



HO SD70 Series Locomotives

Announced 06.26.15
Orders Due: 07.24.15

Conrail

ETA: June 2016



Era: 1998+

Without Sound

ATHG69192 HO SD70, CR #2558
 ATHG69193 HO SD70, CR #2560
 ATHG69194 HO SD70, CR #2569
 ATHG69195 HO SD70, CR #2577

With Sound

ATHG69292 HO SD70 w/DCC & Sound, CR #2558
 ATHG69293 HO SD70 w/DCC & Sound, CR #2560
 ATHG69294 HO SD70 w/DCC & Sound, CR #2569
 ATHG69295 HO SD70 w/DCC & Sound, CR #2577

CONRAIL FEATURES:

- Early dynamic brake grills
- Integrated Cab Equipment (ICE) equipment bulge on low nose
- Nathan Airchime K5LAR24 horn
- EMD Spartan cab detailed with corresponding interior
- Toilet hatch
- Standard battery boxes
- Cab AC unit
- Cab mounted Sinclair antenna on bracket
- Long hood: Firecraker antenna on small bracket with Conrail locotrol antenna conduit and box
- Walkway-mounted spare knuckle basket
- Spartan cab 4-step walkway
- Sidesill-mounted AEI tags
- Non illuminated engineer's side ground light
- Spare knuckles and holders on rear pilot
- Drop grab irons (MU hose holders) on rear pilot
- Early jacking pads
- Front / Rear flat-top ditch lights with angle kick plates
- Front ditch lights alternate when horn is blown on DCC/sound version
- EMD low plow
- Early anticlimbers
- Front / Rear MU receptacles with light brown cables
- Large EFCO button
- Early 5000 gallon fuel tank with stem-mounted fuel gauge and dual sight glasses
- Non illuminated LSL lights

Illinois Central



Era: Late 1990s+

Without Sound

ATHG69196 HO SD70, IC #1021
 ATHG69197 HO SD70, IC #1025
 ATHG69198 HO SD70, IC #1032
 ATHG69199 HO SD70, IC #1037

With Sound

ATHG69296 HO SD70 w/DCC & Sound, IC #1021
 ATHG69297 HO SD70 w/DCC & Sound, IC #1025
 ATHG69298 HO SD70 w/DCC & Sound, IC #1032
 ATHG69299 HO SD70 w/DCC & Sound, IC #1037

IC FEATURES:

- Early dynamic brake grills
- Integrated Cab Equipment (ICE) equipment bulge on low nose
- Nathan P5 horn
- EMD Spartan cab detailed with corresponding interior
- Toilet hatch
- IC late battery boxes
- Cab mounted Sinclair and small can antennas
- Walkway-mounted spare knuckle basket
- Spartan cab 4-step walkway
- Non illuminated engineer's side ground light
- Sidesill-mounted AEI tags
- Spare knuckles and holders on rear pilot
- Drop grab irons (MU hose holders) on rear pilot
- Early jacking pads
- Front / Rear flat-top ditch lights with angle kick plates
- CSX/NS style tall plow
- Early anticlimbers
- Front / Rear MU receptacles with light brown cables
- Large EFCO button
- Early speed recorder
- Early 5000 gallon fuel tank with digital fuel gauge and single sight glass

ROAD NUMBER FEATURES:

#1021, 1025: Low cab handrail
 #1032: Standard cab handrail
 #1037: Late-angled cab handrail

w/o Sound \$199.98

With Tsunami® Sound \$299.98

* These items are subject to Horizon's MAP policy



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New York, Susquehanna and Western



Era: 1995+

Without Sound

ATHG69200	HO SD70M, NYS&W #4050
ATHG69201	HO SD70M, NYS&W #4052
ATHG69202	HO SD70M, NYS&W #4054

With Sound

ATHG69300	HO SD70M w/DCC & Sound, NYS&W #4050
ATHG69301	HO SD70M w/DCC & Sound, NYS&W #4052
ATHG69302	HO SD70M w/DCC & Sound, NYS&W #4054

NYS&W FEATURES:

- Early Dynamic Brake Grilles
- Nathan K5HR-24 horn
- Single grab iron on top of cab
- Right side nose door with window
- Small firecracker and small can-type antennas on cab
- Early 4-step walkway
- Non illuminated ground lights
- Early jacking pads
- Round top ditch lights front and rear
- Front ditch lights alternate when horn is blown on DCC/sound version
- SP-style tall snowplow
- MU receptacles w/ yellow MU cables front and rear
- Early 5000 gallon fuel tank
- Stem-mounted fuel gauge and early sight glass

