

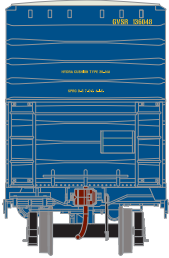


HO 50' PC&F 14' Plug Door Box

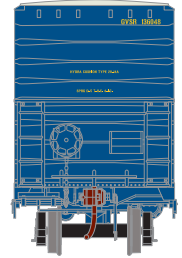
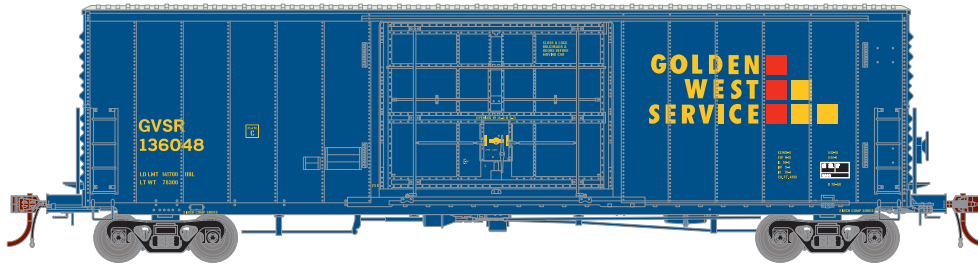
Golden West Service

Announced 6.22.18
Orders Due: 7.27.18

ETA: May 2019



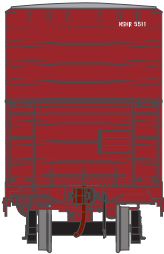
Era: 1990+



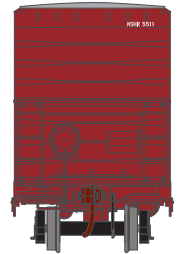
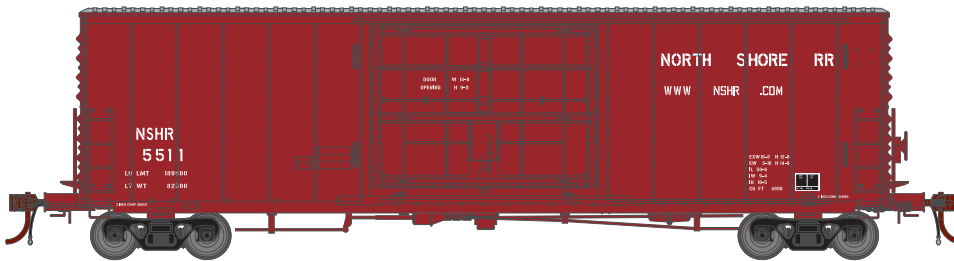
ATHG69376
ATHG69377
ATHG69378
ATHG69379

HO 50' PC&F SS Box w/14' Plug Door, GWS #136048
HO 50' PC&F SS Box w/14' Plug Door, GWS #136081
HO 50' PC&F SS Box w/14' Plug Door, GWS #138005
HO 50' PC&F SS Box w/14' Plug Door, GWS #138058

North Shore Railroad



Era: Early 2000s+



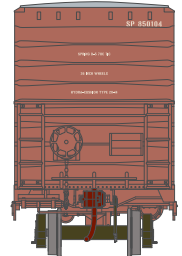
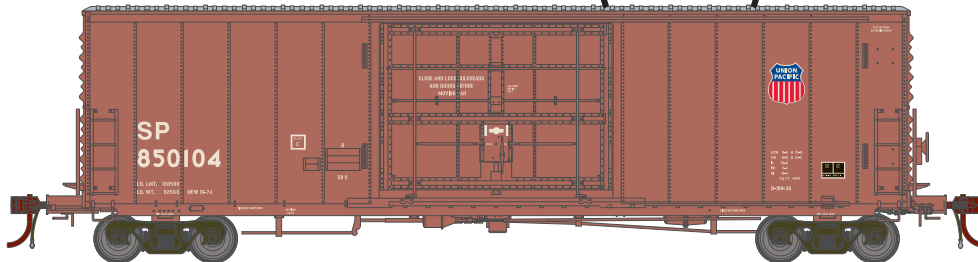
ATHG69380
ATHG69381
ATHG69382

HO 50' PC&F SS Box w/14' Plug Door, NSHR #5511
HO 50' PC&F SS Box w/14' Plug Door, NSHR #5512
HO 50' PC&F SS Box w/14' Plug Door, NSHR #5556

Union Pacific* (ex SP)



Era: Early 2000s+



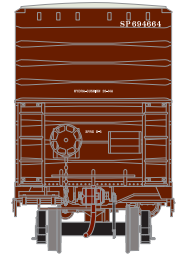
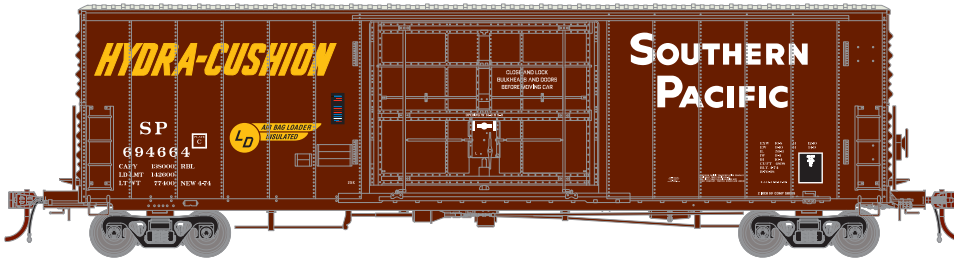
ATHG69383
ATHG69384
ATHG69385

HO 50' PC&F SS Box w/14' Plug Door, UP/SP #850104
HO 50' PC&F SS Box w/14' Plug Door, UP/SP #850110
HO 50' PC&F SS Box w/14' Plug Door, UP/SP #850173

