

CSX



Era: 2002-2011



Era: 2003-2007

SD70M, CSX #4683
SD70M, CSX #4698

without Sound	with Sound
ATHG71115	ATH71215
ATHG71116	ATH71216

CSX FEATURES:

- Ex-EMDX
- Round EMD style front ditch lights
- Nathan P-3 horn
- Road number specific art/details
- Expert approved correct CSX colors and artwork
- Early EMD trucks with hidden bearings

After their lease period ended, CSX purchased the ex-EMD SD70M lease fleet including the three demonstrators. After being added to the roster, these units were seen mostly operating between GA and FL. A few were repainted into CSX's "YN2" scheme, two of which are offering in this run.

ROAD NUMBER SPECIFIC FEATURES:

- **#4683** Ex-EMDX #7008, large front EMD plow, blue cab roof
- **#4698** Ex-EMDX 7023, removed front plow, white cab roof

\$229.99 w/o SOUND | \$329.99 w/ Tsunami² SOUND

These items are subject to Horizon's MAP policy

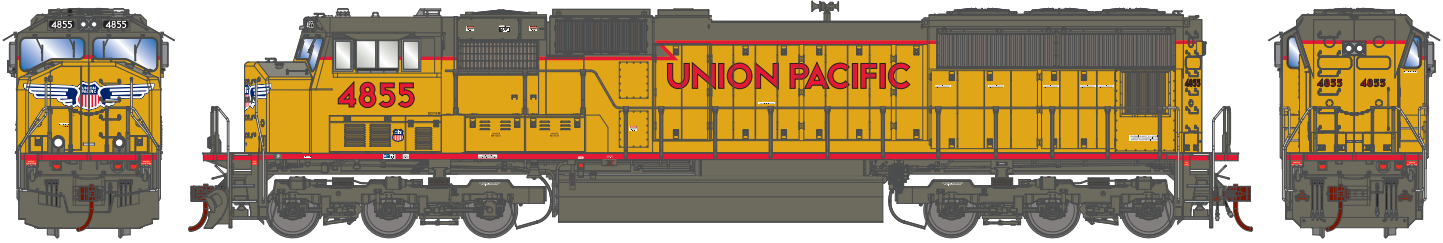
Orders Due: 03.31.23

ETA: JULY 2024



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Union Pacific*

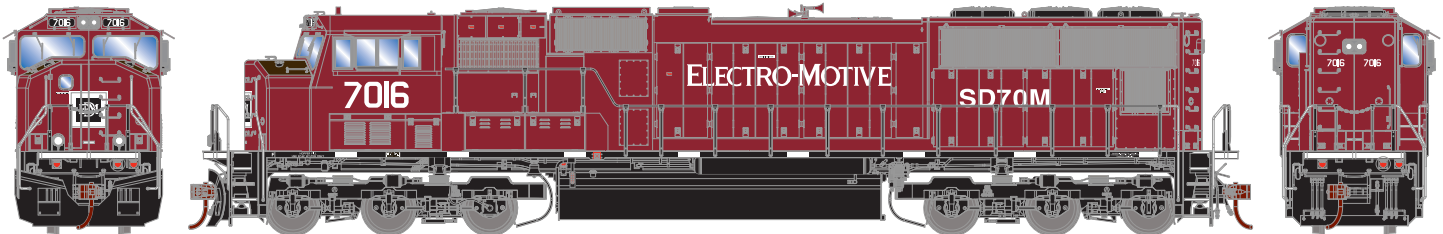


Era: 2002+

	without Sound	with Sound	UP FEATURES:
SD70M, UP #4855	ATHG71117	ATH71217	• As-delivered paint scheme wing nose wings
SD70M, UP #4860	ATHG71118	ATH71218	• Nathan 3-chime horn
SD70M, UP #4863	ATHG71119	ATH71219	• Small GPS dome
			• Round EMD style front ditch lights
			• 2-panel flared radiator body
			• Late EMD trucks with exposed bearings
			• White painted cab roof
			• Assorted antennas
			• Small EMD front plow

With a roster of over 1400 SD70M's, UP amassed one of the largest groups including many different model phases and 25 inherited from SP. EMD order number 20006223 placed in 2002 included over 250 units. The first 20 (UP 4850-4869) featured "Union Pacific" spelled out on the long hood, whereas the rest of the order had the flag scheme applied. This batch also featured a white painted roof, making these a bit usual to common UP practices. We are offering this version in three road numbers to add some variety to your fleet!

EMD Leasing



Era: 1995+

	without Sound	with Sound	EMDX FEATURES:
SD70M, EMDX #7016	ATHG71120	ATH71220	• Solid maroon/black scheme
SD70M, EMDX #7018	ATHG71121	ATH71221	• Round EMD style front ditch lights
SD70M, EMDX #7024	ATHG71122	ATH71222	• Early EMD trucks with hidden bearings
			• Large EMD front plow
			• Can-style roof antenna

During 1995, EMD built 22 SD70M's for their lease fleet, including three official demonstrators built in 1992. Painted in two schemes (solid EMD maroon and black, and maroon, grey and silver), EMD was able to provide many different railroads to test and compare their new 710 prime mover to other current models. These could be seen all over the US and added a splash of color when mixed in locomotive consists. By the early 2000's, they were sold to CSX and eventually painted into CSX colors.

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* Union Pacific Licensed Product

Lake State Railway



Era: 2022+

SD70M, LSRC #6431
SD70M, LSRC #6432

without Sound	with Sound
ATHG71123	ATHG71223
ATHG71124	ATHG71224

LSRC FEATURES:

- Ex-UP
- Round front deck mounted ditch lights
- Late EMD trucks with exposed bearings
- Small EMD front plow
- PTC antenna array

The Lake State Railway operates 375 miles of track and is based out of Saginaw, Michigan. They recently purchased a small batch of Ex-UP SD70M's painted into their bright new livery. The two numbers we are offering were the first to be repainted and often ran together in consist.

