

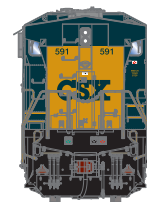
## CSX



Era: 2004 - 2009



Era: 2002+



Era: 2002+

AC4400CW, CSXT #136  
 AC4400CW, CSXT #557  
 AC4400CW, CSXT #591

<b>without Sound</b>	<b>with Sound</b>
ATHG-3120	ATHG-3144
ATHG-3121	ATHG-3145
ATHG-3122	ATHG-3146

**CSX FEATURES:**

- Front ditch lights
- Prime air dryer
- Low number boards
- Equipped with a CSX standard 'tow-chain'
- Capacitor box behind inverter cabinet

CSXT purchased more AC4400CWs than any other railroad, spanning almost the entire production period. Originally delivered in the "Bright Future (YN2)" scheme, many of these units have been repainted into the "Dark Future (YN3)" paint scheme.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#136** In service replacement engine compartment doors: "CCSX" conductor's side; "CSXX" engineer's side, Hi-adhesion trucks
- **#557** As-delivered YN3; PTC skate parts included for later-era modeling; steerable trucks; double, jogged inverter cabinet handrail
- **#591** As-delivered YN3; PTC skate parts included for later-era modeling; steerable trucks; double, jogged inverter cabinet handrail

**\$269.99 w/o SOUND | 369.99 w/ Tsunami<sup>2</sup> SOUND**

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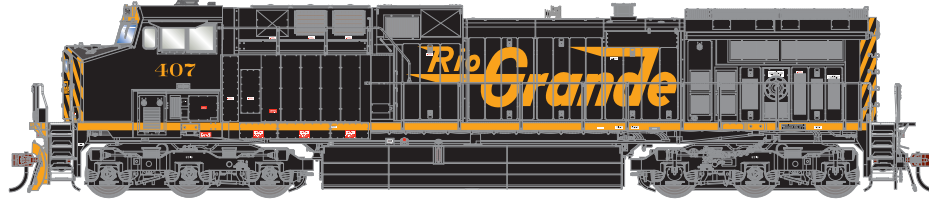
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## Denver & Rio Grande Western\*



Era: 1995+



Era: 1995+



Era: 1995+

AC4400CW, DRGW #400  
 AC4400CW, DRGW #407  
 AC4400CW, DRGW #413

without Sound	with Sound
ATHG-3123	ATHG-3147
ATHG-3124	ATHG-3148
ATHG-3125	ATHG-3149

### DRGW FEATURES:

- Nathan P-3 horn
- High number boards
- Early body features
- Unevenly spaced rear grab irons
- Central air intake in forward position
- Early no-notch bolted on fuel tank
- Extended radiator hatch on engineer's side
- Prime air dryer
- Vertical handrail behind inverter cabinet
- GE Hi-Adhesion trucks
- Modified outside struts on opposite sides of trucks
- Alternating flashing front ditch lights (Effect in DCC)

Endeavoring to increase the efficiency of its unit coal trains over Tennessee Pass, the Grande turned to GE for some AC traction power. The "400s" turned in many reliable miles of service and allowed for unit reductions and cost savings for the road.\*

\*Alternative history. Unfortunately, the Rio Grande ceased to exist as an independent corporate entity in 1996- but these units give an exciting look at what could have been.

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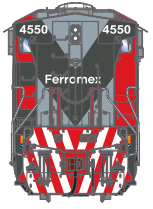
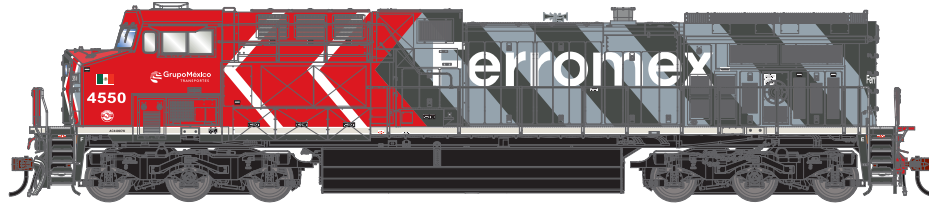
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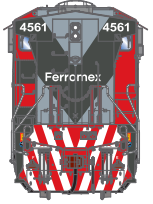
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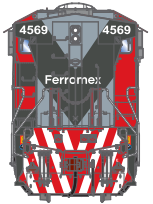
## Ferromex



