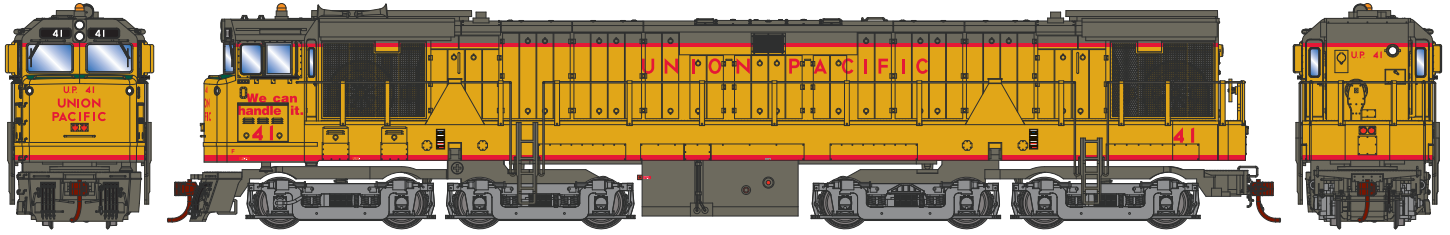
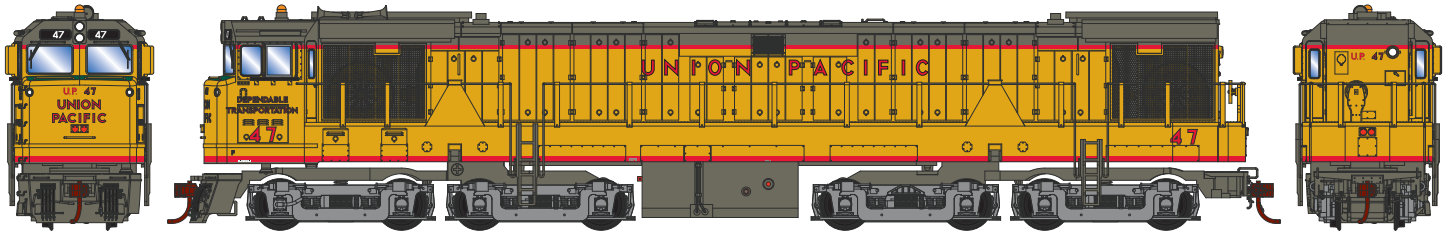


UPGRADED WITH LIT NUMBER BOARDS AND CLASS LIGHTS!

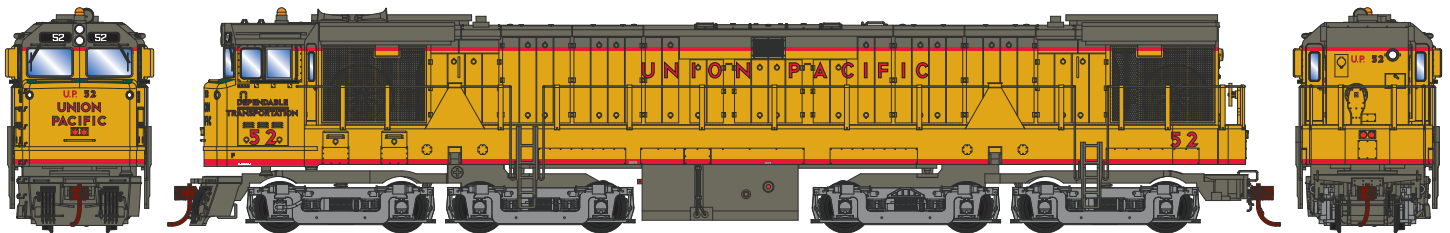
Union Pacific*



Era: Early 1970's



Era: Late 1960's - Early 1970's



Era: Late 1960's - Early 1970's

	without Sound	with Sound	UP FEATURES:
U50, UP #41	ATHG41075	ATHG41175	• Beacon (Flash function in DCC only)
U50, UP #47	ATHG41076	ATHG41176	• Classification lights (Function in DCC only)
U50, UP #52	ATHG41077	ATHG41177	• Number board lights
			• Working Truck lights
			• Separate see-through air intake grills
			• MU hoses

Due to the increase of better highways in the 1950's the trucking industry was beginning to siphon off time sensitive traffic from the railroads. Consequently, in the late 1950's the Union Pacific began seeking ways to increase the horsepower of their locomotive's in order to help improve train speeds without having to add more locomotives to their trains. One method to achieve these goals was to mount two complete prime movers on one chassis. UP asked the 3 major locomotive builders at that time to submit proposals using this concept. In response, General Electric created their 5,000-horsepower U50 model, a design which utilized two 2500-horsepower prime movers. Starting in September 1963, UP purchased a total of 23 U50's, all of which were retired by the mid-1970's.

There were few changes made to these units during their time on the UP but one, #41, suffered from a significant fire and had to be repainted. It was the only one to receive UP's 1970's era slogan, "We Can Handle It."