Southern Pacific*



Era: 1974+



ATHG69390
ATHG69391
ATHG69392
ATHG69393

HO 50' PC&F SS Box w/14' Plug Door, SP #694664
HO 50' PC&F SS Box w/14' Plug Door, SP #699559
HO 50' PC&F SS Box w/14' Plug Door, SP #699638
HO 50' PC&F SS Box w/14' Plug Door, SP #699734

\$39.98_{SRP}



These items are subject to Horizon's MAP policy
* Union Pacific Licensed Product

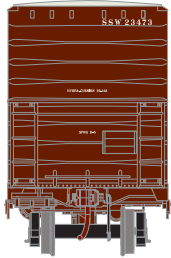
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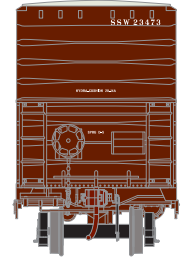
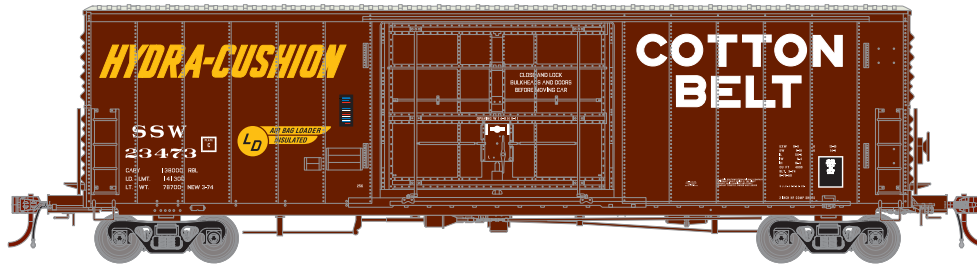
HO 50' PC&F 14' Plug Door Box Cotton Belt*

Announced 6.22.18
Orders Due: 7.27.18

ETA: May 2019



Era: 1974+

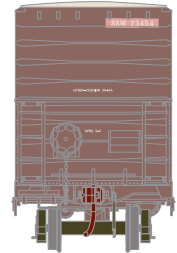
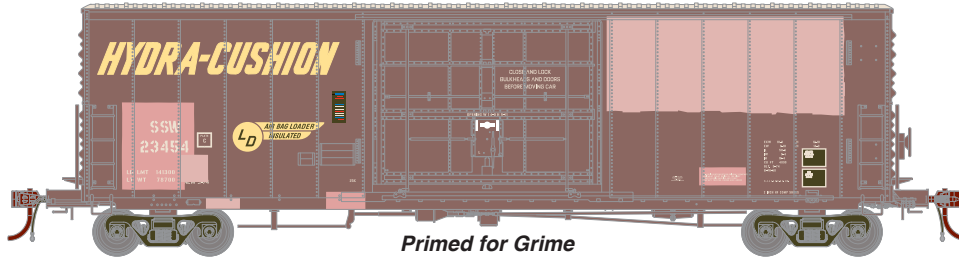


ATHG69386
ATHG69387
ATHG69388
ATHG69389

HO 50' PC&F SS Box w/14' Plug Door, SSW #23473
HO 50' PC&F SS Box w/14' Plug Door, SSW #23730
HO 50' PC&F SS Box w/14' Plug Door, SSW #23847
HO 50' PC&F SS Box w/14' Plug Door, SSW #24012



Era: Early 2000s+



ATHG69394
ATHG69395

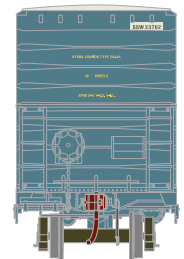
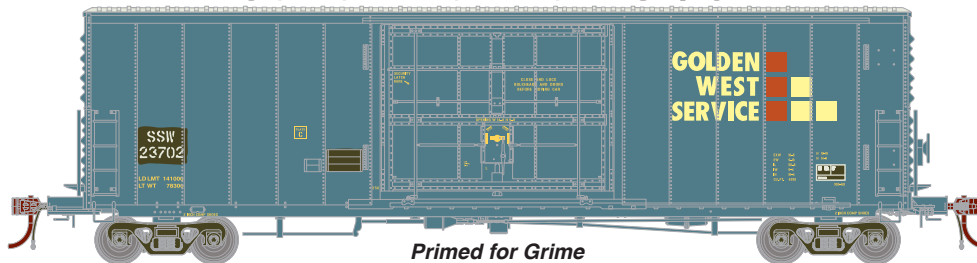
Primed for Grime

HO 50' PC&F SS Box w/14' Plug Door, SSW/Patched #23454
HO 50' PC&F SS Box w/14' Plug Door, SSW/Patched #23491

Cotton Belt* ex GWSR



Era: Early 2000s+



ATHG69396
ATHG69397
ATHG69398
ATHG69399

Primed for Grime

HO 50' PC&F SS Box w/14' Plug Door, SSW/GWS #23702
HO 50' PC&F SS Box w/14' Plug Door, SSW/GWS #23722
HO 50' PC&F SS Box w/14' Plug Door, SSW/GWS #23785
HO 50' PC&F SS Box w/14' Plug Door, SSW/GWS #23792

All Road Names

GENESIS FREIGHT CAR FEATURES:

- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Separate wireform grab irons, etched metal coupler platforms
- Coupler lift bars, trainline hoses, brake hoses, and hardware
- Full underframe detail: air brake reservoir, control valve, and brake cylinder with plumbing and brake rod details
- Trucks with animated rotating bearing caps
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble free operation
- Body-mounted, McHenry operating scale knuckle couplers
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available

• Multiple road numbers

FREIGHT CAR FEATURES:

- New road numbers and paint schemes
- Fully detailed full cushion underframe
- Separately applied door closure rods, side ladders, metal grab irons and etched metal end platforms
- 70-Ton roller bearing trucks
- Era: early 1960s to present
- Minimum radius: 18"
- Recommended radius: 22"

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

\$39.98_{SRP}

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HO SD75I/SD70M Locomotive

Announced 6.22.18
Orders Due: 7.27.18

ETA: May 2019

NEW FEATURES FOR ALL LOCOMOTIVES IN THIS ANNOUNCEMENT:

- All-new LED lighting
- Rubber MU hoses for durability

**NOW EQUIPPED WITH:
LEDs, & RUBBER MU HOSES**

Ontario Northland



Era: 2001+

Without Sound

ATHG69510
ATHG69511
ATHG69512

HO SD75I, ONT #2102
HO SD75I, ONT #2104
HO SD75I, ONT #2105

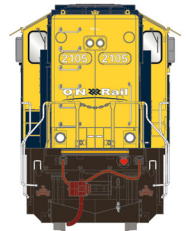
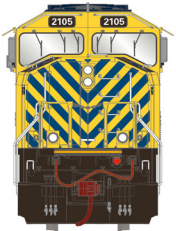
With Sound

ATHG69560
ATHG69561
ATHG69562

HO SD75I w/DCC & Sound, ONT #2102
HO SD75I w/DCC & Sound, ONT #2104
HO SD75I w/DCC & Sound, ONT #2105

ONT FEATURES:

- First time ONT offered with DCC+Sound version, including underframe and pilot detail
- First time offered Canadian style snow plow
- First time offered Canadian style grated walkways
- First time offered Rear rock plow
- First time offered #2105 with blue nose stripes
- Nathan 3-chime horn
- Sinclair antenna
- Nose door without window
- Cab mirrors
- Sunshades
- Front & rear ditch lights
- All lights illuminated with LEDs

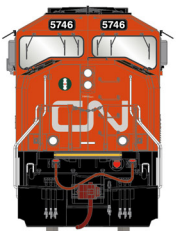


Era: 2013+

Ontario Northland received its only order of 6, numbered 2000-2006, between May and July, 1999. Built to similar specifications as the Canadian National SD75Is, these units were leased to CN for a period of time in early 2000.

ONT #2105 was in a grade crossing accident with a logging truck December 2012. It was out of service for repairs about a year before it was released with a new nose job and blue safety stripes.

Canadian National



Era: 2011+

Without Sound

ATHG69516
ATHG69517
ATHG69518
ATHG69519

HO SD75I, CN/w/Web Address Logo #5746
HO SD75I, CN/w/Web Address Logo #5754
HO SD75I, CN/w/Web Address Logo #5761
HO SD75I, CN/w/Web Address Logo #5763

With Sound

ATHG69566
ATHG69567
ATHG69568
ATHG69569

HO SD75I w/DCC & Sound, CN/w/Web Address Logo #5746
HO SD75I w/DCC & Sound, CN/w/Web Address Logo #5754
HO SD75I w/DCC & Sound, CN/w/Web Address Logo #5761
HO SD75I w/DCC & Sound, CN/w/Web Address Logo #5763

CN FEATURES:

- CN SD75Is repainted with the web address logo
- Nathan K3L horn
- Large & small Sinclair antennas
- Canadian-style walkway grating
- Rear rock plow
- Front & rear ditch lights
- All lights illuminated by LEDs

w/o Sound \$219.98_{SRP} With *tsunami* 2 Sound \$309.98_{SRP}

These items are subject to Horizon's MAP policy



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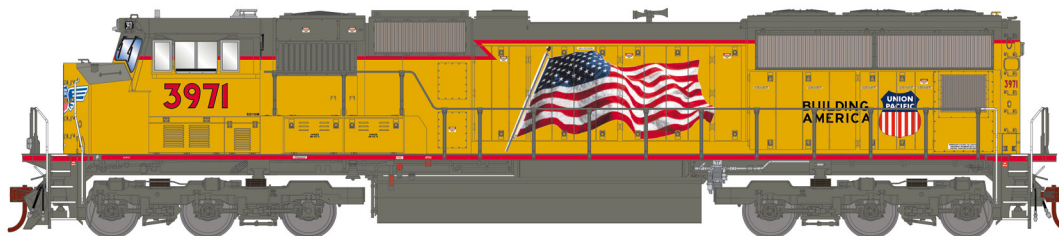


HO SD75I/SD70M Locomotive

Announced 6.22.18
Orders Due: 7.27.18

ETA: May 2019

Union Pacific*



Era: 2002+

Without Sound

ATHG69513
ATHG69514
ATHG69515

With Sound

ATHG69563
ATHG69564
ATHG69565

HO SD70M, UP #3971
HO SD70M, UP #3972
HO SD70M, UP #3973

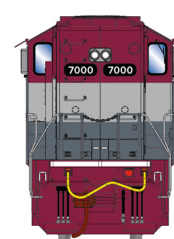
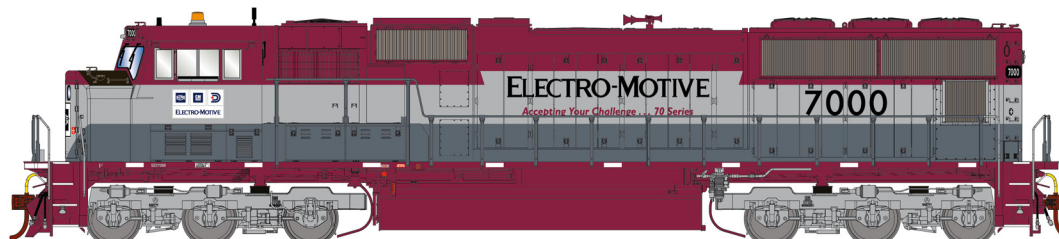
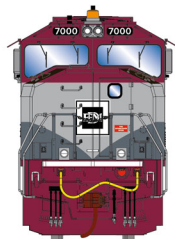
HO SD70M w/DCC & Sound, UP #3971
HO SD70M w/DCC & Sound, UP #3972
HO SD70M w/DCC & Sound, UP #3973

In a sea of over 1000 Union Pacific SD70Ms, UP 3971-3973 are unique. These are the only units produced for UP that feature the combination of the later Phase II cab and the earlier 2-panel flared radiators.

