

**BRAND NEW TOOLING - FIRST TIME IN GENESIS!**

## Athearn Genesis EMD SD50

EMD introduced the new 3,500 horsepower SD50 in May of 1981 as part of their planned "50 Series". The SD50 was, in essence, a transition model of the 1970s era Dash 2 series of locomotive. The microprocessor-equipped SD60 and SD70 would continue through the end of the 1980s and into the 1990s.

The SD50 was originally produced by EMD as an immediate response to General Electric's Dash 7 line of locomotives, which were becoming more favorable with current roads--providing more competition for EMD. While EMD's current SD40-2 model provided a reliable locomotive for most class 1 railroads at the time, GE Transportation was gaining more inroads with the 3,600hp Dash 7s. The Dash 7s boasted more modern technology and GE Transportation was providing competitive financing and maintenance programs to assist purchasers of their offerings. While EMD's SD45 and SD45-2s- with their 3,600 horsepower- were successful, the large 20-cylinder engines were not fuel-efficient. This lack of efficiency- alongside reported issues of early reliability-caused many railroads to rethink their motive power support. This was further magnified in the 1970s when the fuel crisis impacted general transportation as well as the railroad industry.

In May of 1981, EMD unveiled the new SD50 which would feature an updated version of the V16 645 from the venerable SD40-2, upgraded to 3,500 hp at 900rpm. The SD50 had a longer frame and much longer long hood than its predecessors. Other improvements came in the way of moving the dynamic brake resistors for the dynamic brake grille from the traditional location above the prime mover to a cooler temperature location in front of the engine compartment air intakes, closer to the electrical switchgear. This, in turn, separated them from other systems, resulting in simplified maintenance for both the prime mover as well as the electrical system.

In all, nine class 1 and one international railroad ordered the EMD SD50 including; Baltimore and Ohio (Chessie System), 20 unit numbers 8576 – 8595; Chicago & Northwestern, 35 unit numbers 7000 – 7034; Chesapeake & Ohio (Chessie System), 43 unit numbers 8553 – 8575 and 8624 – 8643; Conrail, 135 unit numbers 6700 – 6834; Denver & Rio Grande Western, 17 unit number 5501 – 5517; Kansas City Southern, 10 unit numbers 704 – 713; Missouri Pacific, 60 unit numbers 5000 – 5059; Seaboard System, 81 unit numbers 8500 – 8552 and 8596 – 8623; Norfolk Southern, 20 unit numbers 6506 – 6525 and 5 units were built for export to Australia for the Hamersly Iron railroad. A grand total of 426 units were produced when production ceased in Feb of 1986.

The Athearn Genesis SD50 fills a void for the modeler of the 1980s and 1990s and is a direct response to the requests we have received over the years. The model will feature Genesis-level detailing such as a detailed cab interior, truck side frames with animated Timken or static Hyatt bearings, LED headlights, operating class-lights (where applicable), operating ditch lights (where applicable), operating number boards, operating ground lights, prototype specific antennas, horns, bells, and other road name-specific spotting features. The Athearn Genesis SD50 will also serve to fill the void between the Dash 2 models of the late 1970s and the modern microprocessor locomotives of the later 20th Century and beyond.

### First Release Roads

*Chessie (Baltimore & Ohio)*

*CSX*

*Kansas City Southern*

*Chicago and North Western*

*Denver & Rio Grande Western*

*Missouri Pacific*



Photo: J Harlen Wilson White River Productions

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## Chessie System



Era: 1984+

SD50, BO #8578  
SD50, BO #8581  
SD50, BO #8595

|                      |                   |
|----------------------|-------------------|
| <b>without Sound</b> | <b>with Sound</b> |
| ATHG-1833            | ATHG-1851         |
| ATHG-1834            | ATHG-1852         |
| ATHG-1835            | ATHG-1853         |

### BO FEATURES:

- As-delivered appearance
- 4000 gallon fuel tank
- EMD HTC trucks with animated Timken bearings
- Chessie "mail slot" battery box doors
- Early frame with diagonal pilot cutouts and rounded anticlimbers
- Art and colors depicted with cooperation from Chessie System resources
- Nathan K5 horn
- Long hood-mounted bell

Baltimore and Ohio (Chessie System) ordered twenty SD50s between July and August of 1984 (while 43 went to C&O in 2 orders). Numbered #8576 – 8595 these units would be among some of the last units to wear the Chessie System Enchantment Blue, Vermilion and Yellow. Many of the SD50s would soldier on into the CSX era and wear various patches before eventually receiving full repaints.

