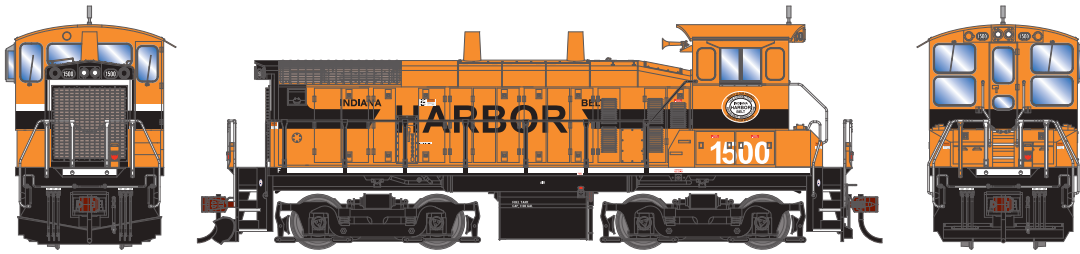




## EMD SW1500 Switcher Locomotive

HO

### Indiana Harbor Belt



Era: 2002+

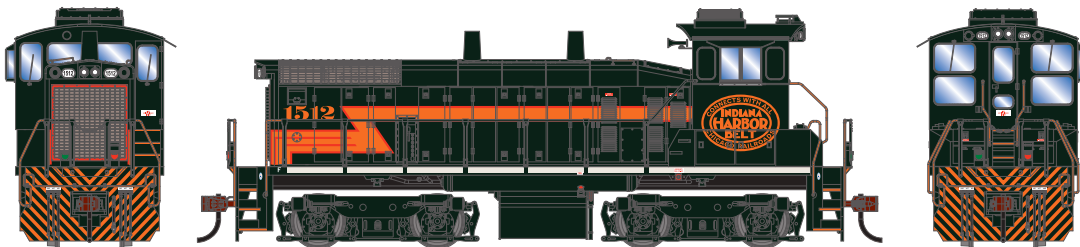
IHB #1500  
IHB #1507

DCC Ready	with Sound
ATH-2512	ATH-2532
ATH-2513	ATH-2533

#### IHB FEATURES:

- ARR Trucks
- Large fuel tank
- Frame-mounted handrails
- Snowplow on front end
- Firecracker antenna
- MU hoses
- Single chime horn

The Indiana Harbor Belt is a Chicago, IL area railroad. It serves as a connection between many of the areas Class 1 railroads there, facilitating the interchange of freight in between them. They have a small fleet of SW1500's that were purchased in the late 1960's and have been upgraded in recent years. We are offering them in two different paint schemes representing them at different times in their careers.



Era: 2019+

IHB #1512  
IHB #1515

DCC Ready	with Sound
ATH-2514	ATH-2534
ATH-2515	ATH-2535

#### IHB FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- Snowplow
- Sinclair antenna
- MU hoses
- 3-chime horn

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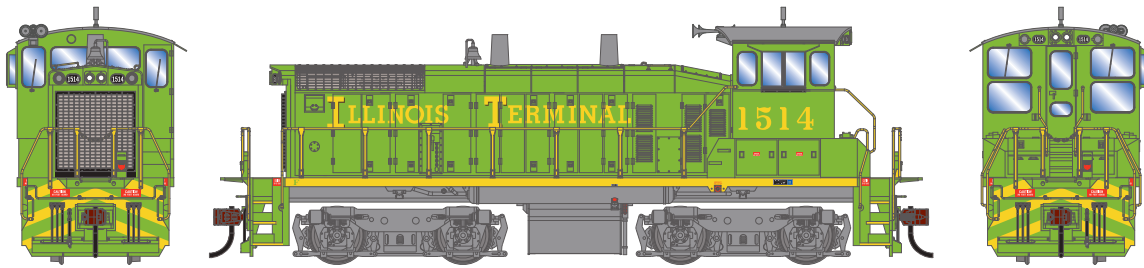
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# EMD SW1500 Switcher Locomotive

HO

## Illinois Terminal



Era: Late 1970s - Early 1980s

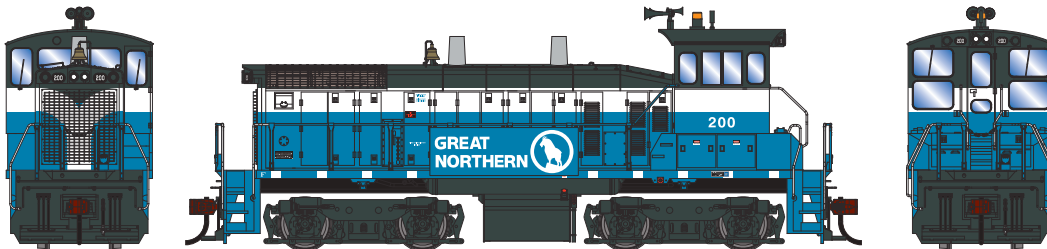
	<b>DCC Ready</b>	<b>with Sound</b>
ITC #1514	ATH-2516	ATH-2536
ITC #1515	ATH-2517	ATH-2537