UP FEATURES:

- Red sill stripe as delivered SD70M Flare
- First UP units delivered with the late-style cab
- Nose door without window
- Nathan 3-chime horn
- Cab mirrors
- Sunshades
- Small EMD style snow plow
- Front ditch lights
- All lights illuminated with LEDs

EMD Demonstrator



Era: 1993+

Without Sound

ATHG69520
ATHG69521
ATHG69522

With Sound

ATHG69570
ATHG69571
ATHG69572

HO SD70M, EMD Demo #7000
HO SD70M, EMD Demo #7001
HO SD70M, EMD Demo/w/Rail Lubricator #7002

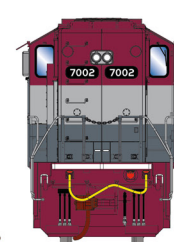
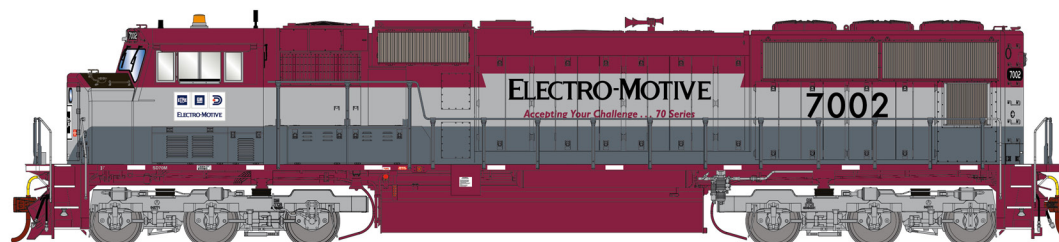
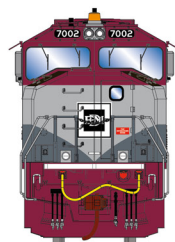
HO SD70M w/DCC & Sound, EMD Demo #7000
HO SD70M w/DCC & Sound, EMD Demo #7001
HO SD70M w/DCC & Sound, EMD Demo/w/Rail Lubricator #7002

EMDX FEATURES:

- LED illuminated headlights and strobe ditchlights, effect on DCC+Sound models triggered by horn
- LED illuminated strato-light beacon, effect on DCC+Sound models
- Leslie S3L air horn
- Large & small firecracker antennas
- Small EMD style plow per prototype
- Large anticlimber
- Coupler cut levers with loops
- Rear pilot MU hose holder
- Dual fuel fillers
- EMD demonstrator cab with door on conductor's side

#7002:

- EMD rail lubricator box



w/o Sound \$219.98_{SRP} With **tsunami2** Sound \$309.98_{SRP}

These items are subject to Horizon's MAP policy



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HO SD75I/SD70M Locomotive

Announced 6.22.18
Orders Due: 7.27.18

ETA: May 2019

All Road Names

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

PROTOTYPE HISTORY

Continuing upon the successful SD60-series, in 1992 EMD debuted the next step in locomotive evolution with the SD70-series. While outwardly similar at first glance to the SD60M, the D.C.-drive SD70M featured several external design refinements from the predecessor model. Battery boxes were relocated to the left-hand side walkway immediately behind the cab, a large, boxy forward traction motor blower housing replaced the angular version used on SD60s, the raised walkway duct on the left hand walkway was eliminated, and an intake for the rear traction motor blower on the left hand side of the carbody, directly under the rear radiator intake grill, was added.

Internally, the SD70 boasted improvements as well; a 16-710GB prime mover, rated at 4,000hp, was coupled to a new alternator design, the AR20. New D70TR traction motors were standard, and controlling all of this power and locomotive function was EMD's new EM2000 microprocessor, which boasted more memory, twice the processing speed, and improved locomotive self-diagnostic capabilities compared to the processor suite used in the SD60. Even more revolutionary was the inclusion of EMD's patented "Radial" truck design, the HTC-R. This design, which made its debut under EMD Demo SD60 #3, replaced the venerable HT-C truck, and is unique in its ability to shift, or "steer", the wheelsets laterally through curves, resulting in greatly reduced wheelset and track wear, and coupled with the new D70TR traction motors and EM2000 microprocessor, greatly improved adhesion.

Continuing with previous practice, EMD built a set of Demonstrator SD70Ms, EMD 7000-7002, all equipped with the North American safety-cab (hence the "M" in their model designation), and decked out in an attractive gray, silver, and burgundy paint scheme. These units travelled all over North America, showing off the latest technology from EMD. Atchison Topeka and Santa Fe railroad requested a 4300 horsepower version resulting in the SD75M. As production continued, EMD incorporated their new "Whisper Cab" design resulting in the SD75I. The updated cab SD75I was purchased by Santa Fe successor Burlington Northern and Santa Fe, Canadian National, and the Ontario Northland. Having been built only in the mid-1990s, you can still find the entire fleet of SD75Ms and SD75Is in regular service today

