



HO EMD SDP40F Diesel Locomotive

Announced 4.26.19
Orders Due: 5.31.19

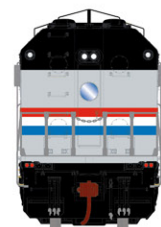
Amtrak

ETA: April 2020

GENESIS 2.0 FEATURES:
LIT NUMBERBOARDS & GROUND LIGHTS



Photo - Chuck Zeiler



Era: 1979+

Without Sound

- ATHG63952
- ATHG63953
- ATHG63954
- ATHG63955

- HO SDP40F, AMTK #622
- HO SDP40F, AMTK #626
- HO SDP40F, AMTK #631
- HO SDP40F, AMTK #634

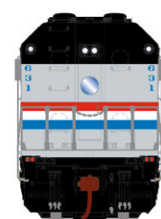
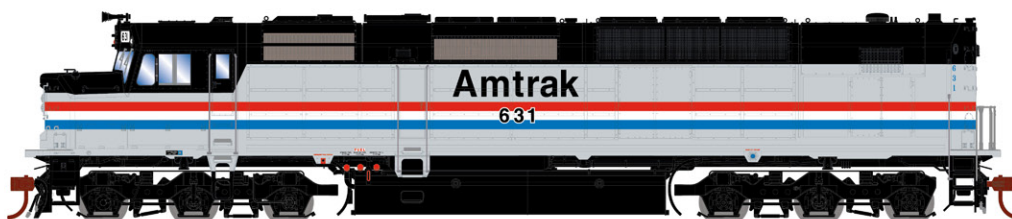
With Sound

- ATHG64002
- ATHG64003
- ATHG64004
- ATHG64005

- HO SDP40F w/DCC & Sound, AMTK #622
- HO SDP40F w/DCC & Sound, AMTK #626
- HO SDP40F w/DCC & Sound, AMTK #631
- HO SDP40F w/DCC & Sound, AMTK #634

AMTRAK FEATURES:

- Units from Amtrak's second order, featuring flat nose
- Steam line access door snow plow pilot
- Low profile dustbin, exhaust silencer, fan housings
- Dual steam generators
- As delivered fuel/water tank
- Illuminated gyra/big hole signal lights
- Illuminated cab class lights
- Roof mounted sinclair antenna and cab vent
- Official Amtrak licensed product



PHASE III FEATURES:

- Position and size of Amtrak lettering varies per road number
- Repainted Phase III

#622, 626:

- "Small" ice breakers, ACI labels, no rear numbers, SL4T horn

#631, 634:

- No ice breakers, small blue rear numbers, no ACI labels, early K5 horn



w/o Sound \$234.98_{SRP} With **Tsunami 2** Sound \$324.98_{SRP}

These items are subject to Horizon's MAP policy



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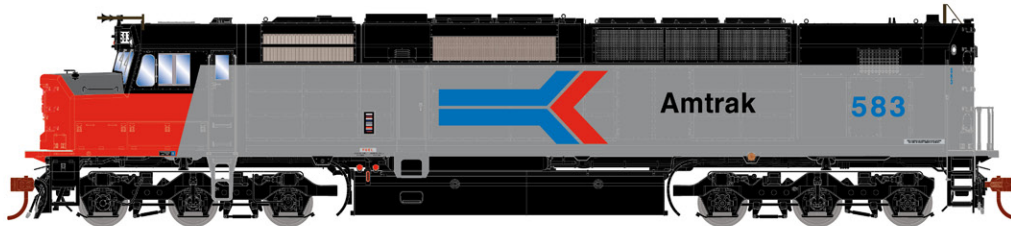
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Photo - Chuck Zeiler



Era: 1973+



Without Sound

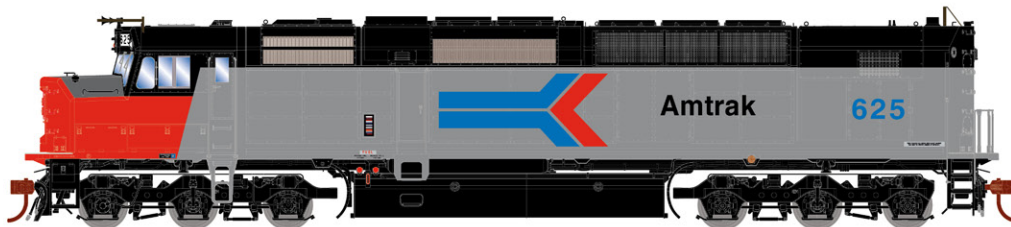
- ATHG63948 HO SDP40F, AMTK #583
- ATHG63949 HO SDP40F, AMTK #586
- ATHG63950 HO SDP40F, AMTK #625
- ATHG63951 HO SDP40F, AMTK #629