### ITC FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- MU catch boxes
- Whip antenna
- MU hoses
- 3-chime horn

The Illinois Terminal Railroad started out as an electrified interurban railroad that served many parts of the state of Illinois. In 1970 they purchased 6 EMD SW1500's for system-wide service. Their Flexicoil trucks made them suitable for road and yard switching duties. In this run we are offering two of them in the later paint scheme in which the road name is spelled out on the hood of the locomotive.

## Great Northern



Era: Late 1960s - Early 1970s+

	<b>DCC Ready</b>	<b>with Sound</b>
GN #200	ATH-2518	ATH-2538
GN #202	ATH-2519	ATH-2539
GN #208	ATH-2520	ATH-2540

### GN FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- Footboards on both ends
- Firecracker antenna
- MU hoses
- 3-chime horn
- Beacon (Flashes in DCC mode)

A long-time EMD customer, in 1967 GN purchased 10 EMD SW1500's to replace 10 of its aging Alco S2 switchers. Planning to use them in yard and transfer service, GN ordered them with Flexicoil trucks. They arrived in GN's new Big Sky Blue paint scheme, but only a few short years later they would become part of Burlington Northern's fleet and eventually receive BN's green and white colors.

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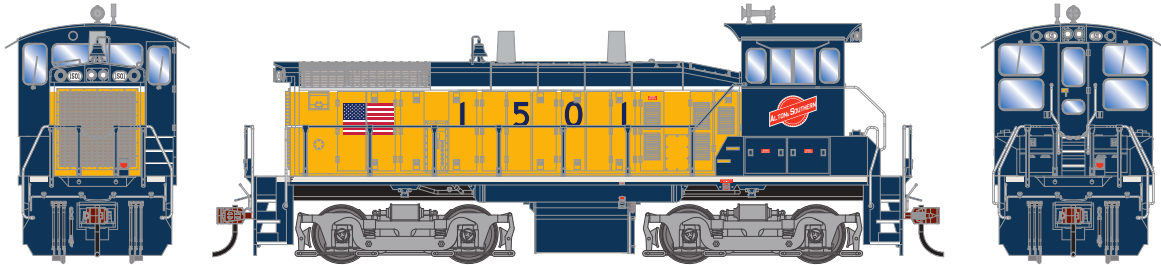
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## EMD SW1500 Switcher Locomotive

# HO

### Alton & Southern



Era: 1990s - Early 2000s

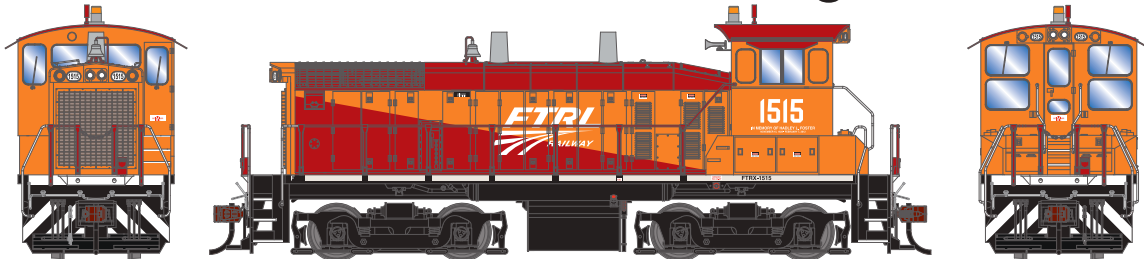
	<b>DCC Ready</b>	<b>with Sound</b>
ALS #1501	ATH-2521	ATH-2541
ALS #1506	ATH-2522	ATH-2542
ALS #1508	ATH-2523	ATH-2543

#### ALS FEATURES:

- ARR Trucks
- Large fuel tank
- Frame-mounted handrails
- Firecracker antenna
- MU hoses
- Single chime air horn

Alton & Southern is a 137-mile terminal switching railroad in the St. Louis area. For many years it was jointly owned by Missouri Pacific and Chicago and Northwestern as evidenced in their combined paint scheme. In 1972 the C&NW sold their interest in the Alton and Southern to the Cotton Belt. Now, because of mergers, it is a wholly owned subsidiary of Union Pacific. In 1969 the A&S began a locomotive ordering program that saw 18 SW 1500s ordered over 3 years.

