



HO SD40 Locomotives

Announced 11.27.20
Orders Due: 12.28.20

ETA: December 2021

**NOW OFFERED WITH
SOUNDTRAXX ECONAMI SOUND**

Southern Pacific*



Era: 1995+

HO RTR SD40R, SP #7303
HO RTR SD40R, SP #7316

DCC Ready
ATH72044
ATH72045

with Sound
ATH72144
ATH72145

SP SD40R GRIP rebuilds:

- Blanked out/removed gyalights
- Tall forward ditch lights
- Truck mounted spare knuckles
- Extra dynamic brake vents
- GRIP rebuilt battery box doors
- SP style low mounted brake cylinder trucks
- Relocated horn
- Modified L window cab
- Large EMD plow
- Nose ratchet brake

ROAD NUMBER SPECIFIC FEATURES:

- #7303 Red number boards, Nathan P-3 Horn, Stratolight Beacon
- #7316 Nathan P-3 horn



Era: 1994+

HO RTR SD40M-2, SP #8627
HO RTR SD40M-2, SP #8645

DCC Ready
ATH72046
ATH72047

with Sound
ATH72146
ATH72147

SP SD40M-2 rebuilds:

- Relocated horn
- Antenna with stand
- Rear mounted brake wheel
- Morrison Knudsen rebuilds from SD40 cores
- Alternating front ditch lights with horn effect
- MK style rebuilt truck sideframes with Timken bearings
- Vapor style A/C
- Large EMD plow

ROAD NUMBER SPECIFIC FEATURES:

- #8627 MK rebuilds, cab mounted headlight, small ditch lights.
- #8645 MK rebuilds, cab mounted headlight, small ditch lights.

During the 1980's, SP's aging fleet of SD40's were in dire need of rebuilding. They went through SP's "GRIP" program which upgraded the whole locomotive, becoming SD40R's. By the late 1980's, the original SP equipped gyalights became expensive to maintain and were removed to save costs. By 1994, some got repainted into SP's then-new "speed lettered" scheme. Around this same time, SP contracted MK to rebuild numerous SD40 locomotive cores to basically a "new" version, a SD40M-2. MK added new features to these such as alternating front ditch lights, Timken roller bearings, and computerized wheel slip control. They were all used system wide and found in many types of service.

Santa Fe



Era: Early 1990s+

HO RTR SD40u, ATSF #5003
HO RTR SD40u, ATSF #5007
HO RTR SD40u, ATSF #5013

DCC Ready
ATH72048
ATH72049
ATH72050

with Sound
ATH72148
ATH72149
ATH72150

ATSF SD40u rebuilds:

- Nose headlights
- Cab mounted Prime A/C
- Santa Fe style roof mounted antennas and stands
- Low mounted truck brake cylinders
- Relocated horn

ROAD NUMBER SPECIFIC FEATURES:

All: Removed front plow. Nose Headlight. Roof mounted A/C and antenna stands. Long hood mounted horn.

w/o Sound \$159.98 SRP

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* Union Pacific Licensed Product



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Utah Railway



DCC Ready

HO RTR SD40M-2, UTAH #9006 ATH72051
HO RTR SD40M-2, UTAH #9007 ATH72052

with Sound

ATH72151
ATH72152



DCC Ready

HO RTR SD40M-2, UTAH #9011 ATH72053

with Sound

ATH72153

UTAH FEATURES:

- Ex WM and C&O heritage
- Correct trucks & horn per prototype
- Wheel slip recorders on trucks
- Rebuilt by MK to SD40M-2
- Rear brake wheel
- Small EMD plow
- Forward Ditch lights

ROAD NUMBER SPECIFIC FEATURES:

- #9006 Ex C&O units, Triple-clasp brake trucks, Nathan P-3 Horn
- #9007 Ex C&O units, Triple-clasp brake trucks, Nathan P-3 Horn
- #9011 Ex WM, Side body mounted hood bell, Leslie 5-chime Horn

In the early 1990's, Utah Railway was looking for reliable second hand power. They leased some MK rebuilt SD40s, mostly from C&O heritage. These were put into unit coal service, usually in sets of up to 4 units, sometimes more.

