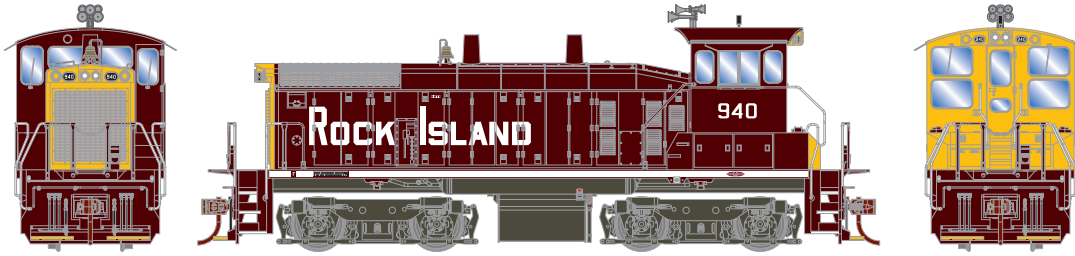




# EMD SW1500 Switcher Locomotive

HO

## Rock Island



Era: 1970's+

**DCC Ready**  
 RI #940 ATH29662  
 RI #944 ATH29663  
 RI #949 ATH29664

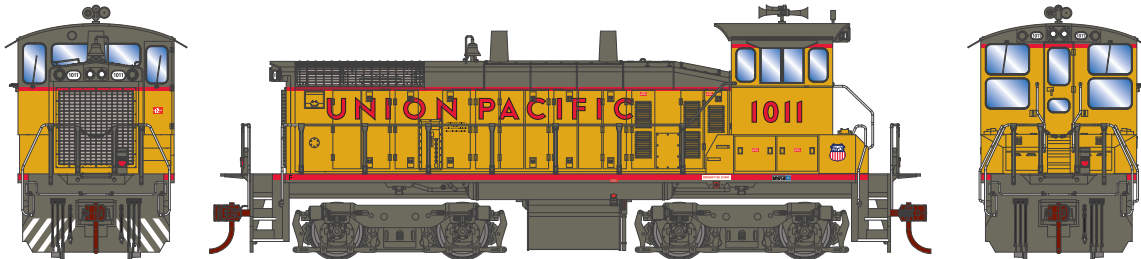
**with Sound**  
 ATH29762  
 ATH29763  
 ATH29764

**RI FEATURES:**

- Flexicoil Trucks
- Large fuel tank
- Hood-mounted handrails
- Footboards on both ends
- Firecracker antenna
- MU hoses
- Nathan P-5 horn

The Rock Island was a prolific user of switchers, and while the road owned many makes of the type, EMD was the favored builder. The Rock owned a sizeable group of EMD SW1200s; when they went looking for additional switchers in 1966, they found that the SW1200 had been replaced in the catalog by the SW1500. The SW1500s were optioned much the same as the SW1200s, having the same Flexicoil trucks, hood-mounted handrails, and paint scheme. All outlasted the Rock itself and found employment elsewhere after the 1980 bankruptcy.

## Union Pacific\*



Era: Late 1990's+

**DCC Ready**  
 UP #1011 ATH29665  
 UP #1014 ATH29666  
 UP #1023 ATH29667

**with Sound**  
 ATH29765  
 ATH29766  
 ATH29767

**UP FEATURES:**

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- Removed footboards on both ends
- Firecracker antenna
- MU hoses
- Nathan P-3 horn
- "Loop" style cut levers

UP never purchased SW1500's new, but ended up inheriting their fleet through mergers and second-hand acquisitions.