Era: 2025+



Era: 2025+



Era: 2525+

AC4400CW, FXE #4550  
 AC4400CW, FXE #4561  
 AC4400CW, FXE #4569

without Sound	with Sound
ATHG-3126	ATHG-3150
ATHG-3127	ATHG-3151
ATHG-3128	ATHG-3152

#### FXE FEATURES:

- 2025+ "Zebra" repaints
- Low number boards
- Late body features
- Steerable trucks
- Central air intake in rearward position
- Extended range dynamic brakes
- Double, jogged inverter cabinet handrail

Ferromex, under Grupo México Transportes, unveiled their latest paint scheme in 2022. Dubbed "Zebra" by some, it has since spread across several classes of locomotive, including the road's fleet of AC4400CWs.

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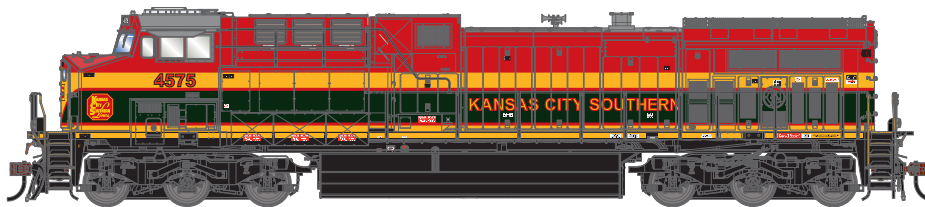
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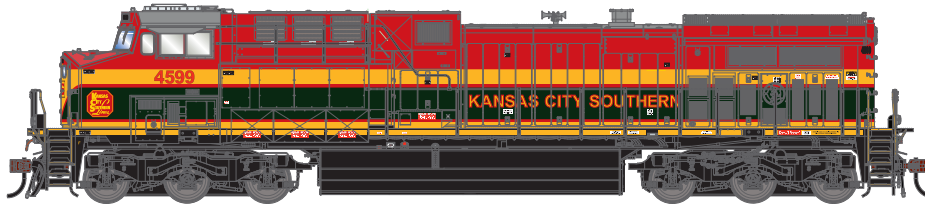
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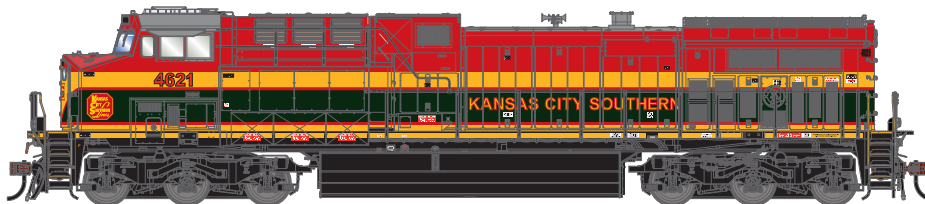
## Kansas City Southern



Era: 2007+



Era: 2007+



Era: 2007+

AC4400CW, KCS #4575  
 AC4400CW, KCS #4599  
 AC4400CW, KCS #4621

<b>without Sound</b>	<b>with Sound</b>
ATHG-3129	ATHG-3153
ATHG-3130	ATHG-3154
ATHG-3131	ATHG-3155

- KCS FEATURES:**
- Nathan K5LAR24 horn
  - Late body features
  - PTC antennas and GPS domes
  - Late, notched fuel tank
  - Central air intake moved rearward
  - Fuel tank welded to frame
  - Evenly spaced rear grab iron
  - High number boards
  - Extended Range Dynamic Brakes
  - Electric air dryer
  - GE steerable trucks
  - Front and Rear ditch lights
  - Two handrails above inverter cabinet

A 50-unit order was delivered before the turn of the century in the KCS gray paint scheme. Beginning in 2007, these units were renumbered and repainted into the attractive 'Southern Belle' paint scheme that they wear today. With the recent merger of KCS and CP, these locomotives are expected to be seen across the entire continent.

