

Boston & Maine



Era: 1984+

Era: 1984+

GP49, BM #400
GP49, BM #407

without Sound	with Sound
ATHG-2422	ATHG-2432
ATHG-2423	ATHG-2433

BM FEATURES:

- Sunshades
- Operating class lights
- Painted in BM's final paint scheme
- Cab wind deflectors
- Firecracker antenna

Boston & Maine was an esteemed Class I carrier based in New England. At one time, they operated an extensive network in New York, Vermont, New Hampshire, Massachusetts, and Maine.

They became part of Guilford Transportation Industries in 1983.

What if an independent BM had survived a bit longer to order new power from EMD, in the form of GP49s? Here's our take on what they would have looked like.

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ETA: NOVEMBER 2026

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Ferrocarriles Nacionales de México



Era: 1984+

Era: 1984+

GP49, NDEM #7900
GP49, NDEM #7909

without Sound	with Sound
ATHG-2424	ATHG-2434
ATHG-2425	ATHG-2435

NDEM FEATURES:

- High short hood
- "Trade-in" Blomberg-B trucks
- Operating class lights
- Leslie RS3L horn
- MU hose holder at each end

Ferrocarriles Nacionales de México (better known as N de M and after 1987) was the state railroad of Mexico from 1938 to 1998. The majority of their motive power was secondhand or rebuilt; in addition, they operated some of the last high-nosed 2nd generation diesels in passenger service.

Here is our take on a more modern replacement for these units, in the form of the GP49.

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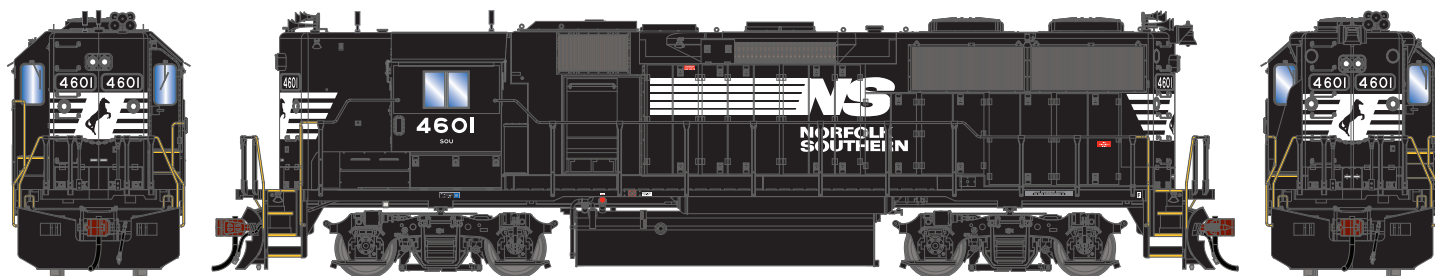
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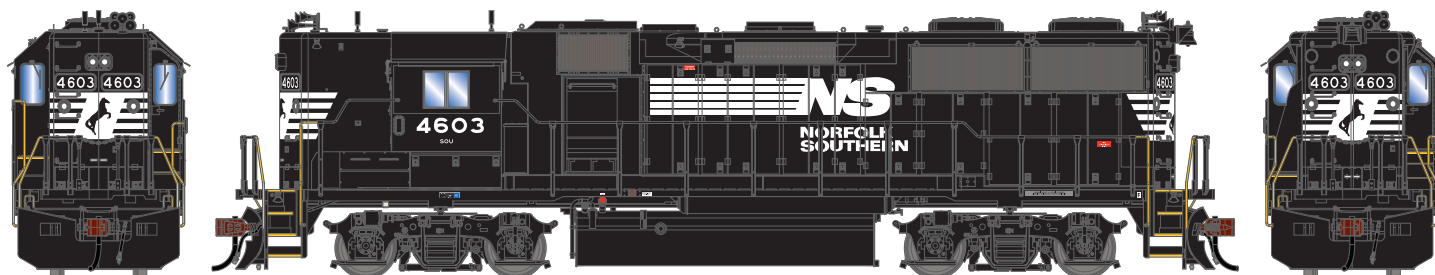
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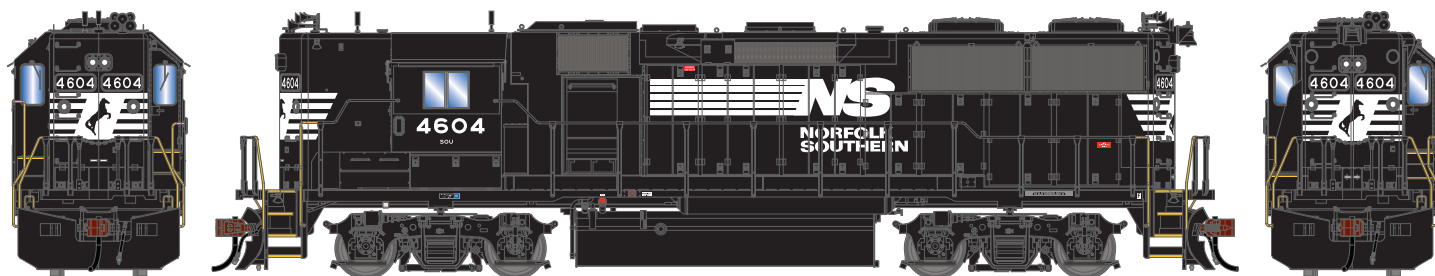
Norfolk Southern



Era: 1980s+



Era: 1980s+



Era: 1980s+

GP49, NS #4601
GP49, NS #4603
GP49, NS #4604

without Sound	with Sound
ATHG-2426	ATHG-2436
ATHG-2427	ATHG-2437
ATHG-2728	ATHG-2438

NS FEATURES:

- Walkway lights (non-operating)
- Bell mounted on the long hood
- Large snowplow at each end
- Operating class lights
- High short hood
- P-5 horn at each end
- Two Firecracker antennas

NS's fleet of GP49s were rebuilt from the former SOU GP39Xs in 1982. Norfolk Southern retired them in 2001, and they now are owned by Florida Tri-Rail.

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Norfolk Southern - Executive



Era: 1980s+



Era: 1980s+

GP49, NS #4600
GP49, NS #4605

without Sound	with Sound
ATHG-2429	ATHG-2439
ATHG-2430	ATHG-2440

NS FEATURES:

- Walkway lights (non-operating)
- Bell mounted on the long hood
- Large snowplow at each end
- Cab A/C
- Front and rear ditch lights (flash effect with horn activation on DCC/sound version)
- High short hood
- P-5 horn at each end
- Two Firecracker antennas
- Operating class lights

Although NS retired their GP49s in 2001, what if they had kept them around for longer? We've adapted NS's attractive Executive scheme to the units as used on their business cars and research trains. They have also been equipped with ditch lights. Run them on Officer's Car Specials, test trains, MOW, or anything else you can think of!

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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 AND BACKGROUND INFO

Sensitivity to fuel economy in the 1970's justified the GP39-2 in EMD's catalog. It also laid the ground work for EMD to start exploring locomotive designs that utilize engines with larger piston displacement yet possess fewer cylinders. This approach has become the foundation to modern locomotive technology.

In 1983, EMD took this concept to the next step by introducing the GP49. Basically a 12-cylinder version of the GP50, it produced almost as much power as the 16-cylinder GP40-2, with supposedly better fuel economy. The model was not a huge success, with only 9 being sold in the open market, as well as 6 GP39Xs being upgraded to GP49 standards. Interestingly, an SD49 was also cataloged but generated no orders.

