

BNSF Railway



Era: Mid 2006+

SD70ACe, BNSF #9337
SD70ACe, BNSF #9345
SD70ACe, BNSF #9363

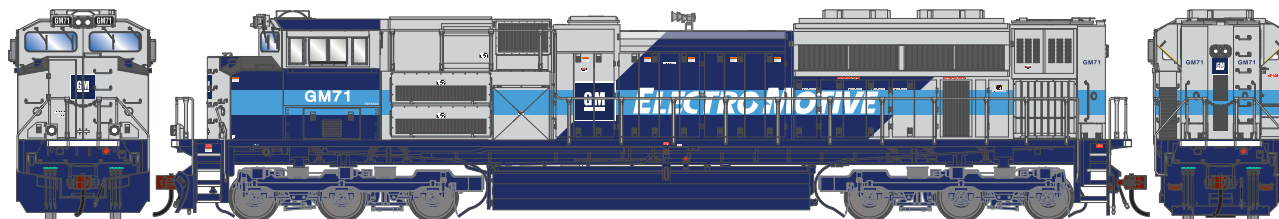
without Sound	with Sound
ATHG-2081	ATHG-2095
ATHG-2082	ATHG-2096
ATHG-2083	ATHG-2097

BNSF FEATURES:

- Non-isolated cab with nose headlight
- Cab camera
- Updated artwork with correct black masking on nose
- First time with Tsunami2 sound, LEDs, and other updated features

BNSF railway was an early adopter of the SD70ACe, finding it ideal for coal service in the Powder River Basin. These units are a from a group built in 2006 with nose-mounted headlights. (Group 9370 - 9399 would subsequently have the headlights mounted on the cab between the number boards.)

Electro-Motive Division Demonstrator



Era: 2005+

SD70ACe, EMDX #GM71
SD70ACe, EMDX #GM72

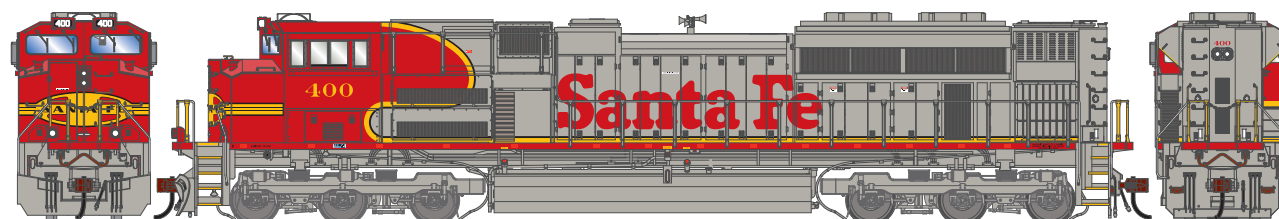
without Sound	with Sound
ATHG-2084	ATHG-2098
ATHG-2085	ATHG-2099

EMDX FEATURES:

- First time ever offered by Athearn
- Road-number-specific decoration and warning labels
- Non-isolated cab with high headlight

EMD has been well-known for its demonstrator locos over the years. They constructed several SD70ACe demonstrator locos including GM70-73. GM70 was a pre-production unit with a unique carbody, but the others ushered in the final design for the 'ACe. They were later sold to KCS.

Santa Fe



Era: Mid 2006+ (alternate history)

SD70ACe, ATSF #400
SD70ACe, ATSF #407

without Sound	with Sound
ATHG-2086	ATHG-2100
ATHG-2087	ATHG-2101

ATSF FEATURES:

- Details based on BNSF units in this run
- Cab camera
- Non-isolated cab with nose headlight
- Large GPS dome
- PTC roof included to install at consumer's option

ATSF SD75Ms 200-250 were the last units delivered to the railroad before the BNSF merger. For a short time, BNSF used a version of the "Superfleet" scheme with their initials spelled out, but this was the last gasp of this famous paint scheme. If Santa Fe had decided to avoid the mega-mergers of the 1990s, it's likely that they would have ordered SD70ACe units from EMD in this striking red and silver scheme.

\$259.99 w/o SOUND | \$359.99 w/ Tsunami2 SOUND

*Items might be cancelled if pre-orders do not meet minimum production quantities.

These items are subject to Horizon's MAP policy

Orders Due: 11.29.24

ETA: APRIL 2026



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 **CALL** 1.800.338.4639



Era: Mid 2007+ (alternate history)

	without Sound	with Sound	CSXT FEATURES:
SD70ACe, CSXT #4835	ATHG-2088	ATHG-2102	• Details based on other CSX units in this run • Large GPS dome
SD70ACe, CSXT #4843	ATHG-2089	ATHG-2103	• Non-isolated cab with high headlight
			• PTC roof included to install at consumer's option

CSX's SD70ACe units were delivered at the very beginning of production. CSX had recently unveiled a new paint scheme called YN3, which replaced the YN2 scheme on new and repainted locos. The ACEs were some of the first units delivered in this new scheme. But what if CSX was still using YN2 when they were delivered? Here is our take on what they would have looked like.



