

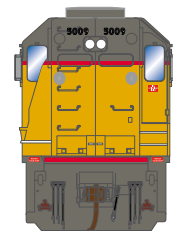
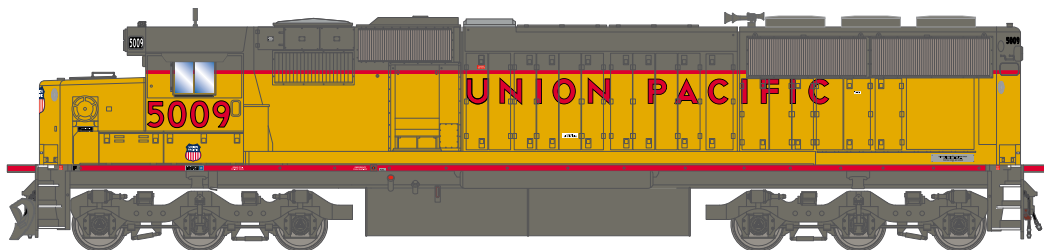
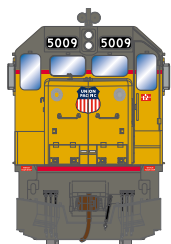


# HO SD50 Diesel Locomotive

Announced 06.23.167  
Orders Due: 7.28.17

## Union Pacific\*

ETA: June 2018



Era: Late 1980s+

### Without Sound

ATH86913	HO RTR SD50, UP #5009
ATH86914	HO RTR SD50, UP #5017
ATH86915	HO RTR SD50, UP #5023
ATH86916	HO RTR SD50, UP #5041

### With Sound

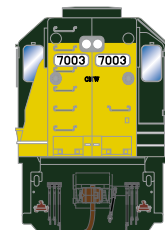
ATH86963	HO RTR SD50 w/DCC & Sound, UP #5009
ATH86964	HO RTR SD50 w/DCC & Sound, UP #5017
ATH86965	HO RTR SD50 w/DCC & Sound, UP #5023
ATH86966	HO RTR SD50 w/DCC & Sound, UP #5041

### UP FEATURES:

- Ex-Missouri Pacific
- Firecracker antenna
- Timken roller bearings
- Long hood mounted Leslie 3-chime air horn
- Small EMD snow plow
- Sunshades
- Cab side mirrors
- Rear spare knuckles

As the merger between the Missouri Pacific and Union Pacific was finalized in 1982, the "Jenks Blue" scheme was incrementally phased out with UP's "canary yellow" over any remaining MoPac owned engines. However the SD50s were delivered in the "Canary", UP yellow scheme with "Missouri Pacific" lettering. Gradually throughout the mid-late 1980s, these locomotives had the "Missouri Pacific" lettering removed, in favor of Union Pacific's own name/lettering.

## Chicago & North Western\*



Era: Mid 1991+

### Without Sound

ATH86895	HO RTR SD50, C&NW/Zito Yellow #7003
ATH86896	HO RTR SD50, C&NW/Zito Yellow #7009
ATH86897	HO RTR SD50, C&NW/Zito Yellow #7014
ATH86898	HO RTR SD50, C&NW/Zito Yellow #7029

### With Sound

ATH86945	HO RTR SD50 w/DCC & Sound, C&NW/Zito Yellow #7003
ATH86946	HO RTR SD50 w/DCC & Sound, C&NW/Zito Yellow #7009
ATH86947	HO RTR SD50 w/DCC & Sound, C&NW/Zito Yellow #7014
ATH86948	HO RTR SD50 w/DCC & Sound, C&NW/Zito Yellow #7029

### C&NW FEATURES:

- Sinclair antenna
- Hyatt roller bearings
- Cab mounted Leslie 3-chime air horn
- Small EMD snow plow
- Sunshades
- Illuminated Xenon strobe beacon
- Lighting effect DCC/sound model
- Rear spare knuckles

As a result of the search for a higher visibility paint scheme, The Chicago & North Western introduced a new paint scheme featuring a much brighter yellow, often referred to as "Zito Yellow". The new scheme included new scotchlign vinyl was much more reflective in low light conditions than previous reflective solutions. The most notable addition is the C&NW emblem applied to the nose of some locomotives such as #7003. Engines could still be found in this scheme for some time after the C&NW was merged into the Union Pacific



w/o Sound \$134.98 SRP With  Sound \$194.98 SRP

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\* Union Pacific Licensed Product



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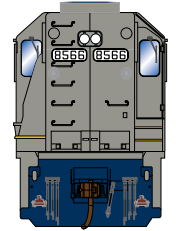
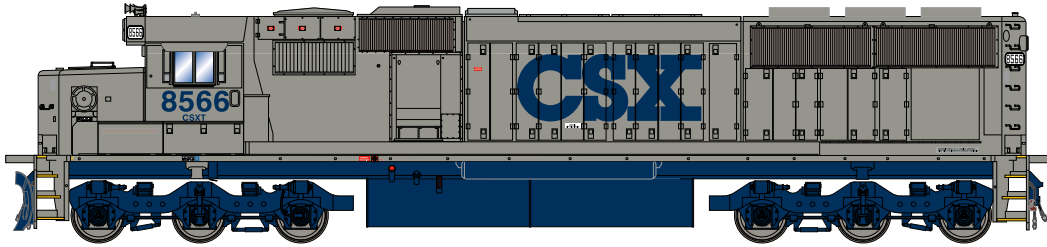


