

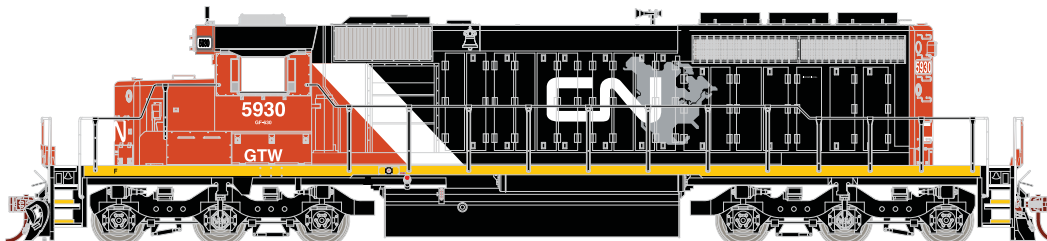


HO SD40-2 Locomotive

Announced 02.26.16
Orders Due: 03.25.16

ETA: December 2016

Canadian National



Era: 1990s+

These units originally belonged to the Missouri Pacific. Later, they went to Grand Trunk Western, where they served until CN's "North America" rebranding in the early 90s. At this time, several were repainted in the new North America scheme, and continue to serve to this day- with various modifications and upgrades. As on the prototype, the units continue to wear their GTW reporting marks.

Without Sound

ATH16600	HO RTR SD40-2, CN #5930
ATH16601	HO RTR SD40-2, CN #5931
ATH16602	HO RTR SD40-2, CN #5934
ATH16603	HO RTR SD40-2, CN #5935

With Sound

ATH16700	HO RTR SD40-2 w/DCC & Sound, CN #5930
ATH16701	HO RTR SD40-2 w/DCC & Sound, CN #5931
ATH16702	HO RTR SD40-2 w/DCC & Sound, CN #5934
ATH16703	HO RTR SD40-2 w/DCC & Sound, CN #5935

CN FEATURES:

- 81" nose, chickenwire grills, small anticlimbers
- Rebuilt front cab door per prototype - First time in plastic
- Windshield wipers
- Hood mounted bell
- Small Sinclair & large firecracker antennas
- Front illuminated Canadian style ditch lights
- Standard EMD plow

#5935

- Nathan K3L horn
- 2-pane all weather window on both sides
- Round vent on side of nose

#5391

- Nathan M3 horn
- 2-pane all weather window on both sides

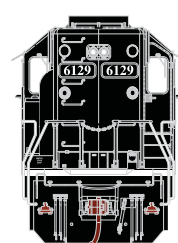
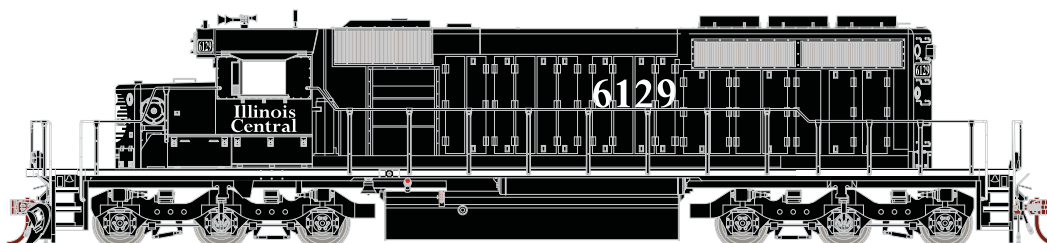
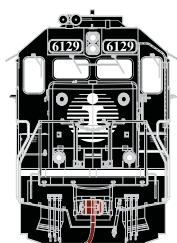
#5934

- Nathan K5HR-24 horn
- 3-pane all weather window on engineer's side
- 2-pane all weather window on fireman's side
- Round vent on top of nose

#5390

- Airchime K3 horn
- Prime air conditioner
- 2-pane all weather window on engineer's side
- Rear Canadian style rock plow
- Alternate style rear numbers
- Cab vent

Illinois Central



Era: 1990s+

These units came to the IC in the early 1990s secondhand from the Burlington Northern. Modifications included removal of the dynamic brakes and the installation of ditch lights. Additionally, they were painted in IC's then current "Death Star" scheme- featuring a logo similar in look to the infamous space station.