**\$224.99 w/o SOUND | \$294.99 w/ Econami™ SOUND**

Orders Due: 12.23.22  
 ETA: January 2024



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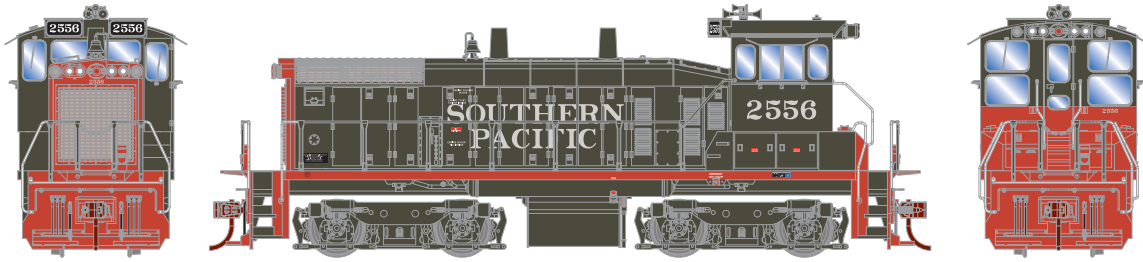
\* Union Pacific Licensed Product



# EMD SW1500 Switcher Locomotive

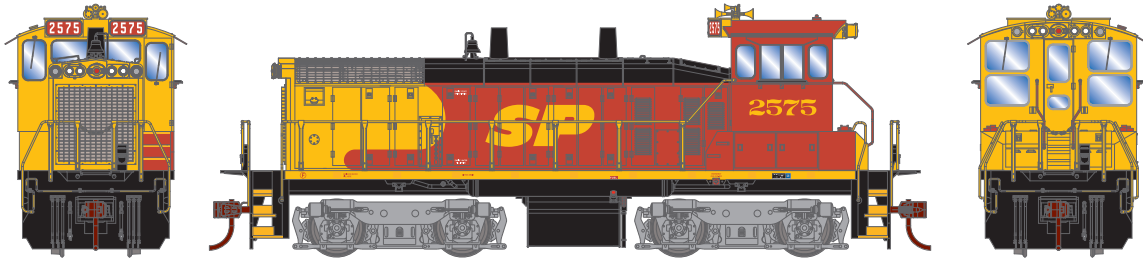
HO

## Southern Pacific\*



Art represents road #s 2556, 2568, 2577

Era: 1970's



Era: 1986+

	<b>DCC Ready</b>
SP #2556	ATH29668
SP #2568	ATH29669
SP #2575	ATH29670
SP #2577	ATH29671

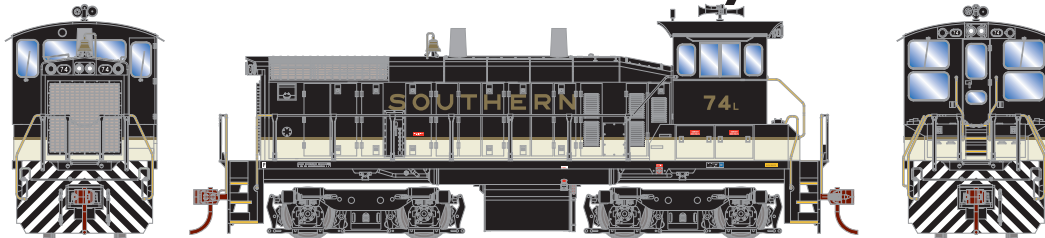
	<b>with Sound</b>
ATH29768	
ATH29769	
ATH29770	
ATH29771	

### SP FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Frame-mounted handrails
- SP light package
- Whip antenna
- MU hoses
- Nathan P-3 horn
- Footboards where appropriate

Between 1967 and 1973, Southern Pacific purchased one of the largest orders of SW1500's with over 200 units to help replace their aging fleet of Alco, Baldwin, and FM switchers. Unique SP spotting features included a large cab-front mounted number board and SP's full front and rear lighting package. In the mid 1980's, two SW1500's (2539 and 2575) were repainted in the red and yellow "Kodachrome" scheme in anticipation of a merger with Santa Fe. Both schemes were slightly different from another and only 2575 lasted in this scheme, retired just before the UP merger of 1996. As many were sold off for further use after the merger, UP retained some for use in areas with lighter track and local switch jobs that needed smaller motive power.