# HO SD50 Diesel Locomotive

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## CSX

ETA: June 2018



Era: 1989+

### Without Sound

- ATH86899 HO RTR SD50, CSX/Stealth #8566
- ATH86900 HO RTR SD50, CSX/Chessie Patched #8553
- ATH86901 HO RTR SD50, CSX/Chessie Patched #8557
- ATH86902 HO RTR SD50, CSX/Chessie Patched #8578

### With Sound

- ATH86949 HO RTR SD50 w/DCC & Sound, CSX/Stealth #8566
- ATH86950 HO RTR SD50 w/DCC & Sound, CSX/Chessie Patched #8553
- ATH86951 HO RTR SD50 w/DCC & Sound, CSX/Chessie Patched #8557
- ATH86952 HO RTR SD50 w/DCC & Sound, CSX/Chessie Patched #8578



Primed for Grime

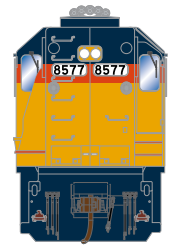
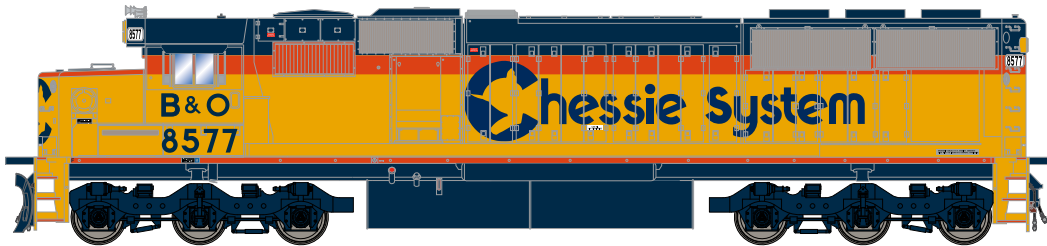
Era: Late 1980s+

Shortly before and during the time of the CSX merger, the railroad utilized their fleets of ex-Chessie(C&O) SD50 locomotives as helpers in the Cumberland, Maryland mountains. Heavy coal trains and steep grades required extra tractive effort to successfully ascend the mountain passes. The locomotives were hastily patched or sublettered for CSX and released into service, and were repainted at a later time.

### CSX FEATURES:

- Large EMD snow plow
- Timken roller bearings
- "Mail slot" battery box doors
- Cab mounted Nathan K-5 5-chime air horn
- Whip antenna
- Small sunshades
- Wind deflectors
- Patches and sublettering per prototype

## Chessie System (B&O)



Era: 1984+

### Without Sound

- ATH86891 HO RTR SD50, Chessie/B&O #8577
- ATH86892 HO RTR SD50, Chessie/B&O #8579
- ATH86893 HO RTR SD50, Chessie/B&O #8584
- ATH86894 HO RTR SD50, Chessie/B&O #8592

### With Sound

- ATH86941 HO RTR SD50 w/DCC & Sound, Chessie/B&O #8577
- ATH86942 HO RTR SD50 w/DCC & Sound, Chessie/B&O #8579
- ATH86943 HO RTR SD50 w/DCC & Sound, Chessie/B&O #8584
- ATH86944 HO RTR SD50 w/DCC & Sound, Chessie/B&O #8592

### B&O FEATURES:

- Large EMD snow plow
- Timken roller bearings
- "Mail slot" battery box doors
- Cab mounted Nathan K-5 5-chime air horn
- Whip antenna
- Small sunshades
- Wind deflectors
- Rear spare knuckles

The most modern power to prototypically wear the Chessie System paint scheme was EMD's SD50. Chessie took delivery of its SD50 fleet over the course of three orders in 1984 and 1985. The first and last group carried C&O ownership markings, while the middle group was lettered for B&O.