Without Sound

ATH16604	HO RTR SD40-2, IC #6129
ATH16605	HO RTR SD40-2, IC #6135
ATH16606	HO RTR SD40-2, IC #6138
ATH16607	HO RTR SD40-2, IC #6130

With Sound

ATH16704	HO RTR SD40-2 w/DCC & Sound, IC #6129
ATH16705	HO RTR SD40-2 w/DCC & Sound, IC #6135
ATH16706	HO RTR SD40-2 w/DCC & Sound, IC #6138
ATH16707	HO RTR SD40-2 w/DCC & Sound, IC #6130

#6129, 6135, 6138:

- Leslie RS3L horn

#6130:

- Nathan K5HR-24 horn
- RV-style air conditioner

IC FEATURES:

- 81" nose, corrugated grills, large anticlimber
- BN-style battery box doors
- 3200-gallon fuel tank
- Large & small firecracker & small Sinclair antennas
- Windshield wipers
- Operating deck mounted ditch lights
- Standard EMD plow
- Speed recorder

w/o Sound \$134.98

With



Sound \$184.98

* These items are subject to Horizon's MAP policy

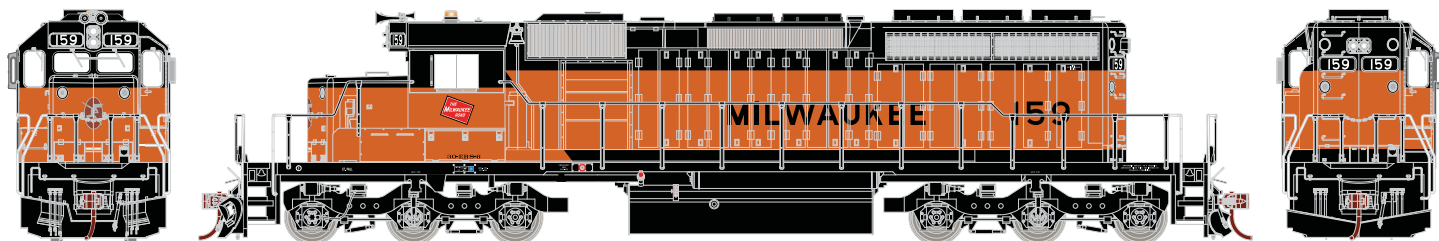


HO SD40-2 Locomotive

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Milwaukee Road



Era: 1983+

Starting in 1983, the Milwaukee Road began painting SD40-2's in their final paint scheme- featuring an orange and black "lightning stripe" and the Hiawatha logo on the nose. Equipped with standard range dynamic brakes and the smaller 3200-gallon fuel tank, they could commonly be found in the 80s and 90s working with other Milwaukee units, and later, Soo Line power.

MILW FEATURES:

- 81" nose, chickenwire grills, small anticlimbers
- Windshield wipers
- Hood side mounted bell
- Leslie RS3L Low profile horn
- Whip antenna
- 2-pane all weather window on engineer's side
- Operating Prime Stratolight beacon on cab (flashes in DCC)
- EMD standard plow on front, weed cutter plow on rear
- Speed recorder

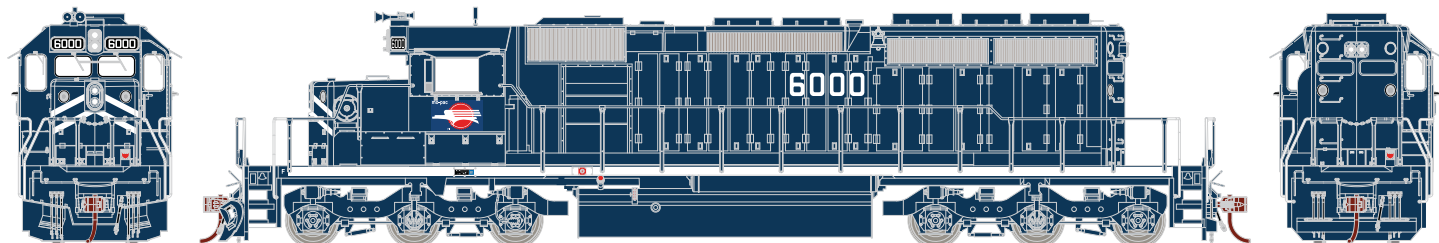
Without Sound

ATH16608	HO RTR SD40-2, MILW #159
ATH16609	HO RTR SD40-2, MILW #187
ATH16610	HO RTR SD40-2, MILW #189
ATH16611	HO RTR SD40-2, MILW #192

With Sound

ATH16708	HO RTR SD40-2 w/DCC & Sound, MILW #159
ATH16709	HO RTR SD40-2 w/DCC & Sound, MILW #187
ATH16710	HO RTR SD40-2 w/DCC & Sound, MILW #189
ATH16711	HO RTR SD40-2 w/DCC & Sound, MILW #192

Missouri Pacific



Era: Mid 1970s+

In the mid 1970s, the Missouri Pacific owned many examples of EMD SD40-2 locomotives- but their next order was to be a bit different. MoPac needed locomotives that would be compatible with BN, UP, & CNW units on Powder River Basin coal trains. Unlike prior units, these SD40-2's were equipped with nose mounted oscillating headlights and dynamic brakes, and were referred to as "SD40-2c"- denoting their intended service as coal haulers. Later on, they were mixed freely with other MP power as well as being used in pool service.

