

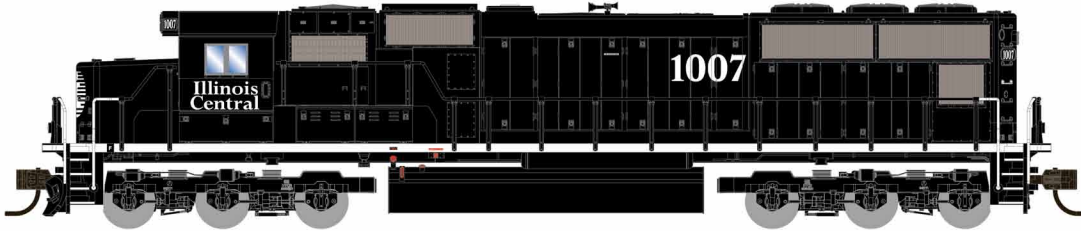
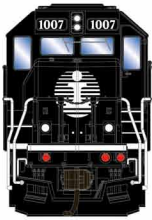


# N EMD SD70

Announced 7.26.19  
Orders Due: 08.30.19

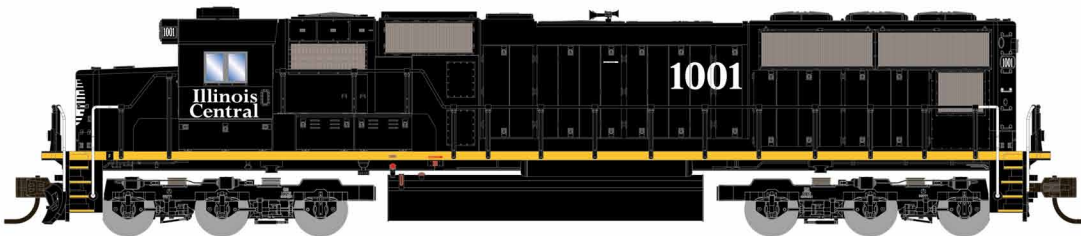
ETA: July 2020

## Illinois Central



Era: 1990s+

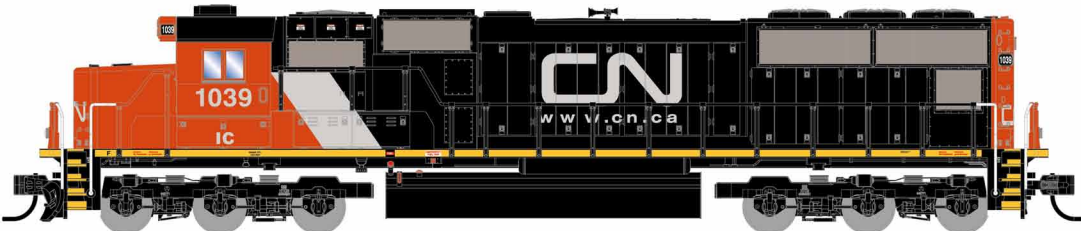
ATH3068	N SD70, IC White Stripe #1007
ATH3069	N SD70, IC White Stripe #1010
ATH3070	N SD70, IC White Stripe #1015
ATH3099	N SD70, IC White Stripe #1006



Era: 2000s+

ATH3088	N SD70, IC Yellow Stripe #1001
ATH3089	N SD70, IC Yellow Stripe #1009
ATH3090	N SD70, IC Yellow Stripe #1028