ROAD NUMBER SPECIFIC FEATURES:

- #41 Only U50 to receive the "We Can Handle it" slogan
- #47 "Dependable Transportation" slogan
- #52 "Dependable Transportation" slogan

\$369.99 w/o SOUND | \$469.99 w/ Tsunami² SOUND

These items are subject to Horizon's MAP policy

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ETA: July 2023

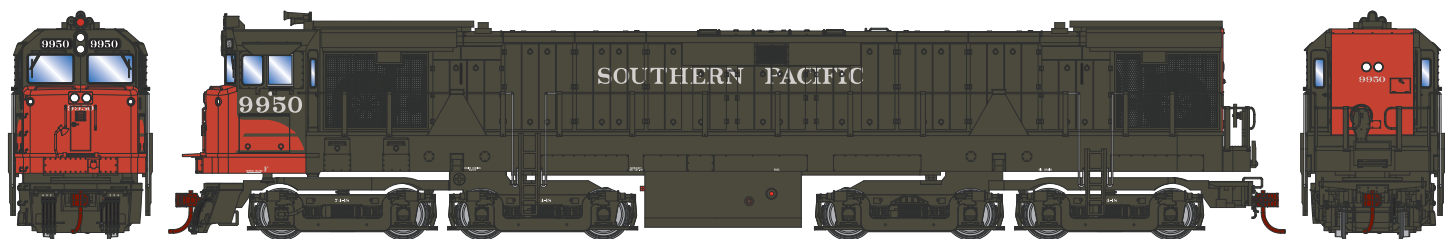


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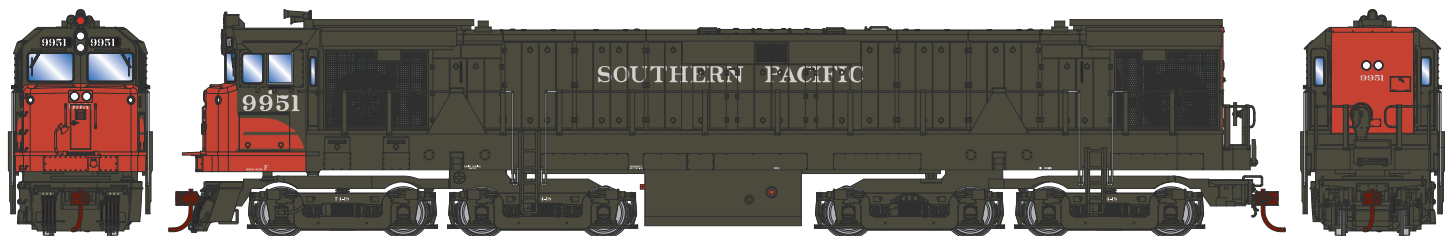
* Union Pacific Licensed Product

UPGRADED WITH LIT NUMBER BOARDS AND CLASS LIGHTS!

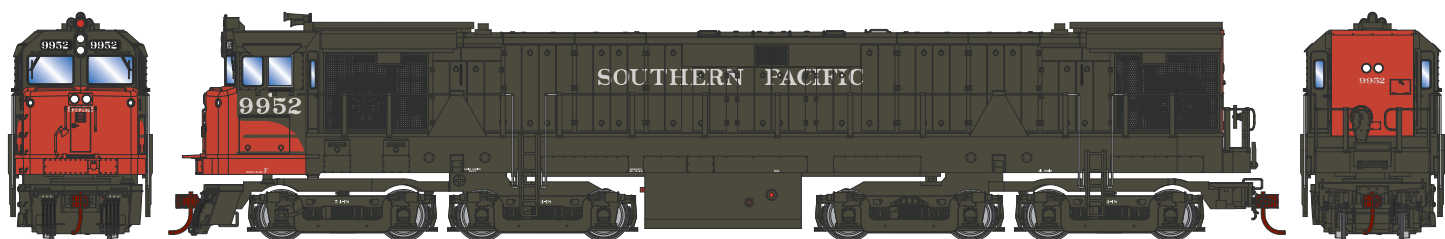
Southern Pacific*



Era: 1970's+



Era: 1970's



Era: 1970's

	without Sound	with Sound	SP FEATURES:
U50, SP #9950	ATHG41078	ATHG41178	• SP Style "Big Hole" Emergency light (Flash function in DCC only)
U50, SP #9951	ATHG41079	ATHG41179	• Classification lights (Function in DCC only)
U50, SP #9952	ATHG41081	ATHG41181	• Working Truck lights
			• Separate see-through air intake grills
			• Number board lights
			• MU hoses

Due to the increase of better highways in the 1950's the trucking industry was beginning to siphon off time sensitive traffic from the railroads. Consequently, in the late 1950's the Southern Pacific and the Union Pacific railroads were seeking ways to increase the horsepower of their locomotive's in order to help improve train speeds without having to add more locomotives to their trains. The SP was striving to improve transit times on their Sunset Route freights and was utilizing large groups of lower horsepower locomotives to do so. One method to achieve these goals was to mount two complete prime movers on one chassis. UP asked the 3 major locomotive builders at that time to submit proposals using this concept. In response, General Electric created their 5,000-horsepower U50 model, a design which utilized two 2500-horsepower prime movers. SP decided to give 3 of them a try, receiving them in the summer of 1964, but chose not to order any others. They spent the majority of their early service lives working on SP's Sunset Route and ended their SP careers in the 1970's working in drag freight service in the Los Angeles Basin in California. All three were scrapped by 1979.

