



HO EMD GP7/9 Diesel

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

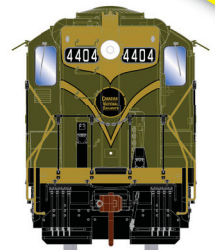
The effort continues to enhance Athearn Genesis models per customer requests and feedback. There has been a lot of activity behind the scenes; we're excited to include new features often requested, to the GP7/9 and upcoming Genesis models.

NEW FEATURES:

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

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

Canadian National



Era: 1950s+

Without Sound

ATHG62848	HO GP9 CN #4404
ATHG62849	HO GP9 CN #4409
ATHG62850	HO GP9 CN #4418
ATHG62851	HO GP9 CN #4422

With Sound

ATHG62948	HO GP9 w/DCC & Sound. CN #4404
ATHG62949	HO GP9 w/DCC & Sound. CN #4409
ATHG62950	HO GP9 w/DCC & Sound. CN #4418
ATHG62951	HO GP9 w/DCC & Sound. CN #4422

#4404 & 4409:

- Barrel-style exhaust stacks
- Bell mounted on long hood

CN FEATURES:

- Solid or rounded yellow striping on frame per prototype
- Large front & rear single headlights
- Canadian style angled end handrails
- Full skirts above fuel tank
- DCC+Sound models feature prototypical long-hood forward operation
- Different MU stand types per prototype

#4418 & 4422:

- Standard exhaust stacks
- Bell mounted under steps



w/o Sound \$199.98_{SRP} With **Tsunami²** Sound \$289.98_{SRP}

These items are subject to Horizon's MAP policy



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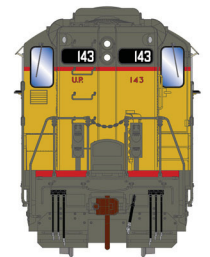
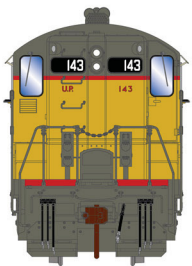
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Union Pacific*



Photo - Collection of Chris Zygmunt



Era: 1954+

Without Sound

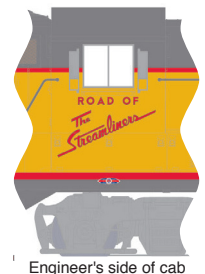
ATHG78100	HO GP9, UP #143
ATHG78101	HO GP9, UP #168
ATHG78102	HO GP9, UP #170
ATHG78103	HO GP9, UP #201

With Sound

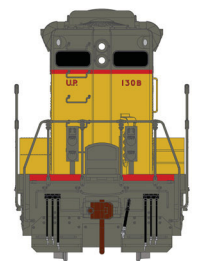
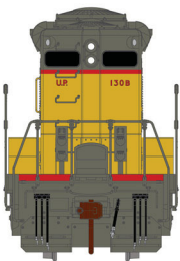
ATHG78200	HO GP9 w/DCC & Sound, UP #143
ATHG78201	HO GP9 w/DCC & Sound, UP #168
ATHG78202	HO GP9 w/DCC & Sound, UP #170
ATHG78203	HO GP9 w/DCC & Sound, UP #201

UP FEATURES:

- Different slogan on each side of cab per prototype
- Early coupler cut bar
- Appropriate MU stand per prototype
- Full skirts above fuel tank
- MU catch boxes with footboards
- Front and rear early Pyle headlight
- Dynamic brake
- Winterization hatch
- 1,200 gallon fuel tank



Engineer's side of cab



Without Sound

ATHG78104	HO GP9B, UP #130B
ATHG78105	HO GP9B, UP #158B
ATHG78106	HO GP9B, UP #177B
ATHG78107	HO GP9B, UP #190B

With Sound

ATHG78204	HO GP9B w/DCC & Sound, UP #130B
ATHG78205	HO GP9B w/DCC & Sound, UP #158B
ATHG78206	HO GP9B w/DCC & Sound, UP #177B
ATHG78207	HO GP9B w/DCC & Sound, UP #190B

#130B, #158B, #177B, and #190B:

- Blank number boards per prototype practice

Union Pacific Railroad tallied 219 EMD GP9s by the mid 1950s. Interested in a version built without control cabs, they placed an order with EMD for GP9B locomotives. All GP9B locomotives were built in the United States between February, 1954, and December, 1959. UP was the single largest owner of the GP9B, with a total of 125 units on the roster. The units were numbered 130B-204B and 300B-349B.

w/o Sound \$199.98_{SRP} With Tsunami² Sound \$289.98_{SRP}

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* Union Pacific Licensed Product



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Southern Pacific*

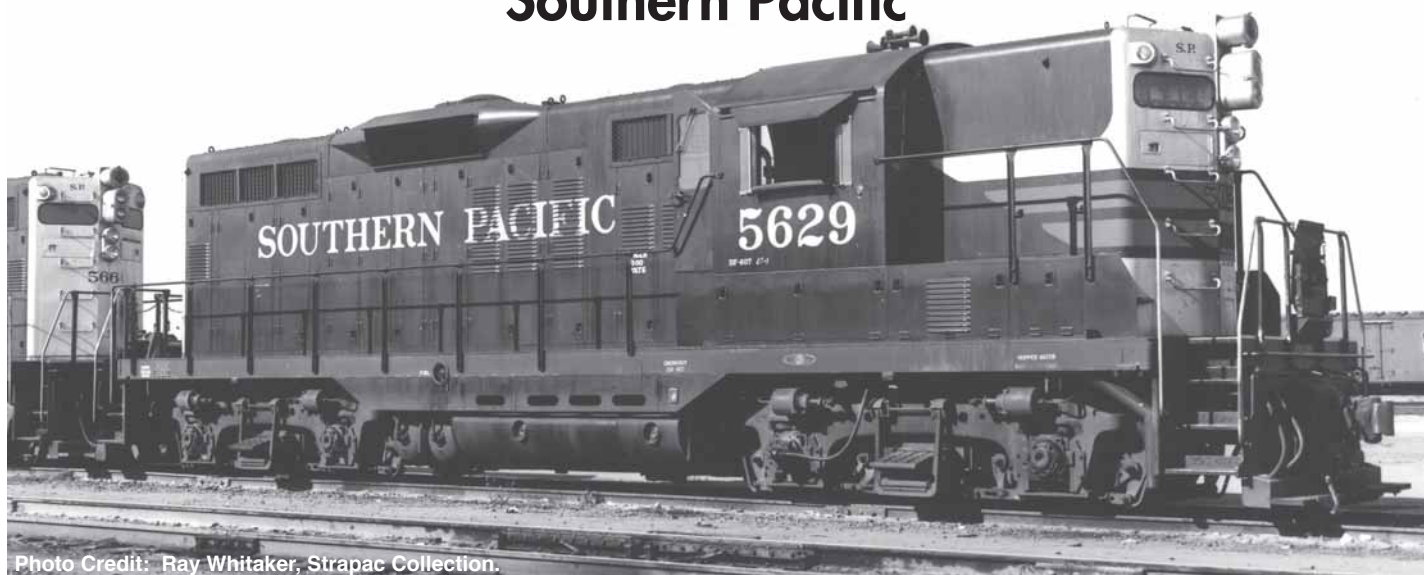
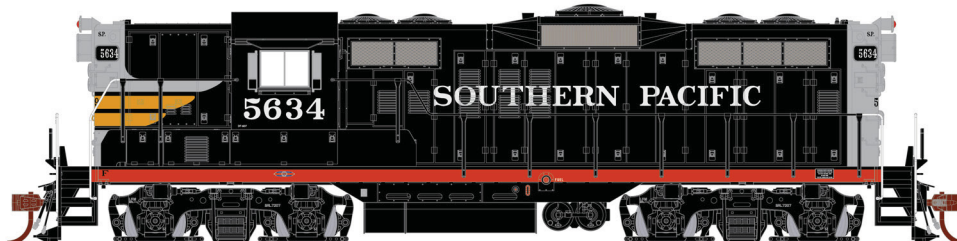


Photo Credit: Ray Whitaker, Strapac Collection.



Era: 1954+

Without Sound

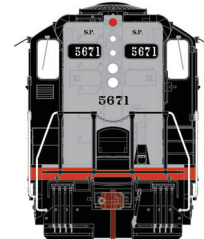
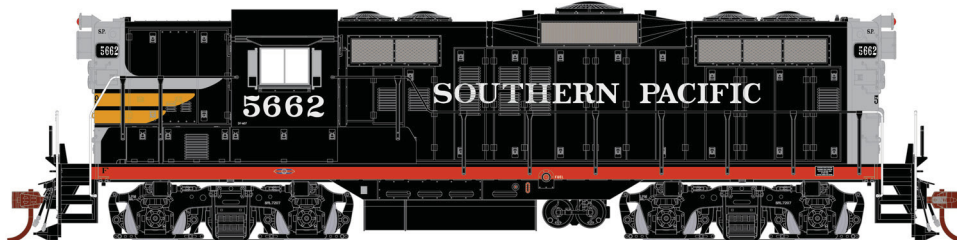
ATHG78116	HO GP9, SP/Black Widow #5629
ATHG78117	HO GP9, SP/Black Widow #5634
ATHG78118	HO GP9, SP/Black Widow #5662
ATHG78119	HO GP9, SP/Black Widow #5671

With Sound

ATHG78216	HO GP9 w/DCC & Sound, SP/Black Widow #5629
ATHG78217	HO GP9 w/DCC & Sound, SP/Black Widow #5634
ATHG78218	HO GP9 w/DCC & Sound, SP/Black Widow #5662
ATHG78219	HO GP9 w/DCC & Sound, SP/Black Widow #5671

SP FEATURES:

- Accurate inertial and radiator grille position on long hood
- Early coupler cut bar
- Low MU stand
- Full skirts above fuel tank
- MU catch boxes with footboards
- SP Light package front and rear, effect with DCC+Sound
- Non-operational red emergency lights at each end
- Front and rear early Pyle headlight
- Dynamic brake
- Nathan P3 horn - not depicted



w/o Sound \$199.98_{SRP} With **tsunami2** Sound \$289.98_{SRP}

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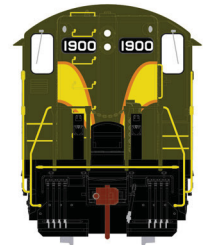
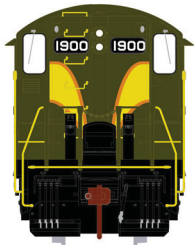


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Seaboard Air Line



Era: 1954+

Without Sound

ATHG78120	HO GP9, SAL #1900	ATHG78220	HO GP9 w/DCC & Sound, SAL #1900
ATHG78121	HO GP9, SAL #1911	ATHG78221	HO GP9 w/DCC & Sound, SAL #1911
ATHG78122	HO GP9, SAL #1915	ATHG78222	HO GP9 w/DCC & Sound, SAL #1915
ATHG78123	HO GP9, SAL #1921	ATHG78223	HO GP9 w/DCC & Sound, SAL #1921

With Sound

SAL FEATURES:

- Accurate inertial and radiator grille position on long hood
- MARS-type headlights front & rear
- Whip antenna and "mushroom" vent on cab roof
- Full skirts with fuel tank inspection slots
- Tall MU stands
- Horn style and placement per prototype road number - not depicted

All Road Names

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
- 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

PROTOTYPE 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.

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.

