

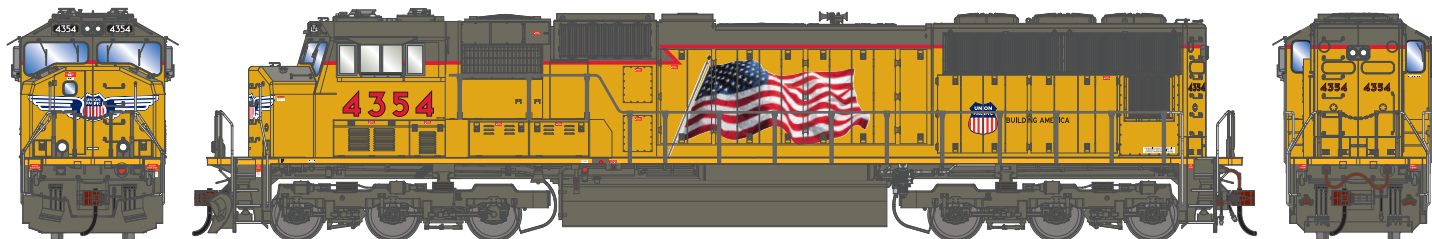
**Union Pacific\***



Era: 2015+



Era: Late-2000s+



Era: 2013+

	<b>without Sound</b>	<b>with Sound</b>	<b>UP FEATURES:</b>
SD70M, UP #3971	ATHG-1586	ATHG-1607	• Front pilot mounted ditch lights
SD70M, UP #3973	ATHG-1587	ATHG-1608	• 5000 gallon fuel tank
SD70M, UP #4354	ATHG-1590	ATHG-1611	• Front EMD low snowplow

Within UP's large fleet of SD70Ms, variations exist in paintwork as well as build details. Later-production units feature modified cabs and flared radiators; some recent repaints feature the American flag and "Building America" slogan.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#3971** "Replacement" equipment doors under cab (lighter yellow), K3LA horn
- **#3973** "Replacement" equipment doors under cab (lighter yellow), K3LA horn, PTC antennas
- **#4354** Flat radiators, non-standard K5LA horn, PTC Antennas, repainted with flag and "Building America" slogan

\$ \_\_\_\_\_ w/o SOUND | \$ \_\_\_\_\_ w/ **Tsunami<sup>2</sup>** SOUND

These items are subject to Horizon's MAP policy

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## Union Pacific\*



Era: Mid-2010s+

SD70M, UP #4090  
SD70M, UP #4293

<b>without Sound</b>	<b>with Sound</b>
ATHG-1588	ATHG-1609
ATHG-1589	ATHG-1610

**UP FEATURES:**

- Flat radiators
- Front round-top ditch lights
- Standard sunshades
- Standard bell
- PTC antennas
- K3LA horn
- Freight-style brake wheel

Union Pacific had by far the largest fleet of SD70Ms, eventually acquiring 1,452 of the locomotives. As some of these units approach almost 25 years in service, time and the elements have taken their toll on the paintwork.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#4090** “Replacement” equipment doors under cab (lighter yellow), “replacement” door under right side radiator section with partial “Building America” lettering, “replacement” 1st radiator fan, slightly-faded paintwork
- **#4293** “Peeling” paint on top of cab and carbody, slightly-faded paintwork

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**Progress Rail Services Corp.**



Era: 2021+

	<b>without Sound</b>	<b>with Sound</b>
SD70M, PRLX #2636	ATHG-1591	ATHG-1612
SD70M, PRLX #2643	ATHG-1592	ATHG-1613

**PRLX FEATURES:**

- Front plow
- Nathan K5LAR24 horn
- Flared 4-panel radiators
- Offset turbocharger doors
- Front and rear deck mounted ditch lights
- Spare knuckles on rear plot

In addition to being a subsidiary of Caterpillar since 2006, Progress Rail Services (PRLX) has offered a wide variety of used EMD locomotives for lease, including these Ex-Norfolk Southern SD70M locomotives.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#2636** Ex-NS 2636
- **#2643** Ex-NS 2643

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## RJ Corman



Era: 2023+



Era: 2023+

	without Sound	with Sound	RJCC FEATURES:
SD70M, RJCC #1973	ATHG-1593	ATHG-1614	• Flared 4-panel radiators
SD70M, RJCC #2023	ATHG-1594	ATHG-1615	• PTC antennas
SD70M, RJCC #2645	ATHG-1595	ATHG-1616	• K5LA horn
SD70M, RJCC #2648	ATHG-1596	ATHG-1617	• Front and rear ditch lights (alternate with horn activation on DCC/sound version)

RJ Corman Railroad operates 19 short line railroads covering 1350 miles of track in 11 states. RJ Corman acquired a group of former NS SD70M units in 2023.

