HO SD60E Diesel Locomotive
Norfolk Southern

Announced 2.08.19
Orders Due: 3.15.19
ETA: December 2019

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 $249.98SRP  With Tsunami2 Sound $339.98SRP

These items are subject to Horizon’s MAP policy

Photo: jscustomartwork - https://www.youtube.com/watch?v=hgAKZncn3YY
HO SD60E Diesel Locomotive
Norfolk Southern

Announced 2.08.19
Orders Due: 3.15.19
ETA: December 2019

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

w/o Sound $219.98\text{SRP}  \text{With Tsunami}^2\text{ Sound $309.98\text{SRP}}

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HO SD60E Diesel Locomotive
Norfolk Southern

Announced 8.24.18
Orders Due: 3.15.19
ETA: December 2019

Without Sound
ATHG65205 HO SD60E, NS #6904
ATHG65206 HO SD60E, NS #6985
ATHG65207 HO SD60E, NS #7019

With Sound
ATHG65255 HO SD60E w/DCC & Sound, NS #6904
ATHG65256 HO SD60E w/DCC & Sound, NS #6985
ATHG65257 HO SD60E w/DCC & Sound, NS #7019

Era: 2014+

#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

2nd chance, pre-orders carry over

w/o Sound $219.98 SRP
With Tsunami®2 Sound $309.98 SRP

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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.

**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 rated 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.

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