GP49 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- "Nub" style walkway tread
- Lift rings
- Walkway tread
- Lit number boards
- Lit signal lights and/or beacons, if equipped
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- Blomberg-B or Blomberg-M trucks with appropriate bearing caps
- Speed recorder unless noted
- See-through cab windows and full cab interior
- Fine-scale Celcon handrails for scale appearance
- Etched metal fan grilles
- Air tanks mounted below sill unless noted
- 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"
- Trainline and MU hoses
- MU stands
- Windshield wipers
- Wire grab irons
- Sanding lines



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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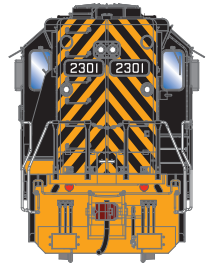
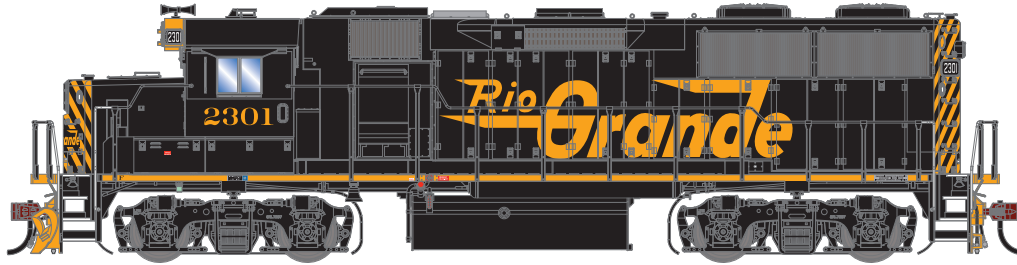
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Rio Grande*



Era: 1984+ (Alternate History)



Era: 1984+ (Alternate History)

	without Sound	with Sound
GP39-2 PH III, DRGW #2301	ATHG-2405	ATHG-2413
GP39-2 PH III, DRGW #2307	ATHG-2406	ATHG-2414

DRGW FEATURES:

- Nose mounted oscillating light
- Sinclair antenna
- Short snowplow
- Operating class lights
- M-3 horn
- "Trade-in" Blomberg-B trucks
- Rear MU hose brackets

Rio Grande's primary branch line and secondary power in the 1980s consisted of a worn-out group of GP9s, GP30s, and GP35s. All of these units had been well-maintained by the Grande, but by this time they were starting to show their age.

What if DRGW decided to piggyback on MKT's order of GP39-2s to upgrade their secondary power? Here is our take on what might have transpired.

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* Union Pacific Licensed Product

Missouri-Kansas-Texas*



Era: 1984+

Era: 1984+

Era: 1984+

GP39-2 PH III, MKT #366
GP39-2 PH III, MKT #375
GP39-2 PH III, MKT #379

without Sound	with Sound
ATHG-2407	ATHG-2415
ATHG-2408	ATHG-2416
ATHG-2409	ATHG-2417

MKT FEATURES:

- RS5T and A-200 horns
- "Blomberg-B trucks
- Clear strobe

- Firecracker antenna
- Short snowplow
- Operating class lights

MKT GP39-2s were delivered in 1984. The final 39-2s built, they were constructed using the then-current GP49 style carbody.

The units were some of the best and most reliable locomotives available on the MKT during this time; MKT liked them so much that they also acquired 9 former Kennecott Copper 39-2s.

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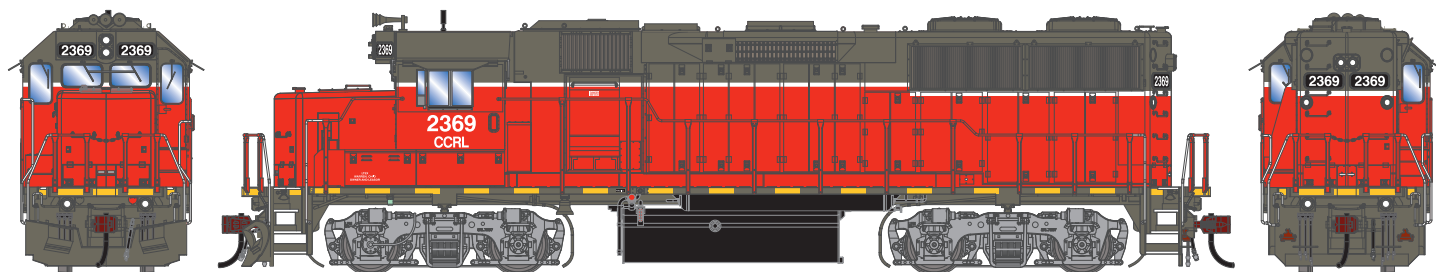
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* Union Pacific Licensed Product

Cleveland Commercial Railroad



Era: 2010s+

GP39-2 PH III, CCRL #2369

without Sound
ATHG-2410

with Sound
ATHG-2418

CCRL FEATURES:

- Ex-MKT
- Firecracker antenna
- S3L horn
- Ditch lights

The Cleveland Commercial Railroad (CCR) is a shortline railroad which operates in Cuyahoga County in Ohio in the United States. Founded as a freight-only railroad in 2004, it leases and has trackage rights on lines owned by the Norfolk Southern and the Wheeling and Lake Erie Railway. It also operates an industrial switching railroad at the Port of Cleveland. The road has subsequently been sold to OmniTrax.

CCRL 2369 is the former MKT 370.

Source: https://en.wikipedia.org/wiki/Cleveland_Commercial_Railroad

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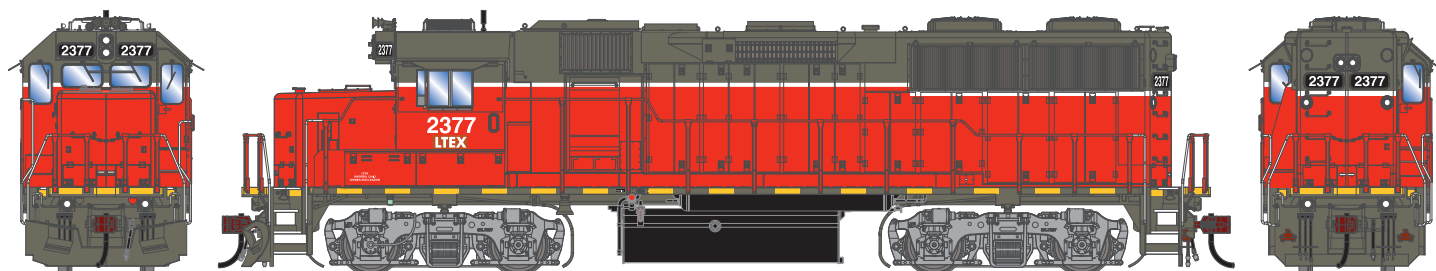


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Larry's Truck & Electric



Era: 2010s+



Era: 2010s+

GP39-2 PH III, LTEX #2372
GP39-2 PH III, LTEX #2377

without Sound	with Sound
ATHG-2411	ATHG-2419
ATHG-2412	ATHG-2420

LTEX FEATURES:

- Ex-MKT

- Firecracker antenna

Located in McDonald, Ohio, northwest of Youngstown, Larry's Truck and Electric (LTEX Rail) is a scrapper, rebuilder, leaser, and reseller of a wide variety of second-hand locomotives, mostly first- and second-generation road and yard switchers. The facility also provides sales and repair of major locomotive parts, including prime movers and traction motors. The LTEX facility receives and ships via the adjacent CSX mainline through Youngstown, Ohio.

LTEX 2372 and 2377 are ex-MKT 373 and 378, respectively.

Source: <https://hawkinsrails.net/industrials/ltex/ltex.htm>

ROAD NUMBER SPECIFIC FEATURES:

- #2372 Cab A/C, K5LA horn, short snowplow
- #2377 P-3 horn, large snowplow

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PROTOTYPE AND BACKGROUND INFO:

In the decade between 1974 and 1984, EMD produced the GP39-2 for seven North American railroads. The basic design followed most four axle road diesel switchers for the time. Borrowing improvements from the GP38-2 and GP40-2 designs, this mid-horsepower road switcher utilized a turbocharged 12-cylinder EMD 645E3 diesel engine for its prime mover. With four fewer cylinders, the smaller engine provided a distinctive long hood on the phase II and phase III bodies, where the clean room/engine compartment doors were set back from the cab further than predecessor locomotives.

Sensitivity to fuel economy in the 1970's justified the GP39-2 in the locomotive market. It also laid the ground work for EMD to start exploring locomotive designs that utilize engines with larger piston displacement yet possess fewer cylinders. This approach has become the foundation to modern locomotive technology.