LOCOMOTIVE FEATURES:

- Trainline and MU hoses
- Coupler cut levers
- Drop steps unless noted
- MU stands
- "Nub" style walkway tread
- Bell placement & type per prototype
- Fine-scale handrails for scale appearance
- Wire grab irons
- Lift rings
- Windshield wipers
- See through cab windows and full cab interior
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Blomberg-B trucks with appropriate bearing caps
- Sander lines
- Speed recorder unless noted
- Fully-assembled and ready-to-run
- 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
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel electrical pickup provides reliable current flow
- All-wheel drive with precision gears for smooth and quiet operation
- 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 the model for safe storage
- Minimum radius: 18"



w/o Sound \$199.98_{SRP} With Tsunami2 Sound \$289.98_{SRP}

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HO SD60E Diesel Locomotive

Norfolk Southern

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

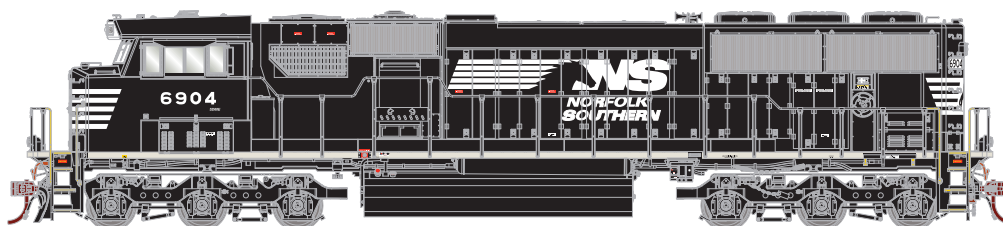
ALL NEW TOOLING



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:

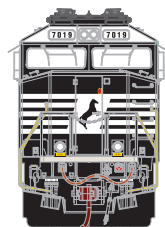
- Roof mounted Sinclair antenna
- Rebuilt fuel tank

#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

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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}
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HO EMD SDP45 Diesel

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Model Photo By: Ken Patterson



HELP PRESERVE RAILROAD HISTORY

The Youngstown Steel Heritage Foundation(YSH) is pleased to announce that an agreement has been reached with the Virginia Museum of Transportation to purchase former Erie Lackawanna SDP45 diesel locomotive No. 3639, currently painted as Conrail No. 6670, now located in Roanoke, Virginia.

Y.S.H. has initiated a fundraising drive with an initial goal of \$20,000 to purchase and secure the locomotive. Additional fundraising will take place in 2019 to move the locomotive to the Marter Yard Railroad Museum, operated by the Mahoning Valley Railroad Heritage Association.

After arrival at Marter Yard, the SDP45 will remain in Conrail paint for a period of time before finally being repainted as Erie Lackawanna 3639. "After years of watching this locomotive sit in the yard,

now is our chance to provide it with a better future and bring it back to northeast Ohio, the former hub of the Erie Lackawanna Railway", stated YSH President Rick Rowlands.

The locomotive is in generally good condition despite missing several major components including the main generator, traction motors and air compressor. An operational restoration is a long term goal of the project.

Extra 3639 North pays homage to the former "Extra 2200 South" locomotive newsmagazine and describes the goal of this effort, to move the 3639 about 300 miles due north from Roanoke to Youngstown.

More information is available at:
www.extra3639north.org



PRESERVING ERIE LACKAWANNA NO. 3639 — CONRAIL NO. 6670



Era: 1969–1975

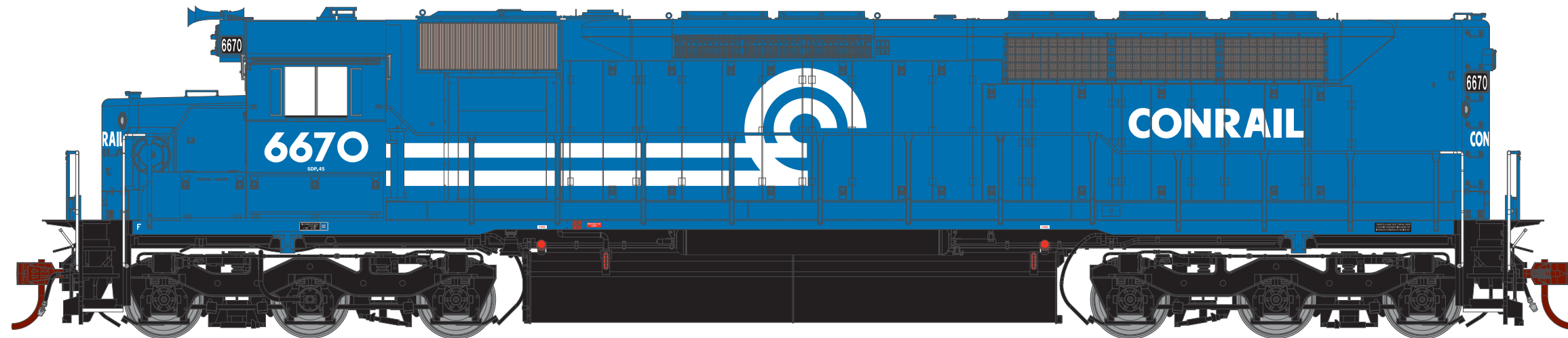


EL #3639 FEATURES:

- As-built EL freight service SDP45 (SD45M)
- Low profile roof details: dust bin hatch, dynamic brake fans, exhaust stack, engine compartment "T" vent, and radiator fans
- Leslie SU-3L-R air horn mounted on low clearance bracket
- Front and rear MU hose catch tray with bottom reinforcing strip
- Trainline, and 3-hose MU clusters with silver ends
- Front and rear deck-mounted MU stands
- Front and rear early "straight" coupler cut levers
- Dual single louver battery box doors and sub-base doors with stiffener rib
- Standard "35-Line" cab with armrests and sunshade tracks
- Low profile standard range dynamic brake housing with retrofitted side vents
- Rectangular grid radiator intake grilles
- 5,000 gallon fuel tank
- Frame mounted bell
- Flexicoil-C Trucks with brake cylinder position per prototype and Hyatt bearings



Era: 1976+



CR #6670 FEATURES:

- Former EL #3639
- Low profile roof details: dust bin hatch, dynamic brake fans, exhaust stack, engine compartment "T" vent, and radiator fans
- Leslie SU-3L-R air horn mounted on low clearance bracket
- Cab signal box
- Rectangular grid radiator intake grilles
- Dual control stands
- Front and rear MU hose catch tray with bottom reinforcing strip





HO EMD SDP45 Diesel

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NEW FEATURES:

- All-new LED lighting
- Rubber MU hoses for durability
- Models equipped with DCC+Sound will have the **new 645E3 20-cylinder** prime mover recording by SoundTraxx

Without Sound

ATHG36390 HO SDP45, Fundrazr EL #3639

With Sound

ATHG03639 HO SDP45 w/DCC & Sound, Fundrazr EL #3639

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



Without Sound

ATHG63610 HO SDP45, Fundrazr CR #6670

With Sound

ATHG63710 HO SDP45 w/DCC & Sound, Fundrazr CR #6670

To help support the effort by the Youngstown Steel Heritage Foundation (YSH) to move and preserve the Erie Lackawanna #3639 EMD SDP45 (SD45M), Athearn will assist in driving a donation per SKU (of the four listed on this page) reserved to the effort by offering a model as Erie Lackawanna #3639 and Conrail #6670. Both DCC-Ready and DCC+Sound configurations are available.

The models will be offered in a customized Athearn Genesis box, and will feature top of the line detail fidelity. For a full list of features, reference the last SDP45 page in this group of announcements.

Please support the Y.S.H. Foundation in their effort to preserve this locomotive for future generations of railroad enthusiasts. If you would like to make a stand alone donation to their effort, please visit their Fundrazr.com presence (QR code will take you to this URL):
<https://fundrazr.com/profiles/youngstown-steel-heritage-foundation>



EL #3639/ CR #6670
Present Day



Photo: Courtesy Y.S.H. Youtube - https://www.youtube.com/channel/UCmpwNDVaN_N_GuzF3_ddknQ

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*SRP includes donation to restore SDP45 EL #3639

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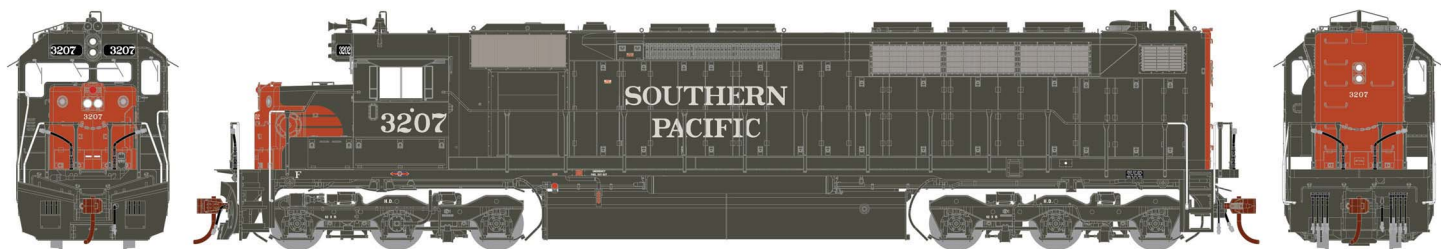
**NOW EQUIPPED WITH:
LEDs, & RUBBER MU HOSES**



The effort continues to enhance Athearn Genesis models per customer requests and feedback. There has been a lot of activity behind the scenes; we're excited to include new features often requested, to the SDP45 and upcoming Genesis models.

NEW FEATURES:

- All-new LED lighting
- Rubber MU hoses for durability
- Models equipped with DCC+Sound will have the **new 645E3 20-cylinder** prime mover recording by SoundTraxx



Era: 1967+

Without Sound

ATHG63606	HO SDP45, SP #3202
ATHG63607	HO SDP45, SP #3205
ATHG63608	HO SDP45, SP #3207
ATHG63609	HO SDP45, SP #3209

With Sound

ATHG63706	HO SDP45 w/DCC & Sound, SP #3202
ATHG63707	HO SDP45 w/DCC & Sound, SP #3205
ATHG63708	HO SDP45 w/DCC & Sound, SP #3207
ATHG63709	HO SDP45 w/DCC & Sound, SP #3209

SP FEATURES:

- As-built SP-version SDP45
- Carbody with correct walkway light placement for walkway water fill step-ups
- Correct placement of walkway water fills
- SP-version steam generator hatch and vent
- Icicle breakers front and rear
- Tall SP plow with steam line door
- Front angled coupler cut lever
- Boiler water transfer hoses front and rear
- Front drop step
- Front MU stand with field loop receptacle
- Nose top vent
- "L"-window cab
- Roof mounted bell
- Rectangular cab vents
- Full front SP light package
- Cab gyalight – effect with DCC+Sound
- Red Nose UDE light – effect with e-stop application DCC+Sound
- Sunshades
- Nathan P3 air horn
- Round base whip antenna
- Extended range dynamic brake
- Flat long hood end
- Rear pilot mounted MU receptacle
- Rear early coupler lever
- 5000 gallon fuel and water tank
- Flexicoil-C Trucks with high/low brake cylinders and Hyatt bearings

w/o Sound \$209.98_{SRP} With *tsunami*2 Sound \$299.98_{SRP}

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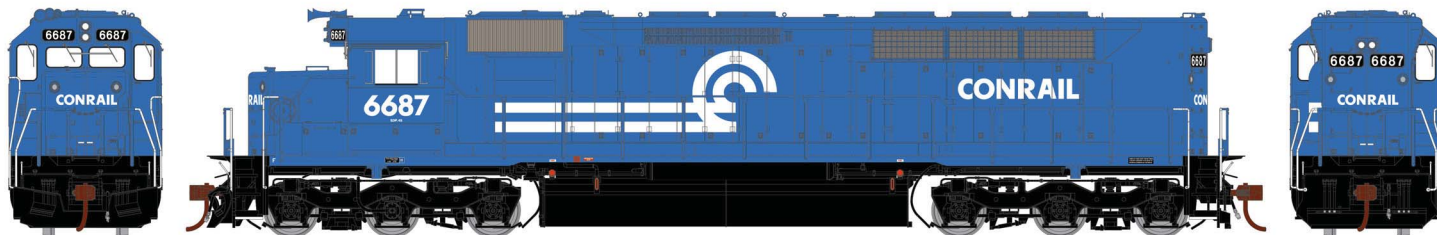


HO EMD SDP45 Diesel

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ETA: September 2019

Conrail



Era: 1976+

Without Sound

ATHG63611 HO SDP45, CR #6681
ATHG63612 HO SDP45, CR #6687
ATHG63613 HO SDP45, CR #6694

With Sound

ATHG63711 HO SDP45 w/DCC & Sound, CR #6681
ATHG63712 HO SDP45 w/DCC & Sound, CR #6687
ATHG63713 HO SDP45 w/DCC & Sound, CR #6694

CR FEATURES:

