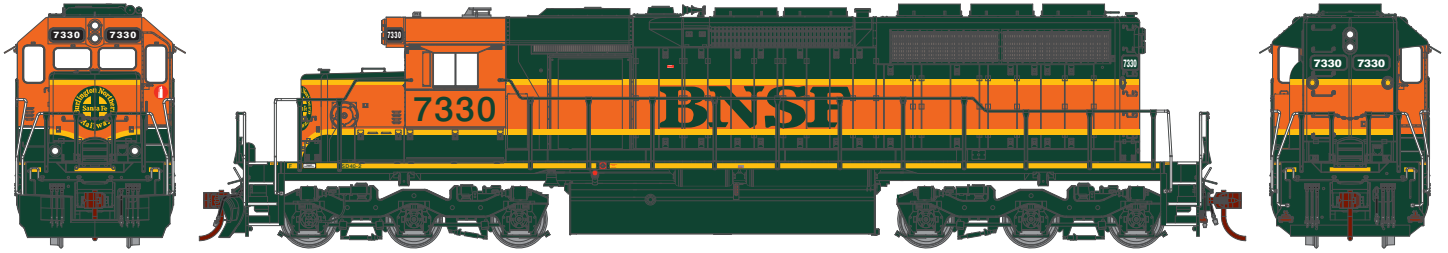




Burlington Northern Santa Fe - "SD40-2" Rebuild



Era: 2000s+

	DCC-Ready	with Sound
BNSF #7330	ATH73630	ATH73730
BNSF #7333	ATH73631	ATH73731
BNSF #7336	ATH73632	ATH73732

BNSF FEATURES:

- Ex-CN and GTW units rebuilt in late 1990s and classified as "SD40-2"
- K3L horn on long hood
- 4000 gallon fuel tank
- Operating front ditch lights
- Twin air reservoirs
- Sinclair antenna
- Snow shields
- Canadian style vertical rear headlight
- Snowplow

BNSF SD40 #7300-#7339 are former Canadian National and Grand Trunk Western locomotives. They were converted to "SD40-2" standards by Alstom at Point St. Charles, PQ. They were on a ten-year lease from Newcourt Capital USA. They were released for service on 9/01/99 through 10/12/99.[†]

[†]Jacox, R., Belote, J., Beckett, R., & Gillings, M. (n.d.). "BNSF SD40 Rebuilds". Retrieved April 7, 2023, from <http://www.qstation.org/sd40/>

Southern Pacific - Kodachrome*



Era: 1986+

	DCC-Ready	with Sound
SP #7303	ATH73633	ATH73733
SP #7357	ATH73634	ATH73734
SP #7384	ATH73635	ATH73735

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.

A few units received the attractive red-and-yellow paint scheme of the proposed Southern Pacific Santa Fe merger, which combined SP scarlet with ATSF yellow. The merger was subsequently denied in 1986, but the repainted units lasted until the 1990s on the SP in some cases.

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

Orders Due: 05.26.23

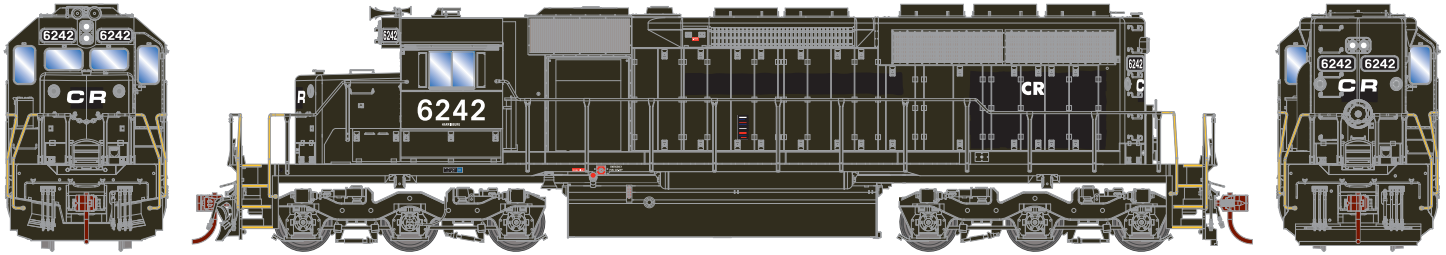
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Conrail



Era: 1976+

	DCC-Ready	with Sound
CR #6242	ATH73636	ATH73736
CR #6254	ATH73637	ATH73737
CR #6261	ATH73638	ATH73738