GP39-2 SERIES LOCOMOTIVE FEATURES:

- Coupler cut levers
- Drop steps unless noted
- "Nub" style walkway tread
- Lift rings
- Walkway tread
- Lit number boards
- Lit class lights, if equipped
- Lit signal lights and/or beacons, if equipped
- Bell placement & type per prototype
- Detailed fuel tank with fuel fillers, fuel gauges, and breather pipes
- Blomberg-B or Blomberg-M trucks with appropriate bearing caps
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- MU stands
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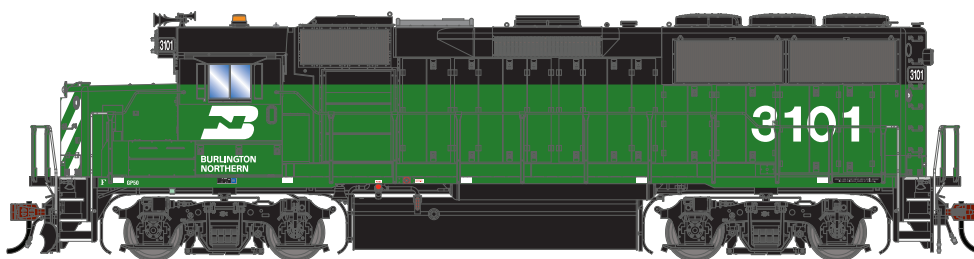
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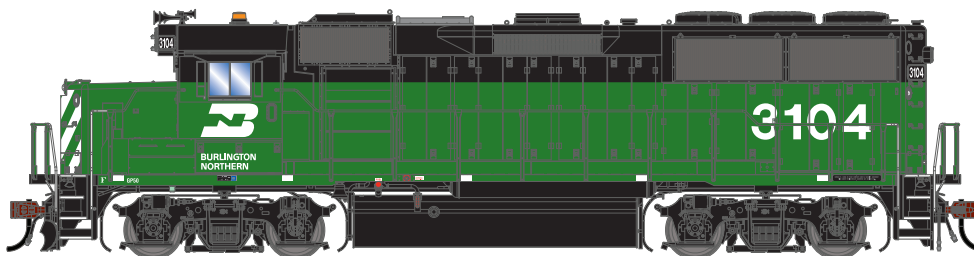


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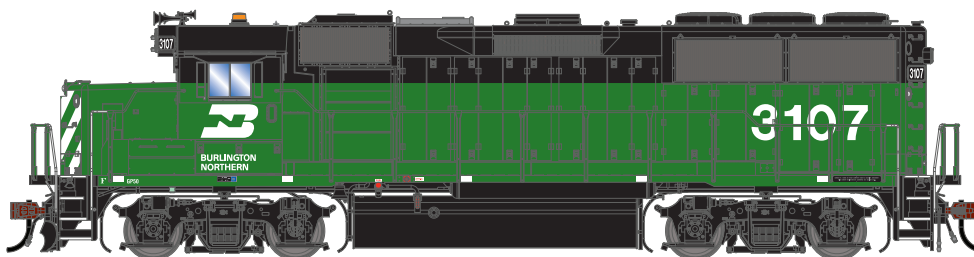
Burlington Northern



Era: 1980+



Era: 1980+



Era: 1980+

GP50, BN #3101
GP50, BN #3104
GP50, BN #3107

without Sound	with Sound
ATHG-2441	ATHG-2454
ATHG-2442	ATHG-2455
ATHG-2443	ATHG-2456

BN FEATURES:

- Early phase 1 body
- Leslie 5-chime horn
- Small EMD front plow
- Stratolite cab beacon (Effect in DCC)
- 3600-gallon fuel tank
- Large front anticlimber

Burlington Northern was introduced to the EMD GP50 by way of the Frisco since they had ordered some from EMD before their merger into the BN and one of them was delivered in Frisco colors. BN had EMD paint the rest of the order in their standard paint scheme.

BN considered the GP50 a worthwhile upgrade over their GP40-2s. Mainly used in high-speed piggyback service, the units gave good service on this road and most survived to the BNSF merger.

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Toledo, Peoria & Western



Era: 1980+



Era: 1980+

GP50, TPW #5008
GP50, TPW #5015

without Sound	with Sound
ATHG-2444	ATHG-2457
ATHG-2445	ATHG-2458

TPW FEATURES:

- Early phase 1 body
- Leslie 3-chime horn
- Front and Rear ditch Lights
- 3600-gallon fuel tank
- Large front anticlimber
- Small EMD front plow

The Toledo, Peoria and Western Railway is a shortline railroad that operates 247 miles of trackage between Mapleton and Peoria in Illinois, and Logansport, Indiana. By 2010, the TP&W's traffic primarily consisted of agricultural products, including raw and processed grain products, chemical products, and completed tractors, but they were no longer operating intermodal trains. In December 2012, Genesee & Wyoming Inc. (G&W) acquired RailAmerica, gaining ownership of the TP&W, and they began repainting all of their locomotives in G&W's orange-and-black paint scheme.

Their small fleet of GP50's were originally built for the Frisco in 1980 but became BN property when the two companies merged. TP&W has used them both in road and local service.

Source: https://en.wikipedia.org/wiki/Toledo,_Peoria_and_Western_Railway

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Southern



Era: 1980+



Era: 1980+



Era: 1980+

GP50, SOU #7004
GP50, SOU #7009
GP05, SOU #7077

without Sound	with Sound
ATHG-2446	ATHG-2459
ATHG-2447	ATHG-2460
ATHG-2448	ATHG-2478

SOU FEATURES:

- Phase 1 body with corrugated grilles and Q fans
- 3600-Gallon fuel tank
- 2 Nathan P-5 horns
- Front and rear tall EMD snowplows
- High nose configuration
- Firecracker antennas

Southern purchased the GP50 model in 1980-1981, and they were immediately put to work on fast piggyback trains. The most common configuration was a set of three units. They were the only eastern carrier to order this model; the units were at least moderately successful, with most surviving well into NS ownership.

ROAD NUMBER SPECIFIC FEATURES:

- **#7004** Three firecracker antennas and associated conduit, walkway light fixtures
- **#7009** Three firecracker antennas and associated conduit, walkway light fixtures
- **#7077** Two firecracker antennas, walkway light fixtures

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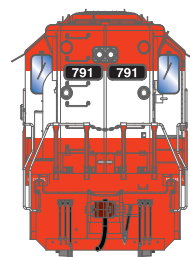
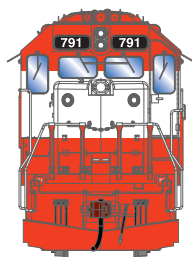
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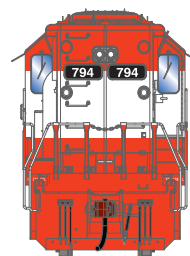
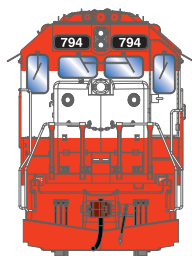
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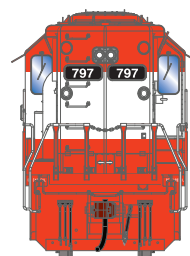
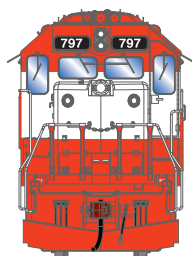
Frisco



Era: 1980+



Era: 1980+



Era: 1980+

GP50, SLSF #791
GP50, SLSF #794
GP50, SLSF #797

without Sound	with Sound
ATHG-2449	ATHG-2479
ATHG-2450	ATHG-2480
ATHG-2451	ATHG-2481

SLSF FEATURES:

- Early phase 1 body
- Leslie 5-chime horn
- Small EMD front plow
- Stratolite cab beacon (Effect in DCC)
- 3600-Gallon fuel tank
- Large front anticlimber

The last locomotive order placed by the independent SLSF, builder numbers 796331-1 to 796331-10, was for 10 GP50s numbered 790 to 799. With the coming of the BN-SLSF merger, only one unit was delivered in SLSF colors. What if the merger had been postponed for a while longer, and the GP50s delivered to SLSF as intended?

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Chessie System



Era: 1980+



Era: 1980+

GP50, CO #4701
GP50, CO #4707

without Sound	with Sound
ATHG-2452	ATHG-2482
ATHG-2453	ATHG-2483

CO FEATURES:

- Early phase 1 body
- Nathan K5LA horn
- Chessie style "Rock" pilot
- 3600-gallon fuel tank
- Large front anticlimber

The Chessie was a prolific user of the GP40-2 ; they found it ideal for most types of service. For heavy-haul applications, the road also owned a group of SD50s. Interestingly, they did not order the corresponding GP50 model - these units are our take on what might have been.