Era: Mid 2004+

	without Sound	with Sound	CSXT FEATURES:
SD70ACe, CSXT #4844	ATHG-2090	ATHG-2104	• Updated artwork and colors
SD70ACe, CSXT #4850	ATHG-2091	ATHG-2105	• Non-isolated cab with high headlight
			• Large GPS dome

CSX's 20 SD70ACes were built in 2004, making them some of the earliest units built. They were a notable acquisition because at the time, CSX mainly relied on GE models for its heavy-haul services. In 2017 they were sold to Progress Rail and put into lease service.

North Shore Mining



Era: 2020+

	without Sound	with Sound	NSMX FEATURES:
SD70ACe, NSMX #671	ATHG-2092	ATHG-2106	• First time offered!
SD70ACe, NSMX #673	ATHG-2093	ATHG-2107	• Large GPS dome
SD70ACe, NSMX #674	ATHG-2094	ATHG-2108	• Former CSX units
			• Horn type differs per road number

Northshore Mining runs a 47-mile railway connecting its taconite mine in Babbitt to a processing plant at Silver Bay, on the North Shore of Lake Superior. They acquired several SD70ACe units from CSX, which they use in this dedicated haul operation.

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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

In order to meet stricter diesel locomotive emissions standards imposed by EPA Tier II regulations, EMD modified the SD70MAC to create the SD70ACe and SD70M-2. Each model is powered by a 16-cylinder, 4300-horsepower diesel engine. On the SD70M-2, the prime mover drives an alternator and produces AC current that is rectified to DC current, which powers the traction motors. On the SD70ACe, the DC current is then "chopped" back into AC to power the traction motors.

Much of the external design is based on the SD90 series locomotives. Similar features include the full height nose door and rectangular windshields, the large flared radiators with two fans, and the positioning of the dynamic brake equipment at the rear of the long hood. In addition, the inverters were moved from inside the long hood to a box on the walkway behind the fireman's side of the cab.

SD70ACe SERIES LOCOMOTIVE FEATURES:

- Flexible rubber trainline hose
- Etched see-through steps
- Lit Number Boards & Truck Lights
- Minimum radius: 18" — Recommended radius: 22"
- Flexible rubber MU hoses
- Lift rings
- Sander lines

GENESIS DIESEL LOCOMOTIVE FEATURES:

- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Roof is attached with magnets for easy removal
- 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, and retention tanks
- 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
- Eight-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
- Fully-assembled and ready-to-run
- Packaging securely holds the model for safe storage
- MU hoses
- See-through cab windows
- Walkway tread
- Wire grab irons



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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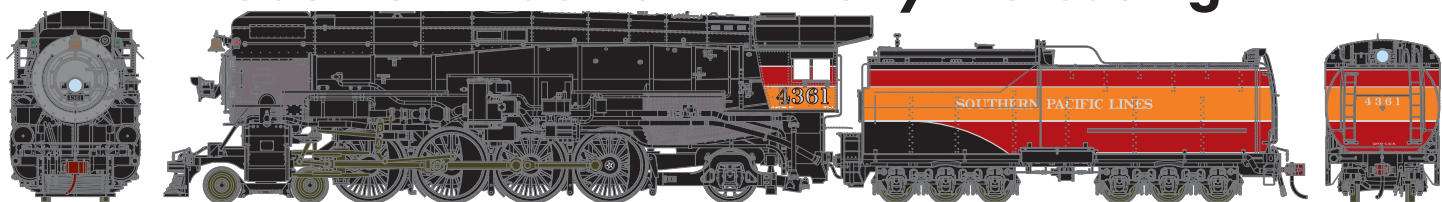
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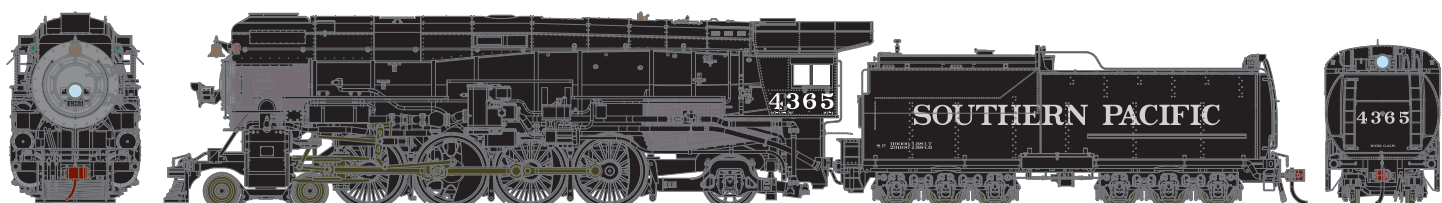
Southern Pacific* with Skyline Casing



