

Orders Due: 08.31.26

ETA: NOVEMBER 2027

Union Pacific*



Era: 2025+

Era: 2021+

Era: 2025+

SD70M, UP #1616
SD70M, UP #1979
SD70M, UP #4292

without Sound	with Sound
ATHG-3262	ATHG-3283
ATHG-3263	ATHG-3284
ATHG-3264	ATHG-3285

UP FEATURES:

- Different phase details depending on prototype

Union Pacific is well-known for introducing a variety of heritage and commemorative paint schemes on its fleet.

One of the most recent additions, the UP 1616, commemorates America's revered 16th president and wears a scheme based on UP 119, one of the locos present during the driving of the Golden Spike.

Unveiled in 2021, UP 1979 is a tribute to the road's various Employee Resource Groups and represents equality, diversity, and inclusion in the workplace.

UP 4292 was recently repainted into the road's new corporate scheme, with a return to the red lettering on the hood, along with smaller American flags on the nose.

ROAD NUMBER SPECIFIC FEATURES:

- **#1616** Special Abraham Lincoln scheme
- **#1979** Special "We are One" scheme
- **#4292** Painted into UP's new scheme with small flags on nose and red lettering on hood

\$249.99 w/o SOUND | \$349.99 w/ Tsunami2 SOUND

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* Union Pacific Licensed Product

Union Pacific*



SD70M, UP #3790
SD70M, UP #3801
SD70M, UP #3828

without Sound	with Sound
ATHG-3265	ATHG-3286
ATHG-3266	ATHG-3287
ATHG-3267	ATHG-3288

UP FEATURES:

- 4-panel flared radiators
- Front ditch lights
- Standard EMD plow
- Jacking pads with AEI tags
- Units with nose "wings" feature prototypical off-center placement of wings

As they approach (and pass) their 25-year birthdays, the Union Pacific SD70M fleet is starting to show its age. Replacement equipment doors and trucks, faded and chipped paint, and burned-off striping on the engine room doors are all typical features of the class today. We've offered several different variations so that modelers can recreate the modern-day appearance of these hard-working units.

ROAD NUMBER SPECIFIC FEATURES:

- **#3790** PTC antennas, faded paint, "chipped" paint on cab roof, "replacement" off-color equipment doors, "burned" engine room door striping, "replacement" glossy UP grey trucks
- **#3801** PTC antennas, "replacement" off-color equipment doors, "burned" engine room door striping, "chipped" cab number decals
- **#3828** Standard antennas, "replacement" off-color equipment doors

PRIMED FOR GRIME \$259.99 w/o SOUND | \$359.99 w/ **tsunami2** SOUND
\$249.99 w/o SOUND | \$349.99 w/ **tsunami2** SOUND

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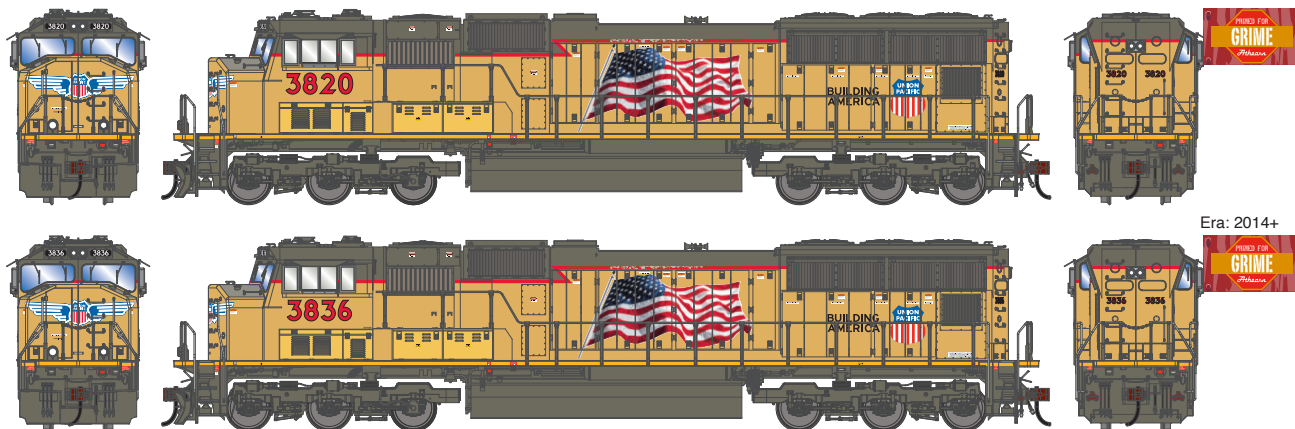
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Union Pacific*



Era: 2014+

Era: 2014+

SD70M, UP #3820
SD70M, UP #3826

without Sound	with Sound
ATHG-3268	ATHG-3289
ATHG-3269	ATHG-3290

UP FEATURES:

- 4-panel flared radiators
- Front ditch lights
- Standard EMD plow
- Jacking pads with AEI tags
- Units with nose "wings" feature prototypical off-center placement of wings

As they approach (and pass) their 25-year birthdays, the Union Pacific SD70M fleet is starting to show its age. Replacement equipment doors and trucks, faded and chipped paint, and burned-off striping on the engine room doors are all typical features of the class today. We've offered several different variations so that modelers can recreate the modern-day appearance of these hard-working units.

