

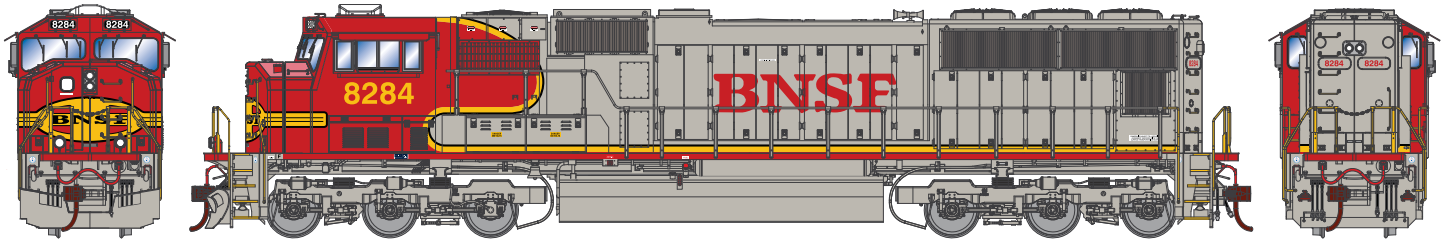


HO SD70 Series Locomotives

Announced 02.26.16
Orders Due: 03.25.16

Burlington Northern Santa Fe

ETA: December 2016



Era: 1995+

Purchased in 1997, BNSF's only order of SD75Is was numbered 8276-8301, and they bore a close resemblance to the SD75Ms, which came before. Perhaps the biggest difference was the use of the isolated cab, seen as rubber gasket running down the side of the nose. This was thought to increase crew comfort by isolating them from the noise and vibration of the engine compartment. All of the locomotives were delivered in the Santa Fe Warbonnet scheme, but with large "BNSF" letters on the side-creating a mix of old and new that was particularly suited to these locomotives. Their primary assignment was coal traffic, although it was not uncommon for them to stray westward on other types of BNSF trains.

BNSF FEATURES:

- SD75 body with turbocharger bulge on fireman's side
- Freight type brakewheel
- K-3 horn
- Isolated cab with low mount headlight

Without Sound

ATHG69219	HO SD75I, BNSF #8284
ATHG69220	HO SD75I, BNSF #8288
ATHG69221	HO SD75I, BNSF #8290
ATHG69222	HO SD75I, BNSF #8300

With Sound

ATHG69319	HO SD75I w/DCC & Sound, BNSF #8284
ATHG69320	HO SD75I w/DCC & Sound, BNSF #8288
ATHG69321	HO SD75I w/DCC & Sound, BNSF #8290
ATHG69322	HO SD75I w/DCC & Sound, BNSF #8300

- Angled cab door with window
- Octagon dome antenna
- Spare knuckles on rear pilot
- Jacking pads with AEI tags
- Large emergency fuel cutoff button
- Salem air filters
- Round dial fuel gauge located in middle of tank

CSX



Era: 2005+

These SD70Ms previously wore the EMD demonstrator scheme of burgundy with a black underframe. When they were acquired by CSX, they ran for several years before being repainted in the then-current YN2 "Bright Future" scheme, which they are depicted with here. In addition, several of the units received special names adorning the sides of the nose-all were significant places in Florida, where the SD70Ms worked frequently.

CSX FEATURES:

- SD70 body with no rear number boards
- Freight type brakewheel
- Cab with high headlight, K5LA horn, Small can antenna
- Angled cab door with window

Without Sound

ATHG69223	HO SD70M, CSX #4679
ATHG69224	HO SD70M, CSX Spirit of Mulberry #4685
ATHG69225	HO SD70M, CSX Spirit of Tampa #4688
ATHG69226	HO SD70M, CSX Spirit of Miami #4699

With Sound

ATHG69323	HO SD70M w/DCC & Sound, CSX #4679
ATHG69324	HO SD70M w/DCC & Sound, CSX Spirit of Mulberry #4685
ATHG69325	HO SD70M w/DCC & Sound, CSX Spirit of Tampa #4688
ATHG69326	HO SD70M w/DCC & Sound, CSX Spirit of Miami #4699

- Spare knuckles on rear pilot
- AEI tags mounted on sidesill
- Prime air filters
- Round dial & digital fuel gauges
- #4679 Standard YN2 w/ blue cab roof
- #4685 "Spirit of Mulberry" w/ white cab roof
- #4688 "Spirit of Tampa" w/ white cab roof
- #4699 "Spirit of Miami" with white cab roof

w/o Sound \$199.98

With Tsunami Sound \$299.98

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EMD Lease



Era: 1995+

Painted in an easily recognizable scheme, these EMD lease units wandered all over the western railroads in the mid 1990s to the 2000s. Both Southern Pacific and Union Pacific leased them in the '90s, and it was not uncommon to find them on nearly any type of train, so they are appropriate power for most western modelers of that era. Later on, the units went to CSX, but received only a patch and continued to run for several years in their leasing colors.