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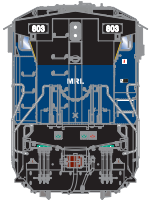
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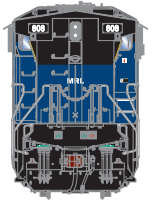
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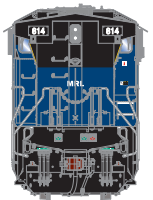
## Montana Rail Link



Era: 1995+



Era: 1995+



Era: 1995+

AC4400CW, MRL #803  
 AC4400CW, MRL #808  
 AC4400CW, MRL #814

without Sound	with Sound
ATHG-3132	ATHG-3156
ATHG-3133	ATHG-3157
ATHG-3134	ATHG-3158

### MRL FEATURES:

- Nathan P-3 horn
- High number boards
- Early body features
- Unevenly spaced rear grab irons
- Central air intake in forward position
- Early no-notch bolted on fuel tank
- Extended radiator hatch on engineer's side
- Prime air dryer
- Vertical handrail behind inverter cabinet
- GE Hi-Adhesion trucks
- Modified outside struts on opposite sides of trucks
- Alternating flashing front ditch lights (Effect in DCC)

To compete with their purchase of EMD SD70ACe units, MRL also acquired several AC4400CW units.

The road's first GE power, they helped move tonnage through Bozeman Pass and across Montana and Idaho. \*

\*MRL was not known to operate any GE units during its existence, but in this alternate reality, they elected to purchase some- perhaps due to BNSF's influence.

**\$269.99 w/o SOUND | 369.99 w/ Tsunami<sup>2</sup> SOUND**

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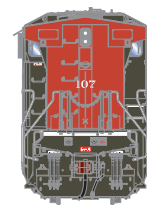
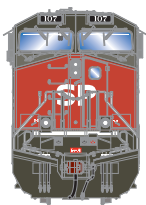
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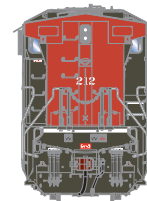
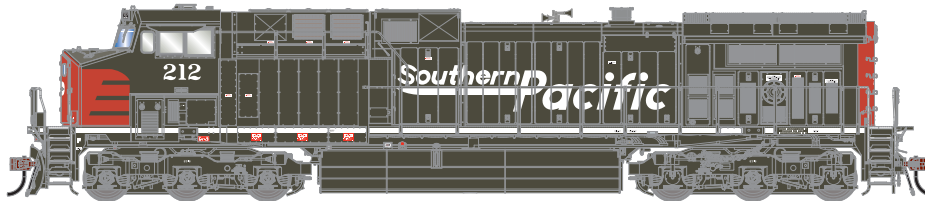
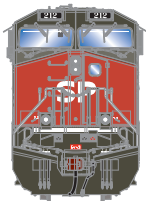
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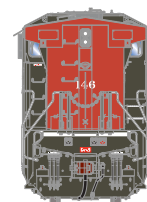
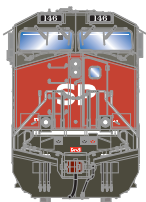
## Southern Pacific\*



Era: 1995-2006



Era: 1995-2006



Era: 1995-2006

AC4400CW, SP #107  
 AC4400CW, SP #212  
 AC4400CW, SP #146

<b>without Sound</b>	<b>with Sound</b>
ATHG-3135	ATHG-3159
ATHG-3136	ATHG-3160
ATHG-3137	ATHG-3161

**SP FEATURES:**

- Nathan P-3 horn
- High number boards
- Early body features
- Unevenly spaced rear grab irons
- Central air intake in forward position
- Early no-notch bolted on fuel tank
- Extended radiator hatch on engineer's side
- Prime air dryer
- Vertical handrail behind inverter cabinet
- GE Hi-Adhesion trucks
- Modified outside struts on opposite sides of trucks
- Alternating flashing front ditch lights (Effect in DCC)