- Low profile roof details: dust bin hatch, dynamic brake fans, exhaust stack, engine compartment "T" vent, and radiator fans
 - Leslie SU-3L-R air horn mounted on low clearance bracket
 - Cab signal box
 - Rectangular grid radiator intake grilles
- #6681:
- Dual control stands
 - Front and rear MU hose catch tray with bottom reinforcing strip
- #6687 and #6694:
- Single control stand
 - Front standard EMD low snowplow
 - Rear MU hose catch tray with bottom reinforcing strip

Morrison Knudsen Corporation



Primed for Grime



Primed for Grime

Era: 1990+

Without Sound

ATHG63587 HO SDP45, MKCX #9510
ATHG63588 HO SDP45, MKCX #9511
ATHG63589 HO SDP45, MKCX #9514
ATHG63590 HO SDP45, MKCX #9515

With Sound

ATHG63687 HO SDP45 w/DCC & Sound, MKCX #9510
ATHG63688 HO SDP45 w/DCC & Sound, MKCX #9511
ATHG63689 HO SDP45 w/DCC & Sound, MKCX #9514
ATHG63690 HO SDP45 w/DCC & Sound, MKCX #9515

MKCX FEATURES:

- Perfect for the TankTrain!
- Former EL freight service SDP45 (SD45M)
- Each roadnumber Primed for Grime with unique patches & markings
- Low profile roof details: dust bin hatch, dynamic brake fans, exhaust stack, engine compartment "T" vent, and radiator fans
- Leslie SU-3L-R air horn mounted on low clearance bracket
- 5,000 gallon fuel tank
- Frame mounted bell
- Flexicoil-C Trucks with high brake cylinders and Hyatt bearings

Morrison-Knudsen was a major leaser of secondhand locomotives in the 80s and 90s. During this time, a group of ex-Conrail SDP45s were on the lease roster. MK acquired these former CR SDP45s from VMV and they were leased to a variety of railroads including the SP until 1996.

Although many of the former EL/CR SDP45s were rebuilt into SD40M-2s, a few were not, and left as-is for the remainder of their service throughout the western United States.

w/o Sound \$209.98_{SRP} With Tsunami² Sound \$299.98_{SRP}
These items are subject to Horizon's MAP policy



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HO EMD SDP45 Diesel

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

Erie Lackawanna



Era: 1969+

Without Sound

ATHG63598	HO SDP45, EL #3636
ATHG63599	HO SDP45, EL #3641
ATHG63600	HO SDP45, EL #3648
ATHG63601	HO SDP45, EL #3650

With Sound

ATHG63698	HO SDP45 w/DCC & Sound, EL #3636
ATHG63699	HO SDP45 w/DCC & Sound, EL #3641
ATHG63700	HO SDP45 w/DCC & Sound, EL #3648
ATHG63701	HO SDP45 w/DCC & Sound, EL #3650

The Erie Lackawanna Railroad ordered 34 SD45Ms in 1969 and 1970. Intended for freight service, these units had standard (angled) long hood ends, the extra space aft of the radiators had concrete ballast. Their longer frames permitted a larger fuel tank which gave the locomotives a greater range between fuel stops.

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EL FEATURES:

- As-built EL freight service SDP45 (SD45M)
- Low profile roof details: dust bin hatch, dynamic brake fans, exhaust stack, engine compartment "T" vent, and radiator fans
- Leslie SU-3L-R air horn mounted on low clearance bracket
- Front and rear MU hose catch tray with bottom reinforcing strip
- Trainline, and 3-hose MU clusters with silver ends
- Front and rear deck-mounted MU stands
- Front and rear early "straight" coupler cut levers
- Dual single louver battery box doors and sub-base doors with stiffener rib
- Standard "35-Line" cab with armrests and sunshade tracks
- Low profile standard range dynamic brake housing with retrofitted side vents
- Rectangular grid radiator intake grilles
- 5,000 gallon fuel tank
- Frame mounted bell
- Flexicoil-C Trucks with brake cylinder position per prototype and Hyatt bearings

w/o Sound \$209.98_{SRP} With *tsunami* 2 Sound \$299.98_{SRP}

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HO EMD SDP45 Diesel

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

Great Northern



Era: 1967-1970

Without Sound

ATHG63602	HO SDP45, GN #326
ATHG63603	HO SDP45, GN #329
ATHG63604	HO SDP45, GN #331
ATHG63605	HO SDP45, GN #332

With Sound

ATHG63702	HO SDP45 w/DCC & Sound, GN #326
ATHG63703	HO SDP45 w/DCC & Sound, GN #329
ATHG63704	HO SDP45 w/DCC & Sound, GN #331
ATHG63705	HO SDP45 w/DCC & Sound, GN #332

The Great Northern Railway purchased eight SDP45s in 1967 to replace F-units on the Empire Builder. Normally paired back-to-back, they were also used singly leading F-units. These joined six smaller SDP40 locomotives ordered in 1966 for the Western Star. After the startup of Amtrak in 1971, Great Northern Railway successor Burlington Northern Railroad converted all fourteen SDP locomotives to freight service.

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GN FEATURES:

- As-built GN-version SDP45
- Carbody with correct walkway light placement for water fill step-ups
- Correct placement of walkway water fills • Great Northern signboards mounted on the handrails
- GN-version steam generator hatch and exhaust • EMD low snowplow with steam line door
- Early "straight" coupler cut levers
- 4-hose MU hose clusters
- Boiler water transfer hoses front and rear
- Front short MU stand
- Illuminated Western-Cullen beacon effect with DCC+Sound
- No sunshades
- Leslie S3LR air horn
- Firecracker antenna
- Standard-range dynamic brake
- Winterization hatch
- Rear pilot mounted MU receptacle
- 5000 gallon fuel + water tank
- Flexicoil-C Trucks with high/low brake cylinders and Hyatt bearings
- Dual end sanding lines

w/o Sound \$209.98_{SRP} With *tsunami2* Sound \$299.98_{SRP}

These items are subject to Horizon's MAP policy



HO EMD SDP45 Diesel

All Road Names

Announced 9.28.18
Orders Due: 10.26.18
ETA: September 2019



SOUND EQUIPPED MODELS ALSO FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami2 decoder
- Sound units operate in both DC and DCC
- Some functions are limited in DC
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- 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
- For a complete list of features, visit athearn.com

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 #Ready2Rust
- Patches applied and shaped per road number matching each corresponding side to the prototype
- Perfect starting point for adding grime and rust



PROTOTYPE INFO:

In the 1960s, railroads were looking to replace aging EMD E-units and Alco PAs for passenger service. EMD responded by adding a steam generator compartment to the long hood end of their SD45. This required a longer frame and resulted in the creation of the SDP45. Three railroads originally purchased SDP45s: Southern Pacific, Great Northern, and Erie Lackawanna. Over the decades, the SDP45s were then acquired by other railroads through mergers, leasing companies, and rebuild programs.

LOCOMOTIVE FEATURES:

- Safety tread on walkways
- Fine-scale handrails for scale appearance
- Factory applied wire grab irons
- Windshield wipers
- See through cab windows
- Detailed and painted cab interior
- Sliding side cab windows
- Metal lift rings
- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with a 21-pin NEM connector
- Scaled from prototype resources including drawings, photographs, and more
- Accurately painted and printed paint schemes
- Body mounted McHenry operating scale knuckle couplers
- 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
- New LEDs for realistic appearance
- Bi-directional 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"



w/o Sound \$209.98_{SRP} With Tsunami2 Sound \$299.98_{SRP}

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* Union Pacific Licensed Product



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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

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HO SD39 Diesel Locomotive

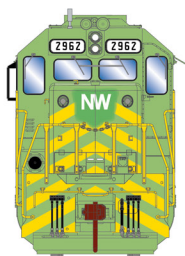
Norfolk & Western

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



Photo: Douglas Walker



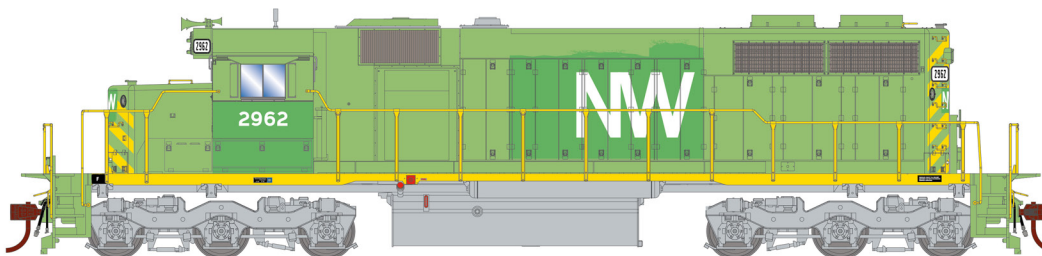
Era: 1981+

Without Sound

ATH64397
ATH64398
ATH64399
ATH64400

With Sound

ATH64497
ATH64498
ATH64499
ATH64500



Primed for Grime

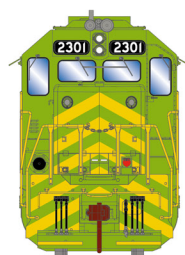


N&W FEATURES:

- 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 Econami™ Sound \$219.98 SRP

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HO SD39 Diesel Locomotive

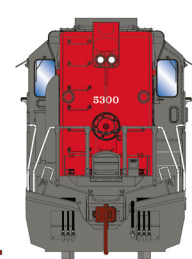
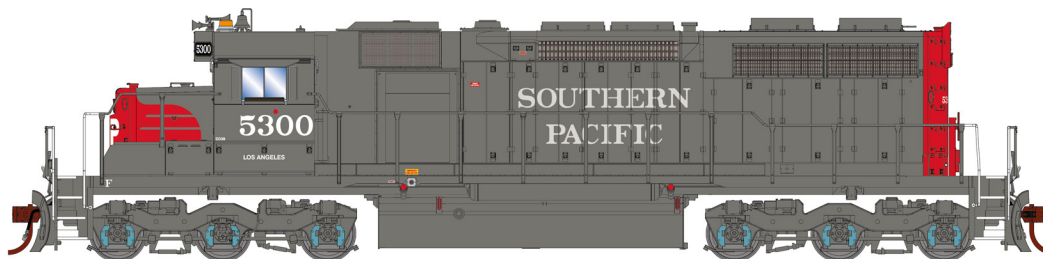
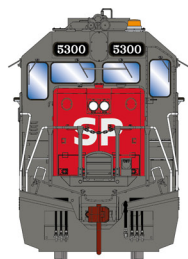
Announced 8.24.18
Orders Due: 9.28.18

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

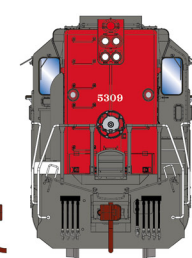
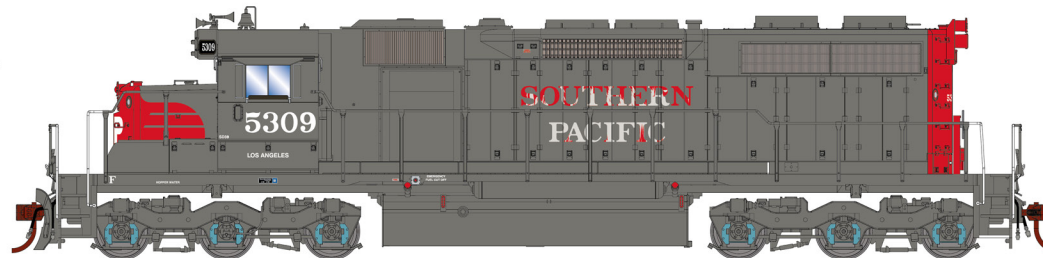
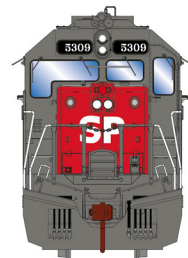
The 26 SD39s owned by Southern Pacific spent a significant amount of time working the steep grades of Tehachapi. In later years, the venerable locomotives were regulated to hauler service in the LA basin area. As time went by, the Southern Pacific lettering tended to decay and the paint colors faded 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 Econami™ Sound \$219.98 SRP