Santa Fe



Era: 1995+

Without Sound

ATHG69211	HO SD75M, ATSF #200
ATHG69212	HO SD75M, ATSF #205
ATHG69213	HO SD75M, ATSF #211
ATHG69214	HO SD75M, ATSF #248

With Sound

ATHG69311	HO SD75M w/DCC & Sound, ATSF #200
ATHG69312	HO SD75M w/DCC & Sound, ATSF #205
ATHG69313	HO SD75M w/DCC & Sound, ATSF #211
ATHG69314	HO SD75M w/DCC & Sound, ATSF #248

ATSF FEATURES:

- These were some of the last Santa Fe lettered engines built before the BNSF merger
- SD75M body with turbo "bulge"
- Early dynamic brake grills
- Nathan 3 chime horn
- Two grab irons on cab roof
- Tinted cab windows
- Right side nose door without window
- Short sunshade brackets
- Large and small Sinclair antennas
- SD75M 4-step walkway
- Spare knuckles and holders on rear pilot
- Drop grab irons (MU hose holders) on rear pilot
- Low-tab mounted AEI tags
- Early jacking pads
- Front round top ditch lights
- EMD low plow
- MU receptacles w/ yellow MU cables front and rear
- Late 5000 gallon fuel tank
- Stem-mounted fuel gauge and late sight glass

Check next Month for the Norfolk Southern repainted ex ATSF SD75Ms

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Southern Pacific

ETA: June 2016



Era: 1994+

Without Sound

ATHG69203	HO SD70M, SP #9805
ATHG69204	HO SD70M, SP #9810
ATHG69205	HO SD70M, SP #9821
ATHG69206	HO SD70M, SP #9824

With Sound

ATHG69303	HO SD70M w/DCC & Sound, SP #9805
ATHG69304	HO SD70M w/DCC & Sound, SP #9810
ATHG69305	HO SD70M w/DCC & Sound, SP #9821
ATHG69306	HO SD70M w/DCC & Sound, SP #9824

SP FEATURES:

- Early Dynamic Brake Grilles
- Nathan 3 chime horn
- Single grab iron on top of cab
- Right side nose door with window
- Small can-type antenna on cab
- 3-step walkway
- Spare knuckles and holders on rear pilot
- SP truck mounted spare knuckle box on rear truck
- Drop grab irons (MU hose holders) on rear pilot
- Low-tab mounted AEI Tags
- Battery charging receptacles front and rear
- Early jacking pads
- Front angle-top ditch lights
- SP-style tall snowplow
- MU receptacles w/ white MU cables front and rear
- SP 4900 gallon fuel tank w/ corner reinforcements
- Stem-mounted fuel gauge and early sight glass

Union Pacific



Era: Late 2002+

Without Sound

ATHG69207	HO SD70M w/Flared Radiators , UP #4873
ATHG69208	HO SD70M w/Flared Radiators , UP #4908
ATHG69209	HO SD70M w/Flared Radiators , UP #4884
ATHG69210	HO SD70M w/Flared Radiators , UP #4921

With Sound

ATHG69307	HO SD70M w/Flared Radiators w/DCC & Sound, UP #4873
ATHG69308	HO SD70M w/Flared Radiators w/DCC & Sound, UP #4908
ATHG69309	HO SD70M w/Flared Radiators w/DCC & Sound, UP #4884
ATHG69310	HO SD70M w/Flared Radiators w/DCC & Sound, UP #4921

UP FEATURES CONTINUED:

- High headlight with single roof grab iron
- Late desktop cab interior
- Small and large cab side mirror
- Short sunshades with track
- Nathan AirChime K3 air horn
- SD70/75M series battery box door
- Late dynamic brake grille intake
- 2-panel radiator intake grille
- Phase II 2-speed "Q" fans
- Late 4-step walkway
- Early jacking pads including AEI tag
- Truck light details (non-operating)
- HTCR-II steerable trucks
- Late speed recorder
- Late 5,000 gallon fuel tank
- L-shaped breather down pipe
- Late fuel tank breather down pipe
- Stem mounted dial type fuel gauge
- Prime air dryer
- Prime air filter set with pipe
- Large EFCO button

UP FEATURES:

- Illuminated round top ditch lights
- Late SD70M flared carbody with offset turbocharger doors (2-door)
- EMD low snowplow without door
- PTC Antenna Array
- Without nose window
- Tall round sand fill
- Standard "M" cab

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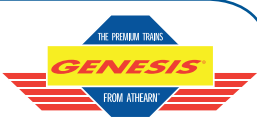
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* Union Pacific Licensed Product



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All Railroads

ETA: June 2016

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 Code 55 and larger rail
- 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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