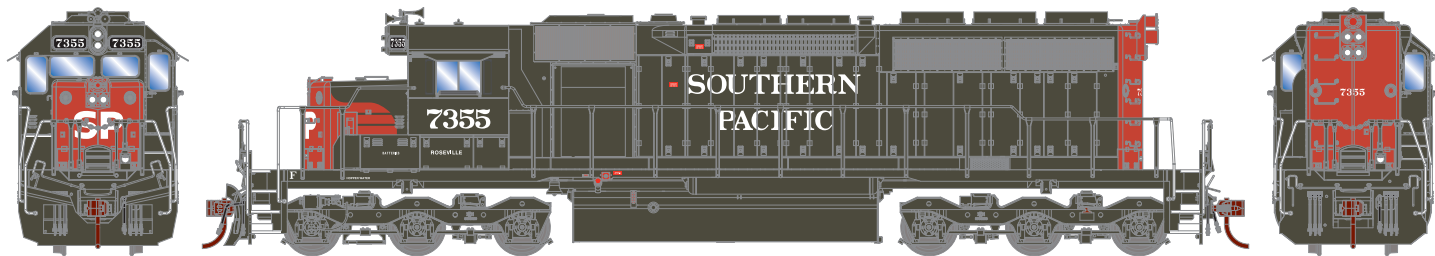




Southern Pacific*



Era: 1980's+

DCC Ready
 SP #7355 ATH87222
 SP #7373 ATH87223

with Sound
 ATH87322
 ATH87323

SP FEATURES:

- Full front and rear SP light package
- P3 horn
- Hi-low brake cylinders
- Modified L front cab window
- GRIP battery box doors

After their GRIP rebuild in 1981, SP's SD40R became just another workhorse within the fleet of SD45R's, SD40T-2's, and SD45T-2's. Pulling freights all over the system, they seem to blend in with all of the other power. These two road numbers we are offering lasted into the early 1990's keeping their full light packages and post rebuild appearance while avoiding SP's Speed Lettering repaints starting in 1991.

Santa Fe



Era: Early 1970's+

ATSF #5002
 ATSF #5014
 ATSF #5019

DCC Ready ATH87224
with Sound ATH87324
 ATH87225 ATH87325
 ATH87226 ATH87326

ATSF FEATURES:

- Stratolite beacon (operates in DCC mode)
- Single can antenna
- Front and rear pilot foot boards
- Low mounted brake cylinders

With Santa Fe being no stranger to EMD and looking for new and more reliable motive power, they ordered 20 SD40's in 1966 (along with 90 SD45's that same year). This gave them the chance to test both models side-by-side in different assignments. Initially delivered in the 1700 class, they were quickly renumbered to the 5000 class just 4 years later. Our version depicts the early 1970's era with the "Pin Stripe" paint scheme and familiar roof-top Stratolite beacon.

\$169.99 w/o SOUND | \$269.99 w/ Tsunami² SOUND

Orders Due: 06.24.22
 ETA: July 2023



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* Union Pacific Licensed Product



Kansas City Southern



Era: 1980's+

KCS #631	DCC Ready	with Sound
KCS #636	ATH87227	ATH87327
	ATH87228	ATH87328

- KCS FEATURES:**
- 81" Nose w/ rear porch mounted brake wheel
 - Chessie/KCS style rock plows
 - Larger Dynamic Brake housing
 - High-mounted truck brake cylinders

During the 1970's and 1980's, KCS adapted a simplistic, yet very noticeable scheme on their freight diesels. Ordered from EMD in 1971, these later phase SD40's were the backbone of the fleet next to their SD40-2 brethren.

Western Maryland



Era: 1969+

WM #7446	DCC Ready	with Sound
WM #7447	ATH87229	ATH87329
WM #7448	ATH87230	ATH87330
	ATH87231	ATH87331

- WM FEATURES:**
- Medium plows on both ends
 - Extra ballast on right side walkway
 - Flexicoil trucks with high brake cylinders
 - Bell mounted on left side of long hood
 - Early cut levers and handrails

There were 12 of these 3000hp, six-axle units on the WM. The first seven units, 7470-7474 and 7495-7496, were delivered in Speedlettering, with the last five delivered in Circus. The units were equipped with 26L brake gear and brake current limiting on the dynamic brakes. As of the Spring of 1996, all twelve of the ex-WM SD40 units remained in service. All but 4 were working for CSXT. Unit 4618 remained in the Chessie paint scheme, with the WM logo under the cab.

Stakem, Patrick H, and Stakem, Patrick E. "Western Maryland Diesel Locomotives". TLC Publishing Inc, 1997.