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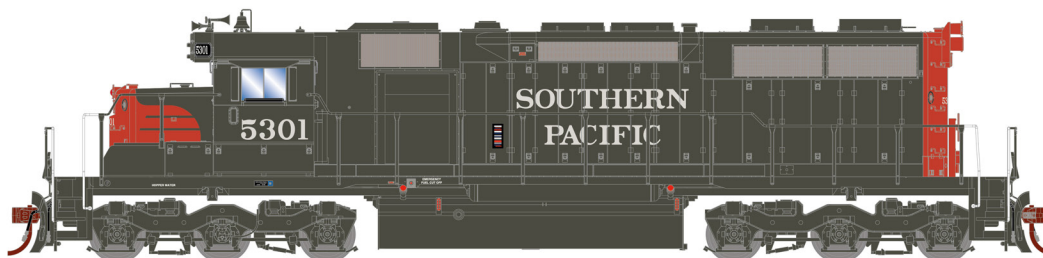
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HO SD39 Diesel Locomotive

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

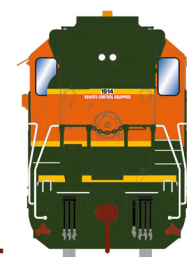
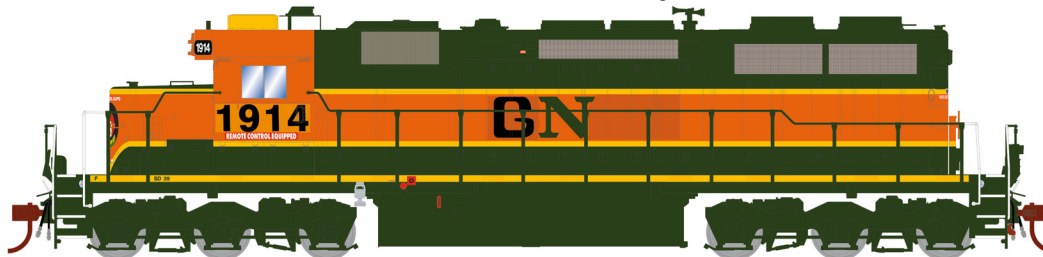
HO RTR SD39 w/DCC & Sound, BNSF #6204

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+

Primed for Grime

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.

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

These items are subject to Horizon's MAP policy



HO NACC 50' Box Car Quaker Oats

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

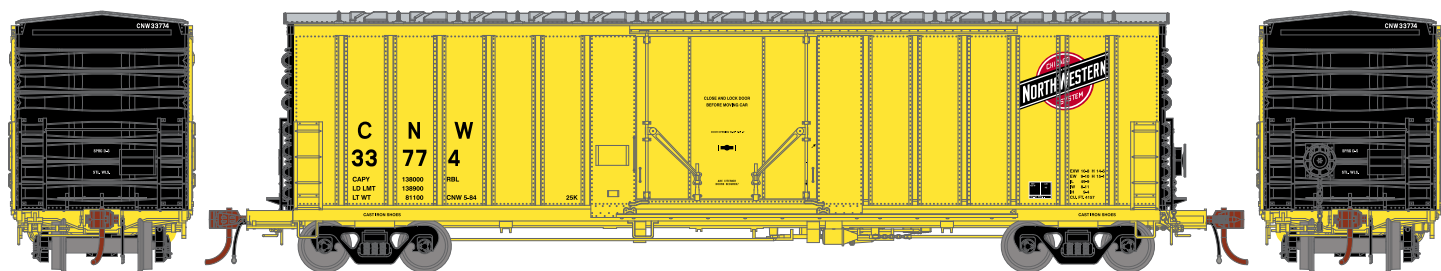


Era: 1980+

Primed for Grime

ATH18411	HO RTR 50' NACC Box, QOCX #330
ATH18412	HO RTR 50' NACC Box, QOCX #332
ATH18413	HO RTR 50' NACC Box, QOCX #337

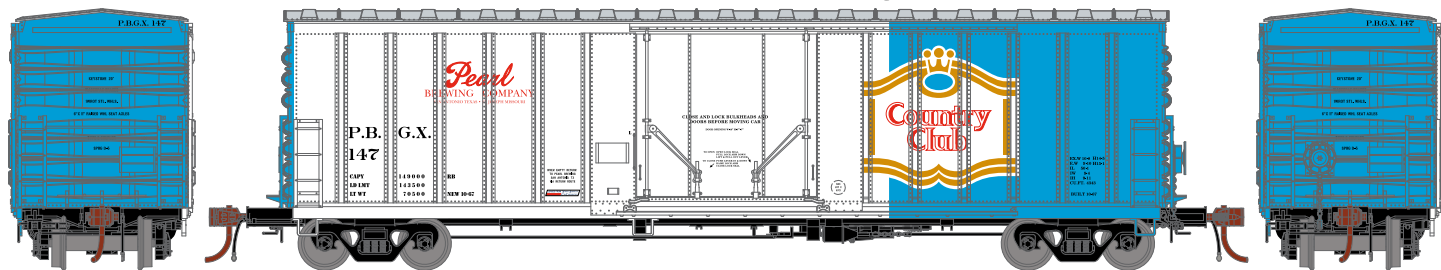
Chicago and North Western*



Era: 1984+

ATH18414	HO RTR 50' NACC Box, C&NW #33774
ATH18415	HO RTR 50' NACC Box, C&NW #33790
ATH18416	HO RTR 50' NACC Box, C&NW #33801

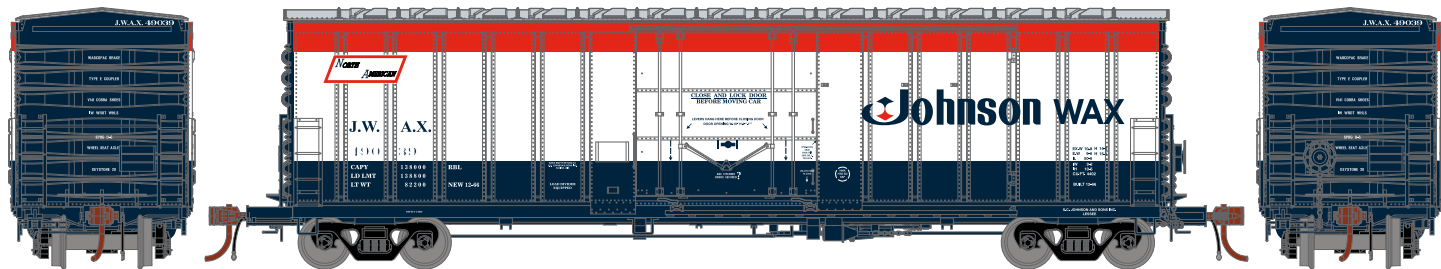
Pearl Brewing



Era: 1960s+

ATH18417	HO RTR 50' NACC Box, PBGX #147
ATH18418	HO RTR 50' NACC Box, PBGX #154
ATH18419	HO RTR 50' NACC Box, PBGX #166

Johnson Wax



Era: 1960s+

ATH18421	HO RTR 50' NACC Box, JWAX #49039
ATH18422	HO RTR 50' NACC Box, JWAX #46960
ATH18423	HO RTR 50' NACC Box, JWAX #49072

\$34.98_{SRP}



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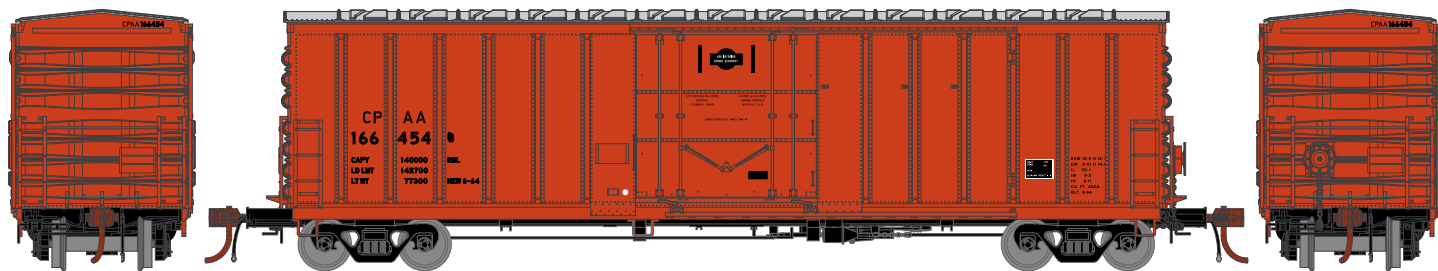


HO NACC 50' Box Car

Canadian Pacific

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

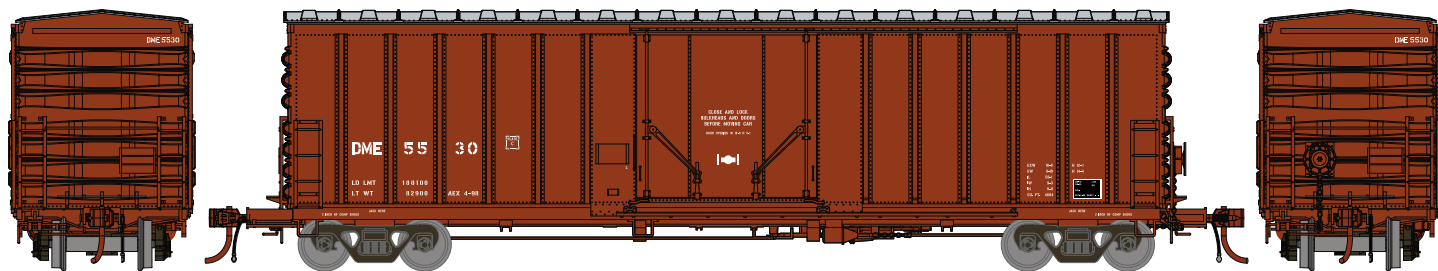


Era: 1964+

ATH18424
ATH18425
ATH18426

HO RTR 50' NACC Box, CPAA #166454
HO RTR 50' NACC Box, CPAA #166475
HO RTR 50' NACC Box, CPAA #166490

Dakota, Minnesota & Eastern



Era: 1998+

ATH18427
ATH18428
ATH18429

HO RTR 50' NACC Box, DM&E #5530
HO RTR 50' NACC Box, DM&E #5534
HO RTR 50' NACC Box, DM&E #5536

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 AND BACKGROUND INFO:

The 1960s was a period of development that would set the course of railroading as we see it today. The North American Car Corporation designed and built a 50' outside post, insulated, plug door box car which proved to be a vision of developments to come. Several railroads rostered this car with most of them either purchased by or leased to private shippers. The NACC cars were frequently decorated in complex, colorful paint schemes. When the NACC cars were built, general leasing, billboard paint schemes and modern freight handling techniques were still at least a decade in the future.