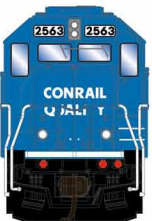
## Canadian National



Era: 2000s+

ATH3000	N SD70, CN #1039
ATH3040	N SD70, CN #1004
ATH3046	N SD70, CN #1009
ATH3058	N SD70, CN #1037

## Conrail



Era: 1990s+

ATH3064	N SD70, CR #2563
ATH3065	N SD70, CR #2565
ATH3066	N SD70, CR #2570
ATH3067	N SD70, CR #2577

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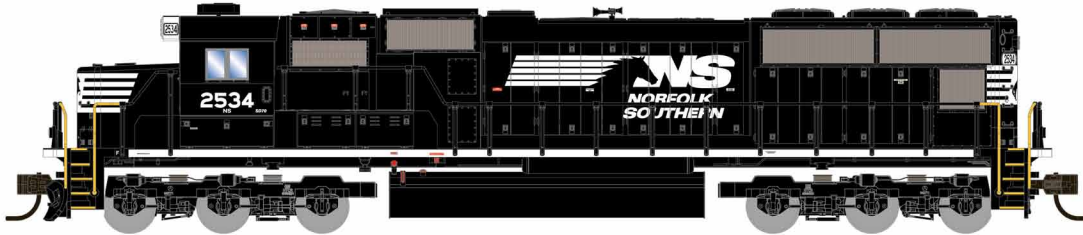
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# N EMD SD70 Norfolk Southern

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Orders Due: 08.30.19

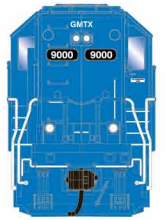
ETA: July 2020



Era: Late 1990s+

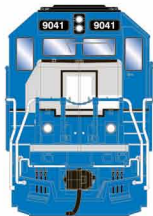
ATH3079	N SD70, NS Horse Head #2534
ATH3080	N SD70, NS Horse Head #2540
ATH3081	N SD70, NS Horse Head #2543
ATH3082	N SD70, NS Horse Head #2552

## Electro-Motive Diesel



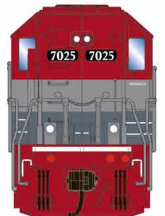
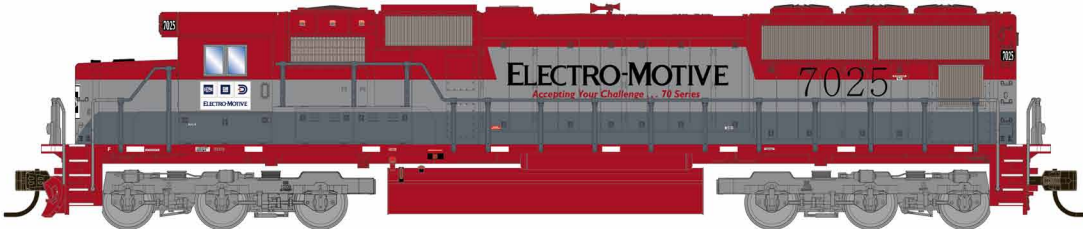
Era: 2005+

ATH3094	N SD70, GMTX EMD Demo #9000
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Era: 2005+

ATH3083	N SD70, GMTX EMD Demo #9041
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Era: 2000+

ATH3091	N SD70, EMD Demo #7025
ATH3092	N SD70, EMD Demo #7026
ATH3093	N SD70, EMD Demo #7027

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# N EMD SD70

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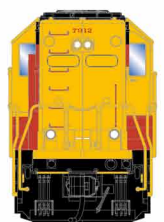
## National Railway Equipment



Era: 1990s+

ATH3095	N SD70, NREX #5462
ATH3096	N SD70, NREX #5465
ATH3097	N SD70, NREX #5470
ATH3098	N SD70, NREX #5477

## Southern Pacific Santa Fe



Era: 1990s+

ATH3084	N SD70, SPSF #7912
ATH3085	N SD70, SPSF #7918
ATH3086	N SD70, SPSF #7927
ATH3087	N SD70, SPSF #7943

## All Road Names

### PROTOTYPE AND BACKGROUND INFO:

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.

### LOCOMOTIVE FEATURES:

- See-through cab windows
- Factory installed Celcon handrails
- 5-pole motor with precision-machined flywheels and multi-link drive train for trouble free operation
- DCC Ready (Board replacement decoder required; available separately.)
- Illuminated front and rear headlights
- Nickel plated, blackened machined wheels
- Wheel contours operate on all popular brand of track
- Replacement parts available

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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