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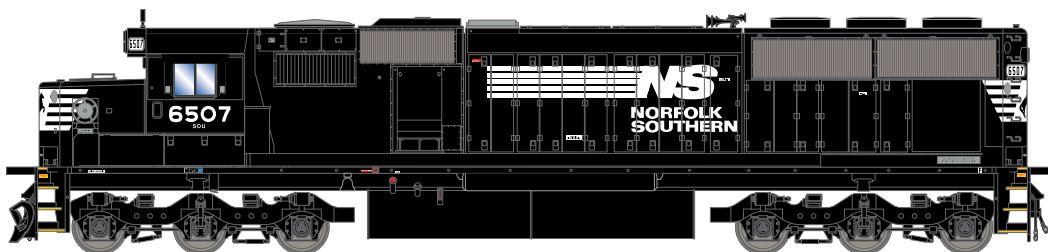


# HO SD50 Diesel Locomotive

## Norfolk Southern

Announced 06.23.167  
Orders Due: 7.28.17

ETA: June 2018



Era: 1990s+

### Without Sound

ATH86909	HO RTR SD50, NS #6507
ATH86910	HO RTR SD50, NS #6511
ATH86911	HO RTR SD50, NS #6512
ATH86912	HO RTR SD50, NS #6515

### With Sound

ATH86959	HO RTR SD50 w/DCC & Sound, NS #6507
ATH86960	HO RTR SD50 w/DCC & Sound, NS #6511
ATH86961	HO RTR SD50 w/DCC & Sound, NS #6512
ATH86962	HO RTR SD50 w/DCC & Sound, NS #6515

### NS FEATURES:

- Long hood forward
- Firecracker antenna
- Timken roller bearings
- Long hood mounted Leslie 5-chime air horn
- Small EMD snow plow
- Sunshades
- Wind deflectors

### What-If/Fantasy Paint Schemes

## Erie-Lackawanna



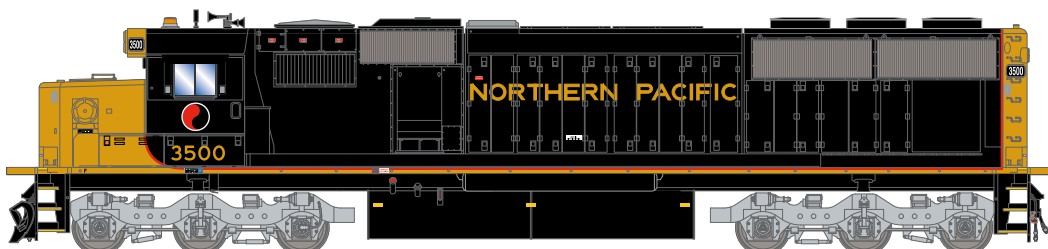
### Without Sound

ATH86903	HO RTR SD50, EL #3504
ATH86904	HO RTR SD50, EL #3517
ATH86905	HO RTR SD50, EL #3522

### With Sound

ATH86953	HO RTR SD50 w/DCC & Sound, EL #3504
ATH86954	HO RTR SD50 w/DCC & Sound, EL #3517
ATH86955	HO RTR SD50 w/DCC & Sound, EL #3522

## Northern Pacific



### Without Sound

ATH86906	HO RTR SD50, NP #3500
ATH86907	HO RTR SD50, NP #3508
ATH86908	HO RTR SD50, NP #3511

### With Sound

ATH86956	HO RTR SD50 w/DCC & Sound, NP #3500
ATH86957	HO RTR SD50 w/DCC & Sound, NP #3508
ATH86958	HO RTR SD50 w/DCC & Sound, NP #3511

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# HO SD50 Diesel Locomotive

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## All Railroads

### SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard Econami Sound by SoundTraxx
- 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
- Effect lighting (if applicable) using 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

### 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 SPECIFIC INFORMATION

The SD50 was produced in response to increasingly tough competition from GE Transportation Systems, whose Dash 7 line was proving quite successful with railroads. While EMD's SD40-2 was a reliable and trusted product, GE's line included locomotives up to 3,600 hp (2,685 kW) with more modern technology, as well as very competitive finance and maintenance deals. EMD responded throughout the SD50 program by offering discounts on large orders.

GM-EMD had previously produced 3,600 hp (2,685 kW) locomotives, the SD45 and later SD45-2, but these used huge, 20-cylinder engines with high fuel consumption, and had reliability problems when first introduced. Demand for the 45 series dropped sharply after the 1970s fuel crisis. The SD50 used an updated version of the V16 645 used in the SD40-2, uprated to 3,500 hp (2,600 kW)- and later 3,600 hp (2,685 kW) - at 950 rpm from 3,000 hp (2,240 kW) at 900 rpm. This proved to be a step too far. Due to this, many SD50s were rebuilt and/or derated to 3000hp, and gave reliable service for many years. Rebuilt versions can still be found in service today.

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### LOCOMOTIVE FEATURES:

- Fully assembled and ready-to-run
- Separately applied wire grab irons
- Separately applied air tanks
- MU hoses
- Separately applied coupler cut levers (not shown)
- Fine scale handrails molded in engineering plastic
- Etched metal windshield wipers (Not illustrated)
- Standard twin sealed-beam headlight with anti-glare shields (unless noted)
- See-through dynamic brake and radiator fans
- Curved radiator fan grab iron
- Exhaust stack
- Hood or frame mounted bell per prototype
- Detailed 4300 gallon fuel tank (unless different capacity is noted)
- HTC trucks Hyatt or Timken roller bearings (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 constant lighting so headlight brightness remains consistent
- With Sound version features Econami Sound by Soundtraxx
- 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"

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