MODEL FEATURES:

- Three road numbers
- Applied metal grab irons and etched end platforms
- Pullman Standard or Superior plug doors
- Pullman Standard or Stanray (Superior) roof (to match prototype)
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed
- Highly detailed, injection molded body
- Weighted for trouble free operation
- Ready-To-Roll 70 ton trucks
- Machined 33" metal wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry® operating scale knuckle couplers
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"

\$34.98_{SRP}



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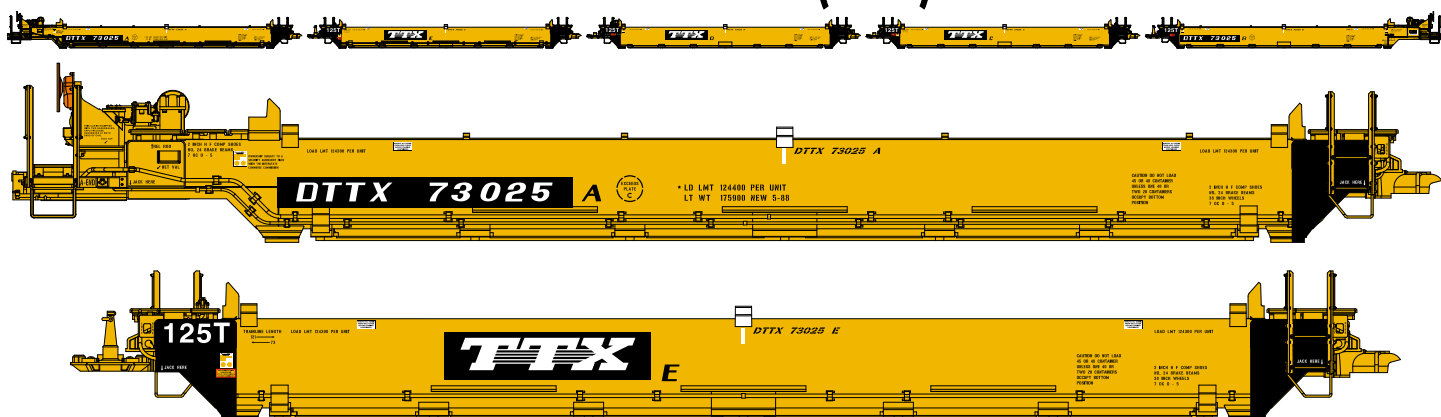


HO Maxi I 5-Unit Well Car

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

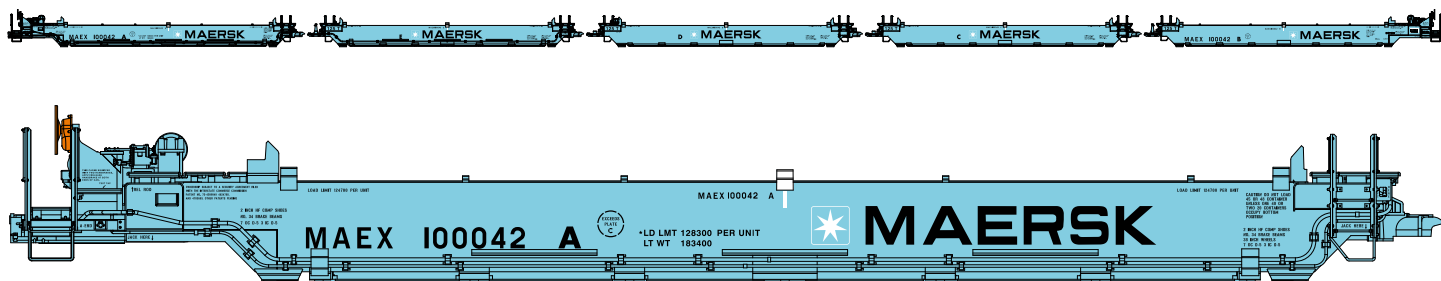
TrailerTrain (TTX)



Era: 1990s+

ATH95040	HO RTR Maxi I Well Car/Early, DTTX #73025 (5)
ATH95041	HO RTR Maxi I Well Car/Early, DTTX #73004 (5)
ATH95042	HO RTR Maxi I Well Car/Early, DTTX #73282 (5)

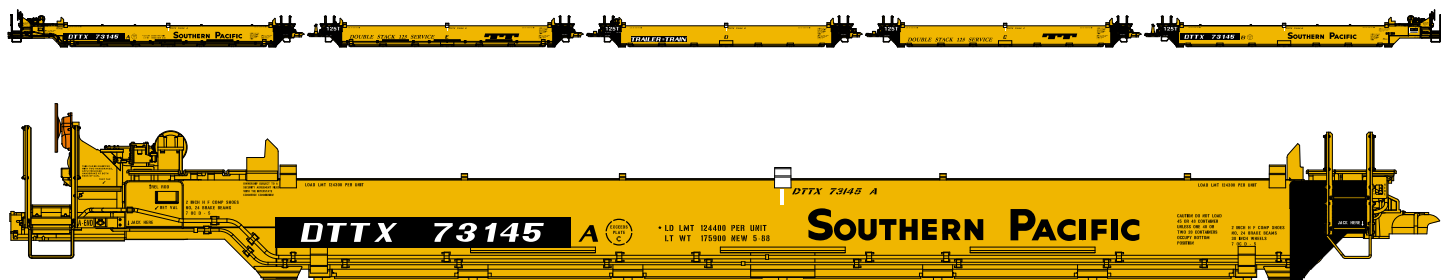
Maersk



Era: 1990s+

ATH95037	HO RTR Maxi I Well Car/Early, Maersk #100042 (5)
ATH95038	HO RTR Maxi I Well Car/Early, Maersk #100031 (5)
ATH95039	HO RTR Maxi I Well Car/Early, Maersk #100055 (5)

Southern Pacific*



Era: 1990s+

ATH95031	HO RTR Maxi I Well Car/Early, TT/SP #73145 (5)
ATH95032	HO RTR Maxi I Well Car/Early, TT/SP #73153 (5)
ATH95033	HO RTR Maxi I Well Car/Early, TT/SP #73147 (5)

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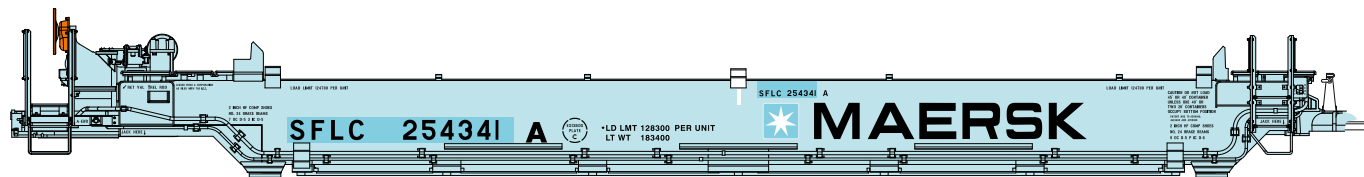


HO Maxi I 5-Unit Well Car

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

Santa Fe Leasing



Era: 1990s+

ATH95046
ATH95047
ATH95048

HO RTR Maxi I/Early, SFLC #1 (5)
HO RTR Maxi I/Early, SFLC #2 (5)
HO RTR Maxi I/Early, SFLC #3 (5)

All Road Names

PROTOTYPE HISTORY:

Since the early days of intermodal transport the railroads and freight car builders have been looking for more efficient methods of transporting trailers and containers. One of the greatest innovations in intermodal transportation came in the late 1970s with the development of the double stack container car by ACF Industries and Southern Pacific Railroad. From that point onward the container was king and the railroads and car builders searched for more efficient methods of transporting containers. In a revolutionary step from the early stack car designs, Gunderson introduced their Maxi-Stack 5-unit articulated well car in 1988. Evolved from their previous 5-unit Twin-Stack design, the Maxi-Stack (also called Maxi-Stack I or Maxi-I) boasted a lower tare weight (accomplished in part by the elimination of the bulkheads of the Twin-Stack), greater capacity, and greater versatility in regard to container lengths and widths that could be carried.

Initial production of these cars lasted from May of 1988 through May of 1990 with approximately 270 cars built for Southern Pacific, Chicago Heights Terminal & Transfer, Trailer Train, Maersk, and the Rail-Bridge Corporation. Despite their design advances these cars were quickly overshadowed by newer and even larger designs, and it appeared that the final chapter on the Maxi-Stack design had been written. However, due to ever-increasing international container traffic, moving in mostly 20' and 40' containers, the railroads took another look at the Maxi-Stack. While the newer car designs with 48', 53', or 56' wells were more than adequate to handle this traffic the additional car length was unnecessary for hauling these shorter containers with the corresponding excess in train length and increased fuel consumption. As a result BNSF Railway placed orders for new Maxi-Stack cars in 2000. While outwardly identical to the first generation of Maxi-Stacks, these new cars featured minor cosmetic differences compared to their earlier siblings. As of 2007, the Maxi-Stack is still in production, with new cars built to date for BNSF Railway, TTX, Northwest Container, and Arkansas & Oklahoma Railway. As long as there are 20' and 40' containers to be hauled, the Maxi-Stack appears to have a bright future on America's rails.

MODEL FEATURES:

- Fully assembled and ready for your layout
- Separately applied wire grab irons and etched walkways
- Separately applied brake piping and trainline hoses
- Fine ladder detail
- Delicate cross-bracing on the floor
- Weighted for optimum performance
- Razor sharp painting and printing
- Prototypically correct 33" and 38" solid nickel silver wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry lower shelf operating scale knuckle couplers
- Window packaging for easy viewing plus interior plastic blister safely holds the model for convenient storage
- Replacement parts available
- Minimum radius: 18"

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



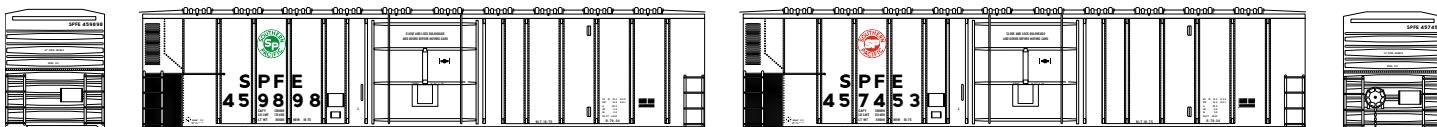
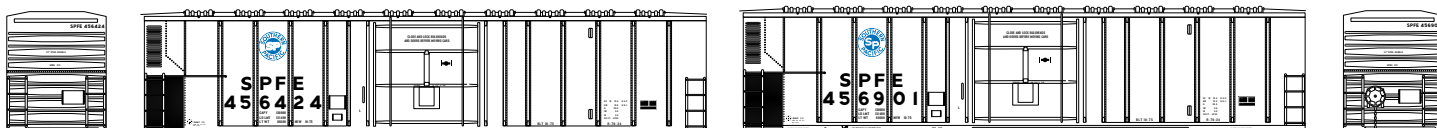
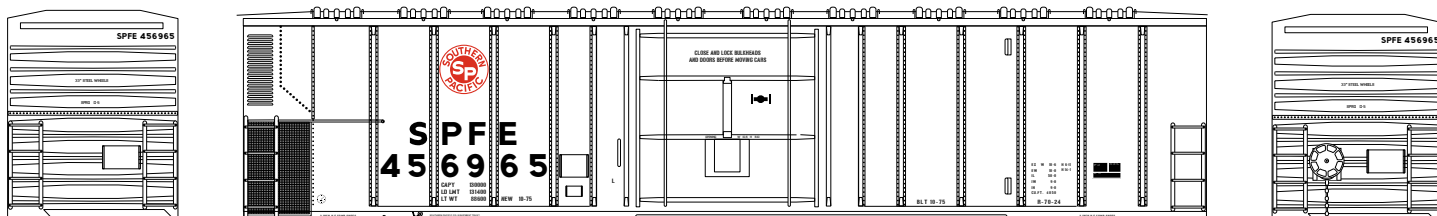
#Ready2Rust

\$199.98 SRP



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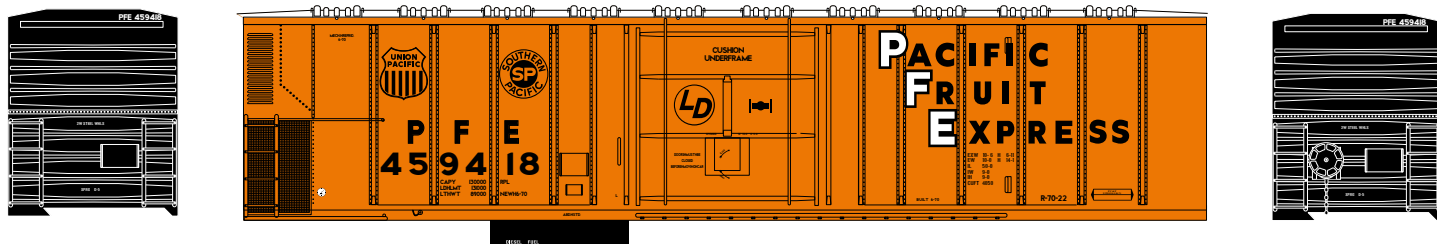
Southern Pacific*



Era: 1987+

ATH72869	HO RTR 57' PCF Mechanical Reefer, SPFE #456965
ATH72870	HO RTR 57' PCF Mechanical Reefer, SPFE #456424
ATH72871	HO RTR 57' PCF Mechanical Reefer, SPFE #456901
ATH72872	HO RTR 57' PCF Mechanical Reefer, SPFE #457453
ATH72873	HO RTR 57' PCF Mechanical Reefer, SPFE #459898

