

## Union Pacific\*



Era: 1998-2006

Era: 1998-2006

Era: 1998-2006

Era: 1998-2006

	without Sound	with Sound
SD90MAC, UP #8501	ATHG-2542	ATHG-2566
SD90MAC, UP #8502	ATHG-2543	ATHG-2567
SD90MAC, UP #8505	ATHG-2544	ATHG-2568
SD90MAC, UP #8506	ATHG-2545	ATHG-2569

### UP FEATURES:

- Early production Phase I
- "Rebuilt" body with revised hood doors and conductor's side walkway details

Union Pacific first took delivery of their "Phase I" SD90MAC-Hs in 1997. The first unit was numbered 8160, but was quickly renumbered. Debuting EMD's new 265-H prime mover, UP hoped that their high power rating would allow for unit reductions on their trains. Shortly after delivery, UP began rebuilding the units with modified hood doors and walkway equipment, as depicted on this version.

**\$294.99 w/o SOUND | \$399.99 w/ Tsunami2 SOUND**

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

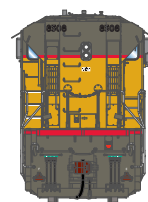
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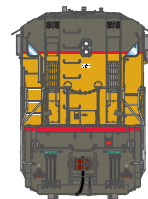
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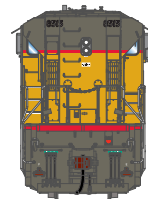
## Union Pacific\*



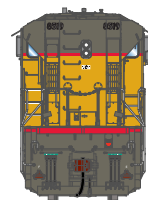
Era: 1997-2002



Era: 1997-2002



Era: 1997-2002



Era: 1997-2002

	without Sound	with Sound
SD90MAC, UP #8508	ATHG-2546	ATHG-2570
SD90MAC, UP #8511	ATHG-2547	ATHG-2571
SD90MAC, UP #8515	ATHG-2548	ATHG-2572
SD90MAC, UP #8519	ATHG-2549	ATHG-2573

### UP FEATURES:

- Late production Phase I
- As-delivered details and paint

The second group of Phase I SD90MACs ordered by the UP featured several minor design changes versus the first group, as EMD attempted to refine its product.

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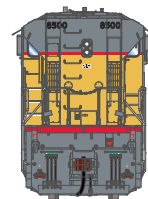
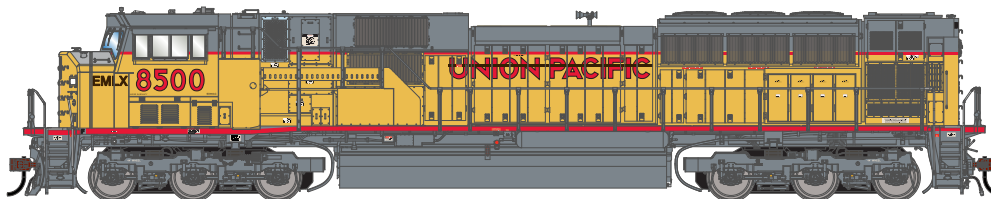
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## Electro-Motive Division Leasing



Era: 2006+

SD90MAC, EMLX #8500    **without Sound**    **with Sound**  
ATHG-2550    ATHG-2574

### EMLX FEATURES:

- "Rebuilt" body with revised hood doors and conductor's side walkway details

Starting in the mid 2000s, several of the UP SD90MAC units ended up in lease service. EMLX 8500 was the only phase I SD90MAC-H unit to carry EMLX markings.

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\$294.99 w/o SOUND | \$399.99 w/ **Tsunami2** SOUND

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## Union Pacific\*



Era: 2006+

Era: 2006+

Era: 2006+

SD90MAC, UP #8928  
SD90MAC, UP #8929  
SD90MAC, UP #8931

without Sound	with Sound
ATHG-2551	ATHG-2575
ATHG-2552	ATHG-2576
ATHG-2553	ATHG-2577

### UP FEATURES:

- "Rebuilt" body with revised hood doors and conductor's side walkway details

Later in their lives, the UP SD90MACs received numbers in the 89XX series.