MP FEATURES:

- 81" nose, corrugated grills, small anticlimber
- Windshield wipers
- Hood side mounted bell
- Leslie RS3L horn
- Firecracker antenna
- Cab vent

Without Sound

ATH16612	HO RTR SD40-2, MP #6000
ATH16613	HO RTR SD40-2, MP #6001
ATH16614	HO RTR SD40-2, MP #6006
ATH16615	HO RTR SD40-2, MP #6015

With Sound

ATH16712	HO RTR SD40-2 w/DCC & Sound, MP #6000
ATH16713	HO RTR SD40-2 w/DCC & Sound, MP #6001
ATH16714	HO RTR SD40-2 w/DCC & Sound, MP #6006
ATH16715	HO RTR SD40-2 w/DCC & Sound, MP #6015

- Rotary beacon bracket
- Illuminated dual Gyalight on nose (effect with DCC+Sound)
- EMD standard plow on front, MU hose pockets on rear
- Speed recorder

w/o Sound \$134.98

With



Sound \$184.98

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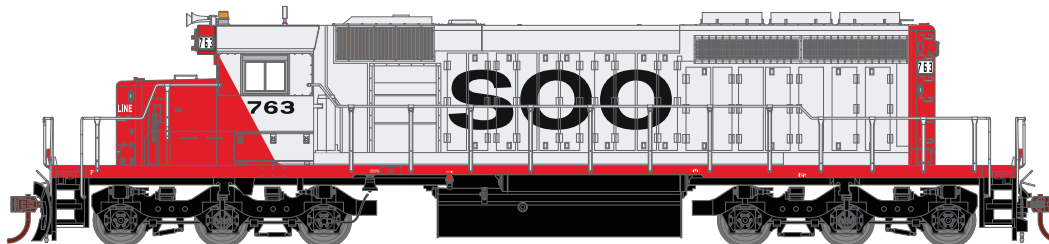


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Soo Line



Era: Mid 1980s+

In 1985, the SOO repainted several of their SD40-2's into the "Hockey Stick" scheme, featuring a straight line separating the red and white colors. They remained much the same even into the 2000s.

SOO FEATURES:

- 81" nose, chickenwire grills, small anticlimber
- Windshield wipers
- Leslie RSU-3L horn offset on cab
- Illuminated Xenon strobe on cab (effect with DCC+Sound)
- Small firecracker antenna
- Speed recorder
- Cab vent

#767:

- 2-pane all weather windows on both sides
- Tall plow
- 4000-gallon fuel tank with capacity printing

Without Sound

- | | |
|----------|-------------------------|
| ATH16616 | HO RTR SD40-2, SOO #763 |
| ATH16617 | HO RTR SD40-2, SOO #769 |
| ATH16618 | HO RTR SD40-2, SOO #774 |
| ATH16619 | HO RTR SD40-2, SOO #767 |

With Sound

- | | |
|----------|---------------------------------------|
| ATH16716 | HO RTR SD40-2 w/DCC & Sound, SOO #763 |
| ATH16717 | HO RTR SD40-2 w/DCC & Sound, SOO #769 |
| ATH16718 | HO RTR SD40-2 w/DCC & Sound, SOO #774 |
| ATH16719 | HO RTR SD40-2 w/DCC & Sound, SOO #767 |

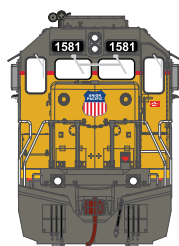
#769, 774:

- 2-pane all weather window on engineer's side
- Short plow
- 3200-gallon fuel tank

#763:

- 2-pane all weather windows on both sides
- Tall plow
- 3200-gallon fuel tank
- Forward placement of cab vent

Union Pacific



Era: 2011+

Faced with a shortage of reliable medium horsepower units for secondary work, Union Pacific outshopped the first of a new series of rebuilt locomotives in 2011. Using SD40-2's as a starting point, the locomotives receive reconditioned components-including generators, traction motors, cabs, and prime movers. They are also equipped with PTC capability and comply with Tier 0+ emissions standards for locomotives built before 1993. Finally, and perhaps most significantly, they are equipped with the NEXSYS control system, allowing for simplified troubleshooting, enhanced wheel slip control, and automatic startup/shutdown capability. Referred to as "SD40N" by UP, the veteran units have a new lease on life and are commonly found on local and transfer runs, or as trim power in yards - often in sets of three.