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin connector
- MU receptacles and cables per prototype
- Front / rear trainline and MU hoses with silver ends
- Dual sanding lines
- Coupler cut levers with loops per prototype
- Sunshades and sunshade tracks per prototype
- Roof details such as antennas, air conditioners, beacons, and conduits per prototype
- New LED Lighting for realistic appearance
- Pilot face spare knuckles and brackets per prototype
- Several types of fuel tanks, all featuring separate gauges, sight glasses, and breather piping
- Anti-glare panel painted on the nose
- Windshield wipers
- Detailed and painted cab interior with control stand, display screens, detailed crew seats
- Standard or Freight-style brake wheel
- See-through radiator fans
- Lift rings
- Factory installed wire grab irons
- Fine-scale Celcon handrails for scale appearance
- Underframe mounted bell- regular or electronic
- Low mount stepwell lights (non-operating)
- McHenry lower-shelf scale knuckle spring couplers
- 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 for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on Code 55 and larger rail
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Minimum radius: 18"
- Recommended radius: 22"

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- 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
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6 (Flashing ditch lights, beacon, etc)
- Program a multiple unit (MU) lashup with lead unit only horn, bell, & lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included

w/o Sound \$219.98_{SRP} With **Tsunami2** Sound \$309.98_{SRP}

These items are subject to Horizon's MAP policy



HO SD60E Diesel Locomotive

Norfolk Southern

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

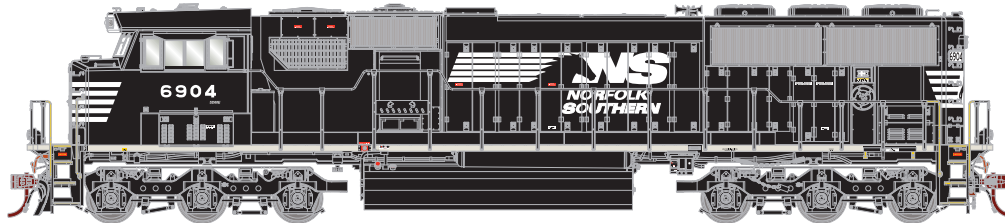
ALL NEW TOOLING



Photo: Patrick B. Harris III - <https://www.flickr.com/photos/96383454@N00/>



Era: 2014+



Without Sound

ATHG65205 HO SD60E, NS #6904
ATHG65206 HO SD60E, NS #6985
ATHG65207 HO SD60E, NS #7019

With Sound

ATHG65255 HO SD60E w/DCC & Sound, NS #6904
ATHG65256 HO SD60E w/DCC & Sound, NS #6985
ATHG65257 HO SD60E w/DCC & Sound, NS #7019

NS FEATURES:

- Cab mounted PTC antenna array
- NS designed snow plow
- Slotted style blower duct kick plate
- Prototypical cab panel louver arrangement
- Front or rear ditch lights (depending on direction of travel) alternate when horn is blown on DCC/Sound versions
- NS "Horsehead" cutouts on blower duct kick plate per prototype

#6904:

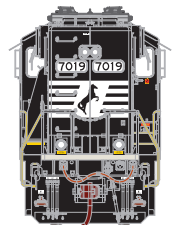
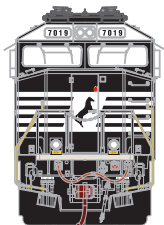
- Roof mounted Sinclair antenna
- Rebuilt fuel tank

#6985:

- PTC antenna array roof
- Rebuilt fuel tank

#7019:

- PTC antenna array roof
- EMD fuel tank



w/o Sound \$219.98_{SRP} With *Tsunami* 2 Sound \$309.98_{SRP}

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HO SD60E Diesel Locomotive

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Frame-mounted, high-fidelity 1" premium speaker
- 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
- Excellent slow speed control
- Operating lighting functions with F5 and/or F6 (Flashing ditch lights, beacon, etc)
- 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 HISTORY

Beginning in early 2010, NS SD60 #6653 entered the Juniata shops in Altoona, PA as what would be the first of 240 planned units of the SD60E Capital Rebuild Program for Norfolk Southern. Following in August the same year, SD60s #6567 & #6576 were retired and destined for the SD60E program that was planned to continue through 2019. Mechanically, the original prime mover, a 16-cylinder 710G3, remained but was thoroughly rebuilt to 710G3B specs and rerated to 4,000 horsepower. The original shaft-driven air compressor was replaced with a new motor-driven compressor. All-new electrical cabinets and wiring coupled with EMD's EM2000 microprocessor controls was installed, along with D99BTR traction motors. A new split-cooling system helps the SD60E meet Tier 0+ emission requirements and reduce fuel consumption by an estimated 5% as compared to an older SD60 model. The SD60E's tractive effort is rated at 109,000 pounds while an un-rebuilt SD60 is rated at 96,320-100,000 pounds.

Externally while most of the SD60's carbody remained intact, the program included the installation of a completely new cab, offering crews better crash protection. The original SD60 cab weighs 3,800 pounds compared to 12,500 pounds for the new cab. A more spacious work environment is available with the new cab of the SD60E. This cab was designed by NS with input from outside consultants and train crews. Fabricated by Curry Railroad Supply, a local vendor, it looks unlike anything else on U.S. rails with its pronounced numberboard/headlight housing and flat front with a centered cab door.

The first unit was finally released for service on November 15, 2010, carrying road number 6900. In March 2011, 6901 was released, followed by 6902 in June of that year. These three units gave NS mechanical personnel valuable feedback as the units toured the system, enduring "real life" testing.

In March 2012, the fourth SD60E emerged from Juniata as one of the 12 units initially funded for the program. But the pace of the remanufacturing process picked up as initial teething problems were addressed. The units soon met the carrier's expectations and began entering revenue service on a regular basis.