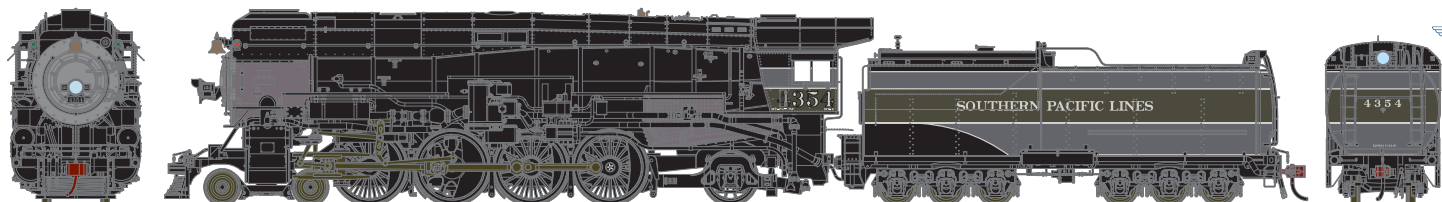
Era: Late 1940s+



Era: Early to Mid-1940s+



Era: Late 1940s — Mid-1950s+



Era: 1940s

What if in 1946, SP had painted a few Mt-4s to match the two-tone grey cars that were used on many of their other passenger trains? We thought these engines would have looked pretty sharp that scheme and hope that you agree.

	without Sound	with Sound
4-8-2 MT-4, SP #4361	ATHG-2110	ATHG-2116
4-8-2 MT-4, SP #4362	ATHG-2111	ATHG-2117
4-8-2 MT-4, SP #4365	ATHG-2112	ATHG-2118
4-8-2 MT-4, SP #4354	ATHG-2113	ATHG-2119

The SP began building their Mt-4 class 4-8-2 Mountain's in 1926. As delivered, they came with green boilers, but by the mid-1930's they were painted the standard black scheme with Southern Pacific Lines lettering on the tenders. In 1939 SP began adding the Skyline casing on top of the boilers of the Mt-4's in order to give them a more streamlined appearance. In 1946, five of the Mt-4s received the Daylight red and orange paint scheme for service on the San Joaquin Daylight. SP 4361 was the first one painted in May 1946; it was the only one that received Southern Pacific Lines lettering. In June 1946, SP dropped the word Lines from the name on their equipment and started using larger letters spelling out Southern Pacific on the tenders of the Mt-4's and other engines too.

ROAD NUMBER SPECIFIC FEATURES:

- **#4354** Legendary Liveries - Two-tone grey paint scheme with Southern Pacific Lines lettering, Skyline Casing, Corrugated Pressed Steel pilot, Bopox style wheel center on main driver, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.
- **#4361** Skyline casing, Daylight paint with Southern Pacific Lines lettering, Corrugated Pressed Steel pilot, spoked drivers, Alligator style crosshead, 160-C-1 / C-2 Semi-Vanderbilt tender.
- **#4362** Standard black paint scheme with Southern Pacific Lines lettering, Skyline Casing, Boiler Tube pilot, Spoked Drivers, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.
- **#4365** Standard black paint scheme with large Southern Pacific lettering, Skyline Casing, Corrugated Pressed Steel pilot, Bopox style wheel center on main driver, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.

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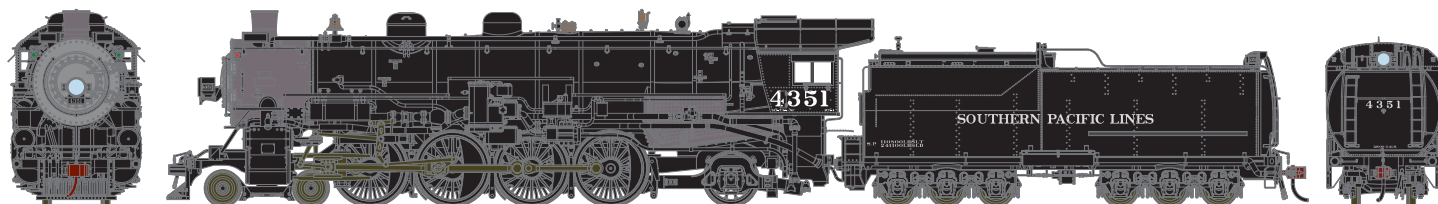
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* Union Pacific Licensed Product

Southern Pacific*



Era: 1930s — Mid-1940s

4-8-2 MT-4, SP #4351	without Sound ATHG-2109	with Sound ATHG-2115
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Standard black paint scheme w/ Southern Pacific Lines lettering, Boiler Tube pilot, Alligator style crosshead, 160-C-1 / C-2 Semi Vandy tender.

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4-8-2 MT-4, ATH #1946	without Sound ATHG-2114	with Sound ATHG-2120
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We recently announced a run of Athearn Genesis chair cars, and now we are pleased to offer a matching steam locomotive to commemorate the Genesis line.

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All Road Names

SOUND EQUIPPED MODELS ALSO FEATURE

- Tender-mounted 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
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included in the box

PROTOTYPE SPECIFIC INFORMATION

The first North American 4-8-2 locomotives were built by the American Locomotive Company (ALCO) for the Chesapeake and Ohio Railway (C&O) in 1911, for heavy mountain service (hence the popular name, ("Mountain Type"). Southern Pacific joined the parade in October 1923, when it took delivery of ten new 4-8-2 locomotives, class Mt-1, from Alco. They were numbered in the new 4300 series as #4300-4309 and were put to work on the Sunset and Golden State routes. They were an instant hit; SP promptly signed with Alco for eighteen more (#4310-4327) for delivery in March 1924.

