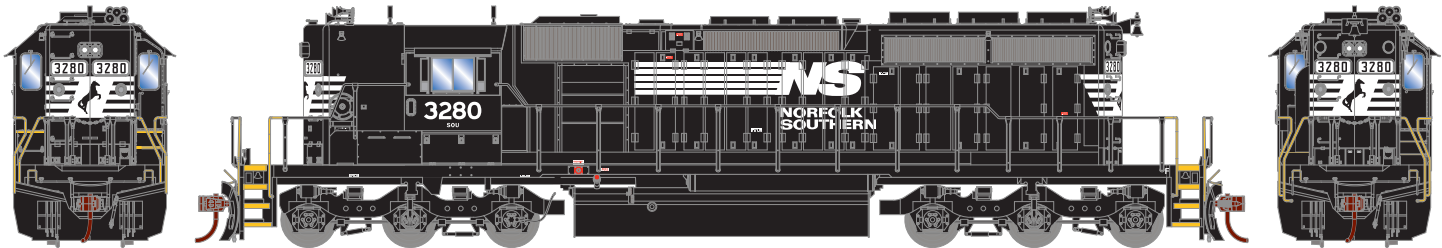


NOW FEATURES TSUNAMI2

Norfolk Southern



Era: Mid 1980s+

	without Sound	with Sound	NS FEATURES:	
NS #3280	ATH72079	ATH72179	• Former SOU units	• Nathan P5 horn on each end
NS #3299	ATH72080	ATH72180	• Bell mounted on long hood	• Walkway lights
NS #3306	ATH72081	ATH72181	• "Breakaway" style end handrails	• Long hood-forward operation

After the 1982 SOU-NW merger into Norfolk Southern, the SD40-2 remained a principle mainline locomotive for the road. Early repaints did not feature white delineators on the frames, and many units lasted this way through the 2000s. They could be found on all types of NS freight movements, and they also had a penchant for showing up on Southern Pacific trains in the late '80s and early '90s.

ROAD NUMBER SPECIFIC FEATURES:

- #3280 "SOU" on cab. Two "Firecracker" antennas
- #3299 "AGS" on cab. Three "Firecracker" antennas
- #3306 "SOU" on cab. Six "Firecracker" antennas (for Lococontrol equipment)

Santa Fe



Era: Early 1990s+

	without Sound	with Sound	ATSF FEATURES:	
ATSF #5065	ATH72082	ATH72182	• RS3L or K3LA horn on stand, mounted on long hood	
ATSF #5067	ATH72083	ATH72183	• Cab air conditioner	
ATSF #5084	ATH72084	ATH72184	• Sinclair antennas on ground planes	
			• Small MU stands on front walkway	
			• Headlight moved to nose and opening plated over	

Starting in the late 1980s, Santa Fe began to modify their locomotives based on crew feedback. The headlight was moved from the cab to the nose to reduce the amount of glare. The air horn was also moved to the long hood to reduce the amount of noise intrusion into the cab. Not all locomotives were modified at the same time, but by the 1990s many had been modified.

ROAD NUMBER SPECIFIC FEATURES:

- #5065 Silver horn, blue anticlimber
- #5067 Silver horn, blue anticlimber
- #5084 Yellow horn & anticlimber



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Chessie System



Era: 1977+

	without Sound	with Sound	BO FEATURES:	
BO #7608	ATH72085	ATH72185	• Updated approved colors	• Chessie rock plows
BO #7610	ATH72086	ATH72186	• "Mail slot" battery box doors	• 5-chime horn
BO #7613	ATH72087	ATH72187	• Art approved by Chessie experts	• Long hood-mounted bell

The Baltimore and Ohio (now under the unified corporate identity of Chessie System) ordered 20 SD40-2's. The units were delivered in Jan and Feb of 1977. These units were used throughout the system, but were frequent visitors of helper pools in the Appalachian regions. All but one survived into the CSX era.

KCS



Era: 1990s+

	without Sound	with Sound	KCS FEATURES:	
KCS #639	ATH72088	ATH72188	• KCS/Chessie style rock plows	• 5-chime horn
KCS #654	ATH72089	ATH72189	• Front and rear ditch lights	• Fire cracker antenna
KCS #661	ATH72090	ATH72190	• Yellow frame stripe	
			• Nose-mounted gyra lights - functions in DCC-only	

During the 1990's, KCS began repainting some of their SD40-2's in this grey scheme with yellow stripes. KCS also added nose-mounted gyra lights and moved the horn to the back of the units. They could be found all over the system.