Pacific Fruit Express*



Era: 1969+

ATH7111	HO RTR 57' PCF Mechanical Reefer, PFE #459418
ATH71169	HO RTR 57' PCF Mechanical Reefer, PFE #459411
ATH71170	HO RTR 57' PCF Mechanical Reefer, PFE #459487
ATH71181	HO RTR 57' PCF Mechanical Reefer, PFE #457436
ATH71182	HO RTR 57' PCF Mechanical Reefer, PFE #457484

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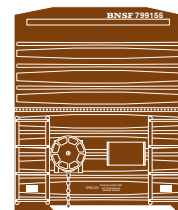
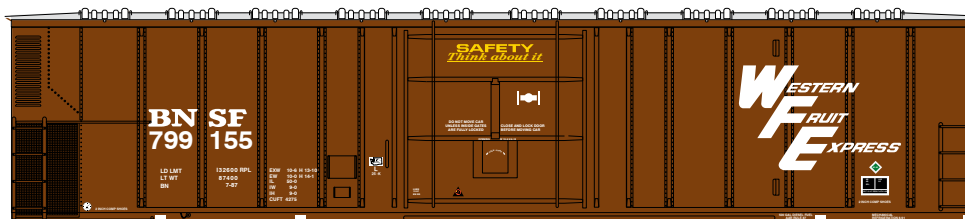


HO PC&F 57' Mechanical Reefer

Announced 9.28.18
Orders Due: 10.26.18

Burlington Northern Santa fe

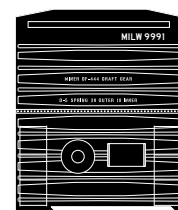
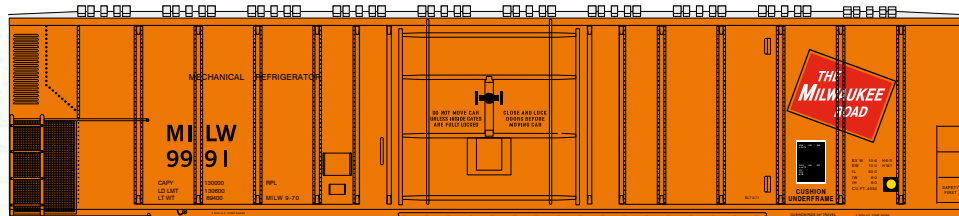
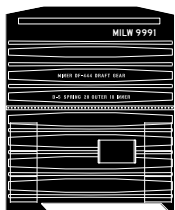
ETA: September 2019



Era: 1996+

ATH72874	HO RTR 57' PCF Mechanical Reefer, BNSF/Brown #799155
ATH72875	HO RTR 57' PCF Mechanical Reefer, BNSF/Brown #799495
ATH72876	HO RTR 57' PCF Mechanical Reefer, BNSF/Brown #799209
ATH72877	HO RTR 57' PCF Mechanical Reefer, BNSF/Brown #799059
ATH72878	HO RTR 57' PCF Mechanical Reefer, BNSF/Brown #799514

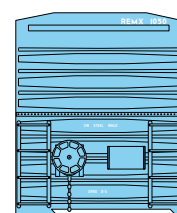
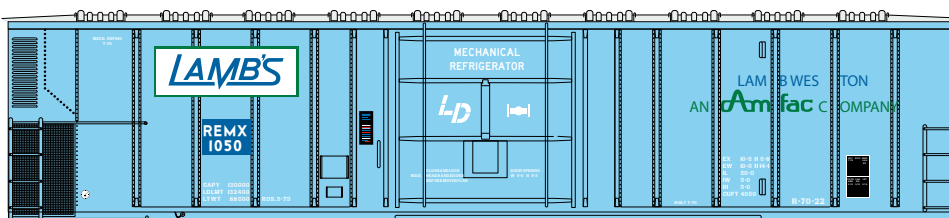
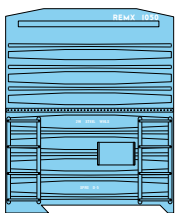
Milwaukee Road



Era: 1969+

ATH7103	HO RTR 57' PCF Mechanical Reefer, MILW #9991
ATH71163	HO RTR 57' PCF Mechanical Reefer, MILW #9864
ATH71164	HO RTR 57' PCF Mechanical Reefer, MILW #9971

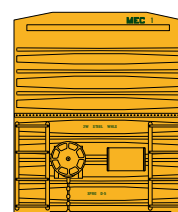
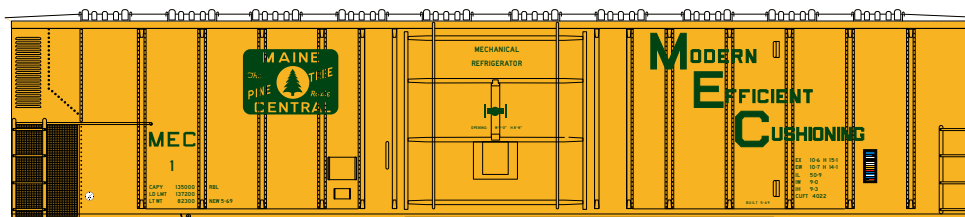
Lamb Weston



Era: 1969+

ATH71143	HO RTR 57' PCF Mechanical Reefer, Lamb Weston #1050
ATH71144	HO RTR 57' PCF Mechanical Reefer, Lamb Weston #1052

Maine Central



Era: 1969+

ATH71145	HO RTR 57' PCF Mechanical Reefer, MEC #1
ATH71146	HO RTR 57' PCF Mechanical Reefer, MEC #2

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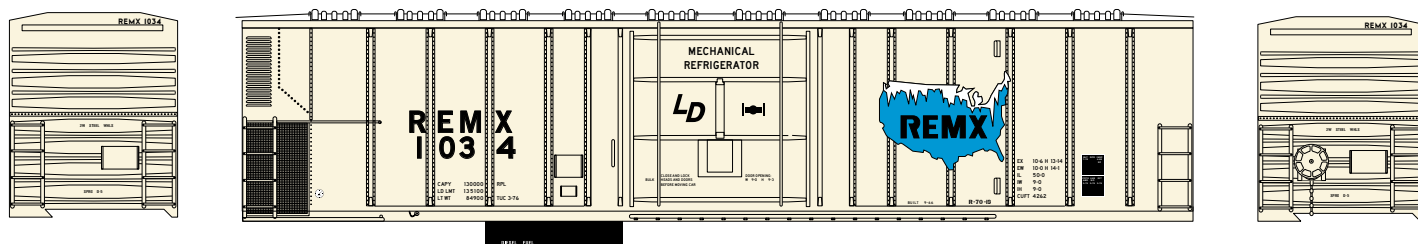


HO PC&F 57' Mechanical Reefer

Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

REMX



Era: 1970s+

ATH71147

HO RTR 57' PCF Mechanical Reefer, REMX #1034

ATH71148

HO RTR 57' PCF Mechanical Reefer, REMX #1087

All Road Names

PROTOTYPE HISTORY:

Pacific Car and Foundry responded to the railroad's migration from ice stored in bunkers as a primary cooling system to the diesel mechanical systems. The mechanical reefers could keep a more regular temperature, often times colder than what the ice bunker cars could at the time. Initially mechanical reefers were used primarily in frozen food service. This would soon change as mechanical refrigeration began to replace ice-based systems. Soon after, mechanical refrigeration units replaced the "armies" of personnel required to re-ice the cars. Several different deliveries of the PC&F 57' mechanical reefer were made to many different railroads in the mid to late 1960s. Many have been rebuilt and are still in service today.

MODEL FEATURES:

- Fully assembled and ready for your layout
- Razor sharp printing and painting
- Weighted for optimum performance
- McHenry scale knuckle spring couplers installed
- Machined RP25 profile 33" metal wheels with RP25 contours operate on all popular brands of tack
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"

\$29.98SRP



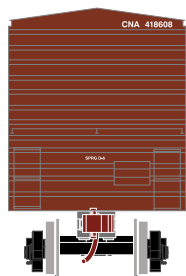
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HO 50' ACF Outside Post Box Car

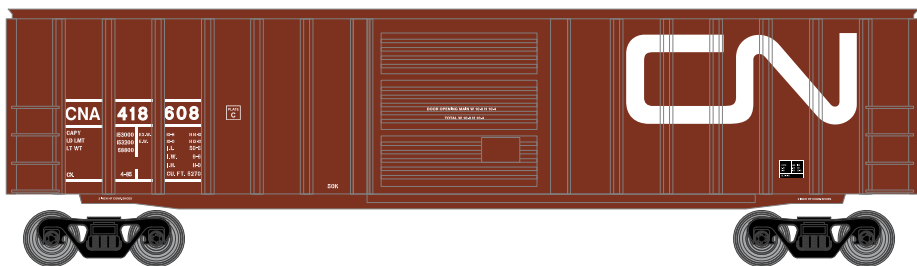
Announced 9.28.18
Orders Due: 10.26.18

ETA: September 2019

Canadian National

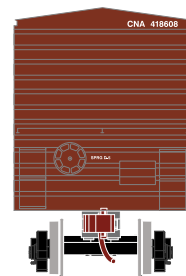


Era: 2000s+

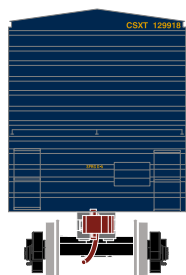


RND14820
RND14821
RND14822

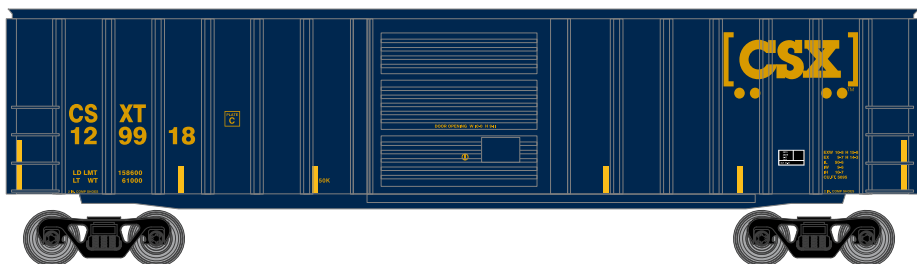
HO 50' ACF Outside Post Box Car, CN #418608
HO 50' ACF Outside Post Box Car, CN #418617
HO 50' ACF Outside Post Box Car, CN #418629



CSX

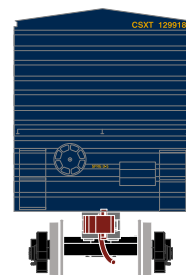


Era: 2000s

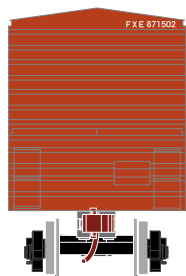


RND14823
RND14824
RND14825

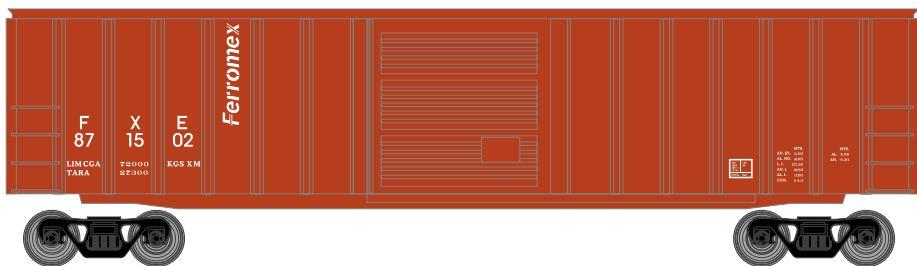
HO 50' ACF Outside Post Box Car, CSX #129918
HO 50' ACF Outside Post Box Car, CSX #129928
HO 50' ACF Outside Post Box Car, CSX #129932



Ferromex

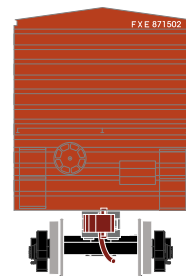


Era: 2000s+

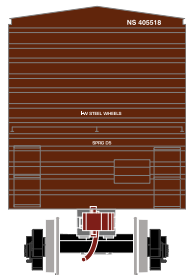


RND14826
RND14827
RND14828

HO 50' ACF Outside Post Box Car, Ferromex #871502
HO 50' ACF Outside Post Box Car, Ferromex #871516
HO 50' ACF Outside Post Box Car, Ferromex #871527