Without Sound

ATHG69227	HO SD70M, EMD Lease #7019
ATHG69228	HO SD70M, EMD Lease #7021
ATHG69229	HO SD70M, EMD Lease #7022
ATHG69230	HO SD70M, EMD Lease #7023

With Sound

ATHG69327	HO SD70M w/DCC & Sound, EMD Lease #7019
ATHG69328	HO SD70M w/DCC & Sound, EMD Lease #7021
ATHG69329	HO SD70M w/DCC & Sound, EMD Lease #7022
ATHG69330	HO SD70M w/DCC & Sound, EMD Lease #7023

EMD FEATURES:

- SD70 body with no rear number boards
- Freight type brakewheel
- P-3 horn
- Standard cab with high headlight
- Angled cab door with window
- Small can & whip antennas
- Prime air filters
- Round dial fuel gauge

Canadian National



Era: 1996+

Representing the only SD70Is built, Canadian National ordered 26 of these locomotives in 1996. They were all delivered painted in the single stripe scheme, featuring bold orange ends and a large "CN" adorning the side of the hood. Typical of many Canadian locomotives, they have several distinctive spotting features, such as early-style Pyle headlights mounted in the nose, ribbed front and rear anticlimbers, and the CN specified fuel tank with auxiliary waste oil retention tank. Now approaching their 20th birthday, these engines are still mainline power on the CN, and can often be found working in multiple with most other types of power, including GE Dash 8 & 9s, and EMD SD40, SD60 and SD70 series.

Without Sound

ATHG69231	HO SD70I, CN #5600
ATHG69232	HO SD70I, CN #5602
ATHG69233	HO SD70I, CN #5614
ATHG69234	HO SD70I, CN #5615

With Sound

ATHG69331	HO SD70I w/DCC & Sound, CN #5600
ATHG69332	HO SD70I w/DCC & Sound, CN #5602
ATHG69333	HO SD70I w/DCC & Sound, CN #5614
ATHG69334	HO SD70I w/DCC & Sound, CN #5615

CN FEATURES:

- SD70I body
- Freight type brakewheel
- K-3 horn
- Isolated cab with early Pyle nose mounted headlight
- Angled cab door without window
- Large & small Sinclair type antennas
- Waste oil retention tank
- Underbody plumbing
- Tab mounted AEI tags
- Spare knuckles on rear pilot
- CN style medium plow
- Ribbed front & rear anticlimbers
- Salem air filters
- Large emergency fuel cutoff button

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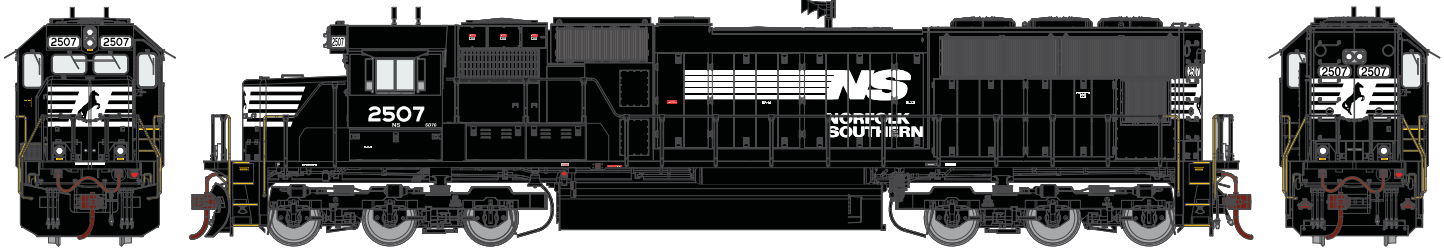


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Norfolk Southern

ETA: December 2016



Era: 1990's+

Representing their as-delivered appearance, these SD70s were built for the NS by GMDD in London, Ontario, in 1993/94. With most railroads opting for the wide-nosed safety cab for their new locomotives at this time, these NS units are unique with their standard EMD Spartan Cab-making them look much like the SD60s before. However, they have several features that set them apart, such as the Integrated Cab Electronics (ICE) bulge on the fireman's side of the nose, and HTCR radial trucks. Additionally, NS fitted them spare knuckle baskets on the walkway and dual fuel sight glasses. They were a common sight pulling intermodal and unit trains, in multiple with other NS and/or Conrail power.