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SOUND-EQUIPPED MODELS ALSO FEATURE

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- Precision slow speed control
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
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PROTOTYPE SPECIFIC INFORMATION

The EMD GP50 is a 4-axle diesel road switcher locomotive built by General Motors Electro-Motive Division between 1980 and 1985. It is powered by a 16-cylinder EMD 645F3B diesel engine, which can produce between 3,500 and 3,600 hp.

A total of 278 examples of this locomotive were built. The GP50 retains the same overall length of 59 feet 2 inches as the other GP dash-2 series locomotives built in the same era. It utilized GM's D87 traction motor enabling it to produce a starting tractive effort of 65,000 pounds, with a continuous rating of 62,400 pounds.

The most significant difference in the GP50 from earlier designs like the GP40 was upgraded components (like a turbocharger silencer and new type of blower housing) and increased horsepower. The locomotive also introduced a new "anti-wheel-slip" technology where the locomotive horsepower output was reduced if a wheel slip condition was introduced. It also included features already common on earlier models such as dynamic braking (a system for temporarily employing traction motors as generators and using the resulting electromotive force to slow the train), and an airtight hood that kept out dust, dirt and other particles from reaching internal components.

All the companies that purchased the GP50 have now been absorbed into other systems. However, a few of their successors continue to operate the units. A number GP50s have rebuilt for better fuel economy and continue in service today.

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GP50 LOCOMOTIVE FEATURES:

- Full cab interior
- Coupler cut levers
- Flexible rubber trainline hose
- Etched see-through steps
- Lift rings
- Windshield wipers
- McHenry® scale knuckle couplers - Kadee compatible
- Wire grab irons
- See-through cab windows
- Flexible rubber MU hoses
- Walkway tread
- Sander lines
- Accurately-painted and -printed paint schemes
- Fully-assembled and ready-to-run
- 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
- Fine-scale Celcon handrails for scale appearance
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- 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-including lit number boards, ground lights, and marker lights (if applicable)
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Minimum radius: 18" — Recommended radius: 22"



LEGENDARY LIVERIES

What are Legendairy 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, Legendairy Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"

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

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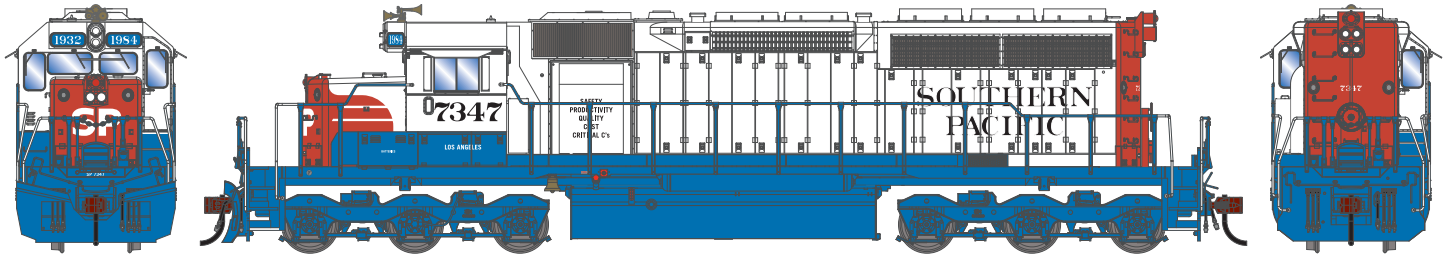
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Southern Pacific - 1984 Games*



Era: 1984+

DCC-Ready SD40R, SP #7347
with Sound ATH-2832 ATH-2856

SP FEATURES:

- SP Class SD40R - rebuilt in 1980-1981
- 4,000 gallon fuel tank
- SP light packages front and rear
- Large front plow with angled cut levers
- Nathan P-3 horn
- Rebuilt "L" shaped front window
- Extended-range dynamic brakes
- SP tool box on left hand walkway

Southern Pacific instituted a rebuild program for their SD40s in 1980-1981. The units were updated to Dash-2 electrical standards, as well as receiving electrical cabinet air filters just behind the cab on the fireman's side. They were placed in the 73XX number series.

The Southern Pacific Railroad was an official sponsor of the 1984 Summer Games in Los Angeles, CA. The games were promoted with a special paint scheme applied to SD40R #7347. We have included the gold-painted Nathan P-3 air horn, bell, and the "1932" and "1984" numberboards, which indicate the years that the games were held in Los Angeles. This offering is a great starting point for replicating this historic unit.

\$174.99 w/o SOUND | \$244.99 w/ Econami™ SOUND

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EMD SD40 Diesel Locomotive

HO

Western Maryland (Chessie System)



	DCC-Ready	with Sound
SD40, WM #7572	ATH-2833	ATH-2857
SD40, WM #7571	ATH-2834	ATH-2858
SD40, WM #7573	ATH-2835	ATH-2859

WM FEATURES:

- 4,000-gallon fuel tank
- Leslie 3-Chime horn

- Standard EMD plow on each pilot
- Extended-range dynamic brakes

Western Maryland operated 12 SD40 units. This offering is from the #7470 – 7474 group built in August of 1966. In 1972 the units were renumbered as #7570 – 7574 and conveyed to the Chessie System. Known for the flashy paint scheme, the Chessie System continues to be popular with many railfans.

ROAD NUMBER SPECIFIC FEATURES:

- **#7571** Slotted battery box doors, rear mounted brakewheel
- **#7572** Standard battery box doors, nose mounted ratchet handbrake
- **#7573** Slotted battery box doors, rear mounted brakewheel

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EMD SD40 Diesel Locomotive

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Burlington Northern



	DCC-Ready	with Sound
SD40G, BN #7301	ATH-2836	ATH-2860
SD40G, BN #7302	ATH-2837	ATH-2861
SD40G, BN #7306	ATH-2838	ATH-2862

BN FEATURES:

- 4,000-gallon fuel tank
- Leslie 3-Chime horn
- Standard battery box doors
- Spare knuckles on rear pilot
- Standard EMD plow
- Extended-range dynamic brakes
- Rear mounted brakewheel

These former Missouri Pacific locomotives were leased to the BN after being rebuilt by GATX in early 1989. After rebuilding, they were given the SD40G designation by GATX. These models are unique, featuring a white face and GATX lettering on each side.

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EMD SD40 Diesel Locomotive

HO

Illinois Central



DCC-Ready

with Sound

IC FEATURES:

SD40R, IC #6001 'OLS' ATH-2839
SD40R, IC #6003 'OLS' ATH-2840
SD40R, IC #6005 'OLS' ATH-2841

ATH-2863
ATH-2864
ATH-2873

- 4,000-gallon fuel tank
- Nathan 5-Chime horn
- Standard battery box doors
- Spare knuckles on rear pilot

- Standard EMD plow
- Non-dynamic brakes
- Rear mounted brakewheel

IC #6000 - 6005 were originally built for the Illinois Central in late 1967. Later orders boosted the total IC SD40 count to 24 units. After the IC merged with the GM&O in 1972, the IC units teamed up with 21 units from the GM&O to form a sizable SD40 fleet for the newly created Illinois Central Gulf (ICG). During 1988, ICG dropped the "Gulf" from its name and again became the Illinois Central Railroad. As the SD40 fleet aged, many of them were rebuilt.