### Foster Townsend Rail Logistics



Era: 2015+

	<b>DCC Ready</b>	<b>with Sound</b>
FTRL #1515	ATH-2524	ATH-2544

#### FTRL FEATURES:

- ARR Trucks with roller bearings
- Large fuel tank
- Frame-mounted handrails
- Cab Stratolight beacon (Functions in DCC mode)
- Firecracker antenna
- MU hoses
- Single chime horn

Foster Townsend Rail Logistics is a rail service company that provides rail car storage and switching services. We found photos of #1515 in their attractive paint scheme working in St Louis, MO and in Ft. Collins, CO. Perhaps you can find an industry on your layout in need of their services.

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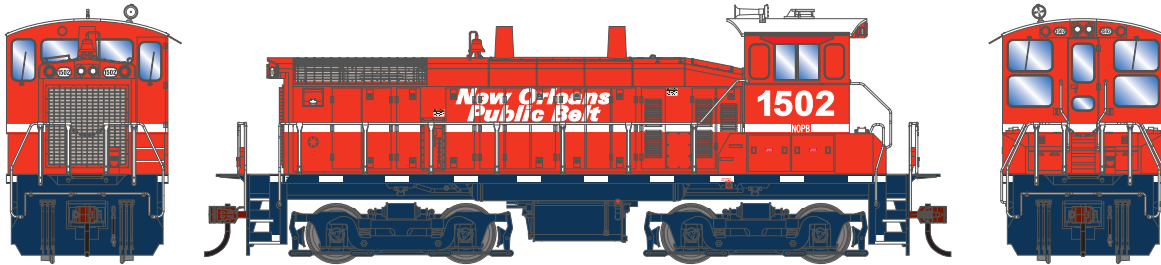
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# EMD SW1500 Switcher Locomotive

HO

## New Orleans Public Belt



Era: 2008-2020

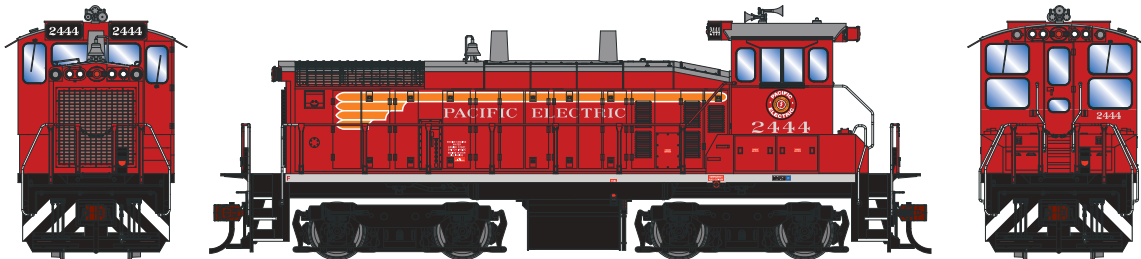
NOPB #1502	<b>DCC Ready</b>	<b>with Sound</b>
NOPB #1503	ATH-2525	ATH-2545
	ATH-2526	ATH-2546

### NOPB FEATURES:

- ARR Trucks
- Small fuel tank
- Frame-mounted handrails
- Sinclair antenna
- MU hoses
- Single chime horn

The New Orleans Public Belt Railroad serves the Port of New Orleans (it's owner) and provides connections and switching services to many of the railroads that come into that southern city. They received their three EMD SW1500's in 1971.

## Pacific Electric



Era: Late 1960s-1970s

PE #2444	<b>DCC Ready</b>	<b>with Sound</b>
PE #2447	ATH-2527	ATH-2547
	ATH-2528	ATH-2548

### PE FEATURES:

- Flexicoil trucks
- Large fuel tank
- Frame-mounted handrails
- Footboards on both ends
- Whip antenna
- MU hoses
- P-3 horn

The Southern Pacific had many subsidiary railroads, and some were more independent than others, like the Cotton Belt for example. Pacific Electric had been a subsidiary of the company for many years but was fully absorbed in the early 1960's. But suppose they had remained a subsidiary, and an independent-minded one too. When SP went shopping for new switchers in the late 1960's they bought EMD SW1500's for themselves and Cotton Belt. Maybe they picked a few for the PE too and PE, being independent minded decided to commemorate their Red Car days and painted some up in their famous red paint scheme. We think that they might have looked something like this.