### ROAD NUMBER SPECIFIC FEATURES:

- **#1973** 50th anniversary paint scheme
- **#2023** 50th anniversary paint scheme
- **#2645** Standard paint scheme, large cab side numbers
- **#2648** Standard paint scheme, small side numbers

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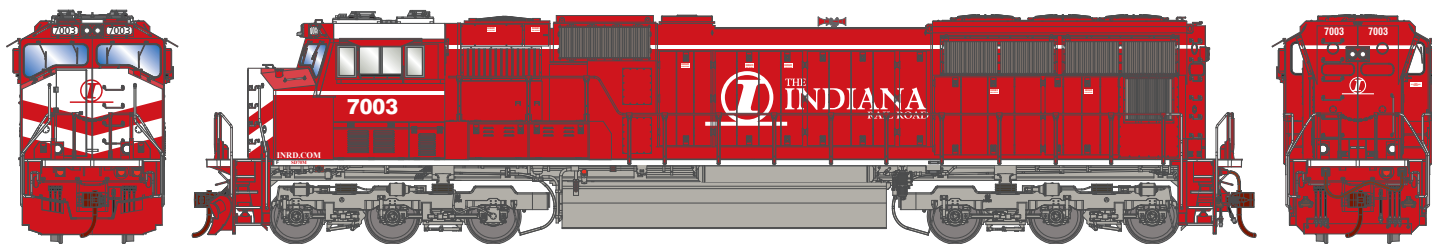
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## Indiana Rail Road



Era: 2023+

SD70M, INRD #7003	<b>without Sound</b>	<b>with Sound</b>
SD70M, INRD #7004	ATHG-1597	ATHG-1618
SD70M, INRD #7008	ATHG-1598	ATHG-1619
	ATHG-1599	ATHG-1620

### INRD FEATURES:

- Flared 4-panel radiators
- PTC antennas
- K5LA horn
- Front and rear ditch lights  
(alternate with horn activation on DCC/sound version)

A Class II railroad, the Indiana Rail Road operates several rail lines in Indiana and Illinois- over 500 miles of track, most of it former ICG. Headquartered in Indianapolis, they also reach Chicago via trackage rights and have connections with most Class I railroads.

INRD acquired several former NS SD70M units in 2023.

## Western Pacific\*



Era: 2000+ (alternate history)

SD70M, WP #3703	<b>without Sound</b>	<b>with Sound</b>
SD70M, WP #3707	ATHG-1600	ATHG-1621
	ATHG-1601	ATHG-1622

### WP FEATURES:

- Flat radiators
- Front round-top ditch lights
- Freight-style brake wheel
- M-5 Horn
- Standard sunshades
- Standard bell

The Western Pacific is a beloved fallen flag road, well-known for its rugged route and for hosting the famed "California Zephyr" passenger train. Although the WP ceased to exist as a standalone entity in 1982, with these SD70M units, the "Feather River Route" can still exist in modern times on your model pike.

(Six axle locos on the WP? In its time, the WP was an exclusive user of 4-axle power; however, 6-axle power was used on run-through trains over the WP without incident, so these units will be right at home - especially with their radial trucks.)

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## Arizona & California



Era: 2000+ (alternate history)

SD70M, ARZC #1000	<b>without Sound</b>	<b>with Sound</b>	<b>ARZC FEATURES:</b>	<ul style="list-style-type: none"> <li>• Flat radiators</li> <li>• Front round-top ditch lights</li> <li>• Freight-style brake wheel</li> <li>• M-5 Horn</li> <li>• Standard sunshades</li> <li>• Standard bell</li> </ul>
SD70M, ARZC #1002	ATHG-1602	ATHG-1623		
	ATHG-1603	ATHG-1624		

