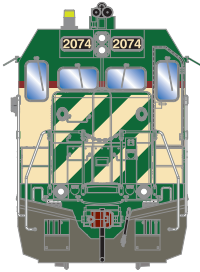
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## Idaho Northern & Pacific



GP7u, INPR #2074  
GP7u, INPR #2094

**without Sound** ATHG-1494  
ATHG-1495

**with Sound** ATHG-1502  
ATHG-1503

**INPR FEATURES:**

- Cab-mounted headlight
- Large firecracker antenna

- 2 exhaust stacks

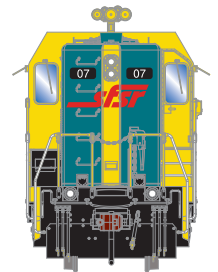
Era: 2012+

Idaho Northern & Pacific (INPR) is a 120-mile short line railroad composed of two former UP branch lines in Southwest Idaho. INPR handles predominately forest products, agricultural products, and chemicals.

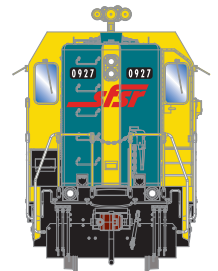
**ROAD NUMBER SPECIFIC FEATURES:**

- **#2074** INPR #2074 is ex-ATSF GP7 #2876 / GP7u #2074. Blanked-dynamic, Nathan P3 horn on bracket, spark arrestors, xenon strobe (effect in DCC only), tall snowplow
- **#2094** INPR #2094 is ex-ATSF GP7 #2773 / GP7u #2094. Non-dynamic, Nathan K5LA horn on bracket, blanked out left front number board per prototype photos

## Santa Fe Southern



Era: 2012+



Era: August 12, 2012

GP7u, SFS #07  
GP7u, SFS #0927\*

**without Sound** ATHG-1496  
ATHG-1584

**with Sound** ATHG-1504  
ATHG-1585

**SFS FEATURES:**

- Non-dynamic
- 4 exhaust stacks
- Leslie RS-5T-RRO horn with mounting bracket
- Cab-mounted headlight
- Small firecracker antenna

\*As seen on TV!

Santa Fe Southern is a short line railroad located in New Mexico. It is predominately a tourist railroad, but like many other tourist lines, it also handles some freight. This colorful unit is unique in the fact that it displays a leading zero as part of the road number, shown on both sides of the unit and on the number boards. SFS #07/#0927 is an ex-ATSF GP7 #2744 / GP7u #2234.

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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 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- “Nub” style walkway tread
- Lift rings
- Windshield wipers
- Roof access hatches on non-dynamic units per prototype
- 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 or shown elsewhere
- 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
- 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”



### 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 or GP7u designation to indicate a rebuilt unit.

Santa Fe began a program in its Cleburne, TX shops to rebuild GP7s. The program was started in 1972. The high short hoods were chopped down, dynamic brakes deactivated (if present) and in some cases new cabs were installed. The prime movers were upgraded with new components. The upgraded geeps gave long service and many lasted through the BNSF merger.

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