CSX



Era: 1989+

DCC Ready

HO RTR SD40 (SD40-2), CSX #8361
HO RTR SD40 (SD40-2), CSX #8373
HO RTR SD40 (SD40-2), CSX #8364
HO RTR SD40 (SD40-2), CSX #8437

ATH72054
ATH72055
ATH72056
ATH72057

with Sound

ATH72154
ATH72155
ATH72156
ATH72157

CSX FEATURES:

- Large fuel tank
- Updated approved colors
- Chessie style "Mail Slot" battery box doors
- Rebuilt and classified as SD40-2
- Art provided and approved by Nick O'Dell
- Newly tooled plow and horn
- Whip style antennas

ROAD NUMBER SPECIFIC FEATURES:

- #8361 Timken Bearing trucks, CSX style horn and plow, high mounted truck brake cylinders, Dynamic brake T-vent
- #8373 Timken Bearing trucks, CSX style horn and plow, high mounted truck brake cylinders, Dynamic brake T-vent
- #8364 Mixed Hyatt and Timken bearing trucks, CSX style horn and plow, low mounted truck brake cylinders
- #8437 Mixed Hyatt and Timken bearing trucks, CSX style horn and plow, low mounted truck brake cylinders

When the CSX Transportation merger was completed in 1987, CSX inherited 138 SD40 locomotives. With plans to retire their aging fleets, CSX decided to upgrade 125 SD40s to EMD's Dash-2 standards. The rebuild program would make structural and corrosion repairs, and perform general overhaul work to the SD40 locomotives. After 25 units were first rebuilt in the "Stealth" scheme, CSXT #8410 was the first unit to be rebuilt and painted in the updated "YN1" paint scheme, outshopped on Nov. 10th, 1989. This paint scheme introduced yellow hues to both the front and rear of the locomotive, along with adding a yellow trim to the side sill, aiding in visibility. 47 more rebuilds were completed in the YN1 scheme up until March 23, 1990. At the end of March, two final rebuilds were released from the Huntington shops in the brand new YN2 scheme, completing the program. Many of these SD40-2 rebuilds retained their "YN1" paint scheme well into the late 2000's.

w/o Sound \$159.98 SRP

With Econami™ Sound \$229.98 SRP



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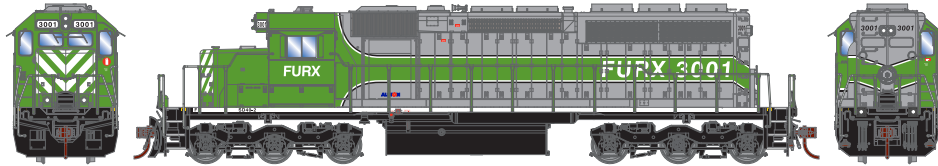
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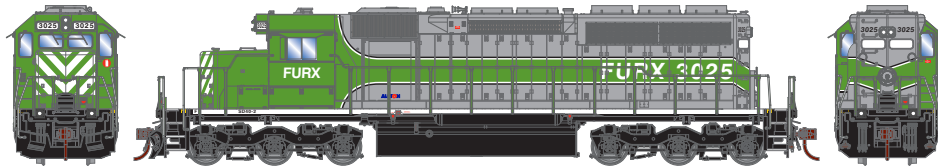
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FURX



HO RTR SD40 (SD40-2), FURX #3001	DCC Ready	with Sound
HO RTR SD40 (SD40-2), FURX #3005	ATH72058	ATH72158
	ATH72059	ATH72159



HO RTR SD40 (SD40-2), FURX #3025	DCC Ready	with Sound
	ATH72060	ATH72160

- FURX FEATURES:**
- SD40 rebuilds, from many sources
 - Correct details per road number
 - Rear mounted break wheel
 - Front ditch lights
 - Nathan M-3 horn

ROAD NUMBER SPECIFIC FEATURES:

- **#3001** Ex-SOO. Smaller 3600 gal fuel tank, extended range dynamic brakes, large EMD plow, deck mounted front ditch lights
- **#3005** Ex NDM. Large 4000 gal fuel tank, extended range dynamic brakes, Canadian style plow, pilot mounted front ditch lights
- **#3025** Ex-MP. Large 4000 gal fuel tank, regular dynamic brakes, small EMD plow, pilot mounted front ditch lights, extra MP style jacking pads

All Railroads

SOUND EQUIPPED MODELS ALSO FEATURE

- Onboard Econami sound decoder by Soundtraxx
- Engine startup sound sequence
- Dynamic brake sound or Non-Dynamic Straight to idle on F4
- Extra prime mover and horn sounds exclusive to Athearn version
- Multiple bell sound files user configurable via Configuration Value (CV)
- 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
- Current Keeper ready with on board expansion plug
- 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 CV changes

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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LOCOMOTIVE FEATURES:

- LED lighting
- Photo-etched stainless steel windshield wipers
- Fully assembled and ready-to-run
- Separately applied wire grab irons
- Separately applied air tanks
- Coupler cut levers
- Rubber MU hoses
- Fine scale handrails molded in engineering plastic
- Non-sound version features 21-pin NEM DCC plug
- See-through dynamic brake and radiator fans
- Curved radiator fan grab iron
- Exhaust stack
- 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)
- McHenry scale knuckle spring couplers
- Highly-detailed, injection molded body featuring new tooling
- Painted and printed for realistic decoration
- See through cab windows
- Bi-directional LED lighting
- 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
- Wheels with RP25 contours operate on all popular brands of track
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"
- Recommended radius: 22"

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