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- **LED lighting including:**
 - Headlights
 - Illuminated deck mounted ditchlights front and rear
 - Numberboards
 - Ground lights above front trucks
- Long hood mounted Nathan 5-chime air horn
- Sunshades
- Rounded or rectangular cab windows per prototype
- Flexible rubber multiple unit (MU) hoses with silver glad hands
- Flexible rubber front and rear trainline air hose with silver glad hands
- **Step wells feature separately applied individual see through photo-etch steps**
- Coupler cut levers with loops
- Anticlimbers
- Safety tread on the walkways
- Anti-glare panel painted on the nose
- Factory applied photo-etch windshield wipers & lift rings
- See through and tinted cab windows
- Detailed and painted cab interior with control stand, display screens, detailed crew seats
- See-through radiator fans
- Factory installed wire grab irons
- Fine-scale handrails for scale appearance
- Underframe mounted E-bell
- HT-C trucks with Timken bearings
- DCC-ready features Quick Plug™ plug-and-play technology with **21-pin connector**
- McHenry scale knuckle spring couplers
- 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 for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Minimum radius: 18"
- Recommended radius: 22"

Diesel Era Vol. 25 #5 Sept/Oct 2014

w/o Sound \$219.98_{SRP} With Tsunami2 Sound \$309.98_{SRP}
These items are subject to Horizon's MAP policy



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HO SD39 Diesel Locomotive

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

SOO Line

NEW FEATURES FOR ALL SD39s IN THIS ANNOUNCEMENT:

- All-new LED lighting
- Rubber MU hoses for durability
- Photo-etched stainless steel windshield wipers

**NOW EQUIPPED WITH:
LEDs, & RUBBER MU HOSES**



Photos: Chuck Zeiler



Era: 1985+

Without Sound

ATH71485	HO RTR SD39, SOO #6240
ATH71486	HO RTR SD39, SOO #6241
ATH71487	HO RTR SD39, SOO/Lake States #6241

With Sound

ATH71585	HO RTR SD39 w/DCC & Sound, SOO #6240
ATH71586	HO RTR SD39 w/DCC & Sound, SOO #6241
ATH71587	HO RTR SD39 w/DCC & Sound, SOO/Lake States #6241

SOO FEATURES:

- Former MN&S SD39
- All-weather cab window on engineer's side
- Leslie S3L horn
- Rear MU catch-tray
- AAR "loop" style coupler cut-bar
- Firecracker antenna
- Cab-mounted Xenon strobe; effect with DCC/ Sound version
- Winterization hatch
- 2600 gallon fuel tank

In February 19, 1985, the Soo Line purchased the bankrupt Chicago, Milwaukee, St. Paul and Pacific and the smaller MN&S Railroads were both merged into the Soo Line Railroad effective January 1, 1986. To cut costs, the Soo Line created the Lake States Transportation Division (LSTD) on February 10, 1986 to operate the less-important lines, including the ex-Wisconsin Central line between Chicago and the Twin Cities.

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w/o Sound \$149.98 SRP With  Sound \$219.98 SRP

These items are subject to Horizon's MAP policy

HO SD39 Diesel Locomotive

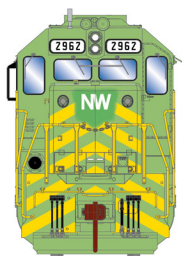
Norfolk & Western

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



Photo: Douglas Walker



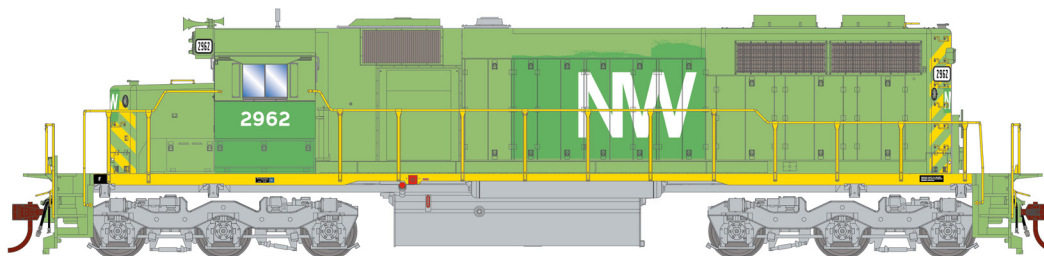
Era: 1981+

Without Sound

ATH64397
ATH64398
ATH64399
ATH64400

With Sound

ATH64497
ATH64498
ATH64499
ATH64500



Primed for Grime

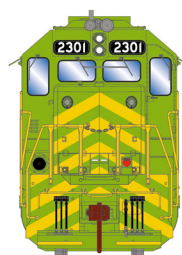


N&W FEATURES:

- Ex ITC
- Gong style bell
- Non-dynamic
- MU hose catch trays on front & rear
- Engineer side all-weather-window
- Firecracker antenna
- Leslie 3-chime horn
- Each number features different patches and logos per the prototypes

On September 1, 1981, the Norfolk and Western Railway purchased the Illinois Terminal Railroad. The former ITC SD39s received "NW" patches on the units to denote their new owner. The bright green and yellow colors provided a splash of variety on the N&W roster. The green paint faded quickly- resulting in a very washed-out appearance for the SD39s.

Illinois Terminal



Era: 1969+

Without Sound

ATH71482
ATH71483
ATH71484

With Sound

ATH71582
ATH71583
ATH71584



ITC FEATURES:

The Illinois Terminal ordered 6 EMD SD39s in 1969. Used to supplement an aging fleet of GP7s and switchers, they were the most powerful diesel locomotives rostered by the ITC.

