

Athearn Genesis EMD SD60

The SD60 is a microprocessor-controlled six axle locomotive utilizing a 16 Cylinder turbocharged EMD 710 engine to produce over 100,000 lbs of tractive effort at minimum continuous speed. This model is utilized primarily in over the road applications, but can also be used in large industrial loading/unloading facilities, namely where rail curvature is not an issue.

Riding on 40-inch diameter wheels, the SD60 measures 71 feet, 2 inches long- the same as its SD50 relative. The SD60 was ordered by numerous roads for heavy-haul service. Chicago and North Western, after having ordered 35 SD50s, returned to order 55 SD60s to bolster its coal service.

Conrail ordered 25 units with the standard cab before switching to the SD60I. Kansas City Southern was satisfied enough with its 10 SD50s that it came back to order 46 SD60 units. Norfolk Southern and Union Pacific were big buyers, taking 151 and 85 units respectively. The 100-unit lease fleet of Oakway SD60s was also a significant group. Overall, the SD60 model was a success for EMD, but it came too late in the game to unseat GE as the #1 locomotive builder in the US.

First Release Roads

Burlington Northern

Conrail

Soo Line

Canadian National

Norfolk Southern

Union Pacific



Photo Credit: Andy Smith / Kevin EuDaly collection

\$269.99 w/o SOUND | \$369.99 w/ Tsunami² SOUND

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

These items are subject to Horizon's MAP policy

Orders Due: 12.27.24

ETA: MAY 2026



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Burlington Northern



Era: Late 1985+

SD60, BN #8300
SD60, BN #8301
SD60, BN #8302

without Sound

ATHG-2145
ATHG-2146
ATHG-2147

with Sound

ATHG-2163
ATHG-2164
ATHG-2165

BN FEATURES:

- 88" nose with clear class lights
- Western Cullen Beacon
- HTC trucks with Hyatt bearings
- 4500-gallon fuel tank with seam and dual fillers
- Rear class lights with clear lens
- Nose mounted brake ratchet
- T-Type Jacking Pads

BN 8300-8302 were demonstrator units from EMD, albeit painted in full BN colors. They were eventually returned to EMD, but ran around for a while in a patched BN scheme.

Soo Line



Era: 1987+

SD60, SOO #6005
SD60, SOO #6012
SD60, SOO #6019

without Sound

ATHG-2148
ATHG-2149
ATHG-2150

with Sound

ATHG-2166
ATHG-2167
ATHG-2168

SOO FEATURES:

- 88" nose with clear class lights
- 4500-gallon fuel tank without seam
- Nose mounted brakewheel
- Xenon Beacon with bracket, right side mounted
- Spare knuckles on rear pilot, SOO specific
- HTC trucks with Timken bearings
- All-weather window on right side
- Rear class lights with clear lens
- Nathan M3 Horn
- Square-Type Jacking Pads

SOO 6000-6041 were the final standard-cab units delivered new to the road- as well as the last to wear the red & white "Hockey Stick" scheme.

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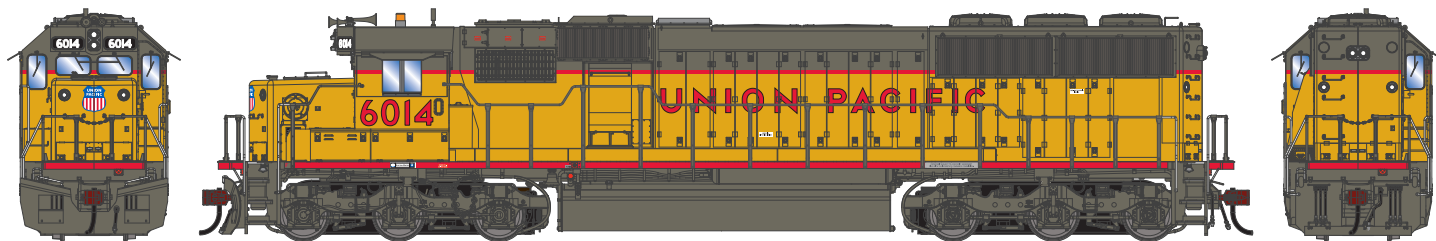
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* Union Pacific Licensed Product