ROAD NUMBER SPECIFIC FEATURES:

- #6001 Sinclair antenna, without cab air conditioner
- #6003 Firecracker antenna, cab air conditioner
- #6005 Firecracker antenna, cab air conditioner

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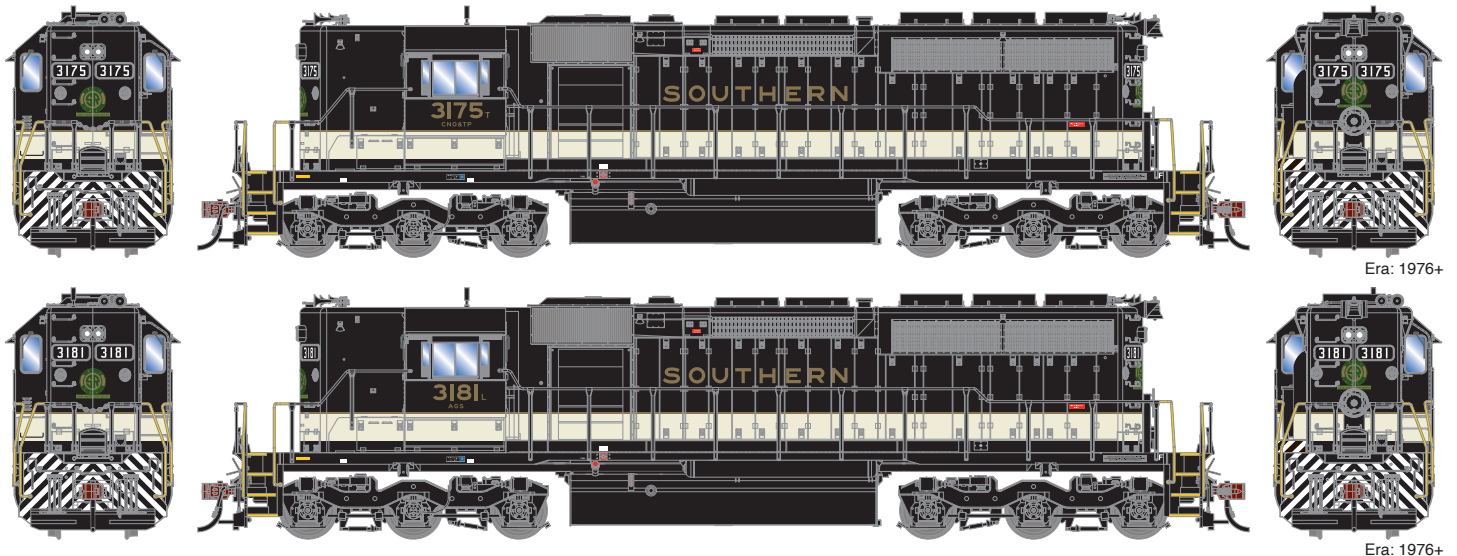
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EMD SD40 Diesel Locomotive

HO

Southern



DCC-Ready SD40, SOU #3175 ATH-2842
with Sound SD40, SOU #3181 ATH-2843

SOU FEATURES:

- 4,000-gallon fuel tank
- Hose trays on each pilot
- Extended-range dynamic brakes
- Long hood mounted brakewheel
- Long hood forward operation
- Leslie-Chime horn on each hood
- Standard battery box doors

The Southern maintained a fleet of 31 SD40's #3170 - 3200, built in 1971 and 1972. Southern and N&W were the only railroads to order high-nosed SD40s. These prototype locomotives were configured to have the long hood designated as the front. Many of these units were conveyed to the Norfolk Southern in 1982.

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EMD SD40 Diesel Locomotive

HO

Baltimore and Ohio



SD40, BO #7597	DCC-Ready ATH-2844	with Sound ATH-2876
SD40, BO #7598	ATH-2845	ATH-2877

BO FEATURES:

- 4,000-gallon fuel tank
- Leslie 3-Chime horn
- Standard battery box doors
- Hose trays on each pilot
- Extended-range dynamic brakes
- Rear mounted brakewheel

The B&O purchased 17 SD40 units. Except for nine that were sold to the Central Railroad of New Jersey, many of them lasted thru the 1980's wearing their original paint scheme. Our B&O offering is for two of the three SD40's that were built in April 1969. The units were delivered as #7497 -7499 before the final renumbering of #7597 - 7599 circa 1975.

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EMD SD40 Diesel Locomotive

HO

Conrail



Era: 1978+



Era: 1978+



Era: 1978+

	DCC-Ready	with Sound
SD40, CR #6277	ATH-2846	ATH-2878
SD40, CR #6285	ATH-2847	ATH-2879
SD40, CR #6287	ATH-2848	ATH-2880

CR FEATURES:

- 4,000-gallon fuel tank
- Leslie 3-Chime horn
- Standard battery box doors
- Standard EMD plow
- Extended-range dynamic brakes
- Rear mounted brakewheel

Formed in 1976 to take over the operations of several insolvent eastern railroads, Conrail featured an extensive variety of motive power. Their inherited SD40s had a long service life, serving in both the mountain regions and water level routes.

ROAD NUMBER SPECIFIC FEATURES:

- **#6277** Ex-PC, Built in 1971, with dynamic brake T-Vent
- **#6285** Ex-CNJ Exx-BO, Built 1967, without dynamic T-Vent
- **#6287** Ex-CNJ Exx-BO, Built 1967, without dynamic T-Vent

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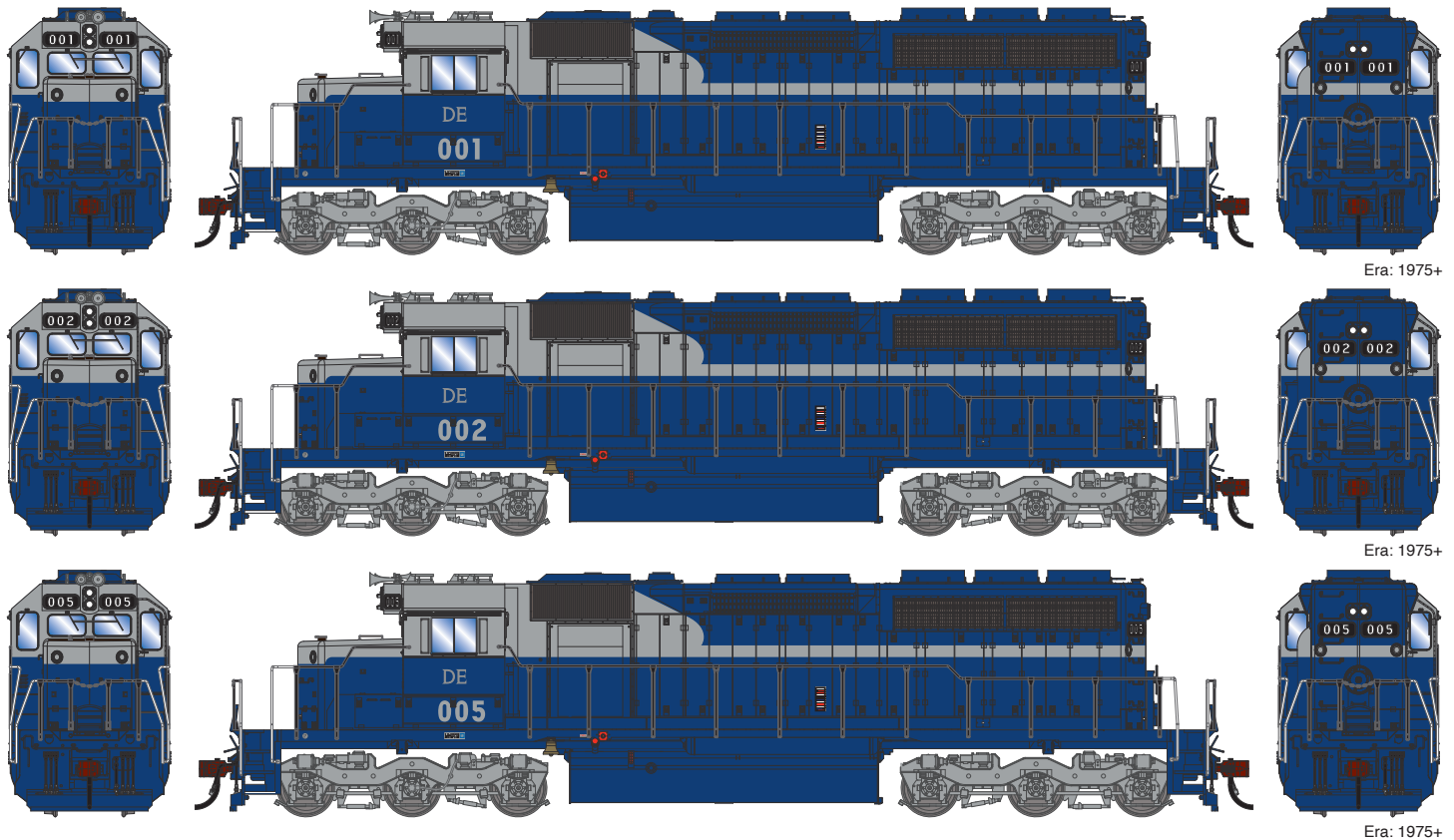
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EMD SD40 Diesel Locomotive

HO

Detroit Edison



Era: 1975+

Era: 1975+

Era: 1975+

	DCC-Ready	with Sound	DEEX FEATURES:	
SD40, DEEX #001	ATH-2849	ATH-2881	• 4,000-gallon fuel tank	• Hose trays on each pilot
SD40, DEEX #002	ATH-2850	ATH-2882	• Leslie 3-Chime horn	• Extended-range dynamic brakes
SD40, DEEX #005	ATH-2851	ATH-2883	• Standard battery box doors	• Rear mounted brakewheel

The Detroit Edison SD40 fleet consisted of 12 units. This offering includes units from the first group #001-006 delivered during 1970. These units displayed EMD's blue & silver demonstrator color scheme. These units served the Detroit Edison utility company for more than 20 years.