w/o Sound \$149.98 SRP With  Sound \$219.98 SRP

These items are subject to Horizon's MAP policy
* Union Pacific Licensed Product



HO SD39 Diesel Locomotive

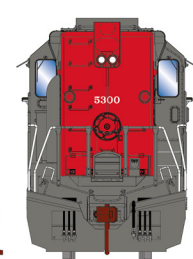
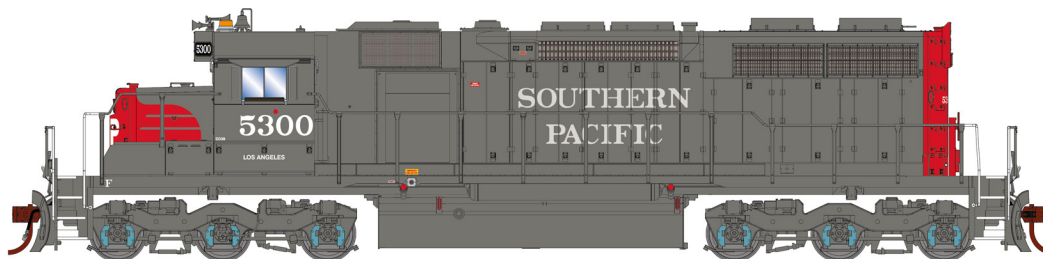
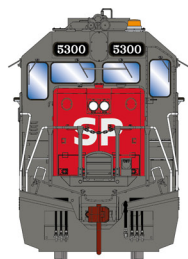
Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

Southern Pacific*



Photo: Ron Hawkins



Era: 1989+

Without Sound

ATH64394

HO RTR SD39, SP/1990s Version #5300

ATH64395

HO RTR SD39, SP/Worn Lettering #5309

ATH64396

HO RTR SD39, SP/Worn Lettering #5315

With Sound

ATH64494

HO RTR SD39 w/DCC & Sound, SP/1990s Version #5300

ATH64495

HO RTR SD39 w/DCC & Sound, SP/Worn Lettering #5309

ATH64496

HO RTR SD39 w/DCC & Sound, SP/Worn Lettering #5315

Primed for Grime

SP FEATURES:

- Faded paint and lettering to match units as they appeared in service
- P-3 horn
- Roof mounted bell
- 4000 gallon fuel tank w/ dual fuel fillers
- Early style ballast blocks on walkway in front of cab
- Large SP style armrests
- Late cut levers with loops
- Whip antenna

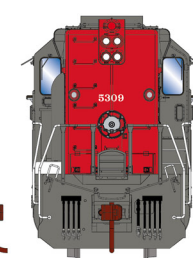
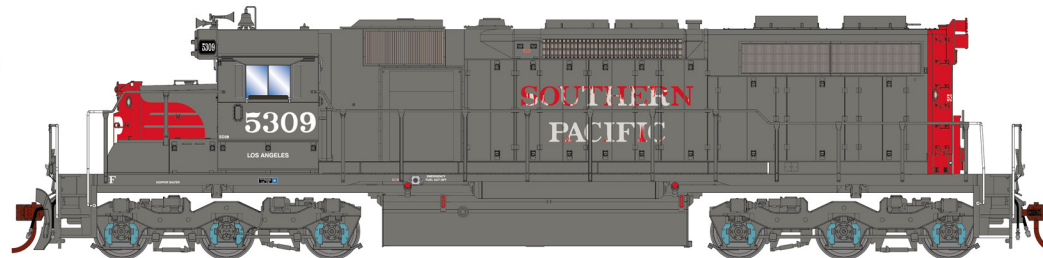
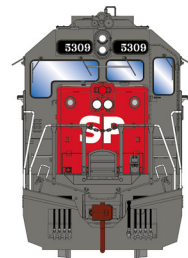
The 26 SD39s owned by Southern Pacific spent a significant amount of time working the steep grades of Tehachapi. In later years, the venerable locomotives were regulated to hauler service in the LA basin area. As time went by, the Southern Pacific lettering tended to decay and the paint colors faded under the California sun.

#5300:

- Stratolite beacon on cab; effect with DCC/sound version
- Rebuilt "L" window cab
- Blanked front & rear gyalights
- 3-hose MU clusters
- Chickenwire grills
- Early inertial air intake
- Total of 3 cab vents

#5309 & #5315:

- Front & rear clear gyalights; effect with DCC/sound version.
- Red gyalights are non operational
- 4-hose MU clusters
- FARR grills
- Total of 4 cab vents
- Conductor side SP toolbox and 3 short stanchion handrails
- As delivered "L" window cab
- Late inertial air intake



Era: 1983+

Primed for Grime

w/o Sound \$149.98 SRP With  Sound \$219.98 SRP

These items are subject to Horizon's MAP policy

* Union Pacific Licensed Product



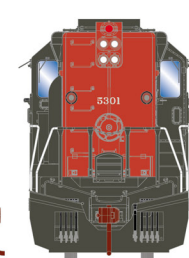
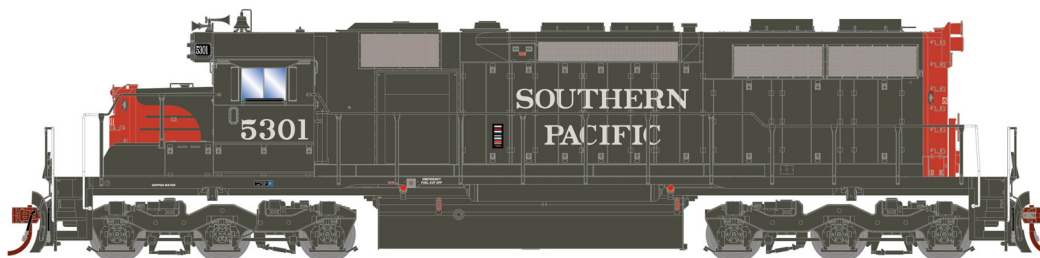
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HO SD39 Diesel Locomotive

Southern Pacific*

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



Era: 1968+

Without Sound

ATH64391

ATH64392

ATH64393

With Sound

ATH64491

ATH64492

ATH64493

HO RTR SD39, SP #5301

HO RTR SD39, SP #5303

HO RTR SD39, SP #5307

HO RTR SD39 w/DCC & Sound, SP #5301

HO RTR SD39 w/DCC & Sound, SP #5303

HO RTR SD39 w/DCC & Sound, SP #5307

SP FEATURES:

- Late fans
- Extended range dynamic brakes
- P-3 horn
- Roof mounted bell
- Whip antenna
- Chickenwire grills
- L window cab
- Total of 4 cab vents
- 4-hose MU clusters
- 4000 gallon fuel tank with dual fuel fillers
- Early style ballast blocks on walkway in front of cab
- Front & rear clear gyalights; effect with DCC/sound version
- Red gyalights are non operational

These particular units lasted well into the 1970s before receiving the large "SP" initials on the nose.