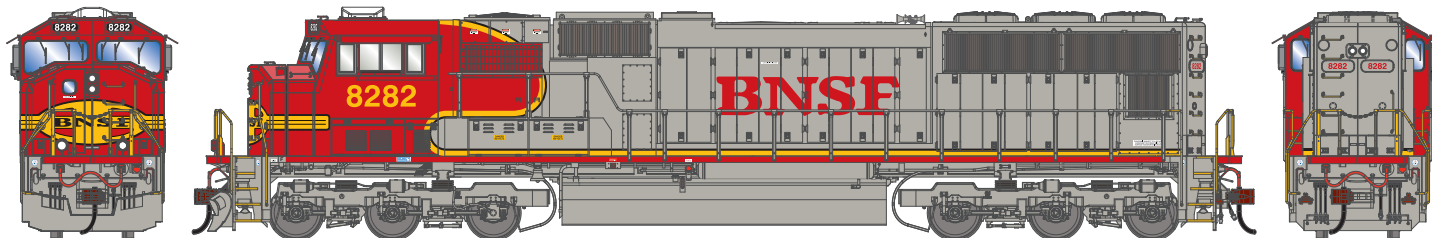
The Arizona and California, originally known as the Arizona & California Railway, was initially constructed in the early 20th century and its original main line opened in 1907 connecting Matthe with Parker, Arizona. Shortly after the railroad began operations it became an affiliate of the Santa Fe, and eventually became wholly owned by the much larger Class 1.

By the late 1980s, the Santa Fe was looking to shed unprofitable and low density branch and secondary lines along its system. This would include the former A&C lines, which was sold to David Parkinson of the ParkSierra RailGroup in May, 1991. The line's motive power was then painted in the attractive green-and-cream livery of this company.\*

While the ARZC is now owned by Genesee and Wyoming, we're offering these "what-if" SD70Ms in the popular ParkSierra RailGroup green and cream scheme, as though they had continued under this guise into the 21st century.

\*Arizona & California Railroad. American. (n.d.). <https://www.american-rails.com/arzc.html>

## Burlington Northern Santa Fe



Era: 1997+

SD75I, BNSF #8282	<b>without Sound</b>	<b>with Sound</b>	<b>BNSF FEATURES:</b>	<ul style="list-style-type: none"> <li>• Front plow</li> <li>• Nathan K3LA 3-Chime horn on square bracket</li> <li>• Isolated cab</li> <li>• Turbo bulge</li> <li>• 4-Step ATSF/BNSF style walkway</li> <li>• Front deck mounted ditch lights</li> <li>• Spare knuckles on rear plot</li> </ul>
SD75I, BNSF #8285	ATHG-1604	ATHG-1625		
SD75I, BNSF #8298	ATHG-1605	ATHG-1626		
	ATHG-1606	ATHG-1627		

At 4,300 hp., the SD75I offered a 300 hp increase over the previous SD70 locomotives. In addition to the increase in power, the "I" model featured an "isolated cab" which reduced noise and vibration. This type of cab is recognized by a seam separating the nose and cab components. This seam is the rubber that damps vibration and cuts down on noise, because the cab is not attached directly to the frame on the unit.

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### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 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
- Precision slow speed control
- 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

### PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust



### LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

### PROTOTYPE AND BACKGROUND INFO:

Continuing upon the successful SD60-series, in 1992 EMD debuted the next step in locomotive evolution with the SD70-series. While outwardly similar at first glance to the SD60M, the D.C.-drive SD70M 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 traveled all over North America, showing off the latest technology from EMD. Atchison Topeka and Santa Fe railroad requested a 4300 horsepower version resulting in the SD75M. As production continued, EMD incorporated their new "Whisper Cab" design resulting in the SD751. The updated cab SD751 was purchased by Santa Fe successor Burlington Northern and Santa Fe, Canadian National, and the Ontario Northland.

### SD70 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- MU stands
- Lift rings
- Walkway tread
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- Speed recorder unless noted
- EMD HTCR trucks, early with hidden bearings, or late with exposed bearings per prototype
- See-through cab windows and full cab interior
- Fine-scale Celcon handrails for scale appearance
- Body-mounted McHenry® scale knuckle couplers - Kadee® compatible
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- 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
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- LED lighting for realistic appearance
- 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"
- Flexible Trainline and MU hoses
- Windshield wipers
- Wire grab irons
- Sanding lines

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