

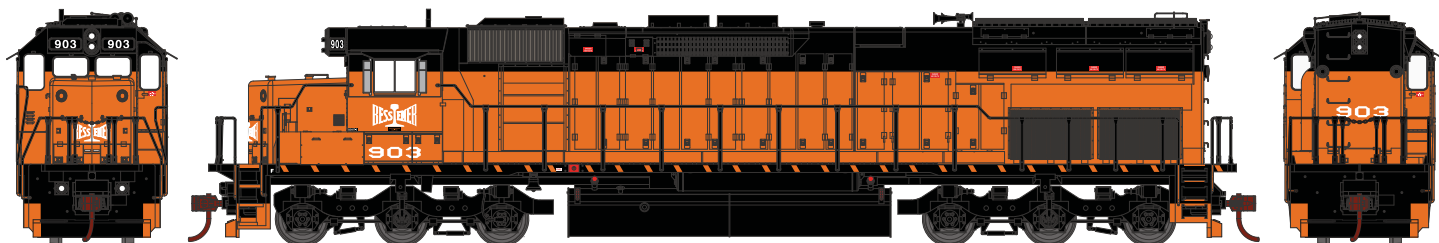


# HO SD45T-2 "Tunnel Motor"

Announced 06.26.15  
Orders Due: 07.24.15

ETA: June 2016

## Bessemer & Lake Erie



Era: 2000+

ATH88782  
ATH88783

HO RTR SD45T-2, B&LE #903  
HO RTR SD45T-2, B&LE #906

- Intermediate walkway with large anticlimber and cast jacking pads
- Leslie 3 chime air horn

ATH88784

HO RTR SD45T-2, B&LE #910

- Early walkway small anticlimber
- Drop step
- Nathan P3 air horn with bracket

### ALL B&LE FEATURES:

- Previous run: April 2005
- New road numbers
- Ex-Southern Pacific
- Standard EMD 4-Window cab, late with louvers
- A/C blanking plate
- Riveted cab side plate with arm rest
- Mirrors/windwings mounted fore and aft of cab side windows
- Large Sinclair antenna
- Underframe mounted bell
- Speed recorder

## Duluth Missabe & Iron Range



Era: 2000+

ATH88785

HO RTR SD45T-2, DM&IR #410

- 3-chime air horn

ATH88786

HO RTR SD45T-2, DM&IR #417

- 5-chime air horn

### ALL DM&IR FEATURES:

- Previous run: April 2005
- New road numbers
- Ex-Southern Pacific
- Standard EMD 4-Window cab, late without louvers
- EMD standard nose
- Welded cab side plate
- 3-pane all weather cab window on both sides
- Large Sinclair antenna
- Early walkway without anticlimber
- Drop step
- Underframe mounted bell
- Speed recorder

# \$134.98



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## Genesee & Wyoming



Era: 2000+

ATH88787

HO RTR SD45T-2, KYLE #3098

- RV Style air conditioners
- Dustbin mounted antenna ground plane with round base whip antenna, conduit, and lift ring
- Early walkway without anticlimber
- Drop step

ATH88788

HO RTR SD45T-2, KYLE #3099

- Vapor air conditioner
- Early walkway without anticlimber
- Drop step

ATH88789

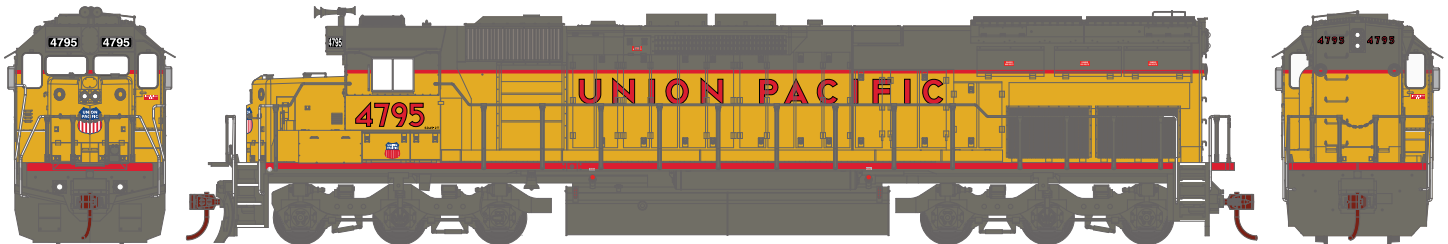
HO RTR SD45T-2, MNA #3096

- A/C Removed
- Dustbin mounted antenna ground plane with round base whip antenna, conduit, and lift ring
- Intermediate walkway with large anticlimber and cast jacking pads