Norfolk Southern

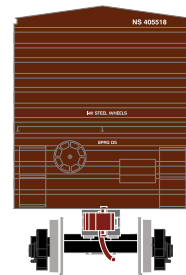


Era: 2005+



RND14829
RND14830
RND14831

HO 50' ACF Outside Post Box Car, NS #405518
HO 50' ACF Outside Post Box Car, NS #405529
HO 50' ACF Outside Post Box Car, NS #405534



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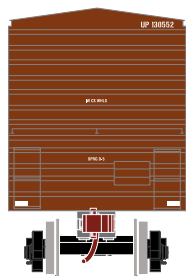


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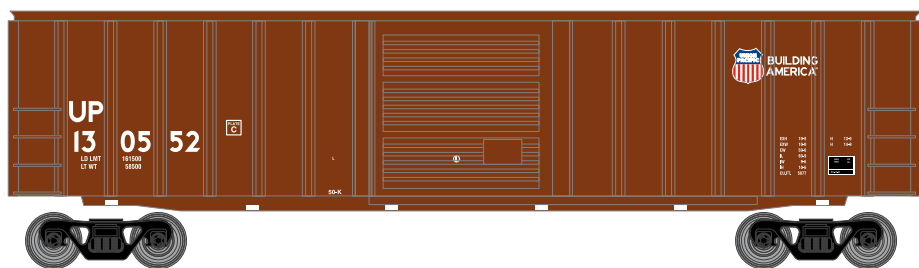
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Union Pacific*

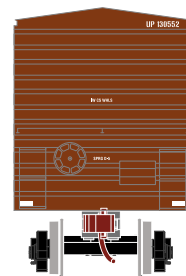


Era: 2000s+

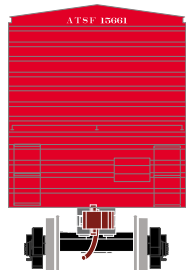


RND14832
RND14833
RND14834

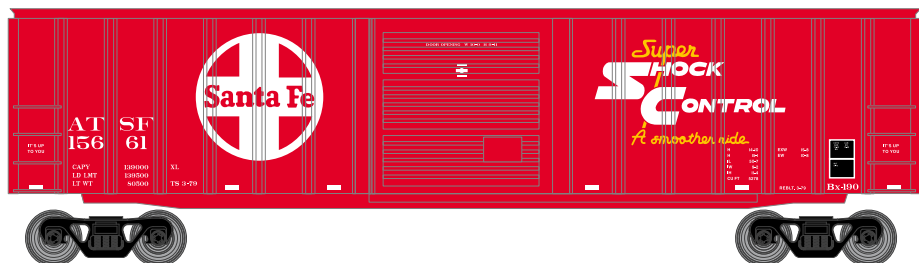
HO 50' ACF Outside Post Box Car, UP #130552
HO 50' ACF Outside Post Box Car, UP #130561
HO 50' ACF Outside Post Box Car, UP #130573



Santa Fe

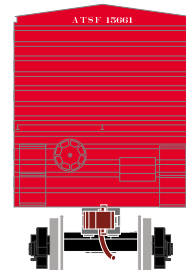


Era: 1970s+

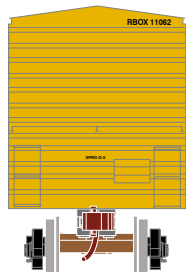


RND14864
RND14865
RND14866

HO 50' ACF Outside Post Box Car, SF #15661
HO 50' ACF Outside Post Box Car, SF #15672
HO 50' ACF Outside Post Box Car, SF #15689



Railbox

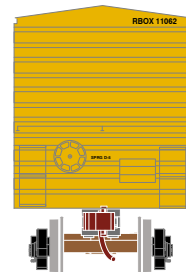


Era: 1970s+

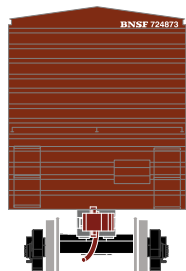


RND29368
RND29369
RND92317
RND92318

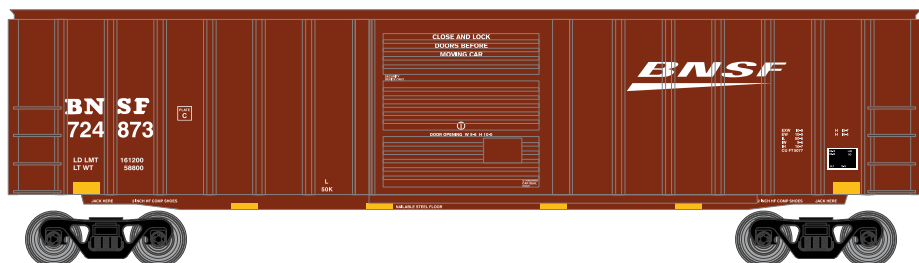
HO RTR 50' ACF Box, RBOX/Early #11062
HO RTR 50' ACF Box, RBOX/Early #11055
HO RTR 50' ACF Box, RBOX/Early #11069
HO RTR 50' ACF Box, RBOX/Early #10048



BNSF Railway

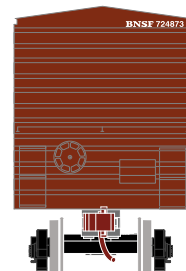


Era: 2005+



RND14817
RND14818
RND14819

HO 50' ACF Outside Post Box Car, BNSF #724873
HO 50' ACF Outside Post Box Car, BNSF #724880
HO 50' ACF Outside Post Box Car, BNSF #724889



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* Union Pacific Licensed Product



HO 50' ACF Outside Post Box Car

Announced 9.28.18
Orders Due: 10.26.18

All Road Names

ETA: September 2019

PROTOTYPE AND BACKGROUND INFO:

The late 1970's were marked by a supposed shortage of modern useable box cars in the railroad industry. Several rail industry groups argued for and got the Interstate Commerce Commission to approve the concept of incentive per diem box cars. The concept was to establish new, higher per diem rates for modern box cars as an incentive for railroads to invest in new box cars. Under the ICC car routing rules in effect at the time, cars owned by operating companies were supposed to be routed back to their owning road as soon as possible or the host road would have to pay demurrage(car storage and handling) charges. This was the cause of a shortage of available cars and not an actual shortage of box cars numerically. As empty cars were required to be routed back to their home railroad instead of being loaded and routed to another destination. Very few small railroads had the available capital to invest in new cars. However, several leasing companies were created to provide the necessary capital for new cars. A typical arrangement between one of these leasing companies and a railroad was that the leasing company would own the cars and lease them to the railroad; the railroad would pay a base lease rate to the leasing company for each car, and a portion of per diem revenue earned by the railroad would also be turned over to the leasing company. Many smaller railroad companies found it economical to have interchange freight equipment for the first time in their histories under these arrangements. Lumber roads were especially pleased with these arrangements, as they allowed the railroads to provide decent, modern freight cars for their lumber shippers that also happened to produce some additional income while not on home rails.

The box car boom eventually went bust, as the incentive per diem concept was found to be illegal and abolished. With lower per diem rates and a generally lackluster economy, many of the new box cars added to the nation's rail fleet during the mid- to late 1970's were no longer needed. The end result was that many basically brand new box cars were returned to their home roads for storage.

Today box cars still matter to the railroads. Even with modern containerization, box cars have a higher capacity than allowable on US highways. Today, many 1970's box cars are being rebuilt and put into service for various leasing outfits.

MODEL FEATURES:

- Separately applied brake wheel
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Positionable sliding door
- Separate brake wheel
- Painted and printed for realistic decoration
- Machined metal wheels
- Weighted for trouble free operation
- Wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing
- Interior plastic blister carton safely holds model for convenient storage
- Minimum radius: 15"

\$28.98 SRP



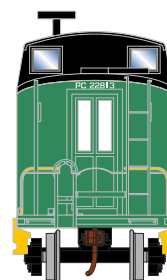
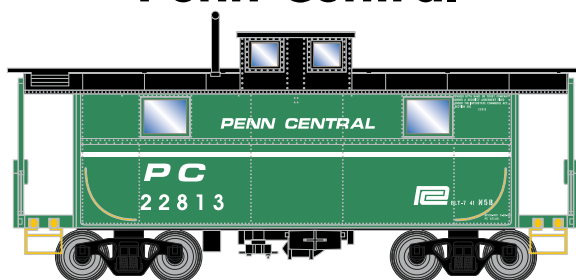
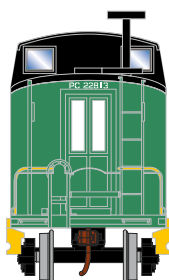
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HO Eastern Caboose

Announced 8.24.18
Orders Due: 9.28.18

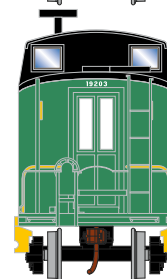
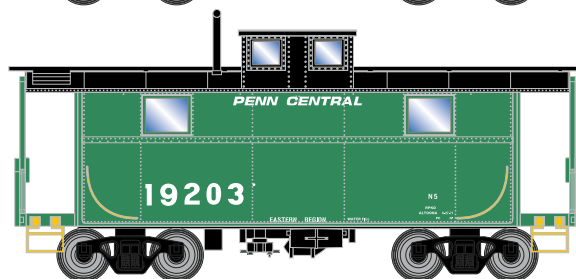
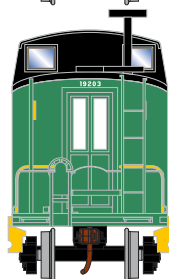
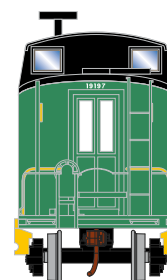
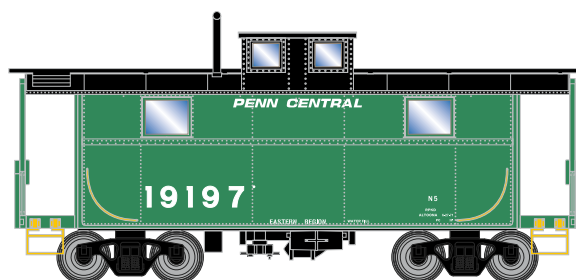
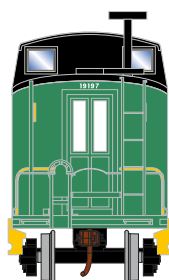
ETA: July 2019

Penn Central



RND74254

HO RTR Eastern 2 Window Caboose, PC #22813



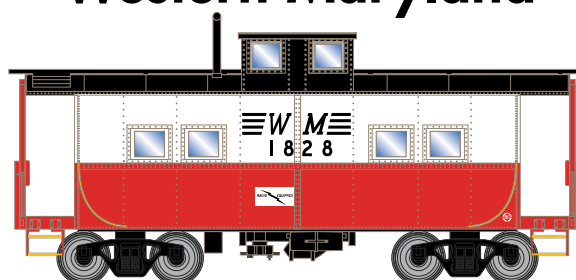
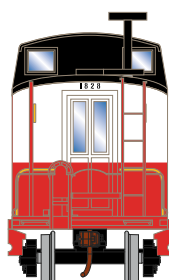
RND74281

HO RTR Eastern 2-Window Caboose, PC #19197

RND74282

HO RTR Eastern 2-Window Caboose, PC #19203

Western Maryland

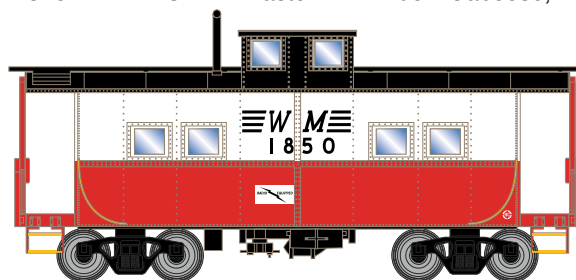
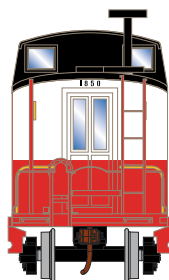