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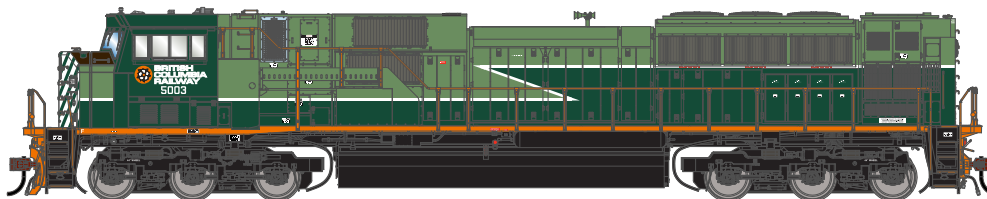
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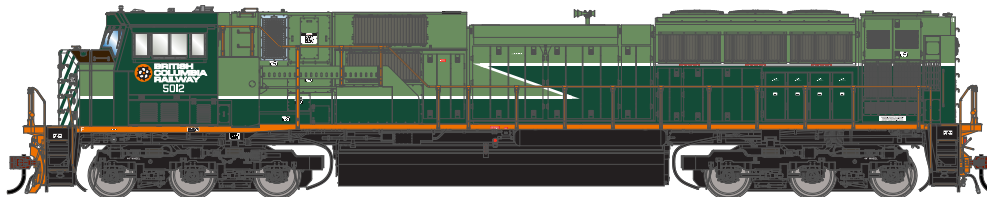
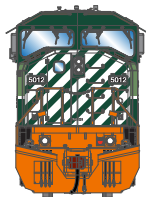
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## BC Rail



Era: 2000s+ (Alternate history)



Era: 2000s+ (Alternate history)

	without Sound	with Sound
SD90MAC, BCOL #5003	ATHG-2554	ATHG-2578
SD90MAC, BCOL #5012	ATHG-2555	ATHG-2579

British Columbia Rail, formerly Pacific Great Eastern, is a government-owned railroad in British Columbia. In 2004, they leased their freight operations to Canadian National. After this point, their equipment was gradually repainted into the CN scheme- but what if they had remained independent for a while longer?

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## Missouri-Kansas-Texas \*



	without Sound	with Sound
SD90MAC, MKT #800	ATHG-2558	ATHG-2582
SD90MAC, MKT #807	ATHG-2559	ATHG-2583

MKT was an esteemed Class I carrier which was headquartered in Dallas, TX. The line was merged with the UP in 1988, but many modelers have fond memories of the line. What would their motive power have looked like in the modern era?

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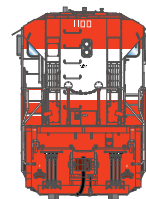
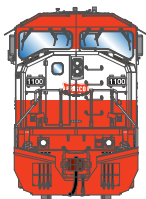
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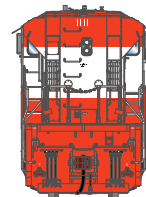
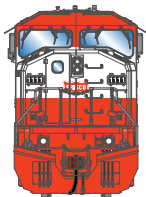
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## Frisco



Era: 2000s+ (Alternate history)



Era: 2000s+ (Alternate history)

### without Sound    with Sound

SD90MAC, SLSF #1100

ATHG-2560

ATHG-2584

SD90MAC, SLSF #1111

ATHG-2561

ATHG-2585

The St. Louis-San Francisco Railway operated more than 6000 miles of track by the time they were merged with the BN in 1980. Had the system remained independent, here's what could have been on the EMD order books in the early 2000s.

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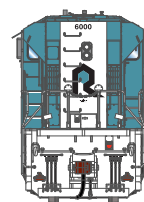
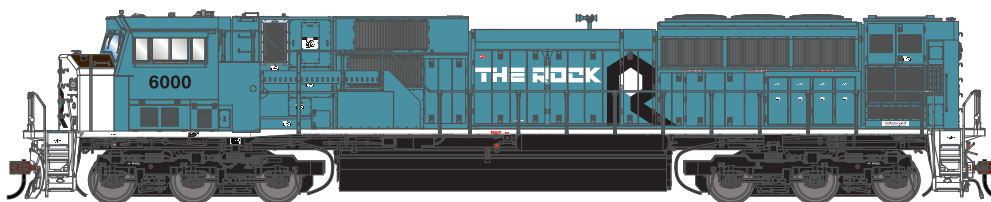
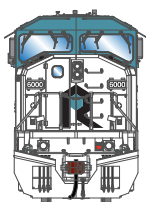
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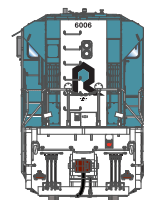
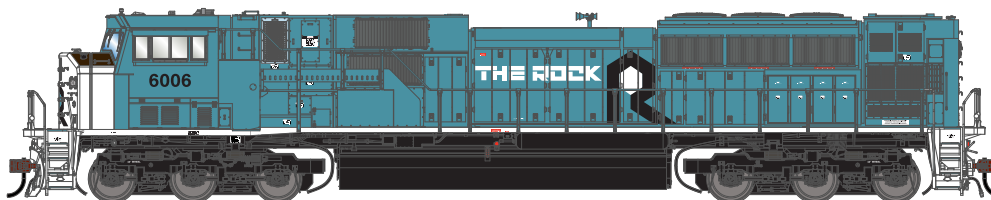
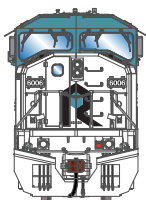
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## Rock Island