Union Pacific*



Era: 1986+

SD60, UP #6014
SD60, UP #6035
SD60, UP #6054

without Sound

ATHG-2151
ATHG-2152
ATHG-2153

with Sound

ATHG-2169
ATHG-2170
ATHG-2171

UP FEATURES:

- 88" nose with clear class lights
- Leslie S3L Horn
- Square-Type Jacking Pads
- Spare knuckle bracket on each sideframe
- 4500-gallon fuel tank without seam
- HTC trucks with Timken bearings
- Rear class lights with clear lens
- Nose mounted brakewheel

UP 6000-6084 were built in Feb-Jun of 1988. They had an operating weight of 390,000 pounds. They remained in this number series until 1999.

Conrail



Era: 1989+

SD60, CR #6843
SD60, CR #6855
SD60, CR #6862

without Sound

ATHG-2154
ATHG-2155
ATHG-2156

with Sound

ATHG-2172
ATHG-2173
ATHG-2174

CR FEATURES:

- 88" nose with red marker lights
- Nathan K5LA Horn
- Square-Type Jacking Pads
- Bell with guard
- 4500-gallon fuel tank without seam
- Rear class lights with red lens
- Nose mounted brakewheel
- Spare knuckles on rear pilot
- Signal box
- HTC trucks with Timken bearings

The tall battery box, countersunk radiator fans, three grab irons on the engineer's side of the nose, and the FRA-approved class lights are unique to Conrail SD60's. They were also the first CR units to feature white number boards.

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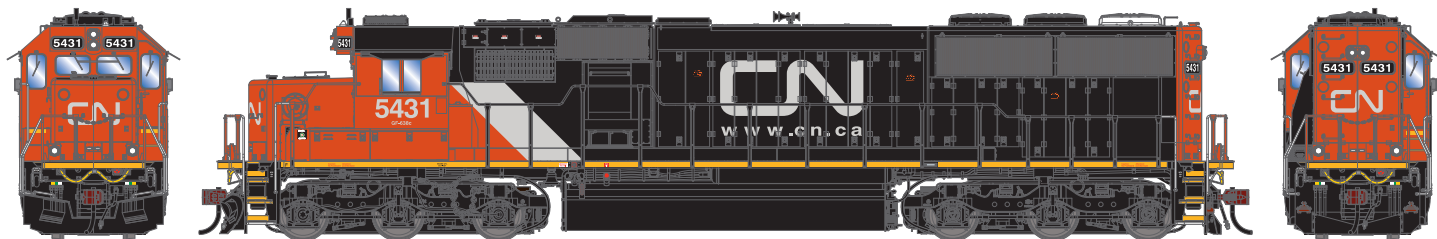


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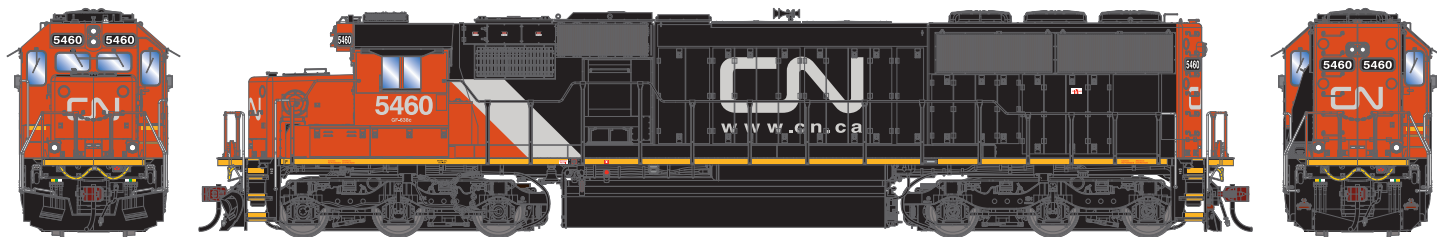
Canadian National