RND74347

HO RTR Eastern 4-Window Caboose, WM #1828

RND74348

HO RTR Eastern 4-Window Caboose, WM #1850



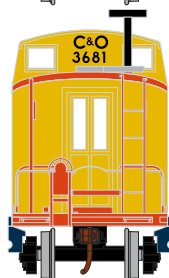
\$29.98_{SRP}

Chessie



RND74275

HO RTR Eastern 2-Window Caboose, Chessie/C&O #3664



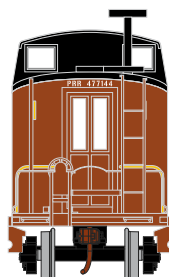
RND74252

HO RTR Eastern 2 Window Caboose, Chessie/C&O #90241

RND74276

HO RTR Eastern 2-Window Caboose, Chessie/C&O #3681

Pennsylvania



RND74253

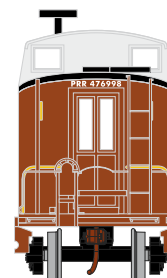
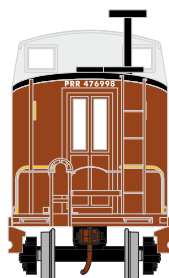
HO RTR Eastern 2 Window Caboose, PRR #477144

RND74273

HO RTR Eastern 2 Window Caboose, PRR #476998

RND74274

HO RTR Eastern 2 Window Caboose, PRR #477714



\$29.98_{SRP}

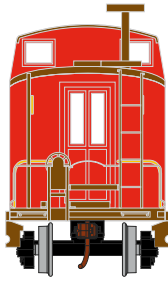


HO Eastern Caboose

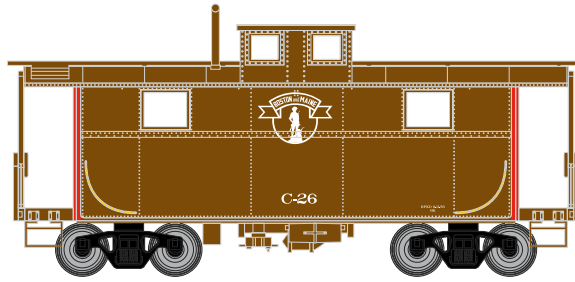
Boston and Maine

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



RND74259
RND74260



HO RTR Eastern 2 Window Caboose, B&M #C-26
HO RTR Eastern 2 Window Caboose, B&M #C-34



All Road Names

PROTOTYPE AND BACKGROUND INFO:

Perhaps one of the most recognizable icons of American railroading, the caboose completed the train. Caboosees provide shelter for crew at the end of a train, who were long required for switching and shunting, and to keep a lookout for load shifting, damage to equipment and cargo, and overheating axles.

MODEL FEATURES:

- Fine end handrails and ladders
- Clear windows
- ALL-NEW Barber-Bettendorf Swing Motion caboose truck per prototype
- Separately applied smoke jack and brake wheel
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Machined metal wheels
- Weighted for trouble free operation
- Wheels with RP25 contours operate on all popular brands of track
- Body mounted McHenry operating scale knuckle couplers
- Window packaging for easy viewing
- Interior plastic blister carton safely holds model for convenient storage
- Minimum radius: 15"

\$29.98_{SRP}



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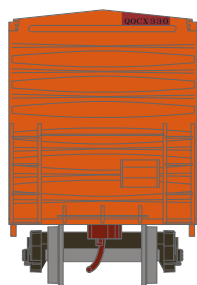


N NACC 50' Box Car

Quaker Oats

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019



Era: 1980+



Primed for Grime

ATH2241
ATH2242
ATH2243

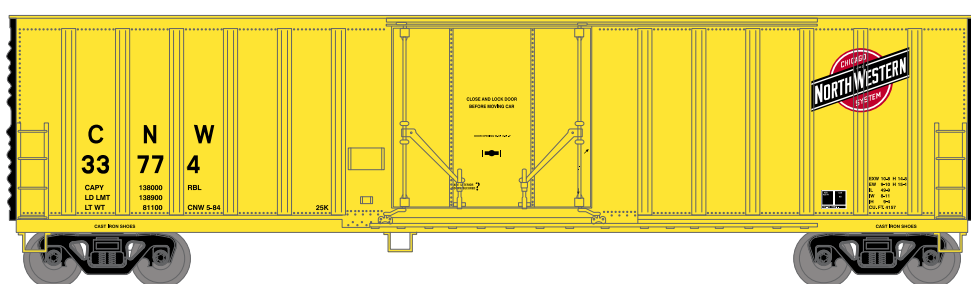
N 50' NACC Box, QOCX #330
N 50' NACC Box, QOCX #332
N 50' NACC Box, QOCX #337



Chicago and North Western*



Era: 1984+

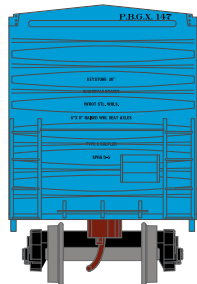


ATH2244
ATH2245
ATH2246

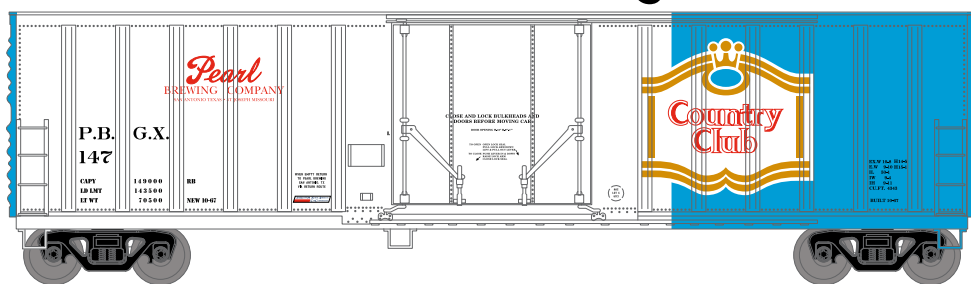
N 50' NACC Box, C&NW #33774
N 50' NACC Box, C&NW #33790
N 50' NACC Box, C&NW #33801



Pearl Brewing

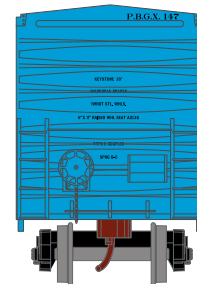


Era: 1960s+

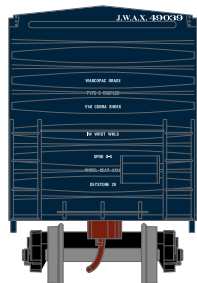


ATH2247
ATH2248
ATH2249

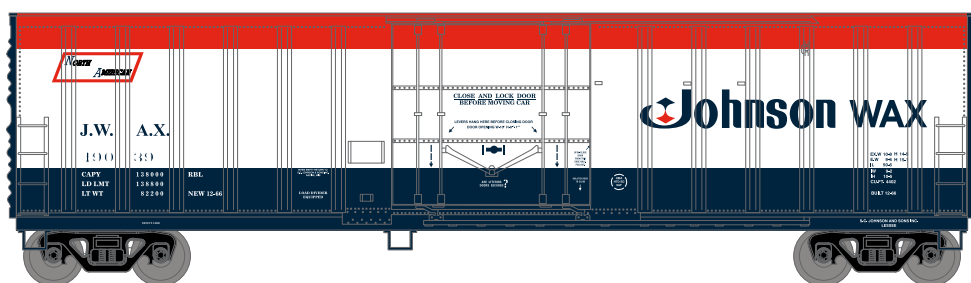
N 50' NACC Box, PBGX #147
N 50' NACC Box, PBGX #154
N 50' NACC Box, PBGX #166



Johnson Wax

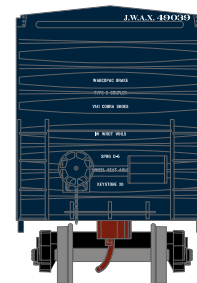


Era: 1960s+



ATH2250
ATH2251
ATH2252

N 50' NACC Box, JWAX #49039
N 50' NACC Box, JWAX #46960
N 50' NACC Box, JWAX #49072



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* Union Pacific Licensed Product

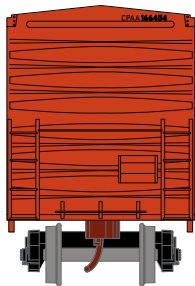


N NACC 50' Box Car

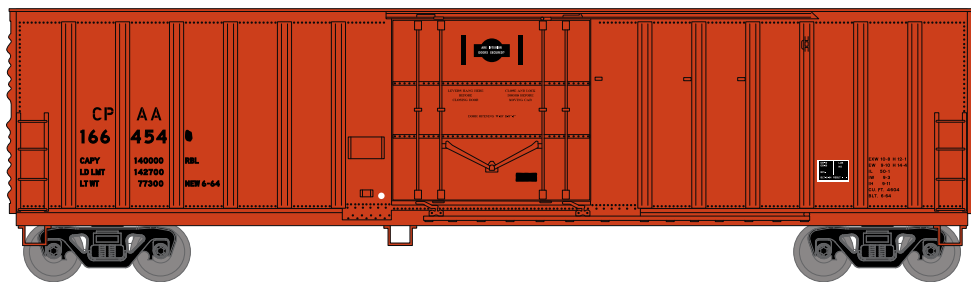
Canadian Pacific

Announced 8.24.18
Orders Due: 9.28.18

ETA: July 2019

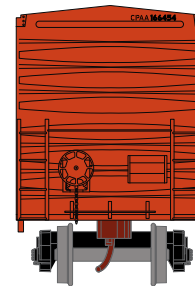


Era: 1964+

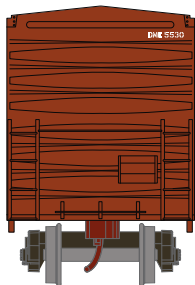


ATH2253
ATH2254
ATH2255

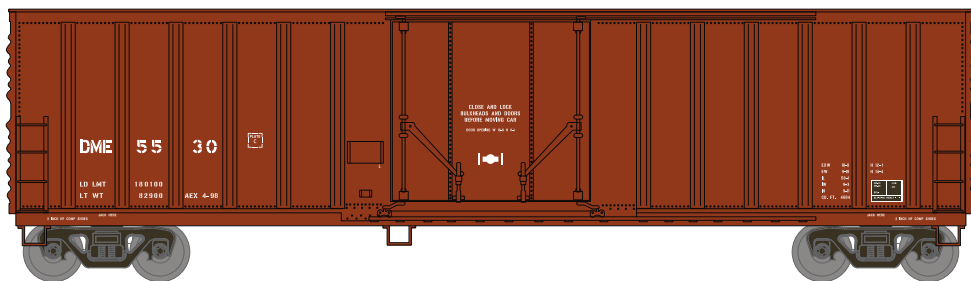
N 50' NACC Box, CPAA #166454
N 50' NACC Box, CPAA #166475
N 50' NACC Box, CPAA #166490



Dakota, Minnesota & Eastern

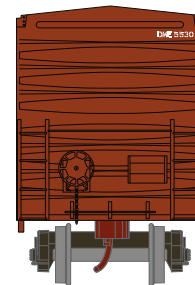


Era: 1998+



ATH2256
ATH2257
ATH2258

N 50' NACC Box, DM&E #5530
N 50' NACC Box, DM&E #5534
N 50' NACC Box, DM&E #5536



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 AND BACKGROUND INFO:

The 1960s was a period of development that would set the course of railroading as we see it today. The North American Car Corporation designed and built a 50' outside post, insulated, plug door box car which proved to be a vision of developments to come. Several railroads rostered this car with most of them either purchased by or leased to private shippers. The NACC cars were frequently decorated in complex, colorful paint schemes. When the NACC cars were built, general leasing, billboard paint schemes and modern freight handling techniques were still at least a decade in the future.

MODEL FEATURES:

- Three road numbers
- Etched metal stirrup steps
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed
- Highly detailed, injection molded body
- Detailed, molded underframe
- Weighted for trouble free operation
- N-scale 70 ton trucks with machined 33" metal wheels operate on all popular brands of track
- Body mounted McHenry® operating scale knuckle couplers
- Clear plastic jewel box for convenient storage
- Minimum radius: 9 3/4"

\$23.98SRP



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