Meanwhile, the art of locomotive manufacturing was evolving as specialized steel manufacturers learned how to create ever-larger and more complex steel castings. SP took note of these developments and performed cost studies to evaluate the possibility of building 4-8-2s in the shops at Sacramento. The numbers were all favorable and a project was approved to build eighteen class Mt-3 4-8-2s (#4328-4345) in-house. Sacramento began work, with #4328 approved for service in September 1925. The last Mt-3, #4345, entered service on June 16, 1926.

Business continued to boom and trains kept growing—the SP's Board of Directors approved a new program to build another 21 similar machines, #4346-4366. These locomotives would be class Mt-4.

Many of the Mt-4s assigned to operating districts with snowsheds were fitted with SP's distinctive "clamshell" exhaust deflector. Their most important visual modification took place beginning in 1939, when they were fitted with sheet-steel "skyline casings," similar to those on the new Lima 4-8-4s, that were developed to help direct exhaust smoke atop the boiler, away from the locomotive cab.

Still another visual treat was available for five short years, when #4350, 4352, 4353, 4361 and 4363 were partially repainted in Daylight red and orange for service on the San Joaquin Daylight. The tenders were completely painted, but only the cab area received vivid colors. The new paint was applied in 1946, approximately the same time that tender lettering standards were changed from "Southern Pacific Lines" to "Southern Pacific." After 1951, all five engines were repainted in black and re-entered normal pool service.

As the 1950s progressed, new diesels were taking over more freight and through passenger assignments, leaving SP with a surplus of relatively modern steam power. A few Mt-4s were still operating into the fall of 1956. The final day for steam on Commutes was January 22, 1957, but SP clerks didn't get around to preparing formal retirement papers for the last five Mt-4s until after diesels had completely taken over.

STEAM LOCOMOTIVE FEATURES:

- With or without Skyline casing
- Builder's plates
- Non-operating marker lamps
- Adjustable cab windows and doors
- Firebox with rivet detail
- Laird multiple bearing cross head, where applicable
- Factory applied detail parts, including:
 - brass-painted bell and whistle
 - valves
 - steps
 - air tanks
 - coupler lift bar
 - pipng generator
 - air pump
 - reverser
- Metal handrails
- Cab interior details
- Blackened metal wheels
- Lighted number boards
- Adjustable Cab hatch
- Front coupler pocket able to accept an operating coupler
- See-through running boards with safety tread detail
- Boiler backhead with full details and printed gauges
- McHenry operating scale knuckle couplers
- Minimum radius: 22"
- Era: 1926 - 1958



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Conrail



ATHG-2121 CR #880305
ATHG-2122 CR #880307
ATHG-2123 CR #880330

Era: 1976+

Southern



ATHG-2124 SOU #90027
ATHG-2125 SOU #90033
ATHG-2126 SOU #90040

Era: 1961+

Canadian National



ATHG-2127 CN #392000
ATHG-2128 CN #392002
ATHG-2129 CN #392005

Era: 1970+

Colorado & Southern (CB&Q)



ATHG-2130 CBQ #811
ATHG-2131 CBQ #813
ATHG-2132 CBQ #817

Era: 1962+

Diamond Sugar



ATHG-2133 GACX #42318
ATHG-2134 GACX #42319
ATHG-2135 GACX #42360

Era: 1961+

Nebraska Consolidated Mills



ATHG-2136 GACX #42397
ATHG-2137 GACX #42398
ATHG-2138 GACX #42400

Era: 1955+

Pillsbury



ATHG-2139 GACX #44472
ATHG-2140 GACX #44474
ATHG-2141 GACX #44477

Era: 1970+

Redpath



ATHG-2142 GACX #42362
ATHG-2143 GACX #42363
ATHG-2144 GACX #42364

Era: 1955+

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MODEL FEATURES:

- Three different body styles
- Detailed underbody including outlet piping
- Rectangular or oval shaker brackets
- Gravity or gravity-pneumatic outlets
- See-through metal roof walk
- Factory installed wire grab irons and brake piping
- Separately applied round roof hatches and brake wheel
- Roller bearing or Bettendorf trucks
- Machined metal wheels with RP25 contours
- Weighted for optimum performance
- Body-mounted McHenry® operating scale knuckle couplers
- Accurately painted and printed
- Highly detailed, injection molded body
- Minimum radius: 18"

PROTOTYPE AND BACKGROUND INFO:

For the first half of the 20th century, bulk goods were usually bagged and carried in boxcars. After the late 1940s, covered hoppers greatly simplified the process by allowing the bulk material to be poured in through the roof hatches and dumped out the hopper bays. However, flour, starch, sugar and plastics do not "flow" easily from a standard hopper bay.

To solve this problem, the Fuller Company of Catasauqua, PA, patented the Airslide concept. In an Airslide covered hopper, the bays are formed into two narrow, steep-sided troughs with a layer of air-permeable material at the bottom. Air is pumped through the material causing the lading to fluidize and flow easily through the hopper outlets.