With Sound

- ATHG63998 HO SDP40F w/DCC & Sound, AMTK #583
- ATHG63999 HO SDP40F w/DCC & Sound, AMTK #586
- ATHG64000 HO SDP40F w/DCC & Sound, AMTK #625
- ATHG64001 HO SDP40F w/DCC & Sound, AMTK #629

AMTRAK FEATURES:

- Units from Amtrak's second order, featuring flat nose
- Steam line access door snow plow pilot
- Low profile dustbin, exhaust silencer, fan housings
- Dual steam generators
- As delivered fuel/water tank
- Illuminated gyra/big hole signal lights
- Illuminated cab class lights
- Roof mounted sinclair antenna and cab vent
- Official Amtrak licensed product



PHASE I FEATURES:

- Leslie S4T air horn (unique to these engines)
- First time lcicle breaker bars front & rear
- Phase I paint

#583, #586:

- Small blue road numbers on rear of body

#625, #629:

- No rear numbers

OFFICIAL
LICENSEE



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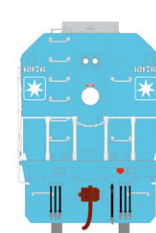
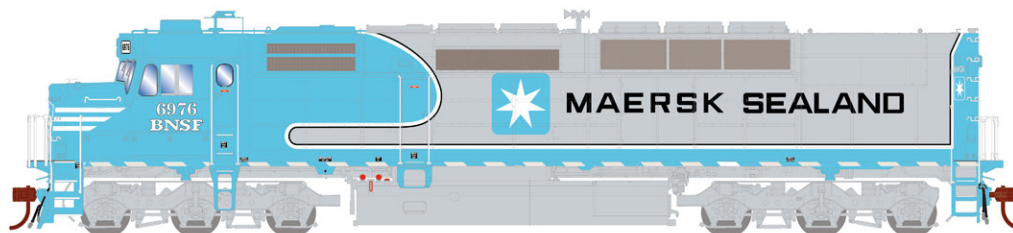
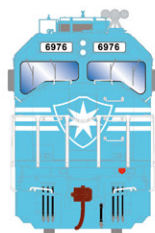
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Maersk

ETA: April 2020



Photo - Chris Fussell



Era: 2002+

Without Sound

ATHG63941 HO SDP40F, BNSF #6976

With Sound

ATHG63991 HO SDP40F w/DCC & Sound, BNSF #6976

MAERSK FEATURES:

- ATSF rebuilt steam line access door snow plow pilot
- ATSF rebuilt "Notch Nose" front step wells/handrails
- Standard profile fan housings
- Steam generator removed rear hood
- ATSF rebuilt fuel tank
- Flat nose variant
- Cab mounted headlight
- Nathan K3 horn on angled bracket
- Antenna plane mounted sinclair antenna
- Roof mounted prime air conditioner removed

On August 15, 2002, to commemorate the opening of the world's largest container terminal (Pier 400 in Los Angeles), Maersk Sealand had one BNSF and one NS locomotive painted in their blue and silver scheme. The locomotives were loaned to Maersk for promotional events but retained their respective owner's reporting marks. SDF40-2 6976 was the locomotive selected as the BNSF representative.

Burlington Northern Santa Fe



Era: 1996+

Without Sound

ATHG63946 HO SDP40F, BNSF #6962

ATHG63947 HO SDP40F, BNSF #6972

With Sound

ATHG63996 HO SDP40F w/DCC & Sound, BNSF #6962

ATHG63997 HO SDP40F, w/DCC & Sound BNSF #6972

BNSF FEATURES:

- Former ATSF rebuilt SDF40-2 body
- #6962 Roof mounted prime air conditioner removed
- Other details same as ATSF units

Primed for Grime

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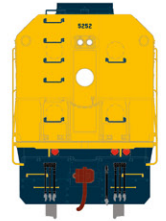


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Santa Fe

ETA: April 2020



Era: 1990s+

Without Sound

ATHG63943	HO SDP40F, ATSF #5252
ATHG63944	HO SDP40F, ATSF #5258
ATHG63945	HO SDP40F, ATSF #5262

With Sound

ATHG63993	HO SDP40F w/DCC & Sound, ATSF #5252
ATHG63994	HO SDP40F w/DCC & Sound, ATSF #5258
ATHG63995	HO SDP40F w/DCC & Sound, ATSF #5262

ATSF FEATURES:

- ATSF rebuilt steam line access door snow plow pilot
- ATSF rebuilt "Notch Nose" front step wells/handrails
- Standard profile fan housings
- Steam generator removed from rear hood
- ATSF rebuilt fuel tank
- Flat nose variant
- Antenna plane mounted sinclair antenna
- Roof mounted prime air conditioner

#5252:

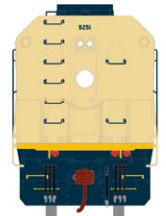
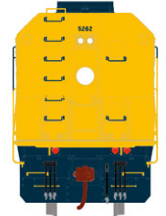
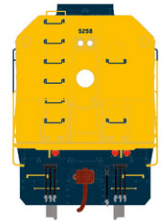
- Cab mounted headlight
- Cab mounted Blue Nathan K3 air horn on bracket

#5258:

- Recessed nose mounted headlight
- Hood mounted Yellow Nathan K3 air horn on bracket

#5262:

- Recessed nose mounted headlight
- Hood mounted Blue Nathan K3 air horn on bracket
- "Santa Fe" herald located further back on hood



Era: Early 1990s+

Primed for Grime

Without Sound

ATHG63942	HO SDP40F, ATSF #5251
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With Sound

ATHG63992	HO SDP40F w/DCC & Sound, ATSF #5251
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#5251:

- Rebuilt nose with yellow patches around the "Notch Nose" and stepwell per prototype rework
- Recessed nose mounted headlight
- Hood mounted Leslie S3L air horn on bracket

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All Road Names

SOUND EQUIPPED MODELS FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Twin 28mm speakers
- 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
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6
- 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

PROTOTYPE INFO:

Formed in 1971, Amtrak took over operation of most of America's passenger trains with an assortment of old locomotives, primarily decades-old E-units. The carrier worked with General Motors Electro-Motive Division to design new passenger locomotives. The result was the SDP40F. Built by EMD from 1973-1974 for Amtrak and for a brief time they formed the backbone of Amtrak's long-distance passenger fleet. With 150 built, the SDP40F became the "face" of Amtrak in the mid-1970s as they were found on the head ends of passenger trains from San Diego to Washington DC and from Seattle to Miami. Several were rebuilt and found a second life with the Atchison, Topeka and Santa Fe Railway in freight service.

The design of the SDP40F was based on the EMD FP45 passenger locomotive. Both shared the EMD 645E3 diesel engine, although the SDP40F had 16 cylinders instead of 20. The space saved from the smaller prime mover was given over to increased water capacity. The SDP40F had an underbody tank split between water and diesel fuel, carrying 2,000 gallons of water and 2,500 gallons of diesel. A second 1,500 gallon water tank sat in the carbody, forward of the steam generators which produced the steam needed for supplying heat (and sometimes cooling) and hot water for the train.

Eventually, the SDP40F was phased out as all-electric cars, such as the Amfleet, displaced the old steam heat rolling stock. While the SDP40F was designed with conversion to head-end power (HEP) in mind, the bad press they received, cost to upgrade and overhaul the units, and Amtrak's satisfaction with the versatility of the HEP-equipped F40PH ultimately doomed the SDP40F. Amtrak was able to trade in the SDP40Fs to EMD as more F40PH units were acquired in the late 1970s. The last SDP40F was retired from Amtrak in the early 1980s.

In 1984, Santa Fe Railway traded lower-power locomotives to Amtrak for 18 SDP40Fs, horsepower-for-horsepower. The SDP40Fs were reconditioned in the railroad's San Bernardino, California shops to the designation SDF40-2 for use as freight locomotives. Santa Fe replaced the hollow HTC bolsters with conventional HTC bolsters, converted the below-frame combination fuel/water tank to an all-fuel tank, removed the above-frame water tanks (replacing these with concrete ballast) and used the engines for nearly 15 years. They were also given front steps and platforms. Their noses were notched after a second maintenance shop visit in order to improve boarding access. In exchange, Amtrak received 43 smaller locomotives for use in switching service.

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LOCOMOTIVE FEATURES:

- Front and rear 3-hose M.U. hose clusters with silver ends
- Front and rear trainline hoses
- Illuminated number boards
- Illuminated classlights
- Illuminated ground lights (above the trucks aligned to cab side windows)
- Non-skid end walks
- Fine-scale end handrails for scale appearance
- Detailed and painted cab interior with control stand
- 4,500 gallon split fuel/water or rebuilt fuel only tank
- HTC sideframes with high brake cylinders and air lines
- Flush mounted portal window glass
- Factory applied wire grab irons and lift rings
- Minimum radius: 18"
- Recommended radius: 22"

GENESIS® DIESEL LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately painted and printed paint schemes
- Coupler cut levers
- MU hoses
- Trainline hose
- See through cab windows
- Full cab interior
- Walkway tread
- Fine-scale Celcon handrails for scale appearance (rear only on Amtrak models)
- Windshield wipers
- Lift rings
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Sander lines
- McHenry scale knuckle couplers - Kadee compatible
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Scale brightness LED lighting (adjustable via CV changes)
- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Replacement parts available



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