Built between April and Nov of 1995, SP placed an order for 279 AC4400CW's from General Electric. Not only was this SP's first dive into AC technology but it was their largest single locomotive order (and last) in history. GE set up a maintenance shop in Denver CO to support these units. They featured Harris Locotrol II equipment for use in DPU service; although they were used for dedicated power on Colorado coal trains, they could also be found roaming the system wherever they were needed.

**ROAD NUMBER SPECIFIC FEATURES:**

- **#107** Unique spare knuckle box on rear pilot
- **#146** Daylight herald printed on inverter cabinet, unique spare knuckle box on rear pilot
- **#212** Unique spare knuckle box on rear pilot

**\$269.99 w/o SOUND | 369.99 w/ Tsunami<sup>2</sup> SOUND**

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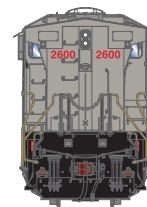
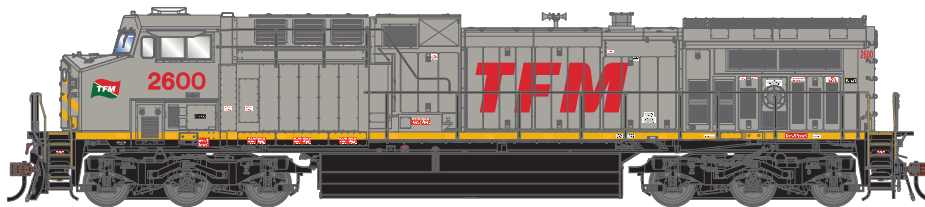
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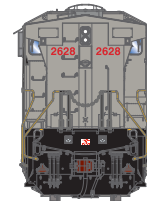
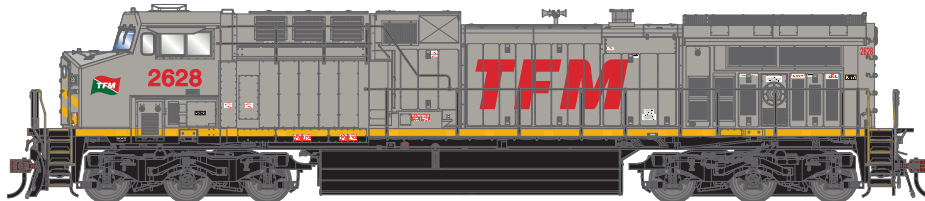
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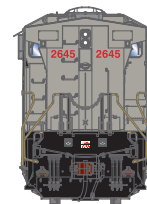
## Transportación Ferroviaria Mexicana



Era: 1998-2007



Era: 1998-2007



Era: 1998-2007

AC4400CW, TFM #2600  
 AC4400CW, TFM #2628  
 AC4400CW, TFM #2645

<b>without Sound</b>	<b>with Sound</b>
ATHG-3138	ATHG-3162
ATHG-3139	ATHG-3163
ATHG-3140	ATHG-3164

- TFM FEATURES:**
- Low number boards
  - Early body features
  - Prime air dryer
  - Steerable trucks
  - Extended range dynamic brakes
  - Central air intake in forward position

Built in 1998, these AC4400CWs were delivered to Transportacion Ferroviaria Mexicana, a joint venture between KCS and Transportación Maritima Mexicana to operate Mexico's 5,335-kilometer (3,315 mi) Northeast Railroad. After several years of service, KCS bought out its partner's shares of the railroad and gained full control in 2005. As a result of this, the locomotives were re-lettered for KCSM starting in 2007 and received new road numbers at that time.