- SD70 Spartan Cab body
- Standard type brakewheel
- K5 horn on bracket
- EMD Spartan Cab with ICE bulge on side of nose
- Early 3-step walkway
- Tall CSX/NS plow
- Ditch lights with angled kick plates
- Prime air filters
- Dual fuel sight glass
- Spare knuckles on rear pilot
- AEI tag mounted on side sill
- Battery charging receptacles
- Toilet hatch included in poly bag

Without Sound

ATHG69235	HO SD70, NS #2507
ATHG69236	HO SD70, NS #2512
ATHG69237	HO SD70, NS #2515
ATHG69238	HO SD70, NS #2524

With Sound

ATHG69335	HO SD70 w/DCC & Sound, NS #2507
ATHG69336	HO SD70 w/DCC & Sound, NS #2512
ATHG69337	HO SD70 w/DCC & Sound, NS #2515
ATHG69338	HO SD70 w/DCC & Sound, NS #2524

Note: As delivered, these NS SD70s were not equipped with a toilet access hatch on top of the nose; however most were retrofitted after a few years. We have included this part, prepainted in the box, for modelers to install at their discretion.

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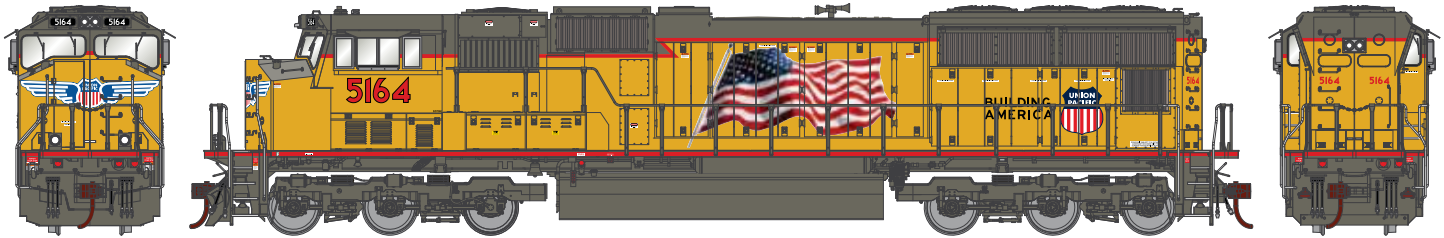


HO SD70 Series Locomotives

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ETA: December 2016

Union Pacific*



Era: 2002+

Union Pacific was the largest purchaser of the SD70M model, with over 1400 eventually on the roster. With such a large group of locomotives, there are many variations between orders.

The 5127-5231 number group-some of the last that were produced for the UP-are depicted here. These late production units feature several key characteristics including 4-panel flared radiators (which have never before been offered before), phase II cabs, & late profile fuel tanks.

Without Sound

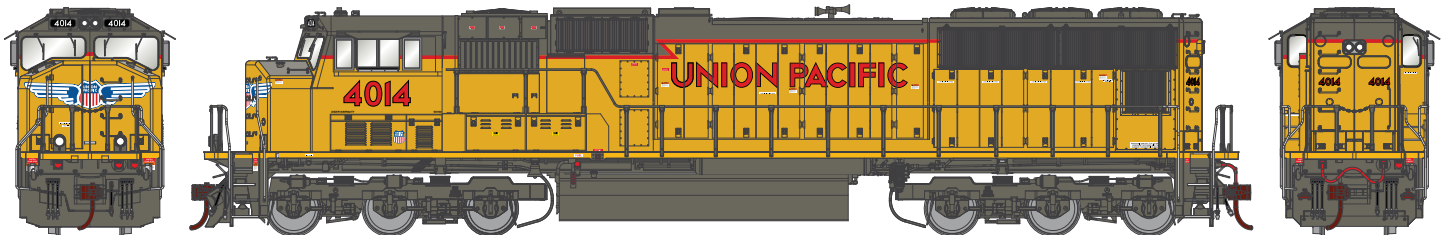
ATHG69240	HO SD70M, w/Flag UP #5164
ATHG69241	HO SD70M, w/Flag UP #5184
ATHG69242	HO SD70M, w/Flag UP #5214
ATHG69243	HO SD70M, w/Flag UP #5222