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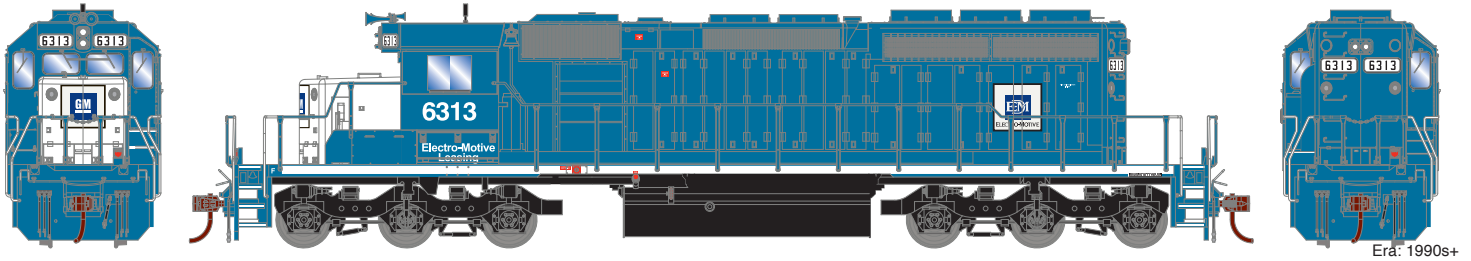
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RTR HO SD40-2 Locomotive

Announced 10.29.21
Orders Due: 11.26.21
ETA: December 2022

EMD Lease

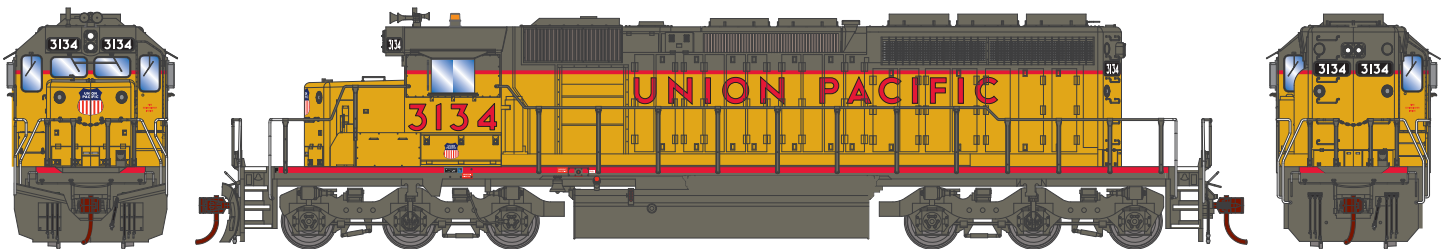


	without Sound	with Sound	EMD FEATURES:	
EMDX #6313	ATH72091	ATH72191	• Ex-MILW	• Short fuel tank
EMDX #6345	ATH72092	ATH72192	• Leslie 3-chime horn	• Early radiator grilles
			• 2 different plows (in poly bag)	• Fire cracker antenna
			• Bell mounted behind the cab on the conductor's side	

Era: 1990s+

Not only was EMD known for building locomotives, they also had a lease fleet of used ones. Power-short railroads could lease power on a short-term or long-term basis. Since the contracts would leave EMD to take care of maintenance, railroads could focus on other things. These brightly painted locos could be found on just about any railroad.

Union Pacific*



	without Sound	with Sound	UP FEATURES:	
UP #3134	ATH72093	ATH72193	• Leslie RS3L horn	• Cab roof mounted strobe
UP #3175	ATH72094	ATH72194	• Firecracker antenna	• Large snowplow
UP #3193	ATH72095	ATH72195		

Era: Mid 1980s+

This release represents "standard" Union Pacific SD40-2s as they appeared in the mid-1980s, with two major spotting features:

20-inch high cab side numbers (the numbers having been moved there from their location on the long hood, starting in November 1980). This was done to improve the visibility of the numbers when being viewed by the low-resolution video cameras then in use by UP at major yards and terminals.

Grey-colored trucks. These replaced aluminum paint which had been in use since 1953. This change was implemented in February 1984, to avoid the high cost of repainting the entire Missouri Pacific fleet.



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* Union Pacific Licensed Product



RTR HO SD40-2 Locomotive

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SOUND-EQUIPPED MODELS ALSO FEATURE

- For the first time, factory equipped with Tsunami2 Sound
- Dual cube speakers
- Onboard DCC+Sound models have full-feature Tsunami2 sound decoder by SoundTraxx
- 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
- Precision slow speed control
- 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

The SD40-2 was introduced in January 1972 as part of EMD's Dash 2 series, responding to competing products from GE and ALCO. 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 SD45X and DDA40X. The last SD40-2 delivered to a United States railroad was built in July 1984, with production continuing for railroads in Canada until 1988.

SD40-2 SERIES LOCOMOTIVE FEATURES:

- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately –painted and –printed paint schemes
- Coupler cut levers
- Flexible rubber MU hoses for durability
- Flexible rubber trainline hose
- See-through cab windows
- Fine-scale Celcon handrails for scale appearance
- Photo-etch stainless steel windshield wipers
- Wire grab irons
- Detailed fuel tank with fuel fillers, fuel gauges, & breather pipes
- Separately applied air tanks
- DCC-ready Non-sound version features 21-pin NEM DCC plug
- See-through dynamic brake and radiator fans
- Exhaust stack
- Frame mounted bell (unless noted)
- Detailed 4000 gallon fuel tank (unless different capacity is noted)
- McHenry® scale knuckle couplers - Kadee compatible
- All-wheel drive with precision gears for smooth & quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Bi-directional LED lighting for realistic appearance
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds model for safe storage
- Warranty service available
- Minimum radius: 18" Recommended radius 22"



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