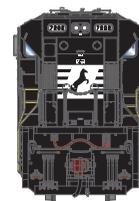
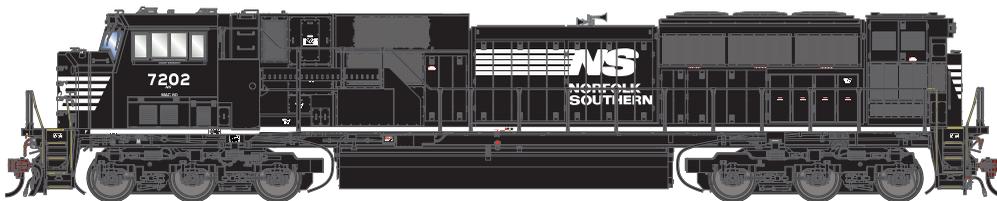
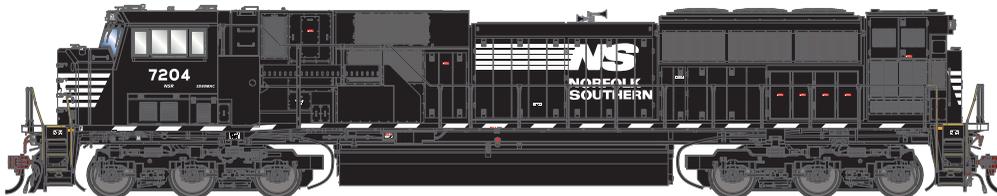


## Norfolk Southern



Era: 2000s+



Era: 2000s+

SD80MAC, NS #7202  
SD80MAC, NS #7204

<b>without Sound</b>	<b>with Sound</b>
ATHG-2890	ATHG-2935
ATHG-2891	ATHG-2936

**NS FEATURES:**

- Former CR repaints; original NS logo
- Different antenna, horn, and warning label placements per road number

Conrail's 30 SD80MACs were split up in 1999, with Norfolk Southern getting 17 units (numbered 7200–7216). They were the first AC traction units on the NS. Many of them wore patched CR colors, but a few early repaints featured the original NS logo.

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\*Items listed are subject to cancellation if pre-order minimum production quantities are not met.

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## CSX



Era: 2000s+



Era: 2000s+



Era: 2000s+

SD80MAC, CSXT #0804  
SD80MAC, CSXT #810  
SD80MAC, CSXT #812

without Sound	with Sound
ATHG-2892	ATHG-2937
ATHG-2893	ATHG-2938
ATHG-2915	ATHG-2939

### CSX FEATURES:

- YN3 Scheme
- Different GPS dome placement per road number
- Unique 0804 offered for first time

CSX received 13 of Conrail's SD80MACs. Starting in the early 2000s, they were repainted into the YN3 scheme.

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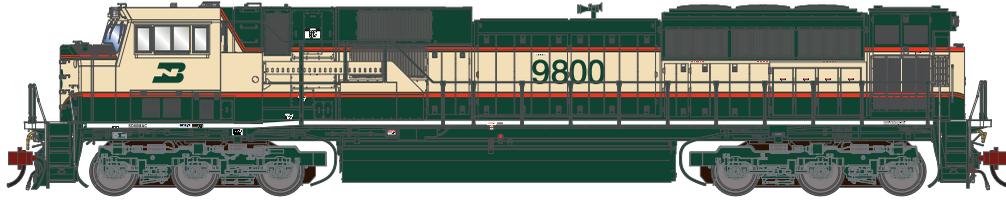
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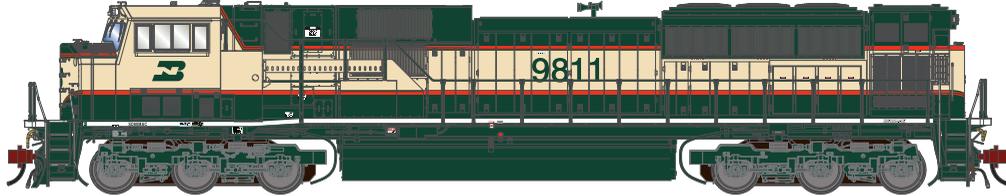
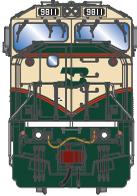
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## Burlington Northern



Era: 1995+ (alternate)



Era: 1995+ (alternate)

SD80MAC, BN #9800  
SD80MAC, BN #9811

without Sound	with Sound
ATHG-2916	ATHG-2940
ATHG-2917	ATHG-2941

Burlington Northern was a pioneer of AC traction technology, testing EMD's SD60MAC before placing a large order for the SD70MAC production version. They were also no stranger to 20-cylinder locos, operating numerous SD45s and F45s in the 1970s.