Starting in 1953, General American Transportation began building Airslide covered hoppers. One of the two original configurations was a 2,600-cubic foot, single-bay car with a 70-ton capacity. In addition to railroad-owned cars, there were a number of Airslide covered hoppers leased by GATC to sugar and bakery companies. Later on, larger cars were introduced as the railroads continued to improve their infrastructure. To extend the useful lives of the smaller 2600 cuft cars, some of them were permanently connected in 2-unit drawbar sets. The drawbar sets operated as a single car, and therefore had a whopping total capacity of 5,200 cu.ft. - although their substantial length was a notable drawback.

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FMC 4700 Covered Hopper

HO

Burlington Northern



Era: 1980+

ATH-2479 FWD #459650
 ATH-2480 FWD #459708
 ATH-2481 FWD #459679 / 459690 / 459724

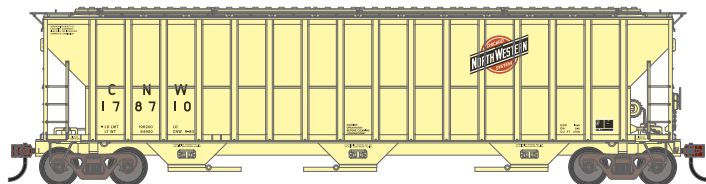
BNSF Railway



Era: 2006+

ATH-2482 BNSF #436235
 ATH-2483 BNSF #436709
 ATH-2484 BNSF #436321 / 436533 / 436748

Chicago and North Western*

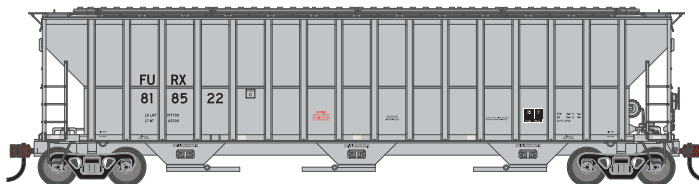


Era: 1990s+



ATH-2485 CNW #178710
 ATH-2486 CNW #178909
 ATH-2487 CNW #178752 / 178844 / 178975

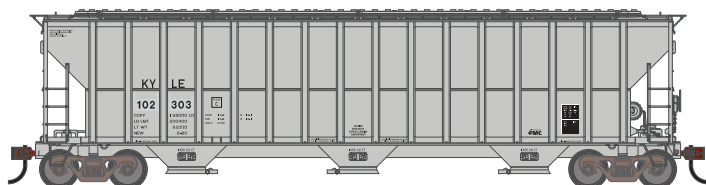
First Union Rail



Era: 2000s+

ATH-2488 FURX #818522
 ATH-2489 FURX #818579
 ATH-2490 FURX #818541 / 818553 / 818580

Kyle Railroad



Era: 2000s+



ATH-2491 KYLE #102303
 ATH-2492 KYLE #102422
 ATH-2493 KYLE #102365 / 102391 / 102406

Wilbur-Ellis Company



Era: 1980+

ATH-2494 WEIX #1002
 ATH-2495 WEIX #1007
 ATH-2496 WEIX #1004 / 1005 / 1010

MODEL FEATURES:

- Separately-applied brake gear including brake wheel, brake wheel housing, chain, brake lever, air reservoir, brake cylinder and triple valve
- 100-ton trucks with 36" solid machined nickel silver wheels with RP25 contours operate on all popular brands of track
- Factory applied roof walk, roof hatch, end details, ladders and wire grab irons
- Two outlet grate variations
- Accurately painted and printed on a highly detailed, injection molded body
- See-through etched metal end platforms and roof walkways
- Body-mounted McHenry® operating scale knuckle couplers
- Weighted for optimum performance
- All 3-packs feature unique road numbers
- Minimum radius: 18"



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

PRIME FOR GRIME \$49.99 INDIVIDUAL | \$129.99 3-PACK
\$44.99 INDIVIDUAL | \$114.99 3-PACK

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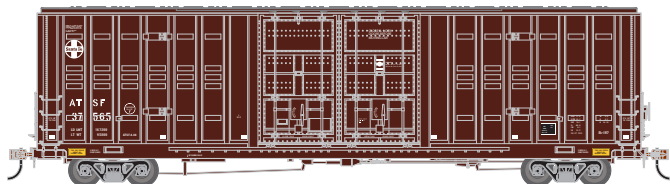
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60ft Berwick Box Car

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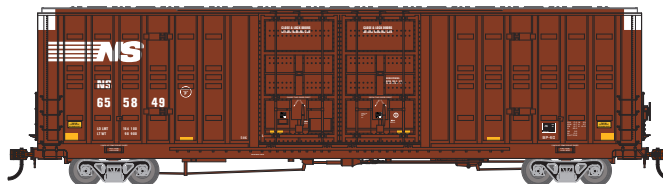
Santa Fe