There were few changes made to these units during their time on the SP but they were renumbered 3 times. We are offering them in their last assigned number series.

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Santa Fe



Era: Mid 1960's - Early 1970's (Alternate History)

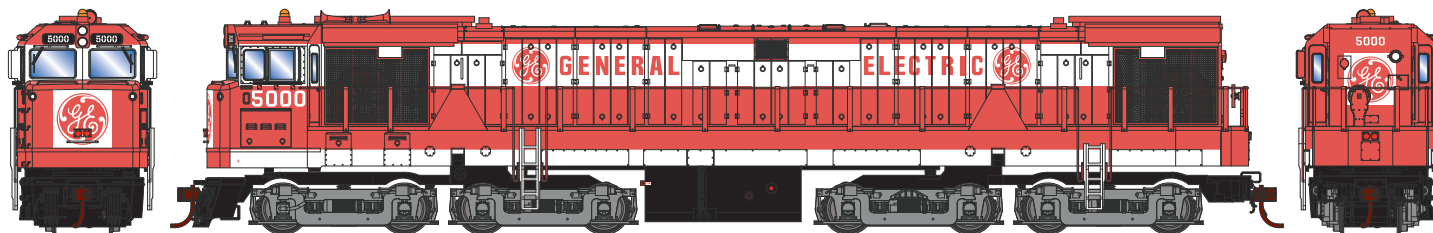
	without Sound	with Sound
U50, ATSF #1651	ATHG41082	ATHG41182
U50, ATSF #1657	ATHG41083	ATHG41183

ATSF FEATURES:

- Beacon (Flash function in DCC only)
- Classification lights (Function in DCC only)
- Number board lights
- Working Truck lights
- Separate see-through air intake grills
- MU hoses

Our Legendary Liveries series seeks to explore the "what if" questions that some folks like to indulge in. Like many other railroads in the late 1950's and early 1960's Santa Fe was looking to push the envelope in locomotive horsepower by purchasing engines like EMD's 2400-horsepower SD24, Alco's 2400-horsepower RSD-15 and GE's new ground breaking 2500-horsepower U25B in 1962. Might they have joined their western counterparts UP and SP and taken a gamble on the U50 too? We think that it looks pretty sharp in Santa Fe's dress blues.

General Electric



Era: 1960's (Alternate History)

	without Sound	with Sound
U50, GE #5000	ATHG41084	ATHG41184

GE FEATURES:

- Beacon (Flash function in DCC only)
- Classification lights (Function in DCC only)
- Number board lights
- Working Truck lights
- Separate see-through air intake grills
- MU hoses

Our Legendary Liveries series seeks to explore the "what if" questions that some folks like to indulge in. In the early 1960's GE sent their U25B's out on demonstration tours around the country in their attractive red and white paint scheme. So we wondered what if they had done the same thing with the U50? We think that the scheme looks rather striking on this massive beast of a locomotive. So is your railroad interested in maybe jumping into the horsepower race?

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Four cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Precision slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

In 1963, the diesel horsepower race had just reached 2,500 horsepower and the only way to get 5,000 horsepower was by putting two diesel engine and generator sets onto one chassis. Given the wheel slip and traction motor technology at the time, eight traction motors and powered axles were needed to convert the horsepower into pulling power. EMD had already produced the DD35, two cabless GP35s on one chassis. General Electric's answer was to do the same with two U25Bs, which created the U50.

The U50 was 83 feet 6 inches long and towered over most contemporary locomotives at 15 feet 10 inches tall. They weighed in at 559,620 pounds and produced 139,175 pounds of starting tractive effort. Inside the hood were two FDL-16 diesel engines, each with a generator, full radiator, and dynamic brake setup. The U50 rode on a two sets of two-axle AAR-B trucks mounted on a span bolster. The trucks were recycled from the scrapped gas turbines. Up front was a tall, blunt nose cab without a front walkway, which gave the U50 its unique appearance.

U50 SERIES LOCOMOTIVE FEATURES:

- Illuminated truck lights
- Illuminated number boards
- 4-cube speakers
- Minimum radius: 18" — Recommended radius: 22"
- Illuminated classification lights
- See-through air intakes

GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- 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
- Eight-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
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- Packaging securely holds the model for safe storage
- MU hoses
- See-through cab windows
- Walkway tread
- Wire grab irons



LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"



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