What if BN decided to take the next step in horsepower after the SD70MAC? Here is what these units would have looked like in Grinstein Green.

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## Wisconsin Central



Era: 1995+ (alternate)



Era: 1995+ (alternate)

SD80MAC, WC #8000  
SD80MAC, WC #8002

without Sound	with Sound
ATHG-2918	ATHG-2942
ATHG-2919	ATHG-2943

WC was well-known for fielding a group of secondhand EMD 20-cylinder models- long after most roads had sidelined them.

Decked out in WC maroon and gold, these units could have been the absolute pinnacle of the EMD 20-cylinder prime mover on the WC.

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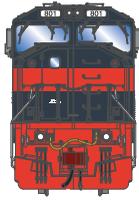
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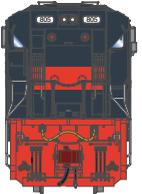
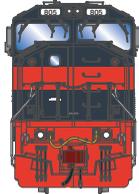
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## Guilford



Era: 1995+ (alternate)



Era: 1995+ (alternate)

SD80MAC, ST #801  
SD80MAC, ST #805

without Sound	with Sound
ATHG-2920	ATHG-2944
ATHG-2921	ATHG-2945

Guilford's Springfield Terminal subsidiary had prior experience with EMD 20-cylinder models- they operated a fleet of second-hand SD45s of NW and SOU heritage. Guilford liked to buy their locomotives second-hand, but here's our take on what a charcoal grey and orange SD80MAC would have looked like.

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## Chessie System



Era: 1995+ (alternate)



Era: 1995+ (alternate)

SD80MAC, CO #9000  
SD80MAC, CO #9008

without Sound	with Sound
ATHG-2922	ATHG-2946
ATHG-2923	ATHG-2947

Chessie was a big user of EMD power, and had purchased a sizeable group of SD50s prior to their merger into CSX in 1986.

If they had remained independent into the 90s, it's possible that they would have looked for unit-reduction options for their coal trains, and followed in Conrail's footsteps with their own SD80MACs.

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## Great Northern



Era: 1995+ (alternate)



Era: 1995+ (alternate)

SD80MAC, GN #5000  
SD80MAC, GN #5009

without Sound	with Sound
ATHG-2924	ATHG-2948
ATHG-2925	ATHG-2949

GN was synonymous with the EMD SD45. They owned the first production units, including #400 "Hustle Muscle", as well as their cowl-bodied F45 cousins.

Had GN remained its own entity into the 1990s, here is what a resurgence of EMD 20-cylinder power might have looked like on that road.

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- Onboard DCC decoder with SoundTraxx Tsunami2 sound
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- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- 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

### PROTOTYPE SPECIFIC INFORMATION

With the increase in available adhesion and tractive effort due to AC-traction technology, an unofficial horsepower race between the two dominant locomotive builders was on.

The SD80MAC was the first EMD locomotive to utilize a V20 engine since the SD45 series. For Conrail, the SD80MACs were the first AC-traction diesel locomotives on the roster. These locomotives became Conrail's choice for handling long and heavy coal trains on their Pittsburgh and Boston Lines, also over their Allegheny Mountain routes in Pennsylvania, West Virginia, Virginia, and New York.

After the split-up of Conrail in 1999, the SD80MACs went to CSX Transportation, and Norfolk Southern. Eventually NS traded with CSX to acquire the remaining SD80MACs becoming the sole operator of these models to date.

### SD80MAC SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- Illuminated ground lights above front trucks, front and rear walkway lights, and number boards
- Etched, see-through walkway steps
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Body-mounted McHenry® operating scale knuckle couplers
- 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
- LED Lighting for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and -printed paint schemes
- Packaging securely holds the model for safe storage
- Minimum radius: 18" — Recommended radius: 22"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines

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### 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?"

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