

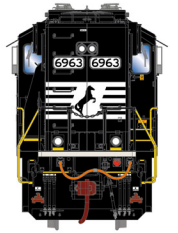
HO SD60E Diesel Locomotive

Norfolk Southern

Announced 2.08.19
Orders Due: 3.15.19
 ETA: December 2019



Photo: jbscustomartwork - <https://www.youtube.com/watch?v=hgAKZncn3YY>



Era: 2014+

Without Sound

ATHG65208 HO SD60E, NS GoRail #6963
 ATHG65200 HO SD60E, NS #9-1-1

With Sound

ATHG65258 HO SD60E w/DCC & Sound, NS GoRail #6963
 ATHG65250 HO SD60E w/DCC & Sound, NS #9-1-1

#6963:

- 4500 gallon EMD fuel tank

#9-1-1:

- 3900 gallon EMD fuel tank

NS FEATURES:

- Cab mounted PTC antenna array
- NS designed snow plow
- Prototypical cab panel louver arrangement
- Front or rear ditch lights (depending on direction of travel) alternate when horn is blown on DCC/Sound versions
- NS "Horsehead" cutouts on blower duct kick plate per prototype
- Special commemorative packaging for each paint scheme



w/o Sound \$249.98_{SRP} With *Tsunami* 2 Sound \$339.98_{SRP}

These items are subject to Horizon's MAP policy



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Photo: Shermanta - https://www.youtube.com/watch?v=3SGeV4B_920



Era: 2014+

Without Sound

- ATHG65209 HO SD60E, NS #6917
- ATHG65210 HO SD60E, NS #6934
- ATHG65211 HO SD60E, NS #7035

With Sound

- ATHG65259 HO SD60E w/DCC & Sound, NS #6917
- ATHG65260 HO SD60E w/DCC & Sound, NS #6934
- ATHG65261 HO SD60E w/DCC & Sound, NS #7035

#6917:

- PTC antenna array roof
- 4000 gallon NS rebuilt fuel tank

#6934:

- PTC antenna array roof
- Rounded cab side windows
- 4000 gallon NS rebuilt fuel tank

#7035:

- PTC antenna array roof
- Long handrails isolated from cab
- 3900 gallon EMD fuel tank



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HO SD60E Diesel Locomotive

Norfolk Southern

Announced 8.24.18
Orders Due: 3.15.19

ETA: December 2019



Photo: Patrick B. Harris III - <https://www.flickr.com/photos/96383454@N00/>



Era: 2014+

Without Sound

| | | |
|-----------|--------------------|---|
| ATHG65205 | HO SD60E, NS #6904 | |
| ATHG65206 | HO SD60E, NS #6985 | 2 nd chance, pre-orders carry over |
| ATHG65207 | HO SD60E, NS #7019 | |

With Sound

| | | |
|-----------|----------------------------------|---|
| ATHG65255 | HO SD60E w/DCC & Sound, NS #6904 | |
| ATHG65256 | HO SD60E w/DCC & Sound, NS #6985 | 2 nd chance, pre-orders carry over |
| ATHG65257 | HO SD60E w/DCC & Sound, NS #7019 | |

#6904:

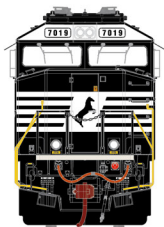
- Roof mounted Sinclair antenna
- Different louver arrangement on cab sub-base doors as per prototype
- 4000 gallon NS rebuilt fuel tank

#6985:

- PTC antenna array roof
- 4000 gallon NS rebuilt fuel tank

#7019:

- PTC antenna array roof
- Long handrails isolated from cab
- 4500 gallon EMD fuel tank



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All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Frame-mounted, high-fidelity 1" premium speaker
- 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

Beginning in early 2010, NS SD60 #6653 entered the Juniata shops in Altoona, PA as what would be the first of 240 planned units of the SD60E Capital Rebuild Program for Norfolk Southern. Following in August the same year, SD60s #6567 & #6576 were retired and destined for the SD60E program that was planned to continue through 2019. Mechanically, the original prime mover, a 16-cylinder 710G3, remained but was thoroughly rebuilt to 710G3B specs and rerated to 4,000 horsepower. The original shaft-driven air compressor was replaced with a new motor-driven compressor. All-new electrical cabinets and wiring coupled with EMD's EM2000 microprocessor controls was installed, along with D99BTR traction motors. A new split-cooling system helps the SD60E meet Tier 0+ emission requirements and reduce fuel consumption by an estimated 5% as compared to an older SD60 model. The SD60E's tractive effort is rated at 109,000 pounds while an un-rebuilt SD60 is rated at 96,320-100,000 pounds.

Externally while most of the SD60's carbody remained intact, the program included the installation of a completely new cab, offering crews better crash protection. The original SD60 cab weighs 3,800 pounds compared to 12,500 pounds for the new cab. A more spacious work environment is available with the new cab of the SD60E. This cab was designed by NS with input from outside consultants and train crews. Fabricated by Curry Railroad Supply, a local vendor, it looks unlike anything else on U.S. rails with its pronounced numberboard/headlight housing and flat front with a centered cab door.

The first unit was finally released for service on November 15, 2010, carrying road number 6900. In March 2011, 6901 was released, followed by 6902 in June of that year. These three units gave NS mechanical personnel valuable feedback as the units toured the system, enduring "real life" testing.

In March 2012, the fourth SD60E emerged from Juniata as one of the 12 units initially funded for the program. But the pace of the remanufacturing process picked up as initial teething problems were addressed. The units soon met the carrier's expectations and began entering revenue service on a regular basis.

Diesel Era Vol. 25 #5 Sept/Oct 2014

LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- **LED lighting including:**
 - Headlights
 - Illuminated deck mounted ditchlights front and rear
 - Numberboards
 - Ground lights above front trucks
- Long hood mounted Nathan 5-chime air horn
- Sunshades
- Rounded or rectangular cab windows per prototype
- Flexible rubber multiple unit (MU) hoses with silver glad hands
- Flexible rubber front and rear trainline air hose with silver glad hands
- **Step wells feature separately applied individual see through photo-etch steps**
- Coupler cut levers with loops
- Anticlimbers
- Safety tread on the walkways
- Anti-glare panel painted on the nose
- Factory applied photo-etch windshield wipers & lift rings
- See through and tinted cab windows
- Detailed and painted cab interior with control stand, display screens, detailed crew seats
- See-through radiator fans
- Factory installed wire grab irons
- Fine-scale handrails for scale appearance
- Underframe mounted E-bell
- HT-C trucks with Timken bearings
- DCC-ready features Quick Plug™ plug-and-play technology with **21-pin connector**
- McHenry 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
- 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"

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