UP FEATURES:

- 123" nose, corrugated grills, small anticlimber
- Windshield wipers

Without Sound

- | | |
|----------|-------------------------|
| ATH16620 | HO RTR SD40-2, UP #1581 |
| ATH16621 | HO RTR SD40-2, UP #1616 |
| ATH16622 | HO RTR SD40-2, UP #1618 |
| ATH16623 | HO RTR SD40-2, UP #1665 |

With Sound

- | | |
|----------|---------------------------------------|
| ATH16720 | HO RTR SD40-2 w/DCC & Sound, UP #1581 |
| ATH16721 | HO RTR SD40-2 w/DCC & Sound, UP #1616 |
| ATH16722 | HO RTR SD40-2 w/DCC & Sound, UP #1618 |
| ATH16723 | HO RTR SD40-2 w/DCC & Sound, UP #1665 |

- Battery boxes with late hinges
- Nose vent
- Nathan K-3 horn on long hood
- Ditch lights
- Small & large Sinclair, whip, and GPS dome antennas
- Front tall plow
- Etched metal cab mirrors
- Rear MU hose catch pockets
- Late speed recorder

w/o Sound \$134.98

With



Sound \$184.98

* These items are subject to Horizon's MAP policy



HO SD40-2 Locomotive

All Railroads

Announced 02.26.16
Orders Due: 03.25.16

ETA: December 2016

LOCOMOTIVE FEATURES:

- Fully assembled and ready-to-run
- Four road numbers
- Coupler cut levers with loops
- Trainline and MU hoses with silver ends
- "Mushroom" nose vent on right side
- Separately applied wire grab irons
- Antiglare panel
- Standard late Dash-2 4-window cab without louvers or roof seam
- See through cab windows
- Sliding cab side windows
- Welded ECAFB
- See-through dynamic brake and radiator fans
- Fine scale handrails
- Frame mounted bell
- Detailed 4000-gallon fuel tank
- Separately applied air tanks
- Speed recorder attached to appropriate axle per prototype (except undecorated)
- McHenry scale knuckle spring couplers
- Highly-detailed, injection molded body
- Painted and printed for realistic decoration
- Bi-directional constant lighting so headlight brightness remains consistent
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup
- 5-pole motor with flywheels and multi-link drivetrain for trouble-free operation
- Compatible with ATHG63839 Genesis motor retrofit kit
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- DCC Ready 8 and 9 pin Quick Plug™ technology
- Available also with factory installed RTR Sound by Soundtraxx
- Nickel plated, blackened machined wheels
- Wheels with RP25 contours operate on all popular brands of track
- Replacement parts available including motor brushes
- Minimum radius: 18"
- Recommended radius: 22"

PROTOTYPE AND BACKGROUND INFO:

The EMD SD40-2 is a 3,000-horsepower (2,200 kW) C-C diesel-electric locomotive built by EMD from 1972 to 1989.

The SD40-2 was introduced in January 1972 as part of EMD's Dash 2 series, competing against the GE U30C and the ALCO Century 630. Although higher-horsepower locomotives were available, including EMD's own SD45-2, the reliability and versatility of the 3,000-horsepower SD40-2 made it the best-selling model in EMD's history and the standard of the industry for several decades after its introduction. The SD40-2 was an improvement over the SD40, with modular electronic control systems similar to those of the experimental DDA40X.

Peak production of the SD40-2 was in the mid-1970s. Sales of the SD40-2 began to diminish after 1981 due to the oil crisis, increased competition from GE's Dash-7 series and the introduction of the EMD SD50, which was available concurrently to late SD40-2 production. The last SD40-2 delivered to a United States railroad was built in July 1984, with production continuing for railroads in Canada until 1988, Mexico until February 1986, and Brazil until October 1989.

SD40-2s are still quite usable nearly fifty years after the first SD40 was made, and many SD40s and locomotives from the pre-Dash-2 series (GP/SD 40s, 39s and 38s, and even some SD45s) have been updated to Dash-2 specifications, possibly including downgrading from 20-645E to 16-645E engines, including, certainly, Dash-2 electrical controls, although the pre-Dash-2 frames cannot accommodate the somewhat similar HTC truck in the space allocated to the Flexicoil C truck (the frame is not long enough). Most SD40-2s which remain in service have by now been rebuilt "in-kind" for another 30 to 40 years of service, although a few (under 30) have been rebuilt to incorporate a 12-cylinder EFI-equipped 710G engine.

w/o Sound \$134.98

With



Sound \$184.98

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