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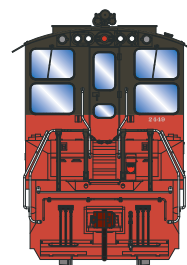
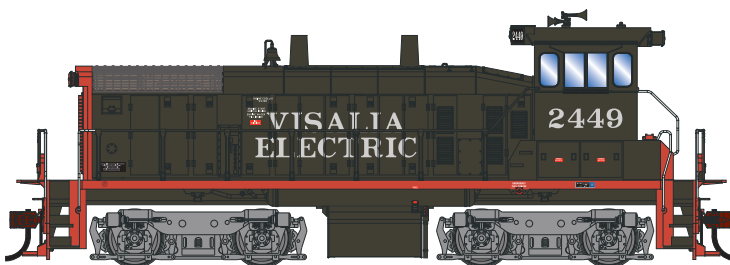
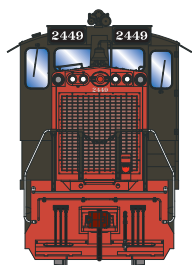
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## EMD SW1500 Switcher Locomotive

# HO

### Visalia Electric



Era: Late 1960s-1970s

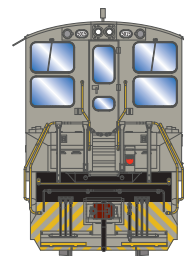
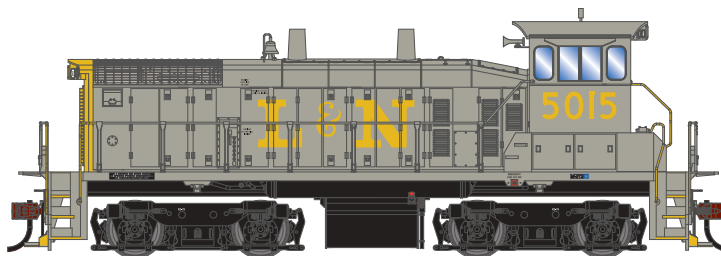
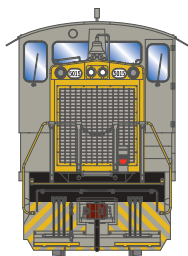
VE #1502    **DCC Ready**    **with Sound**  
ATH-2529    ATH-2549

#### VE FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- Footboards on both ends
- Whip antenna
- MU hoses
- P-3 Air Horn

The Southern Pacific had many subsidiary railroads, some big and some not so big. The Visalia Electric, located in California's San Joaquin Valley, was one of the smaller ones. When SP went shopping for new switchers in the late 1960's they bought EMD SW1500's for themselves and Cotton Belt. Maybe they picked up one or two for the VE too.

### Louisville & Nashville



Era: 1970s-1980s

LN #5015    **DCC Ready**    **with Sound**  
LN #5027    ATH-2530    ATH-2550  
ATH-2531    ATH-2551

#### LN FEATURES:

- Flexicoil trucks
- Large fuel tank
- Frame-mounted handrails
- Firecracker antenna
- MU hoses
- Small single chime horn

In the early 1970's L&N purchased a group of 30 EMD SW1500's in order to supplement and replace some of their older first-generation Alco switcher fleet. They were primarily assigned to work in the southern areas of the L&N system in places like Atlanta, GA, Birmingham, AL and New Orleans, LA.

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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

An EMD SW1500 is a 4 axle diesel switcher locomotive built by General Motors Electro-Motive Division between 1966 and 1974. It is similar in appearance to the EMD SW1000 model, which has a different engine and has one exhaust stack while the SW1500 has two.

Power was provided by an EMD 645E 12-cylinder engine which generated 1,500 horsepower. This locomotive was built on the same common frame as the EMD SW1000, giving it an overall length of 44 feet 8 inches.

The SW1500 featured a bulkier carbody and was a bit heavier from earlier models although its intended use remained the same, working light branch lines or in industrial settings. Many railroads regularly used SW1500s for road freight service.

### SW1500 LOCOMOTIVE FEATURES:

- Lit ground lights
- Drop steps unless noted
- Dual exhaust stacks
- Fine scale handrails
- **Signal hoses as appropriate to the prototype road (MU capability was a railroad specified option for these locos, and some railroads did not order it).**
- Operating ground lights
- Newly designed can motor is more powerful and quieter than before
- LED lighting for long life and reliable operation
- Front and rear trainline hoses with silver glad hands
- Separately applied wire grab irons
- See-through radiator intake grille and cab windows
- Low or high-mounted windshield wipers per prototype
- Rectangular or oval builder's plate where appropriate
- Separately applied air tank
- 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"
- Detailed cab interior
- MU stands
- Printed numberboards



### 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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