Era: 1990s+

ATH-2497 ATSF #37565
ATH-2498 ATSF #37567
ATH-2499 ATSF #37571

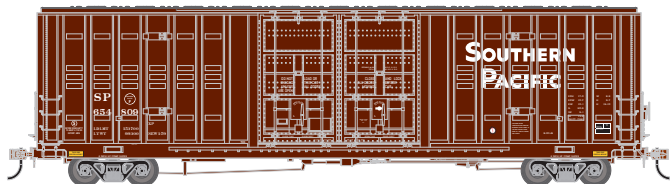
Norfolk Southern



Era: 2006+

ATH-2500 NS #655849
ATH-2501 NS #655884
ATH-2502 NS #655890

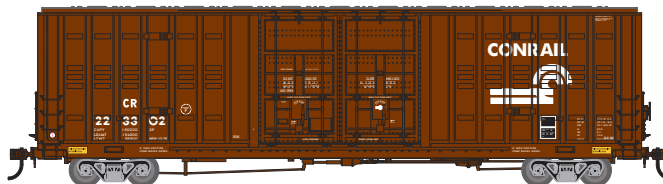
Southern Pacific*



Era: 1985+

ATH-2503 SP #654809
ATH-2504 SP #654810
ATH-2505 SP #654815

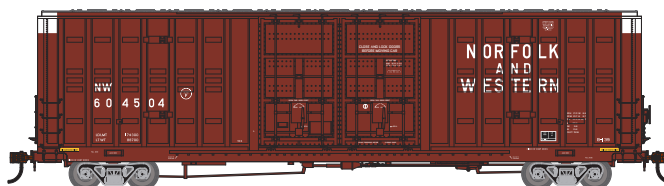
Conrail



Era: Late 1970s+

ATH-2506 CR #223302
ATH-2507 CR #223330
ATH-2508 CR #223399

Norfolk and Western



Era: Late 1970s+

ATH-2509 NW #604504
ATH-2510 NW #604513
ATH-2511 NW #604519

MODEL FEATURES:

- Separately-applied wire grab irons and etched end platforms
- Detailed underbody including full brake gear
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Body-mounted McHenry® operating scale knuckle couplers
- Weighted for optimum performance
- Minimum radius: 22"

PROTOTYPE HISTORY:

Berwick Forge & Fabrication emerged as a freight car builder in the early 1970s as the Per Diem boxcar boom erupted. BFF built a variety of boxcar sizes in height and length including assigned service for many different railroads and shortlines.

\$43.99 INDIVIDUAL

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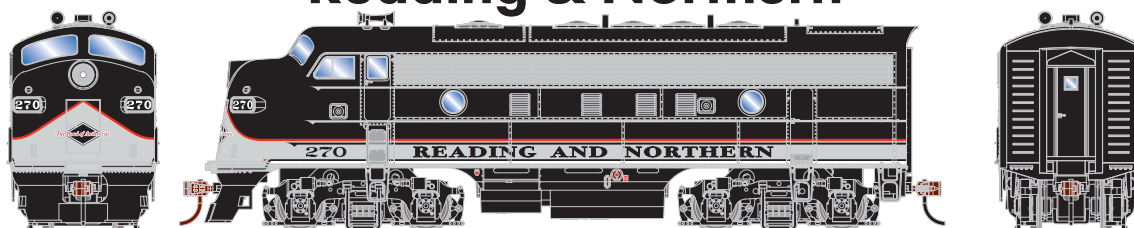
CSX



RND-2740 HO F7A, CSXT #116
RND-2741 HO F7A, CSXT #118

Era: 1990+

Reading & Northern



RND-2742 HO F7A, RBMN #270

Era: 2019+

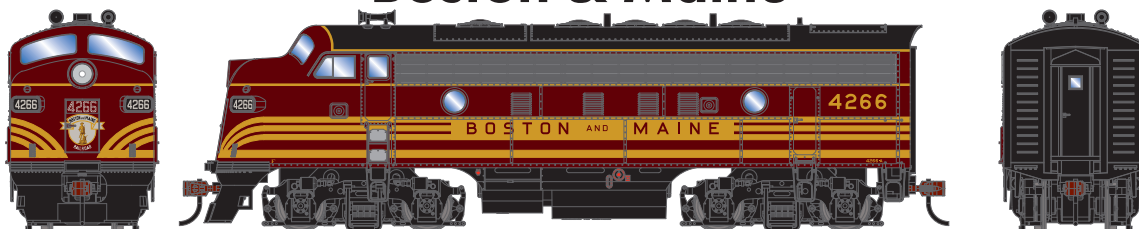
Clinchfield



RND-2743 HO F7A, CRR #800

Era: 2017+

Boston & Maine



RND-2744 HO F7A, BM #4266
RND-2745 HO F7A, BM #4268

Era: 1949 - 1969, 2022+

\$144.99 DCC-Ready

*Items might be cancelled if pre-orders do not meet minimum production quantities.