## Southern Railway



Era: Mid 1980s+

	<b>DCC Ready</b>
SOU #74L	ATH29672
SOU #75H	ATH29673
SOU #76A	ATH29674

	<b>with Sound</b>
ATH29772	
ATH29773	
ATH29774	

### SOU FEATURES:

- Flexicoil Trucks
- Large fuel tank
- Long handrails
- Removed footboards on both ends
- Firecracker antenna
- No MU hoses
- Nathan P-3 horn

The Southern owned a small group of SW1500s that were acquired from the KIT and carried two-digit numbers. Modifications done by the road included a switch to frame-mounted handrails and the addition of a firecracker antenna. Units 74-76 were often spotted on assignment in Kentucky and Tennessee.

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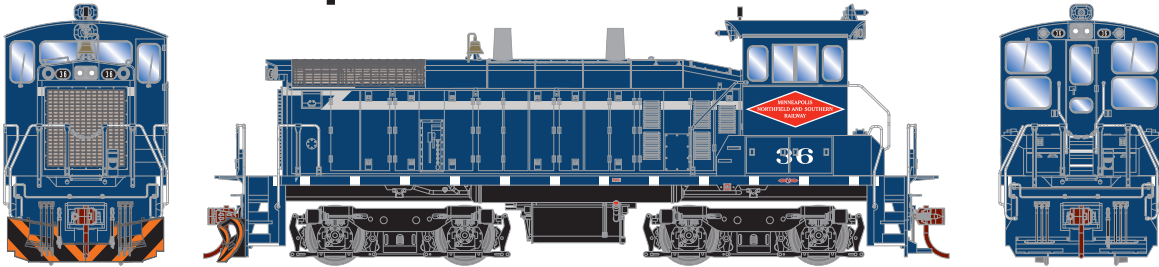
\* Union Pacific Licensed Product



# EMD SW1500 Switcher Locomotive

HO

## Minneapolis, Northfield & Southern



Era: 1970's+

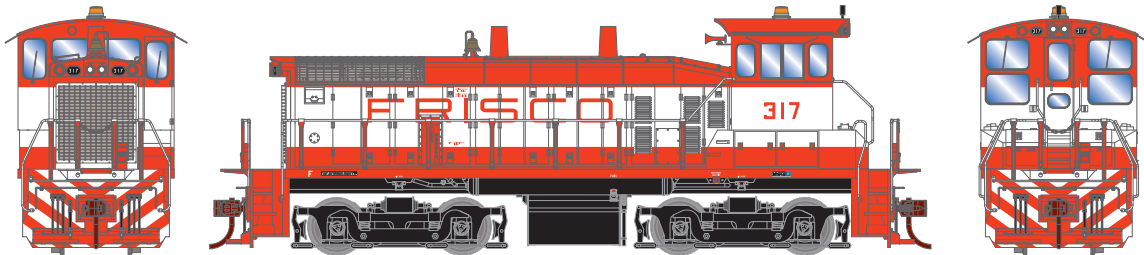
	<b>DCC Ready</b>	<b>with Sound</b>
MNS #36	ATH29675	ATH29775
MNS #37	ATH29676	ATH29776

### MNS FEATURES:

- Flexicoil Trucks
- Small fuel tank
- Hood-mounted handrails
- Small plow on front
- Firecracker antenna
- MU hoses
- Dual Hancock Air Whistles
- Footboards on rear pilots

EMD Order #4506 consisted of a pair of SW1500s for shortline operator Minneapolis, Northfield and Southern Railway. Constructed in 1966, the units were equipped with MU capability and were often found running together or with a SW1200.

## Frisco



Era: 1970's+

	<b>DCC Ready</b>	<b>with Sound</b>
SLSF #317	ATH29677	ATH29777
SLSF #329	ATH29678	ATH29778
SLSF #336	ATH29679	ATH29779

### SLSF FEATURES:

- ARR Trucks with Timken bearings
- Large fuel tank
- Frame-mounted handrails
- Cab Stratolight beacon (Functions in DCC mode)
- Firecracker antenna
- MU hoses
- Small single chime horn
- Footboards on both ends

Delivered in 3 groups, the Frisco's SW1500s were numbered 315-352. Options as specified by the railroad included MU capability, rotary beacons, and roller-bearing-equipped AAR trucks. Most survived the BN-SLSF merger and continued to serve the BNSF for a time after, as well.

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**CALL** 1.800.338.4639



## 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



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