### ALL G&W FEATURES:

- New paint scheme
- Paint scheme: Genesee Wyoming
- Southern Pacific tall snowplow front
- Modified SP L-Window cab with louvers
- Blanked cab headlight and blanked nose warning light
- Riveted cab side plate with arm rest
- Mirrors/windwings mounted fore and aft of cab side windows
- Sunshades
- Underframe mounted bell
- Rectangular cab vent with large cover
- Hood mounted Nathan P3 horn w/ bracket
- Rectangular builder's plate
- Speed recorder

## Union Pacific



Era: 1997+

ATH88796

HO RTR SD45T-2, UP #4795

ATH88797

HO RTR SD45T-2, UP #4829

- Blanked cab headlight and blanked nose warning light
- Vapor air conditioner
- Leslie air horn with bracket

ATH88798

HO RTR SD45T-2, UP #4972

- EMD standard nose
- A/C Removed
- Nathan P3 air horn

### ALL UP FEATURES:

- Early walkway without anticlimber
- Drop step
- Paint scheme: Red sill stripe
- Previous run: July 2005
- New road numbers
- Southern Pacific tall snowplow front
- Modified SP L-Window cab with louvers
- Riveted cab side plate with arm rest
- Mirrors/windwings mounted fore and aft of cab side windows
- Sunshades
- Underframe mounted bell
- Rectangular builder's plate
- Speed recorder

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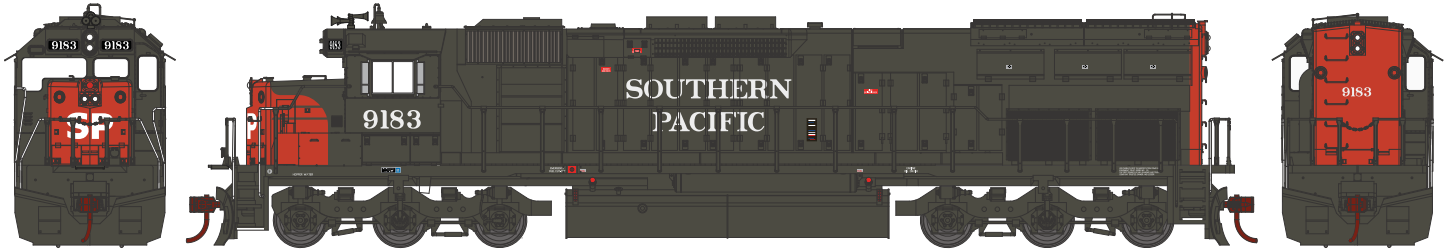


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## Southern Pacific



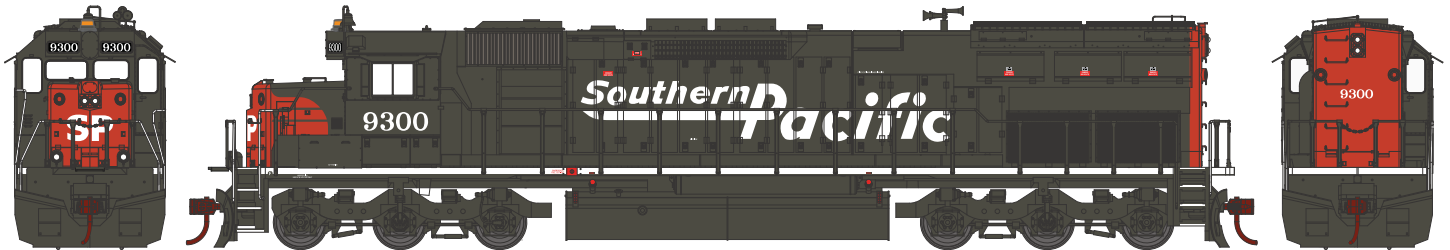
Era: 1972+

ATH88790	HO RTR SD45T-2, SP #9183
ATH88791	HO RTR SD45T-2, SP #9214
ATH88792	HO RTR SD45T-2, SP #9231

### ALL SP FEATURES:

- Paint scheme: Bloody Nose
- Previous run: October 2004
- New road numbers
- Nathan P3 air horn
- Southern Pacific tall snowplow – front and rear
- Pyle-National single Gyalite with red lens
- Late SP L-window cab without louvers or roof seam
- Dual Pyle-National Gyalite cab headlight
- Riveted cab side plate with arm rest
- Mirrors/windwings mounted fore and aft of cab side windows
- Sunshade with rivet strip
- Cab roof bell
- Rectangular cab vent with large cover
- Early walkway with small anticlimber and cast jacking pads
- Rectangular builder's plate
- ACI plate
- Speed recorder