Orders Due: 11.29.24
ETA: APRIL 2026

Athearn

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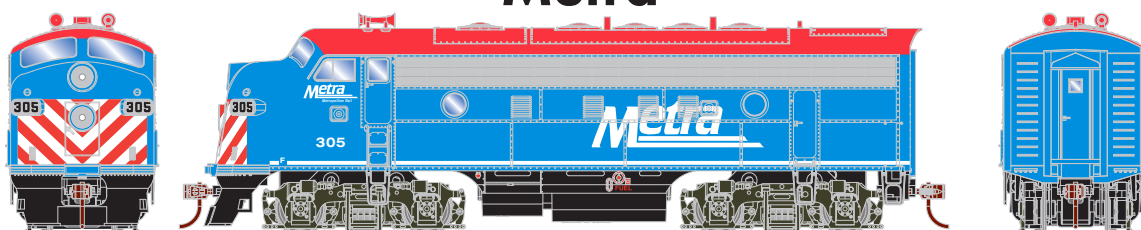
Seaboard System



RND-2746 HO F7A, SBD #116
RND-2747 HO F7A, SBD #118

Era: 1980+

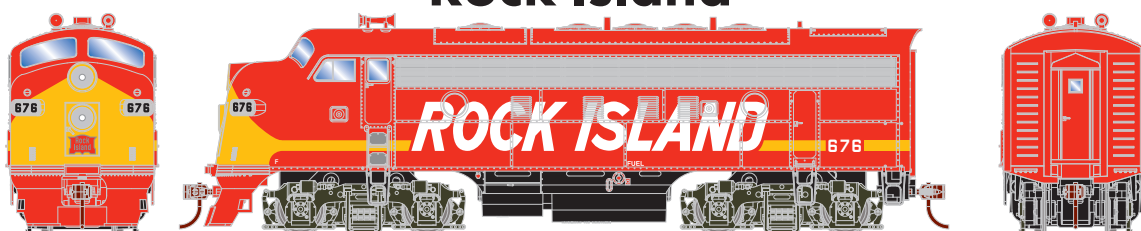
Metra



RND-2748 HO F7A, METX #305
RND-2749 HO F7A, METX #308

Era: 1993+

Rock Island



RND-2750 HO F7A, CRIP #676
RND-2751 HO F7A, CRIP #677

Era: 1972+

Conrail



RND-2752 HO F7A, CR #1826

Era: 1976+

\$144.99 DCC-Ready

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Athearn



RND-2739 HO F7A, Athearn #2024

Era: 2024+

\$129.99 DCC-Ready



HHD24ORN Athearn Holiday Ornament

The Athearn F7A has a history that can be traced back to the late 1950s. Over the years, the Athearn F7A has worn some of the most iconic paint schemes of famous railroads both past and present. From the iconic Santa Fe Warbonnet to the utilitarian Penn Central black, it is a safe assumption to say that more Athearn F7A models have run more miles on model railways than the prototype! Recently, this tried-and-true model was updated and retooled to 21st century standards which now guarantees new generations to enjoy this model. Since model trains and the Holidays go hand in hand the Athearn team thought it would be the perfect time to offer this iconic model as a Holiday ornament for 2024. Enjoy both the model and the ornament each Holiday season for years to come. From the Athearn crew, we wish you Seasons Greetings!



\$19.99 Holiday Ornament

*Items might be cancelled if pre-orders do not meet minimum production quantities.

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ETA: APRIL 2026



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CALL 1.800.338.4639

All Road Names

PROTOTYPE INFO:

The EMD F7 was a 1,500 horsepower Diesel-electric locomotive produced between February 1949 and December 1953 by the Electro-Motive Division of General Motors (EMD) and General Motors Diesel (GMD). Many F7s remained in service for decades, as railroads found them economical to operate and maintain. The Santa Fe railroad operated an extensive amount of EMD F7 diesel locomotives, many painted in the famous "Warbonnet" livery made famous by the Santa Fe's passenger service. Other famous roads which heavily utilized the F7 were the Southern Pacific, Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio, New York Central, Great Northern, Wabash, and Milwaukee, among others.

The Athearn F7 itself also has a lush history. It was the first plastic one-piece body locomotive in the Athearn for the time, in the 1950s. The Athearn F7 has been the train set locomotive of choice for over a generation of model railroaders.

Now, the classic Roundhouse F7A has been re-tooled and improved to be even better. With customer-requested features such as 21-pin DCC compatibility, and dual rear coupler mounting options, this classic streamliner is ready to enthrall a new generation of model railroaders.

LOCOMOTIVE FEATURES:

- **New body tooling - Based on EMD F7A "Phase I Early"- one of the most common versions produced!**
- **Revised frame with heavy die cast weight and provision for 21-pin DCC decoders**
- **Flush-fitting cab, porthole, and rear window glass**
- **Improved All-wheel electrical pickup with two wires to each truck provides reliable current flow**
- Single or dual headlight per prototype
- Separately-applied horns
- McHenry operating scale knuckle couplers
- All-wheel drive with precision gears for smooth and quiet operation
- 5-pole motor with precision-machined flywheels and multi-link drive train for trouble free operation
- Wheels with RP25 contours operate on all popular brands of track
- Fully-assembled and ready-to-run out of the box
- Painted and printed for realistic decoration
- Highly-detailed, injection-molded body
- Minimum radius: 18"

\$19.99 Holiday Ornament
\$129.99 Athearn Limited Edition
\$144.99 DCC-Ready

*Items might be cancelled if pre-orders do not meet minimum production quantities.