## Denver & Rio Grande Western \*



Era: 1984+

SD50, DRGW #5501  
SD50, DRGW #5510  
SD50, DRGW #5515

|                      |                   |
|----------------------|-------------------|
| <b>without Sound</b> | <b>with Sound</b> |
| ATHG-1836            | ATHG-1854         |
| ATHG-1837            | ATHG-1855         |
| ATHG-1838            | ATHG-1856         |

### DRGW FEATURES:

- Nathan K5 horn
- Long hood-mounted bell
- EMD HTC trucks with animated Timken bearings
- Chessie "mail slot" battery box doors with added screens
- Early frame with diagonal pilot cutouts and rounded anticlimbers
- 4000 gallon fuel tank
- Nose gyalight (Effect in DCC)

The Denver and Rio Grande Western purchased 17 SD50s from EMD in the late summer of 1984. Built with Chessie System specs, these units were delivered with K5LA horns, "mail slot" battery boxes and hood-mounted bells however the gyalights D&RGW was so well known for were absent. Gyalights however were soon added to SD50 units #5501 – 5517 once officially on the property. Our models will include the familiar operating nose gyalights (DCC version only) and rail frogs.

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**CSX**



Era: 1991+

Era: 1991+

- SD50, CSXT #8556
- SD50, CSXT #8563
- SD50, CSXT #8564
- SD50, CSXT #8567

- |                      |                   |
|----------------------|-------------------|
| <b>without Sound</b> | <b>with Sound</b> |
| ATHG-1839            | ATHG-1857         |
| ATHG-1840            | ATHG-1858         |
| ATHG-1841            | ATHG-1859         |
| ATHG-1842            | ATHG-1860         |

**CSXT FEATURES:**

- Ex-C&O (Chessie)
- 4000 gallon fuel tank
- Chessie "mail slot" battery box doors
- Freshly repainted appearance (1991+)
- EMD HTC trucks with animated Timken bearings
- Art and colors depicted with cooperation from CSX resources
- Early frame with diagonal pilot cutouts and rounded anticlimbers
- Nathan K5 horn
- Long hood-mounted bell

When CSX was formed, the SD50s were only a few years old and still wearing their as-delivered Chessie System paint. Eventually as maintenance was performed, many of these patched units would receive a full YN2 paint scheme either from EMD or CSX's own Huntington shop. We are offering both versions for CSX modelers who model the early 1990s with subtle differences between them. These SD50's are from the C&O #8553-8575 class and feature removed class lights, K5 horn, and expert approved artwork and colors.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#8556** Huntington repaint with black anticlimbers, lower "CSX" body placement, removed class lights on both ends, original style number board font
- **#8563** EMD repaint with blue anticlimbers, upper "CSX" body placement, class light plates on both ends, CSX replacement style number board font
- **#8564** EMD repaint with blue anticlimbers, upper "CSX" body placement, class light plates on both ends, CSX replacement style number board font
- **#8567** EMD repaint with blue anticlimbers, upper "CSX" body placement, class light plates on both ends, CSX replacement style number board font

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## Chicago and North Western\*



Era: Late 1985+

SD50, CNW #7004  
SD50, CNW #7015  
SD50, CNW #7022

|                      |                   |
|----------------------|-------------------|
| <b>without Sound</b> | <b>with Sound</b> |
| ATHG-1843            | ATHG-1861         |
| ATHG-1844            | ATHG-1862         |
| ATHG-1845            | ATHG-1863         |

**CNW FEATURES:**

- As-delivered appearance
- EMD HTC trucks with Hyatt bearings
- 4500 gallon fuel tank
- Xenon strobe (Effect in DCC)
- Late EMD battery box doors with dual louvers
- Late frame with vertical pilot cutouts and blunt anticlimbers
- Leslie 3-chime horn
- CNW triangular antenna
- Frame-mounted bell

Chicago and North Western purchased 35 SD50s between November and December of 1985 and numbered them #7000 – 7034. Most of these units wore their as-delivered scheme into the 1995 Union Pacific purchase. We are offering this first run as they appeared when Chicago North Western first received them. They feature a cab strobe light, unique triangular antenna, early stepwells, and handrails without step guard.