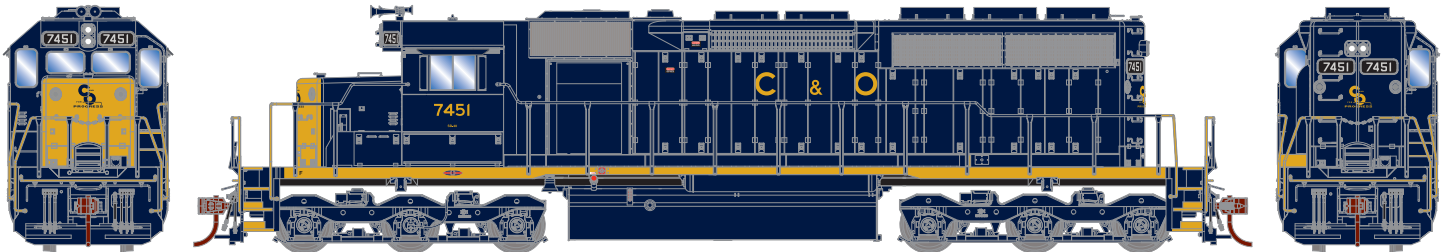
CR FEATURES:

- Former PC units
- Front plow and removed rear footboards
- Other details as on PC units, also in this release

Formed in 1976 to take over the operations of a variety of insolvent eastern railroads, Conrail inherited an incredible variety of motive power. From obscure units such as a single GE 44-tonner and a group of Reading VO-1000s with EMD prime movers, to more-conventional power such as GP38s and SD40s, the task of integrating this massive fleet was substantial.

To minimize downtime in the shops, a component road's units often received a simple patch job and new CR numbers- as was done on the SD40s. As some of the newest and most reliable power available at startup, the SD40s continued in service on the mountainous regions in heavy-haul applications- but made appearances on other services as well.

Chesapeake & Ohio



Era: 1967 - Mid 1970s

	DCC-Ready	with Sound
CO #7451	ATH73639	ATH73739
CO #7457	ATH73640	ATH73740
CO #7459	ATH73641	ATH73741

CO FEATURES:

- Low brake cylinders
- Extended-range dynamic brakes
- 4,000 gallon fuel tank
- Clear wind deflectors
- Models represent first C&O SD40 order - only group with yellow noses (first time offered with revised 2014 tooling)
- Leslie S3L horn on cab
- Front and rear footboards and pilot grabs
- Whip antenna

In 1966, EMD delivered what would be the first of five orders of SD40s to the C&O railroad. The most powerful units on the road at the time, they had a total weight of 394,000 pounds each and could exert 82,100 lbs. of continuous tractive effort at 11.1 mph. Units 7450-7469 (depicted here) were delivered in the "35 style" paint scheme, with yellow noses and small side initials.

Shaver, C. W. (1982). Note 60. "In Chesapeake and Ohio Diesel Review" (Vol. 1980-1981, pp. 190-191). essay, The Chesapeake and Ohio Historical Society.

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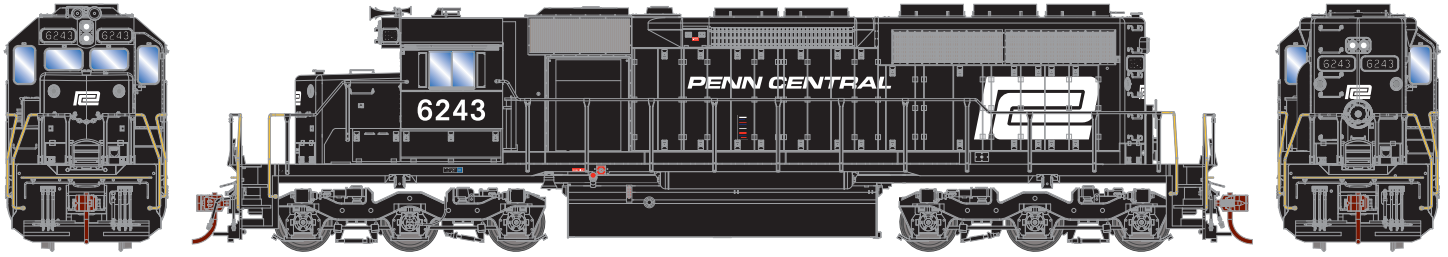
* Union Pacific Licensed Product



EMD SD40 Diesel Locomotive

HO

Penn Central



Era: 1960s+

DCC-Ready

with Sound

PC FEATURES:

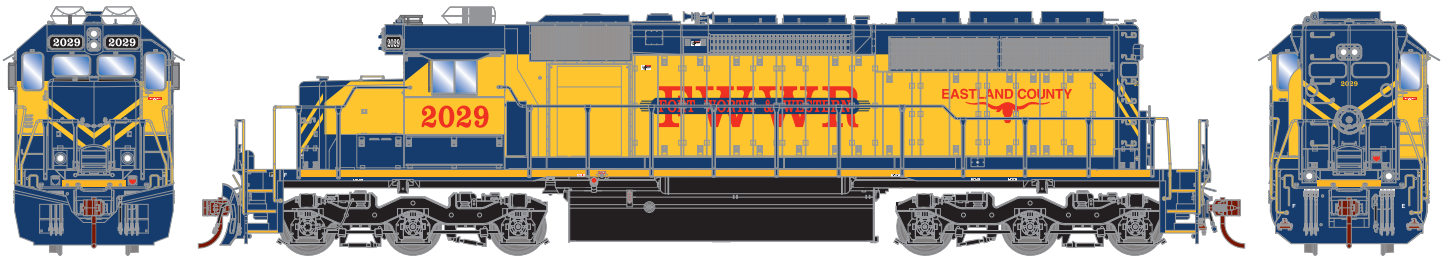
PC #6243	ATH73642
PC #6257	ATH73643
PC #6262	ATH73644

ATH73742
ATH73743
ATH73744

- As-delivered configuration with footboard pilots
- Leslie RS3L low-clearance horn
- Extended-range dynamic brakes
- Short hood with grab iron located on left side
- Front and rear pilot grabs
- 4000 gallon fuel tank
- ACI labels
- Cab signal box

Built in late 1970 and early 1971, this group of SD40s was delivered new to the PC, but was similar to the units inherited from the Pennsy. As some of the newest and most reliable units on the roster, they were used in almost any type of service, but were most frequently found on the mountainous territory between Pittsburgh and Harrisburg, the latter being their assigned maintenance base.

Fort Worth & Western



Era: 2020+

DCC-Ready

with Sound

FWWR FEATURES:

FWWR #2029	ATH73645
FWWR #2030	ATH73646

ATH73745
ATH73746

ATH73745
ATH73746

- Ditch lights on both ends
- 5-chime horn
- Large front plow
- Rear brake wheel
- Dual RV air conditioners

The Fort Worth & Western Railroad (FWWR) began in 1988, with the purchase of 6.25 miles of track from the former Burlington Northern Railroad. It now owns 276 miles of track. FWWR interchanges with three Class I railroads, Union Pacific, BNSF and Kansas City Southern in Fort Worth, as well as short line railroad, Texas Pacifico, at San Angelo Junction.

It is apparent that the FWWR takes pride in its locomotive fleet; each unit has an individual name, and their website lists descriptive details of each roster member. FWWR 2029 and 2030 are SD40s rebuilt to SD40-2 standards, and are named "Eastland County" and "Dallas County", respectively.

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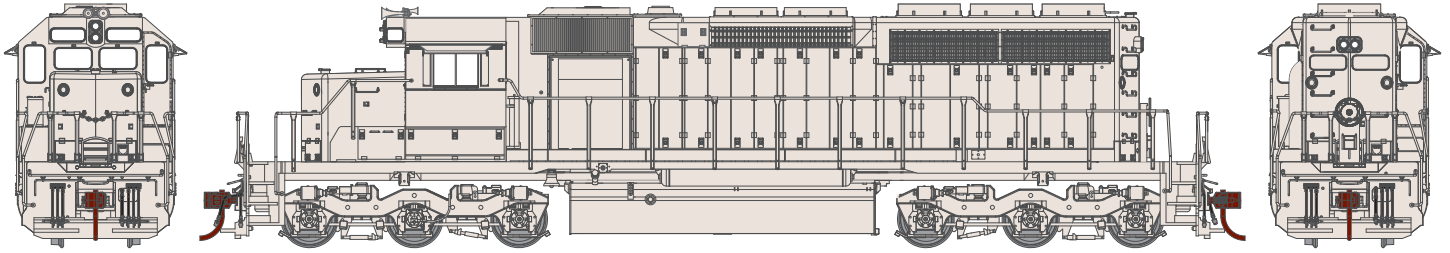
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Undecorated



Era: N/A

Undecorated **DCC-Ready** **with Sound**
 ATH73647 ATH73747

FEATURES:

- Includes both non-dynamic and dynamic brake parts
- Detailed to match PC/CR units, also in this release
- Comes fully assembled, ready for painting
- Additional detail parts may be available through your favorite retailer

These units are detailed to match the PC/CR units depicted elsewhere in this packet. This was a common “standard” version of the SD40, and makes a great starting point for a freelanced scheme or super-detailing project for your favorite railroad.

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”



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