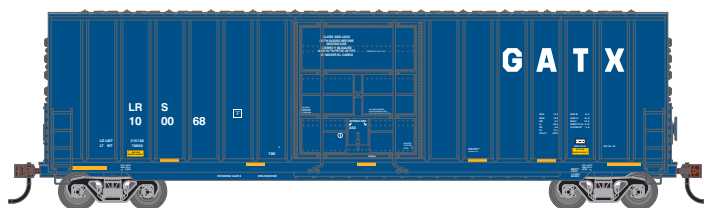
Orders Due: 11.29.24

ETA: APRIL 2026



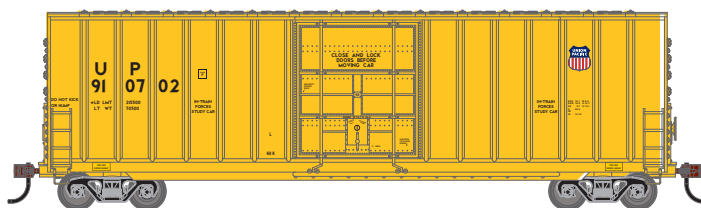
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Laurinburg and Southern



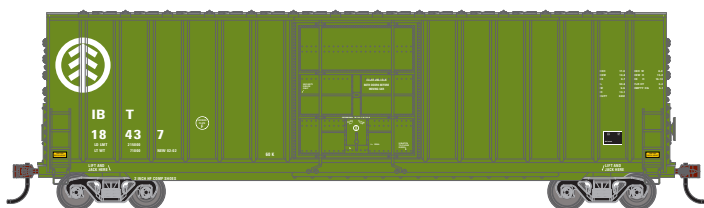
RND-2721 LRS #100068 Era: 2020+
RND-2722 LRS #100099
RND-2723 LRS #100105

Union Pacific*



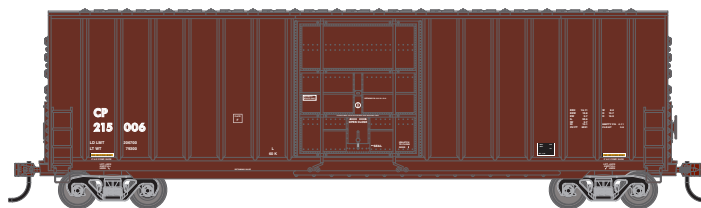
RND-2724 UP #910702 Era: Late 2010s+
RND-2725 UP #910704
RND-2726 UP #910705

International Bridge & Terminal



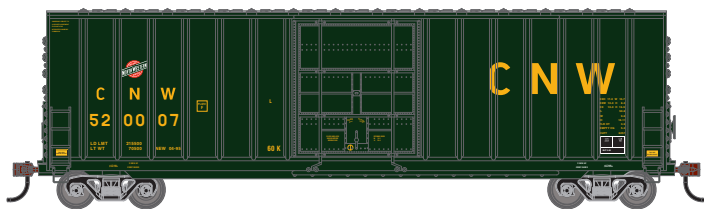
RND-2727 IBT #18437 Era: 2002+
RND-2728 IBT #18500
RND-2729 IBT #18666

Canadian Pacific



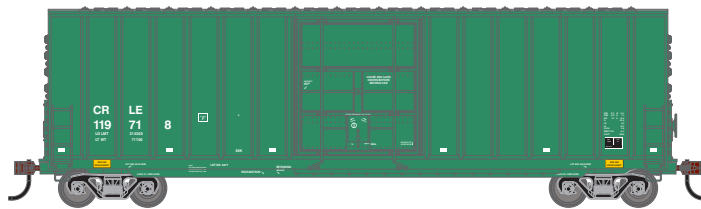
RND-2730 CP #215006 Era: 2000s+
RND-2731 CP #215031
RND-2732 CP #215105

Chicago and North Western*



RND-2733 CNW #520007 Era: 1990s+
RND-2734 CNW #520080
RND-2735 CNW #520089

Coe Rail Inc.



RND-2736 CRLE #119718 Era: 2001+
RND-2737 CRLE #119770
RND-2738 CRLE #119783

PROTOTYPE AND BACKGROUND INFO:

Railroad boxcars are perhaps not only the best-recognized pieces of equipment ever put into service but also one of the most identifiable symbols of the industry itself. During the early years of the industry, freight was hauled on simple flatcars or early gondolas. In Upstate New York was the burgeoning Mohawk & Hudson Railroad, the first chartered system in the United States which later became part of the New York Central, came up with the novel idea of covering its gondolas in 1833 since the railroad dealt with snow throughout much of the winter.

The Roundhouse 50' High Cube, Plug Door box car is based on a common type of box car that began appearing in large numbers in the late 1970s. Such cars required greater overhead clearance to operate safely, but boasted greater cubic capacity than comparable standard-height cars. These cars commonly haul canned goods, finished rolls of paper, appliances, furniture, and lumber.

MODEL FEATURES:

- Separate brake wheel
- Body-mounted McHenry® operating scale knuckle couplers
- Machined wheels with RP25 contours
- Weighted for optimum performance
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Minimum radius: 18"

\$29.99 INDIVIDUAL

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ETA: APRIL 2026



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