



HO EMD SDP40F Diesel Follow-up

Announced 10.27.17
Orders Due: 11.24.17

ETA: October 2018



Santa Fe



Era: 1985+



Without Sound

- ATHG63937 HO SDF40-2 (SDP40F,) SF #5250
- ATHG63938 HO SDF40-2 (SDP40F,) SF #5254
- ATHG63939 HO SDF40-2 (SDP40F,) SF #5262
- ATHG63940 HO SDF40-2 (SDP40F,) SF #5267

With Sound

- ATHG63987 HO SDF40-2 (SDP40F w/DCC & Sound,) SF #5250
- ATHG63988 HO SDF40-2 (SDP40F w/DCC & Sound,) SF #5254
- ATHG63989 HO SDF40-2 (SDP40F w/DCC & Sound,) SF #5262
- ATHG63990 HO SDF40-2 (SDP40F w/DCC & Sound,) SF #5267

ATSF FEATURES:

- Leslie S3L air horn
- 1985 nose/pilot configuration
- Illuminated strato-light beacon
- Air Conditioner
- Cab mounted headlight
- Large & Small Sinclair antennas on ground planes
- Removed steam generators with blank plates at rear of body
- Prototypes assigned to Barstow for maintenance; used throughout the ATSF system

w/o Sound \$219.98_{SRP} With **Tsunami²** Sound \$309.98_{SRP}

These items are subject to Horizon's MAP policy



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All Road Names

SOUND EQUIPPED MODELS FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Twin high-bass 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 fuel tank
- HTC sideframes with high brake cylinders with 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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