Burlington Northern Santa Fe



Era: Late 1990s+

Without Sound

ATH71479

ATH71480

ATH71481

With Sound

ATH71579

ATH71580

ATH71581

HO RTR SD39, BNSF #6204

HO RTR SD39, BNSF #6212

HO RTR SD39, BNSF/GN #1914

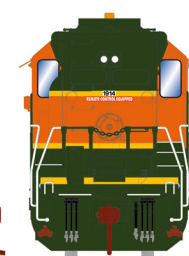
HO RTR SD39 w/DCC & Sound, BNSF #6204

HO RTR SD39 w/DCC & Sound, BNSF #6212

HO RTR SD39 w/DCC & Sound, BNSF/GN #1914

BNSF FEATURES:

- Hinged battery box doors
- Rear hand brake
- Illuminated ditch lights
- Spare knuckles on rear pilot
- Large Sinclair antenna on ground plane
- Nathan 3-chime horn mounted on long hood per prototype
- Cab air conditioner painted per prototype
- Rear slug control box installed
- Modeler-installed front slug control box included in poly bag (not installed due to interference with ditch lights)
- Late cut levers with loops
- Etched mirror on fireman's side
- All-weather window on engineer's side



Era: 2009+

BNSF continued to use its reliable SD39s in yard and transfer service just as Santa Fe had. The 2300-HP locomotives lasted well into the 2000s before they were sold off to locomotive dealers. Initially, the SD39s were renumbered into the 6200 series, and they would be subsequently renumbered into the 1900 series in the 2000s.

Several of the SD39s were painted into the Heritage I scheme, reminiscent of the colors used by the Great Northern.

Primed for Grime

One particular unit, BNSF 1914 (formerly the 6204), even received an unofficial "Rocky the Goat" herald on its nose, after the unit had been patched with "GN" on its flanks in anticipation of its upcoming retirement. However, the veteran EMD operated in this guise for several years, providing Great Northern fans with an opportunity to see what a GN SD39 might have looked like.

#1914:

- Electronic bell
- RCL warning labels
- Cab mounted Xenon strobe; effect with DCC/sound version
- Patches on cab and long hood per prototype

w/o Sound \$149.98 SRP With  Sound \$219.98 SRP

These items are subject to Horizon's MAP policy



HO SD39 Diesel Locomotive

Burlington Northern Santa Fe

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



Primed for Grime

Era: 2014+

Without Sound

ATH71476	HO RTR SD39, BNSF #6208
ATH71477	HO RTR SD39, BNSF #6209
ATH71478	HO RTR SD39, BNSF #6216

With Sound

ATH71576	HO RTR SD39 w/DCC & Sound, BNSF #6208
ATH71577	HO RTR SD39 w/DCC & Sound, BNSF #6209
ATH71578	HO RTR SD39 w/DCC & Sound, BNSF #6216

BNSF FEATURES:

- Hinged battery box doors
 - Rear hand brake
 - Illuminated ditch lights
 - Spare knuckles on rear pilot
 - Large & small Sinclair antennas on ground planes
 - Faded paint to match prototype photos
 - Horn placement and orientation per prototype photos
 - Other details same as BNSF Heritage 1 units
- BNSF #6204-#6212 (prev page)

All Road Names

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard Econami sound decoder by Soundtraxx
- Engine startup sound sequence
- Dynamic brake sound or Non-Dynamic Straight to idle on F4
- Extra prime mover and horn sounds exclusive to Athearn version
- Sounds recorded from a real EMD 12-645E3
- Multiple bell sound files user configurable via Configuration Value (CV)
- 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
- Excellent Slow speed control
- Current Keeper ready with on board expansion plug
- Operating lighting functions with F5 and/or F6
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via CV changes

PRIMED FOR GRIME MODELS FEATURE:

- Duplicated look and feel of "In Service" equipment; "Tattered and Torn" just like the real thing
- Faded base colors matched to the prototype
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



#Ready2Rust

PROTOTYPE INFO:

In 1966, EMD updated its locomotive catalog with entirely new models, all powered by the new 645 diesel engine. The SD39 had 2,300 hp from a turbocharged V12. The SD39 had the smallest prime mover of the SD locomotives in the EMD catalog. 54 were built for American railroads.

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LOCOMOTIVE FEATURES:

- Fully assembled and ready-to-run
- Separately applied wire grab irons
- Separately applied air tanks
- Coupler cut levers
- Rubber MU hoses
- Photo-etch stainless steel windshield wipers
- Fine scale handrails molded in engineering plastic
- Non-sound version features 21-pin NEM DCC plug
- See-through dynamic brake and radiator fans
- Curved radiator fan grab iron
- Exhaust stack
- Frame mounted bell (unless noted)
- Detailed 4000 gallon fuel tank (unless different capacity is noted)
- Flexicoil-C trucks with high or low brake cylinders (per prototype)
- McHenry scale knuckle spring couplers
- Highly-detailed, injection molded body featuring new tooling
- Painted and printed for realistic decoration
- See through cab windows
- Bi-directional LED lighting
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup
- 5-pole motor with flywheels and multi-link drivetrain for trouble-free operation
- Wheels with RP25 contours operate on all popular brands of track
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"
- Recommended radius: 22"

w/o Sound \$149.98 SRP With Econami™ Sound \$219.98 SRP

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