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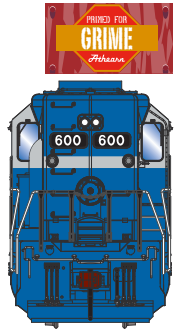
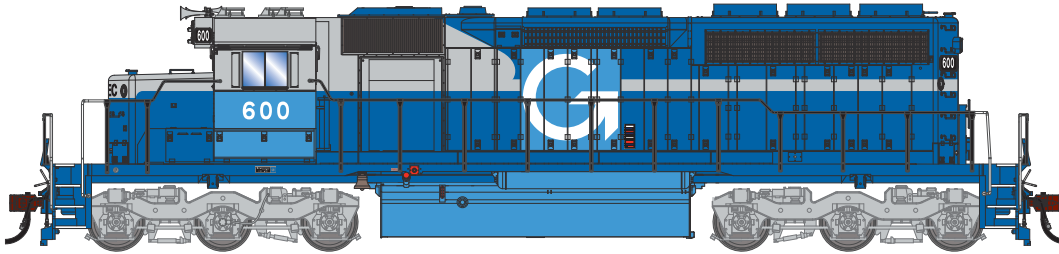
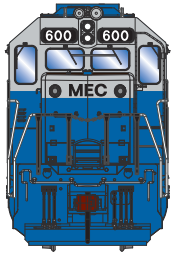
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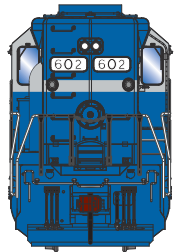
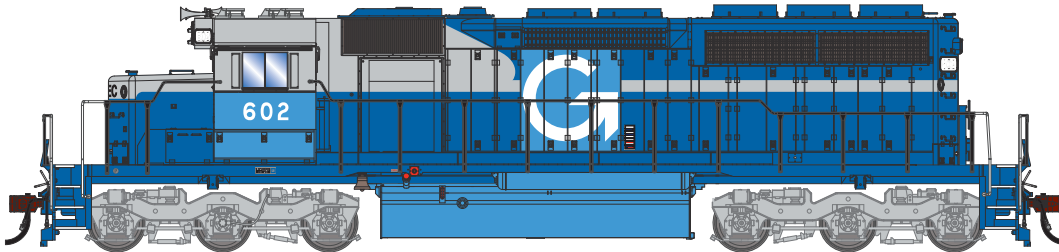
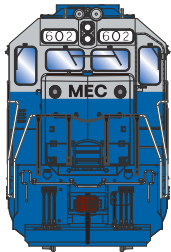
EMD SD40 Diesel Locomotive

HO

Maine Central (Ex-DEEX)



Era: 1985+



Era: 1985+

SD40, MEC #600
SD40, MEC #602

DCC-Ready

ATH-2852
ATH-2853

with Sound

ATH-2884
ATH-2885

MEC FEATURES:

- 4,000-gallon fuel tank
- Leslie 3-Chime horn
- Standard battery box doors

- Hose trays on each pilot
- Extended-range dynamic brakes
- Rear mounted brakewheel

Guilford acquired five former DEEX locomotives off the second-hand market in the early 1980's. They were assigned the reporting mark MEC, and the patched locomotives were quickly numbered as #600 – 605. We have selected two Primed for Grime units that capture the appearance of the years of heavy service.

ROAD NUMBER SPECIFIC FEATURES:

- #600 Ex-DEEX 003
- #602 Ex-DEEX 006

PRIMED FOR GRIME \$184.99 w/o SOUND | \$254.99 w/ Econami™ SOUND
\$174.99 w/o SOUND | \$244.99 w/ Econami™ SOUND

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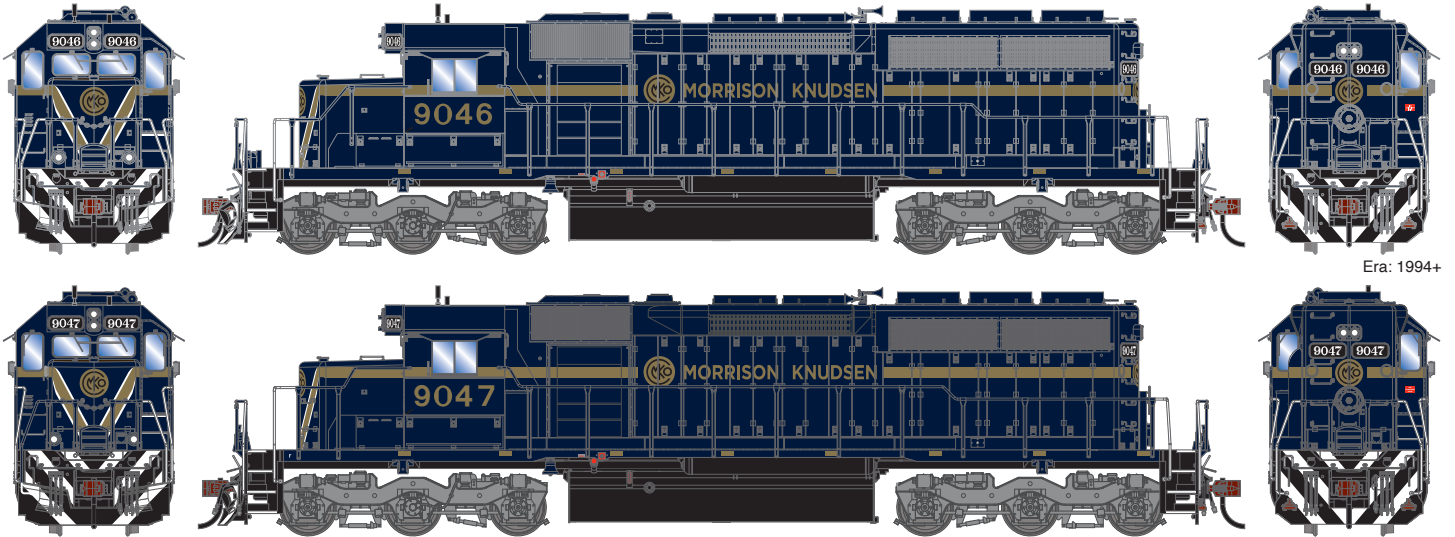
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EMD SD40 Diesel Locomotive

HO

Morrison Knudsen



SD40M-2, MKCX #9046	DCC-Ready ATH-2854	with Sound ATH-2886	MKCX FEATURES: <ul style="list-style-type: none">• 4,000-gallon fuel tank• Leslie 3-Chime horn• Standard battery box doors	<ul style="list-style-type: none">• Standard EMD plow• Extended-range dynamic brakes• Rear mounted brakewheel
SD40M-2, MKCX #9047	ATH-2855	ATH-2887		

In the early 1970s, Morrison Knudsen began rebuilding locomotives, including many EMD products, some wearing this attractive paint scheme. Their original shop was in Boise, Idaho.

