



HO SD60E Diesel Locomotive Norfolk Southern

Announced 07.28.17
Orders Due: 8.25.17
ETA: March 2018

ALL NEW TOOLING



Era: 2014+ Photo: Tim Blaisdell

Without Sound

ATHG65200 HO SD60E, NS #9-1-1

With Sound

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

NS 9-1-1 FEATURES:

- 3900 gallon EMD fuel tank
- Cab mounted PTC antenna array
- NS designed snow plow
- Horse head style blower duct kick plate
- Different cab panel louver arrangement per prototype



Era: 2012+ Photo: Matt Martin

Without Sound

ATHG65201 HO SD60E, NS #6906

ATHG65202 HO SD60E, NS #6939

ATHG65203 HO SD60E, NS #6952

With Sound

ATHG65251 HO SD60E w/DCC & Sound, NS #6906

ATHG65252 HO SD60E w/DCC & Sound, NS #6939

ATHG65253 HO SD60E w/DCC & Sound, NS #6952

NS STANDARD BLACK FEATURES:

#6906, #6939, and #6952:

- NS built 4000 gallon fuel tank
- Roof mounted sinclair antennas
- NS designed snow plow
- Different cab panel louver arrangement per prototype

w/o Sound \$219.98_{SRP} With Tsunami² Sound \$309.98_{SRP}

These items are subject to Horizon's MAP policy



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All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Frame mounted 1" high fidelity 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 6653 entered Juniata shop for 240 units planned through 2019. In August 2010, two SD60s (6567 and 6576) were retired and ear-marked for the SD60E program. Mechanically, the original prime mover, a 16-cylinder 710G3 model remained, but it 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, were installed, along with D99BTR traction motors. A new split-cooling system helps the SD60E meet Tier 0+ emissions requirements and reduce fuel consumption by an estimated 5 percent as compared to an older SD60 model. The SD60E's tractive effort is rated at 109,000 pounds – unrebuilt SD60s are rated at 96,320-100,000 pounds.

Externally while most of the SD60's carbody remained intact during the remanufacturing process, the program included installation of a completely new cab. Offering crews more protection – the original SD60 cab weighs 3,800 pounds versus 12,500 pounds for the new cab – as well as a spacious work environment, the cab – 59 square feet versus 74 square feet in the SD60E – 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.

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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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