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Colorado & Southern/Burlington

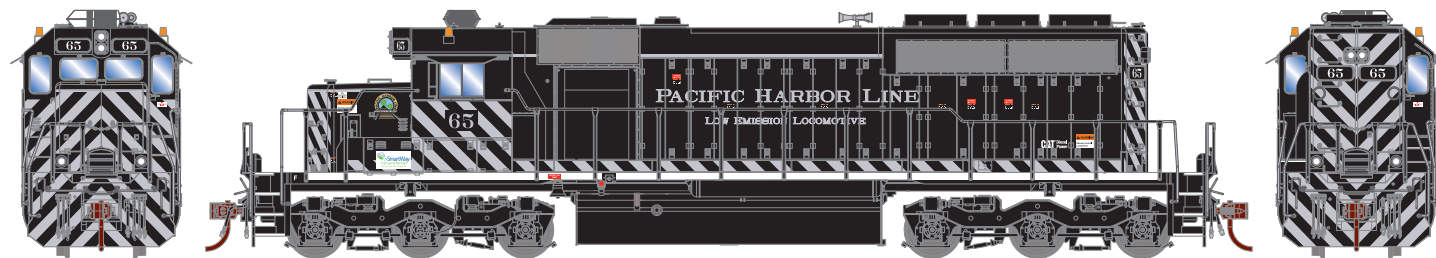


Era: 1967 to early 1970's

	DCC Ready	with Sound	C&S FEATURES:
C&S/CB&Q #876	ATH87232	ATH87332	• Chicken wire radiator grills
C&S/CB&Q #877	ATH87233	ATH87333	• MU hoses
C&S/CB&Q #878	ATH87234	ATH87334	• Rear pilot mounted handbrake

At first glance these SD40's look like run-of-the-mill Chicago, Burlington & Quincy locomotives. But they were actually members of the Colorado & Southern Railway's locomotive fleet. The tiny C&S letters just in front of the road numbers on the battery boxes are the only outward sign of different ownership. Long a subsidiary of parent CB&Q, in October 1967 C&S took delivery of their first 4 SD40's, #'s 875-878 and added 9 more in April 1968, #'s 879-887, for a total of 13 units. The C&S became part of the Burlington Northern system in March 1970. It maintained its subsidiary status until the end of 1981 when it was formally absorbed into the BN system. Many of these SD40's retained the CB&Q red and white paint scheme into the early to-mid 1970's and they kept their 3-digit numbers until C&S became part of the BN.

Pacific Harbor Line



Era: 2007+

	DCC Ready	with Sound	PHL FEATURES:
PHL #65	ATH87235	ATH87335	• Dual roof mounted beacon (Flash function in DCC only)
PHL #67	ATH87236	ATH87336	• Whip antenna
			• MU hoses
			• Air Conditioner

In 2007, an effort to help reduce emissions in the Los Angeles / Long Beach, CA harbor areas, the Pacific Harbor Line acquired a group of 14 MP20C-3's from Motive Power Industries in Boise Idaho. These units were originally powered by a 2,000 horsepower MTU-Detroit diesel prime movers. In 2012, in order to meet the newer EPA Tier 3 standards, PHL had Progress Rail install CAT prime movers in all 14 units. MPI built PHL #'s 65 and 67 from cores of EMD SD40's and our model is a representation of the real life MPI MP20C-3's.

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard Tsunami2 DCC/Sound decoder
- Dual cube speakers 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 (Flashing ditch lights, beacon, etc)
- 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.

SD40 LOCOMOTIVE FEATURES:

- Bi-directional LED lighting
- Rubber MU hoses
- Curved radiator fan grab iron
- Photo-etched stainless steel windshield wipers
- Separately applied wire grab irons
- See-through dynamic brake, radiator fans and cab windows
- Frame mounted bell (unless noted)
- Detailed 4,000 gallon fuel tank (unless different capacity is noted)
- Flexicoil-C trucks with high or low brake cylinders (per prototype)
- Separately applied air tanks
- 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
- Improved 5-pole skew wound can motor with flywheels and multi-link drivetrain for trouble-free operation
- Non-sound version features 21-pin NEM DCC plug
- Wheels with RP25 contours operate on all popular brands of track
- Highly-detailed, injection molded body
- Painted and printed for realistic decoration
- Fully assembled and ready-to-run
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18" — Recommended radius: 22"
- Coupler Cut Levers
- Exhaust stack
- Fine scale handrails



NEW FEATURES:

- Newly designed can motor is more powerful and quieter than before
- DCC & sound models feature Tsunami2 sound with dual cube speakers
- LED lighting for long life and reliable operation

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