ROAD NUMBER SPECIFIC FEATURES:

- **#9046** Ex-KCS 634, Built in 1971, designated as a SD40M-2
- **#9047** Ex-KCS 614, Built in 1968, designated as a SD40M-2

\$174.99 w/o SOUND | \$244.99 w/ Econami™ SOUND

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Econami sound
- Single cube speaker for optimal sound quality
- Sound units operate in both DC and DCC
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA compatible in DCC mode
- Operating lighting functions with F5 and/or F6
- Excellent low-speed operation
- 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 1966, EMD updated its locomotive catalog with entirely new models, all powered by the new 645 diesel engine. The SD40 had 3,000 hp from a turbocharged V16. 856 examples of this locomotive model were built for American railroads, 330 were built for Canadian railroads, and 72 were built for Mexican railroads.

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SD40 LOCOMOTIVE FEATURES:

- LED lighting
- Photo-etched stainless steel windshield wipers
- Separately applied wire grab irons and air tanks
- Curved radiator fan grab iron
- Coupler cut levers
- Rubber MU hoses
- See through cab windows, dynamic brake and radiator fans
- Fine scale handrails molded in engineering plastic
- Exhaust stack
- Frame mounted bell (unless noted)
- Detailed 4000 gallon fuel tank (unless different capacity is noted)
- Flexicoil-C trucks with high or low brake cylinders (per prototype)
- McHenry® scale knuckle couplers - Kadee® compatible
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Improved 5-pole skew wound can motor with flywheels and multi-link drivetrain
- Wheels with RP25 contours operate on all popular brands of track
- Highly-detailed, injection molded body
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18" — Recommended radius: 22"



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

PRIMED FOR GRIME \$184.99 w/o SOUND | \$254.99 w/ Econami™ SOUND
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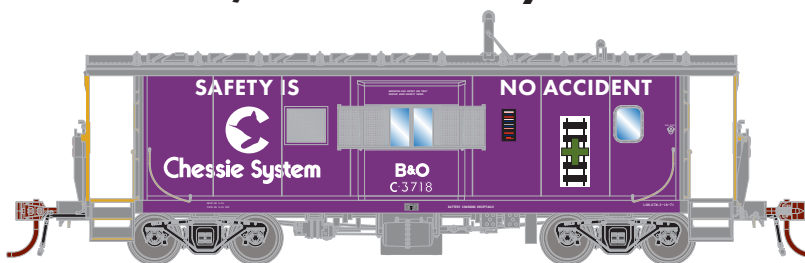
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Chessie/B&O - Safety Caboose



HO ICC Caboose BO #C-3718



Equipped with DCC & Lights
ATHG-2393

Equipped with DCC, Sound & Lights
ATHG-2399



Era: 1974+

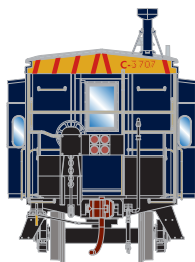
BO FEATURES:

- B&O C26 class caboose
- Firecracker-style antenna

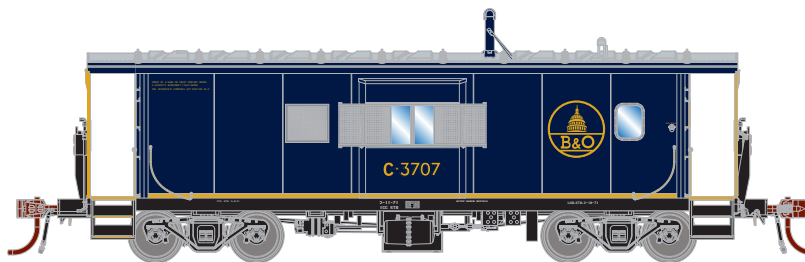
- Trainline air whistle in DCC Mode

In 1974 B&O C-3718 was selected to be painted in one of the company's varied Safety caboose paint schemes.

Baltimore & Ohio



HO ICC Caboose BO #C-3707



Equipped with DCC & Lights
ATHG-2394

Equipped with DCC, Sound & Lights
ATHG-2400



Era: 1971+

BO FEATURES:

- B&O C26 class caboose
- Firecracker-style antenna

- Trainline air whistle in DCC Mode

B&O C-3707 was built in 1971 by International Car in Kenton, OH. It was retired in February 1986 having never been renumbered or repainted into the Chessie System colors.

\$119.99 w/o SOUND | \$159.99 w/ Tsunami SoundCar™ SOUND

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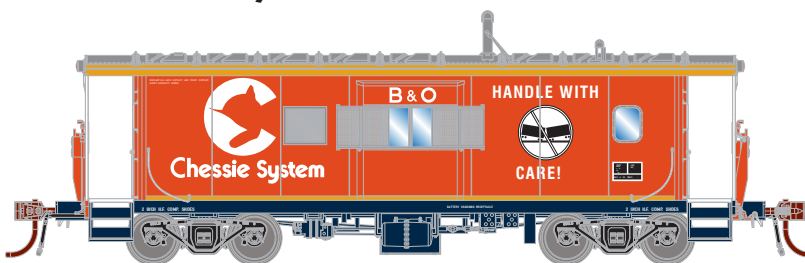


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Chessie/B&O - CCH Caboose



HO ICC Caboose BO #903747



Equipped with DCC & Lights
ATHG-2395



Equipped with DCC, Sound & Lights
ATHG-2401

Era: 1974+

BO FEATURES:

- B&O C26 class caboose
- Firecracker-style antenna

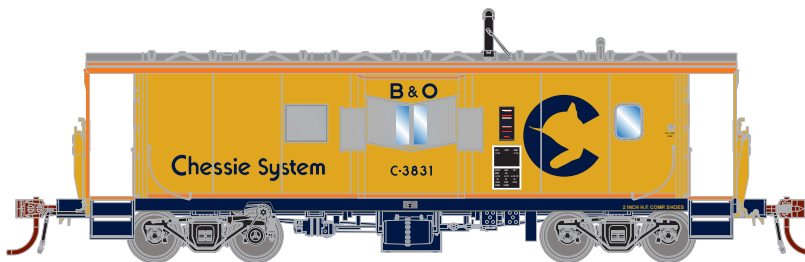
- Trainline air whistle in DCC Mode

The Chessie System painted some 6 cabooses in special paint schemes to help call attention to the problem of damage to the contents of freight cars caused by rough handling. It was called Careful Car Handling (CCH). # 903747 was one of the B&O ones given this treatment.

Chessie



HO ICC Caboose BO #C-3831
HO ICC Caboose BO #C-3833



Equipped with DCC & Lights
ATHG-2396
ATHG-2397



Equipped with DCC, Sound & Lights
ATHG-2402
ATHG-2403

Era: 1974+

BO FEATURES:

- B&O C26A class caboose
- Firecracker-style antenna

- Trainline air whistle in DCC Mode

These B&O C-26A class cabooses were built in 1975 by International Car in Kenton, OH. They were part of the first cabooses delivered to the B&O in the new Chessie System colors.

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All Road Names

LED LIGHT-EQUIPPED FEATURES:

- LED lighting for long life and reliable operation
- On-board DCC Decoder by NCE
 - Operates in DCC and Analog (DC) with lighting functions controllable in DCC
- Various classes will feature single or dual roof markers, or end-mount marker lights, per prototype and/or era (not all cars have marker lights)
- LED interior and marker lights with brightness control
- All functions NMRA compatible in DCC mode



SOUND-EQUIPPED MODELS ALSO FEATURE:

- Air horn or trainline air whistle as appropriate
- Clickety-clack with optional wheel flat spot sounds
- Brake set/release sounds including retainers and brake squeal
- "Big Hole" emergency brake application sound
- Handbrake tie-down/release
- Adjustable flange squeal
- Air, horn, and bell sounds work seamlessly with Soundtraxx locomotive sound decoders
- Supports advanced consisting in DCC
- Full DCC functions available when operated in DCC mode
- All functions NMRA compatible in DCC mode

PROTOTYPE INFO:

Perhaps one of the most recognizable icons of American railroading, the caboose completed the train. Caboose provided shelter for the rear end crew. From the cupola or bay windows, the crew could keep a lookout for shifting loads, damaged equipment, and overheating axles. As rail cars became larger in the late 1950s and early 1960s, there was a real need for cabooses to have greater visibility for the crew. In the extended-vision or wide-vision caboose, the sides of the cupola project beyond the side of the car body. This model was introduced by the International Car Company and saw service on most U.S. railroads. The expanded cupola allowed the crew to see past the top of the taller cars that began to appear after World War II, and also increased the roominess of the cupola area.