Ontario Northland



Era: Late 2022+

SD70M, ONT #2120
SD70M, ONT #2121

without Sound	with Sound
ATHG71125	ATHG71225
ATHG71126	ATHG71226

ONT FEATURES:

- Ex-NS
- EMD deck mounted front and rear ditch lights
- PTC antenna array
- Late 4-panel radiator body
- Late sloped EMD cab nose
- Small EMD front plow
- Late EMD trucks with exposed bearings

The Ontario Northland Railway is operated by the Ontario Northland Transportation Commission, part of the government of Ontario, Canada. During late 2022, ONT purchased a small batch of ex-NS flared SD70M's. As of recently, only two have been repainted so far. We are offering both as new additions to your model railroad!

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Santa Fe



Era: 1995-2000

SD75M, ATSF #209
SD75M, ATSF #220
SD75M, ATSF #245

without Sound	with Sound
ATHG71127	ATHG71227
ATHG71128	ATHG71228
ATHG71129	ATHG71229

ATSF FEATURES:

- As-delivered appearance
- Round deck-mounted front ditch lights
- Early EMD trucks with hidden bearings
- Small EMD plow
- Large Sinclair antenna

Santa Fe's last official EMD order before the BNSF merger, was for 51 SD75M's placed in 1994. The SD75M differs from the SD70M by a slight horsepower increase (4300 vs 4000), and an extra equipment budge along the engineer's side of the body. They were delivered in Santa Fe's "superfleet" scheme that was re-introduced in the late 1980's/early 1990's.

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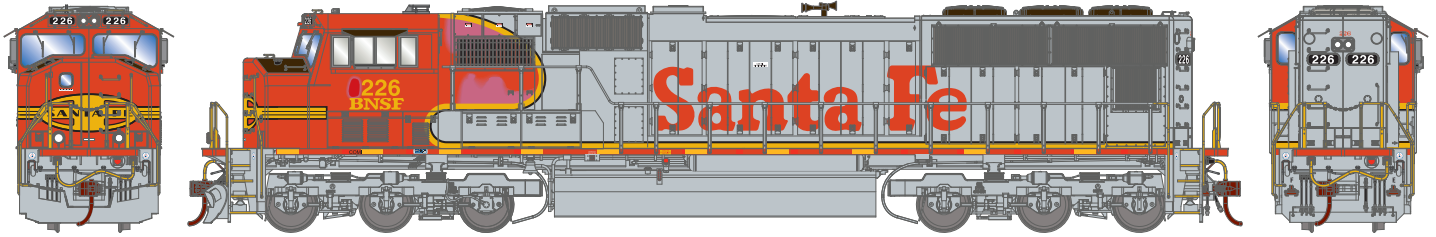
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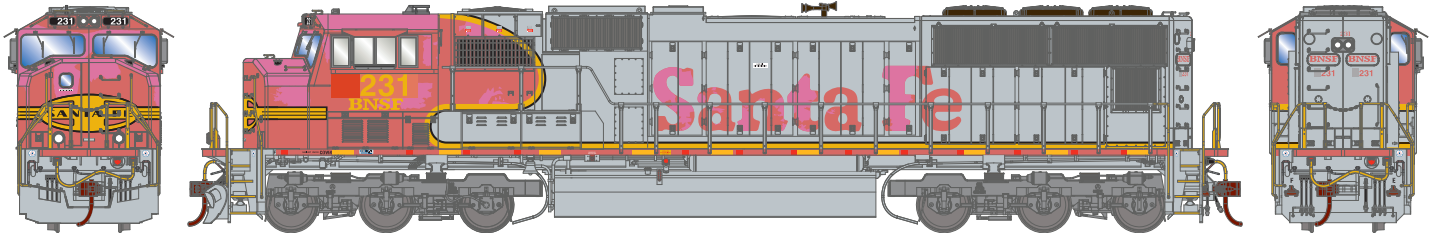
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BNSF



Era: 2014+



Era: 2014+



Era: 2014+

	without Sound	with Sound	BNSF FEATURES:	
SD75M, BNSF #226	ATHG71130	ATHG71230	• Faded paint colors	• Small EMD plow
SD75M, BNSF #231	ATHG71131	ATHG71231	• Round deck-mounted front ditch lights	• Large Sinclair antenna
SD75M, BNSF #249	ATHG71132	ATHG71232	• Early EMD trucks with hidden bearings	
			• Road number specific details and artwork	

Part of the original Santa Fe 1994 order, these SD75M's are depicted as late in their life. Just before they were sold to PRLX, they soldiered on looking beaten and battered, but still earning revenue for their owner. Renumbered to the 8200 class in the 2000's, they eventually returned back to their original Santa Fe numbers again, but with BNSF patches.

ROAD NUMBER SPECIFIC FEATURES:

- **#226** Ex-ATSF 226, small cab numbers, added rear number boards, yellow frame stripes
- **#231** Ex-ATSF 231, large cab numbers, yellow frame stripes
- **#249** Ex ATSF 249, large cab numbers, yellow frame stripes

PRIMED FOR GRIME \$239.99 w/o SOUND | \$339.99 w/ **Tsunami 2** SOUND
\$229.99 w/o SOUND | \$329.99 w/ **Tsunami 2 SOUND**

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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

SD70 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- MU stands
- Lift rings
- Walkway tread
- Lit signal lights, if equipped
- 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



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



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.

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