## Missouri Pacific\*



Era: 1984+

SD50, MP #5014  
SD50, MP #5049

|                      |                   |
|----------------------|-------------------|
| <b>without Sound</b> | <b>with Sound</b> |
| ATHG-1846            | ATHG-1864         |
| ATHG-1847            | ATHG-1865         |

**MP FEATURES:**

- As-delivered appearance
- Xenon strobe light (Effect in DCC)
- Newly-tooled Leslie 3-chime horn
- EMD HTC trucks with animated Timken bearings
- Late EMD battery box doors with dual louvers
- Late frame with vertical pilot cutouts and blunt anticlimbers
- Frame-mounted bell
- 4500 gallon fuel tank
- Truck mounted spare knuckles

When the Missouri Pacific took delivery of its 60 SD50s in November and December of 1984, #5000 – 5059, the as delivered units wore the corporate colors of Armour yellow and Harbor Mist Gray. MP was now part of the Union Pacific family in one of the largest mergers in history at that point. These "Canaries" as they were to be known by railfans looked to share the same color scheme as the Union Pacific, however there were some distinguishing paint differences between MP and UP locomotives. All MP locomotives featured the Missouri Pacific spelled out on the long hood in MP "North Little Rock" font, the trucks were painted gray rather than silver and the anti-glare panel on top of the short hood painted gray rather than the UP's green. After 1986, operations between the MP and UP consolidated and complete control was acquired by the UP in 1997 and the units were eventually repainted with full UP lettering.

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## Kansas City Southern



Era: 1981+

SD50, KCS #704  
SD50, KCS #707  
SD50, KCS #713

| without Sound | with Sound |
|---------------|------------|
| ATHG-1848     | ATHG-1866  |
| ATHG-1849     | ATHG-1867  |
| ATHG-1850     | ATHG-1868  |

**KCS FEATURES:**

- As-delivered appearance
- Leslie 5-chime horn
- Newly-tooled offset cab headlight with warning light (Effect in DCC)
- EMD HTC trucks with Hyatt bearings
- Early EMD battery box doors with single louvers
- Dual Xenon strobe lights (Effect in DCC)
- Early walkway with notched frame and rounded blower housing
- Large exhaust stack
- Frame-mounted bell
- 4500 gallon fuel tank

After experimenting with 4 testbed EMD SD40X's built in 1979, Kansas City Southern ordered the first production run of the SD50 produced from late May into June of 1981. They featured an early notched frame, rounded blower housing, large exhaust stack, dual cab mounted strobes and a front warning light with offset headlights. KCS numbered their fleet of SD50s #704 – 713 and were painted in the then standard white scheme with large red letters. While #705 was wrecked and off the roster by February of 1994, the others soldiered on, many receiving the gray "ghost" scheme before being sold off or retired.

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### All Road Names

#### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- 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

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Originally produced by EMD as an immediate response to General Electric’s Dash 7 line of locomotives which were becoming more favorable with current roads—providing more competition for EMD. While EMD’s current SD40-2 model provided a reliable locomotive for most class 1 railroads at the time, GE Transportation was gaining more inroads with the 3,600hp Dash 7s. The Dash 7s boasted more modern technology and GE Transportation was providing competitive financing and maintenance programs to assist purchasers of their offerings. While EMD’s SD45 and SD45-2s - with their 3,600 horsepower were successful, the large 20-cylinder engines were not fuel-efficient. This lack of efficiency, alongside reported issues of reliability, caused many railroads to rethink their motive power provider. This was further magnified in the 1970s when the fuel crisis impacted general transportation as well as the railroad industry.

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#### SD50 SERIES LOCOMOTIVE NEW FEATURES:

- New tooling from the rails up!
- New bodies with correct door placement and weld marks
- Early or late handrail placement
- HTC or Flexicoil trucks with Hyatt or animated Timken bearings
- Correct dynamic brake intake and exhaust grille placement
- Single or dual conduit fans
- Rounded or blunt anticlimbers with or without MU cutouts
- 4000 or 4500 gallon fuel tanks with fuel fillers, fuel gauges, & breather pipes; correct gauge and filler placement
- Operating Class Lights (Where equipped based on prototype)
- Operating Number boards
- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- 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
- 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
- Packaging securely holds the model for safe storage
- Minimum radius: 22”
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



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