## Southern Pacific Speed Lettering



Era: 1992+

ATH88793	HO RTR SD45T-2, SP/Speed Letter #9300
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- Early walkway without anticlimber
- Drop step
- A/C Removed
- Modified SP L-Window cab with louvers
- Non illuminated prime stratolight beacon

ATH88794	HO RTR SD45T-2, SP/Speed Letter #9367
ATH88795	HO RTR SD45T-2, SP/Speed Letter #9375

- Intermediate walkway with large anticlimber and cast jacking pads
- Vapor air conditioner
- Modified SP L-Window cab without louvers

### ALL SP FEATURES:

- Paint scheme: Speed Lettering
- Previous run: July 2005
- New road numbers
- Southern Pacific tall snowplow front and rear
- Blanked cab headlight and blanked nose warning light
- Riveted cab side plate with arm rest
- Mirrors/windwings mounted fore and aft of cab side windows
- Sunshades
- Cab roof bell
- Rectangular cab vent with large cover
- Hood mounted Nathan P3 air horn with bracket
- Dustbin mounted antenna ground plane with round base whip antenna, conduit, and lift ring
- Rectangular builder's plate
- Speed recorder

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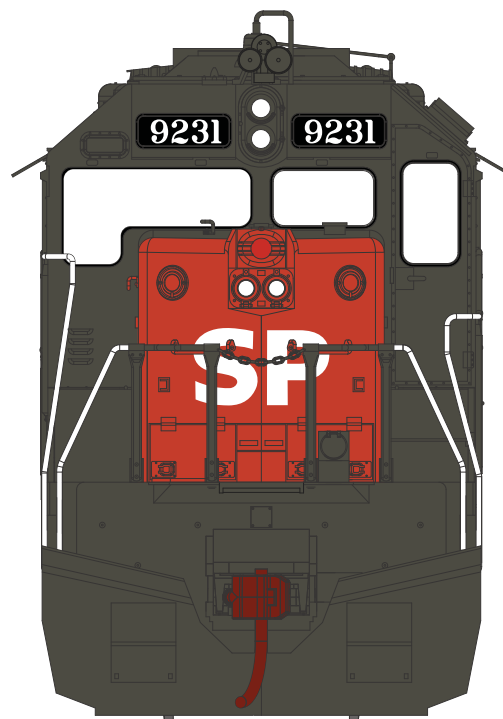
## All Railroads

### LOCOMOTIVE FEATURES:

- Fully assembled and ready-to-run
- Southern Pacific early Dash-2 split battery box doors
- Nose vent
- Early Dash-2 ECAFB
- Standard early turbo exhaust
- HT-C trucks
- Three road numbers
- Separately applied wire grab irons
- See through cab windows
- Sliding cab side windows
- See-through radiator and dynamic brake fans with fan blades visible inside
- Fine scale handrails for realistic appearance
- Detailed 4,500 gallon fuel tank
- Separately applied air tanks
- McHenry scale knuckle spring couplers
- DCC ready with Quick Plug™ technology
- 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 skew wound motor with flywheels and multi-link drivetrain for trouble-free operation
- Machined wheels with RP25 contours operate on Code 55, 70, 75, 80, 83, and 100 rail
- Window packaging for easy viewing
- Interior plastic blister safely holds the model for convenient storage
- Minimum radius: 18"
- Recommended radius: 22"

### PROTOTYPE AND BACKGROUND INFO:

During the early 1970s, Southern Pacific sought a solution for their locomotives overheating and shutting down in the High Sierra mountain tunnels and snow sheds due to the accumulation of exhaust gases and excessive heat. After extensive testing, SP solved the problem by moving the radiator intakes to just above the running boards thus creating the SD45T-2 "tunnel motor".



**\$134.98**