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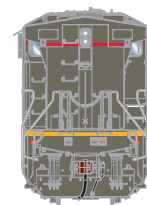
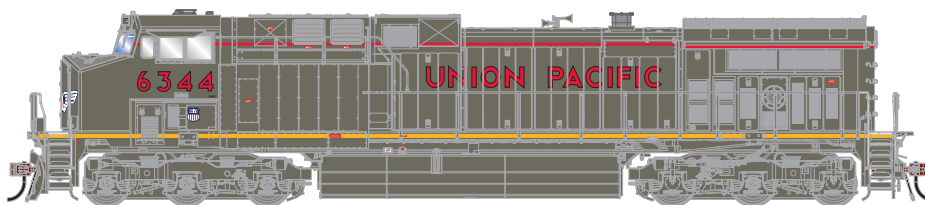
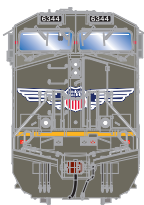
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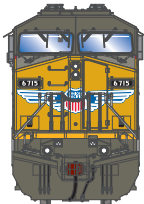
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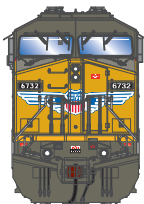
## Union Pacific\*



Era: Late 2006



Era: 2014+



Era: 2014+

AC4400CW, UP #6344  
AC4400CW, UP #6715  
AC4400CW, UP #6732

without Sound	with Sound
ATHG-3141	ATHG-3165
ATHG-3142	ATHG-3166
ATHG-3143	ATHG-3167

### UP FEATURES:

- GE - Hi-Adhesion trucks with late outside strut configuration
- Prime air dryers
- Central air intake in forward position
- Single vertical inverter cabinet handrail
- Early body features

Former Southern Pacific #298 suffered fire damage in late 2006 and was sent to GE for repairs. General Electric and Union Pacific disagreed on whether or not repainting the unit from grey to yellow was covered under the warranty, resulting in the locomotive wearing the "Grey Ghost" livery for a short period. The dispute was resolved and the unit repainted in yellow before the end of that year.

### ROAD NUMBER SPECIFIC FEATURES:

- **#6344** Former SP unit, high number boards, Nathan P-3 horn, alternating flash ditch lights (effect in DCC), SP-style spare knuckle boxes on rear pilot
- **#6715** Former CNW OLS units, low number boards, flag repaint, PTC antenna, white nose grabs, extended range dynamic brakes
- **#6732** Former CNW OLS units, low number boards, non-flag repaint, PTC antenna, grey nose grabs, extended range dynamic brakes

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Orders Due: 06.30.26

ETA: SEPTEMBER 2027

## 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:

Introduced by GE in 1993 and built until 2004, when it was replaced by the Evolution Series Tier II compliant model, the AC4400CW is a staple of modern railroading. 2,834 examples were built with many still plying the rails in their as-delivered configurations or as rebuilt variations. Many Class 1, regional, and foreign railroads purchased the AC4400CWs. Ownership spanned the North American Continent and with their long lives, have seen numerous paint scheme variations and ownership changes through the years. The AC4400CW went through a large number of changes during its production. Some are easily noticeable; early units being delivered with GE's Hi-Adhesion Trucks, while later units that had the option for newly developed GE Steerable Truck. Other details are smaller and takes a careful eye to see; the addition of a door stop, how the step wells are reinforced, or the number and positioning of panels and doors.

Athearn has captured all these details through research and precision tooling to reproduce dozens of variations. The newly tooled Genesis AC4400CW takes its reign as the new flagship model for Athearn.

### AC4400CW SERIES LOCOMOTIVE FEATURES:

- 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
- LED lighting adjusted to lifelike settings
- Illuminated number boards
- Illuminated ground lighting above front truck (where applicable)
- Illuminated front and rear walkway lights
- Illuminated marker lights (where applicable)
- Etched, see-through walkway steps
- Animated roller bearing caps
- Coupler cut levers
- Flexible rubber MU hoses for durability
- Flexible rubber trainline hose
- See-through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance
- Windshield wipers
- Lift rings
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Sander lines
- Brass horns correct to the 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
- Packaging securely holds model for safe storage
- Minimum radius: 18" — Recommended radius: 22"

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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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