With Sound

ATHG69340	HO SD70M w/DCC & Sound, w/Flag UP #5164
ATHG69341	HO SD70M w/DCC & Sound, w/Flag UP #5184
ATHG69342	HO SD70M w/DCC & Sound, w/Flag UP #5214
ATHG69343	HO SD70M w/DCC & Sound, w/Flag UP #5222

UP FEATURES:

- SD70M phase II body with 4-panel flared radiators
- Freight type brakewheel
- Late dynamic brake intake grills
- K-3 horn
- Phase II cab
- Square nose door without window
- Can antenna & GPS dome
- Spare knuckles on rear pilot
- AEI tags mounted on the jacking pads
- UP style low plow with no doors
- Prime air filters
- Late HPCR trucks with single sanding lines



Era: 2010+

Union Pacific #4014 was, until recently, just another SD70M. Part of a group of 75 built in 2000, the unit is an example of the earlier production body without flared radiators. On April 28, 2014, Union Pacific's other 4014, the Big Boy, was sent on a trip up Cajon pass on its way to restoration in Cheyenne, Wyoming. Selected as the locomotives to pull this special train were SD70M's #4014 (to match the Big Boy's number) and #4884 (the Big Boy's Whyte notation wheel arrangement.) With the 4014 leading, the trip was made to much fanfare, and the unit became an instant celebrity.

Without Sound

ATHG69239	HO SD70M, No Flag UP #4014
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With Sound

ATHG69339	HO SD70M w/DCC & Sound, No Flag UP #4014
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UP FEATURES:

- Represents the unit as it looked pulling the Big Boy
- SD70M body with rear number boards
- Freight type brakewheel
- Late dynamic brake intake grills
- Standard cab with high headlight
- Angled cab door without window
- Can antenna & GPS dome
- Spare knuckles on rear pilot
- AEI tags mounted on the jacking pads
- UP style low plow with no doors
- Prime air filters

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All Railroads

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LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- Front / rear trainline and MU hoses with silver ends
- Coupler cut levers with loops per prototype
- Sunshades and sunshade tracks per prototype
- Roof details such as antennas, air conditioners, beacons, and conduits per prototype
- Operating ditch lights
- MU receptacles and cables per prototype
- Pilot face spare knuckles and brackets per prototype
- Early or late anticlimbers
- 3 or 4 step walkways
- AEI tags mounted on the frame or jacking pads per prototype
- Safety tread on the walkways
- Several types of fuel tanks, all featuring separate gauges, sight glasses, and breather piping
- Anti-glare panel painted on the nose
- Windshield wipers
- Tinted or clear cab windows per prototype
- Detailed and painted cab interior with control stand, display screens, detailed crew seats
- Standard or Freight-style brake wheel
- See-through radiator fans
- Lift rings
- Factory installed wire grab irons
- Fine-scale Celcon handrails for scale appearance
- Underframe mounted bell- regular or electronic
- Low mount stepwell lights (non-operating)
- Dual sanding lines
- Rear pilot drop grab iron (MU hose retainer) pre prototype
- DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector
- McHenry lower-shelf scale knuckle spring couplers
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately painted and printed paint schemes
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Incandescent bulbs for realistic appearance
- 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"

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6 (Flashing ditch lights, beacon, etc)
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE HISTORY

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

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

Continuing with previous practice, EMD built a set of Demonstrator SD70Ms, EMD 7000-7002, all equipped with the North American safety-cab (hence the "M" in their model designation), and decked out in an attractive gray, silver, and burgundy paint scheme. These units travelled all over North America, showing off the latest technology from EMD. Eastern giant Norfolk Southern liked what it saw, and was the first to order SD70s, but with a twist; instead of having them equipped with the increasingly popular (and soon to be standard) "M" cab, they opted for standard, or "Spartan" cabs on their initial orders. The first production SD70s, NS 2501-2506, built in 1993, were quickly followed by additional units; NS 2507-2531, also built in 1993, and NS 2532-2556, built in 1994. They could be found in a variety of assignments over the NS system, and even saw run-through service on connecting roads, such as Southern Pacific, making appearances on the West Coast.

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