Era: 2013+



Era: 2012+



Era: 2014+

SD60, CN #5422
SD60, CN #5431
SD60, CN #5460

without Sound	with Sound
ATHG-2160	ATHG-2178
ATHG-2161	ATHG-2179
ATHG-2162	ATHG-2180

CN FEATURES:

- 88" with blanked class lights
- Beacon bracket only
- Nose mounted brakewheel
- Waste retention tank
- Rectangular type toilet drain valve
- Front and rear pilot, CN specific
- 4500-gallon fuel tank without seam
- HTC trucks with Timken bearings
- Ditchlights mounted on anticlimber, front and rear
- Rear class lights blanked
- Nathan K3LA Horn
- Square-Type Jacking Pads
- Air dryer
- Spare knuckles on rear pilot
- Electronic fuel gauges

In the early 2010s, CN acquired close to 100 former Oakway Leasing SD60 units. The units were re-wired and repaired as needed, and received CN's "Web Address" paint scheme.

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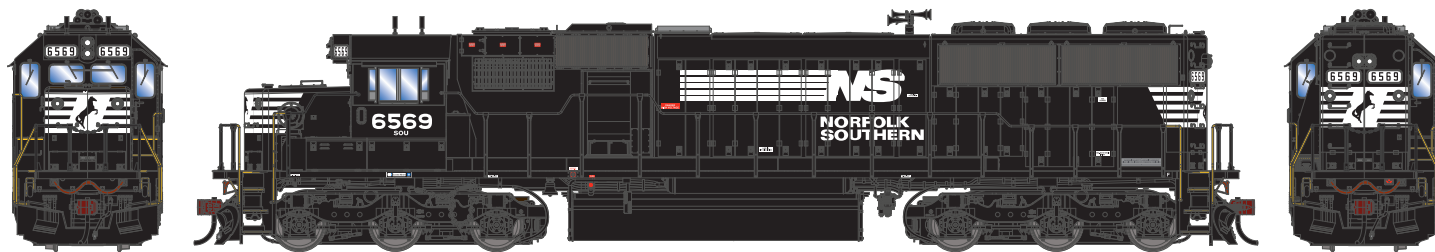
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Norfolk Southern



Era: 1985+

SD60, NS #6569
SD60, NS #6581
SD60, NS #6602

without Sound

ATHG-2157
ATHG-2158
ATHG-2159

with Sound

ATHG-2175
ATHG-2176
ATHG-2177

NS FEATURES:

- 88" nose with clear class lights
- Nathan P135-R24 Horn
- T-Type Jacking Pads
- Dual fuel gauges, NS specific
- Rear class lights with clear lens
- Nose mounted brakewheel
- Air dryer
- HTC trucks with Hyatt bearings

NS eventually rostered over 200 SD60 units. They were used-system-wide on all types of trains. The SD60E rebuild program of the early 2010s extended their service lives considerably.

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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

SD50 SERIES LOCOMOTIVE NEW FEATURES:

- New tooling from the rails up!
- New bodies with correct door placement and weld marks
- Early or late handrail placement
- HTC or Flexicoil trucks with Hyatt or animated Timken bearings
- Correct dynamic brake intake and exhaust grille placement
- Single or dual conduit fans
- Rounded or blunt anticlimbers with or without MU cutouts
- 4000 or 4500 gallon fuel tanks with fuel fillers, fuel gauges, & breather pipes; correct gauge and filler placement
- Operating Class Lights (Where equipped based on prototype)
- Operating Number boards
- Coupler cut levers
- Trainline hose
- Full cab interior
- Windshield wipers
- Wire grab irons
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Fine-scale Celcon handrails for scale appearance
- 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 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
- Packaging securely holds the model for safe storage
- Minimum radius: 22"
- MU hoses
- See-through cab windows
- Walkway tread
- Lift rings
- Sander lines



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