ROAD NUMBER SPECIFIC FEATURES:

- **#3820** PTC antennas, faded paint, "replacement" off-color equipment doors, "burned" engine room door striping
- **#3826** PTC antennas, faded paint, "replacement" off-color equipment doors, "burned" engine room door striping

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EMDX Leasing



SD70M, EMDX #7016
SD70M, EMDX #7018
SD70M, EMDX #7024

without Sound	with Sound
ATHG-3270	ATHG-3291
ATHG-3271	ATHG-3292
ATHG-3272	ATHG-3293

EMDX FEATURES:

- Solid maroon/black scheme
- Large EMD front plow
- Round EMD style front ditch lights
- Can-style roof antenna
- Early EMD trucks with hidden bearings

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 the opportunity to test and compare the 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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BNSF Railway



Era: Late 2000s+

Era: Late 2000s+

Era: Mid 2010s+

Era: Mid 2010s+

SD75M, BNSF #8256
SD75M, BNSF #8267
SD75M, BNSF #256
SD75M, BNSF #266

without Sound	with Sound
ATHG-3273	ATHG-3294
ATHG-3274	ATHG-3295
ATHG-3275	ATHG-3296
ATHG-3276	ATHG-3297

BNSF FEATURES:

- SD75M body with turbo bulge
- Different horn types per prototype
- Large & small Sinclair antennas
- Spare knuckles on rear pilot
- HTCR trucks
- Salem air filters

Starting in the early 2000s, the Burlington Northern Santa Fe railway began repainting their former Santa Fe SD75Ms in the new Heritage II scheme. The locomotives had long, productive lives on the railroad in all types of mainline service, from unit coal trains to intermodal service out west, and have only recently begun to be retired. Some units have been refurbished and painted in the new "H4" scheme.

ROAD NUMBER SPECIFIC FEATURES:

- #8256 Faded Heritage II paint
- #8267 Faded Heritage II paint
- #256 Fresh "H4" paint
- #266 Fresh "H4" paint

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Lake State Railway



Era: 2025+

Era: 2021+

SD70M, LSRC #1776
SD70M, LSRC #6437

without Sound	with Sound
ATHG-3277	ATHG-3298
ATHG-3278	ATHG-3299

LSRC FEATURES:

- Former UP units
- PTC antennas
- Flat radiators
- Nathan K3LA horn
- Front and rear ditch lights

Lake State Railway operates seven SD70Ms of UP heritage over its lines.

ROAD NUMBER SPECIFIC FEATURES:

- **#1776** Special paint commemorates America's 250th birthday
- **#6437** Special paint commemorates the Pere Marquette Railway, over which much of the LSRC still operates. The scheme was inspired by the iconic "tri-color" passenger scheme, as was used by the PM (and parent C&O) on their passenger diesels.

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Detroit, Toledo and Ironton Railroad



Era: 2000s+ (alternate)



Era: 2000s+ (alternate)

SD70M, DTI #702
SD70M, DTI #707

without Sound	with Sound
ATHG-3279	ATHG-3300
ATHG-3280	ATHG-3301

DTI FEATURES:

- Based on UP 37XX series with Phase I cab and 4-panel flared radiators
- "Can" and Sinclair antennas
- Front ditch lights
- Nathan K3 horn

Looking for unit reduction and increased reliability in the early 2000s, DT&I went shopping for new units. A longtime EMD customer, they were able to secure a deal on new SD70M units, which were tacked on to an existing UP order to save on production time. The units gave reliable service for many years. *

*Alternate history timeline. Some facets have been altered.

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Duluth, Missabe and Iron Range Railway



SD70M, DMIR #420
SD70M, DMIR #424

without Sound	with Sound
ATHG-3281	ATHG-3302
ATHG-3282	ATHG-3303

DMIR FEATURES:

- Based on UP 37XX series with Phase I cab and 4-panel flared radiators
- "Can" and Sinclair antennas
- Front ditch lights
- Leslie RS5T horn

Duluth, Missabe and Iron Range was known for operating a fleet of heavy-duty six-axle EMD locomotives to haul iron ore and taconite. In 2002, they sought to bolster the SD40-3 fleet with some examples of EMD's latest model, the SD70M. Built to UP specs to save on production time, they proudly displayed the road's Arrowhead logos while hauling heavy unit trains in Minnesota and Wisconsin.*

*Alternate history timeline. Some facets have been altered.

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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
- 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 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 micro-processor, 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 wheel-set 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 SD75I. The updated cab SD75I was purchased by Santa Fe successor Burlington Northern and Santa Fe, Canadian National, and the Ontario Northland.



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

SD70 SERIES LOCOMOTIVE FEATURES:

- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Coupler cut levers
- Flexible rubber MU hoses for durability
- Windshield wipers
- Lift rings
- Wire grab irons
- Flexible rubber trainline hose
- See-through cab windows and full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Sander lines
- Speed recorder unless noted
- EMD HTCR trucks, early with hidden bearings, or late with exposed bearings per prototype
- McHenry® scale knuckle couplers - Kadee compatible
- 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
- 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 model for safe storage
- Minimum radius: 18" — Recommended radius: 22"



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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