Era: 2000s+ (Alternate history)



Era: 2000s+ (Alternate history)

	without Sound	with Sound
SD90MAC, RI #6000	ATHG-2562	ATHG-2586
SD90MAC, RI #6006	ATHG-2563	ATHG-2587

The Chicago, Rock Island and Pacific Railroad was a famed midwestern carrier that operated in some form from 1847 to 1980. After the road went bankrupt, its lines and equipment were scattered piecemeal, but fond memories remained of the line's varied and eclectic motive power. Here's our take on modern locos for The Rock, ready to speed another grain train down to the port of Galveston.

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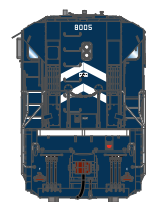
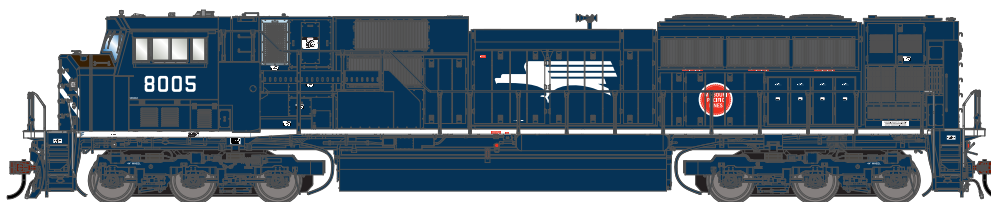
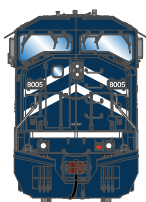
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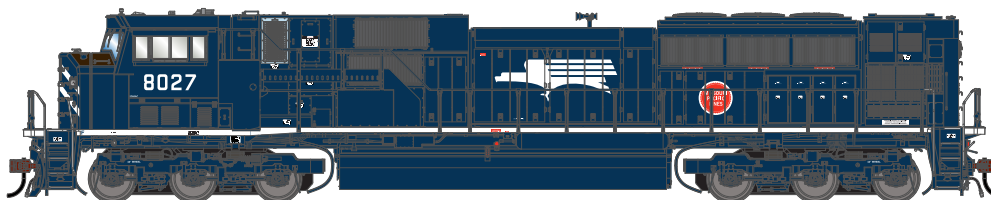
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## Missouri Pacific\*



Era: 2000s+ (Alternate history)



Era: 2000s+ (Alternate history)

	without Sound	with Sound
SD90MAC, MP #8005	ATHG-2564	ATHG-2588
SD90MAC, MP #8027	ATHG-2565	ATHG-2589

The "MoPac" was one for the first railroads in the US to operate west of the Mississippi. They merged into the UP in 1982- but what if an independent MP had survived into the modern era?

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## All Road Names

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Dual cube speakers for optimal sound quality
- 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

### PROTOTYPE SPECIFIC INFORMATION

Introduced in 1995, the EMD SD90MAC was intended to become that builder's most-powerful single-engine diesel locomotive. The new locomotive was to use EMD's newly-developed 265H prime mover, featuring 6000 horsepower. However, this engine was experiencing technical problems in development, which led to the first groups of locomotives being delivered with the EMD 710G prime mover of 4300 horsepower (the intent being to retrofit these with the more-powerful 265H at a later date). Ironically, the technical problems with the 265H were never fully resolved, and no conversions were done. The 710G-engined SD90MACs outlasted their later 265H cousins in service by a wide margin, with some units only recently having been retired or sold by Union Pacific, and other railroads choosing to rebuild them for continued service.

The Athearn Genesis SD90MAC features all of the cutting-edge detail and operational features that are expected by discerning modelers: Working number boards and ground lights, see-through steps, numerous separately-applied details on the body and underframe, and a heavy die-cast frame for massive pulling power.

### SD90MAC SERIES LOCOMOTIVE FEATURES:

- Flexible rubber trainline hose
- Etched see-through steps
- Lit Number Boards & Truck Lights
- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- 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, and 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 realistic appearance
- 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
- Fully-assembled and ready-to-run
- Packaging securely holds the model for safe storage
- Minimum radius: 18" — Recommended radius: 22"
- Flexible rubber MU hoses
- Lift rings
- Sander lines
- See-through cab windows
- Walkway tread
- Wire grab irons

Athearn®



### 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?"

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