ICC CABOOSE FEATURES:

- Better than brass detail™ including roadname and road number specific detail and laser-sharp painting and printing
- Interior seating for the addition of crew figures
- Lighting functions in DCC with brightness control (no magnetic wands to keep track of or lose)
- See-through end platforms and steps
- Etched metal window screens on door and some side windows
- Flush window glazing
- Wire-form grab irons
- Caboose trucks with rotating roller bearing caps
- Axle generator details
- Body-mounted McHenry® scale knuckle-spring Couplers
- Multiple road numbers
- Separate wireform grab irons, etched metal coupler platforms
- Coupler lift bars, trainline hoses, brake hoses, and hardware
- Full underframe detail: air brake reservoir, control valve, and brake cylinder with plumbing and brake rod details
- Machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for trouble-free operation
- Fully-assembled and ready-to-run out of the box
- Accurately painted and printed for prototypical realism
- Highly-detailed, injection-molded body
- Window packaging for easy viewing, plus interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"

\$119.99 w/o SOUND | \$159.99 w/ Tsunami SoundCar™ 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

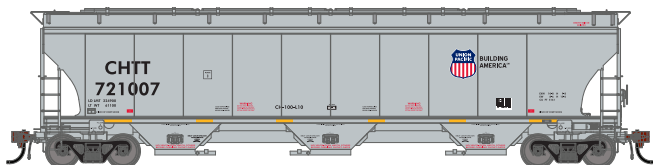
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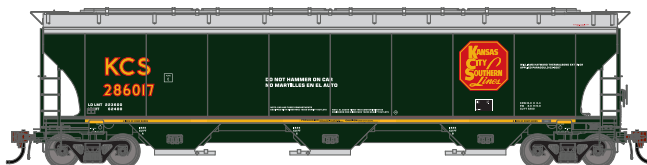
Union Pacific*



Era: Mid 2000s+

ATHG-2484	CMO #721007
ATHG-2485	CMO #721111
ATHG-2486	CMO #721235
ATHG-2487	CMO #721489 / 721500 / 721663

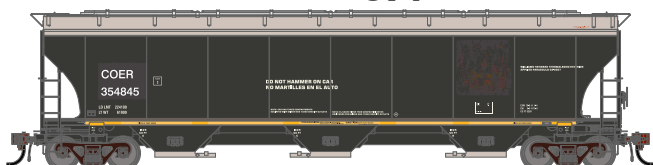
Kansas City Southern



Era: 2008+

ATHG-2488	KCS #286017
ATHG-2489	KCS #286255
ATHG-2490	KCS #286666
ATHG-2491	KCS #286750 / 286769 / 286787

Crab Orchard and Egyptian Railway

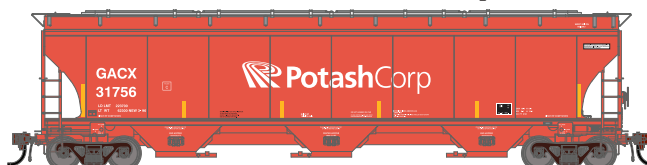


Era: Late 2010s+

ATHG-2492	COER #354845
ATHG-2493	COER #354857
ATHG-2494	COER #355086
ATHG-2495	COER #354897 / 355099 / 355246



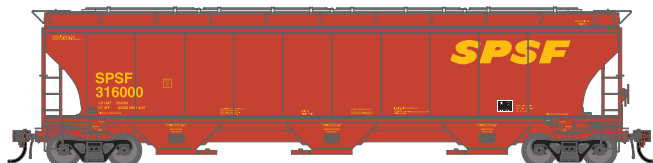
GACX (Potash Corp.)



Era: 2005+

ATHG-2496	GACX #31756
ATHG-2497	GACX #31789
ATHG-2498	GACX #31794
ATHG-2499	GACX #31801 / 31875 / 31908

Southern Pacific Santa Fe

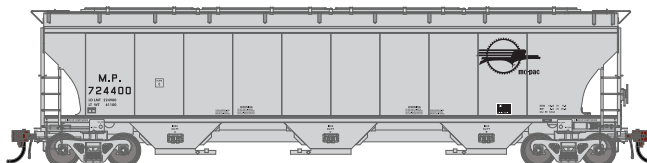


Era: 1990s+ (Alternate History)

ATHG-2500	SPSF #316000
ATHG-2501	SPSF #316077
ATHG-2502	SPSF #316092
ATHG-2503	SPSF # 316012 / 316089 / 316098



Missouri Pacific*



Era: 1990s+ (Alternate History)

ATHG-2504	MP #724400
ATHG-2505	MP #724407
ATHG-2506	MP #724452
ATHG-2507	MP #724460 / 724475 / 724483



SPSF, MP info: Cars decorated for mid 1990s appearance. What if the SPSF merger had been approved, or MP had remained an independent road into the 90s?

PRIME FOR GRIME \$54.99 INDIVIDUAL | \$54.99 3-PACK
\$61.99 INDIVIDUAL | \$61.99 3-PACK

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MODEL FEATURES:

- Separate brake cylinder, valve and air reservoir with wire brake plumbing
- Photo-etched metal roofwalk
- Standard size coupler draft gear box with screw mounted lid
- Genesis 100-ton trucks with animated spinning roller bearing caps
- 36" machined metal wheels with RP25 contours operate on all popular brands of track
- Weighted for optimum performance
- Minimum radius: 18"
- Coupler cut lever and air hose on each end
- Separately applied end cages and etched end platforms
- Body-mounted, McHenry® operating scale knuckle couplers

PROTOTYPE AND BACKGROUND INFO:

Trinity Steel was founded by C. J. Bender in Dallas in 1933. The company didn't enter into the railroad freight car market until 1984, when Trinity acquired the railcar designs and production facilities of the Pullman-Standard Car Manufacturing Company, once the largest railcar manufacturer in North America. That same year Trinity also acquired the railcar designs of General American Transportation Corporation. In 1986 the rail car designs and production facilities of Greenville Steel Car Company were purchased, including the auto rack designs of Portec-Paragon. Also acquired in 1986 were the railcar designs of North American Car Corporation, and in 1987 Ortner Freight Car was acquired.

With this collective experience across several facilities, Trinity developed many new designs that became ubiquitous to present day railroading. One of their most famous designs is the 3-bay 5161cuft covered hopper. This covered hopper is optimized to transport agricultural products, sugar, dry chemicals, or other similar products and can be seen in unit train assignments all over North America. Introduced around 1995, these cars are extremely common today and owned by many Class 1 and short line railroads alike.



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



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?"

PRIME FOR GRIME \$54.99 INDIVIDUAL
\$61.99 INDIVIDUAL | \$61.99 3-PACK

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Ford F-850 Box Van

HO

Bekins



ATH-2888

Bekins

Era: 1960s+

Union Pacific*

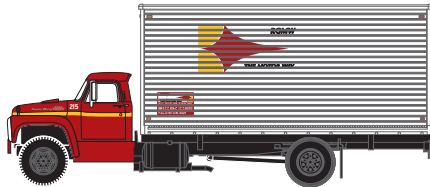


ATH-2889

Union Pacific

Era: 1960s+

Rio Grande*



ATH-2890

Rio Grande

Era: 1960s+

Great Northern



ATH-2891

Great Northern

Era: 1960s+

Pennsylvania Railroad



ATH-2892

Pennsylvania Railroad

Era: 1960s+

Penguin Ginger Ale



ATH-2893

Penguin

Era: 1960s+

Penn Central



ATH-2894

Penn Central

Era: 1960s+

Katsburg Brothers



ATH-2895

Katsburg Brothers

Era: 1960s+

Unlettered - Gloss Black



ATH-2896

Unlettered - Gloss Black

Era: 1960s+

Unlettered - White



ATH-2897

Unlettered - White

Era: 1960s+

KEY FEATURES:

- Ford licensed model
- Factory assembled with detail parts applied
- Molded cab interior with separately applied steering wheel
- Clear window glazing
- Rubber tires



\$34.99 INDIVIDUAL

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