



## EMD SD38 Diesel Locomotive

HO

### Norfolk Southern



Era: Mid-2000s+

SD38, NS #3806  
SD38, NS #3813

**without Sound**  
ATH-1432  
ATH-1433

**with Sound**  
ATH-1441  
ATH-1442

**NS FEATURES:**

- Ex-CR/PC
- Cab A/C

- Front and rear operating ditch lights
- Leslie RS3L horn on long hood

3806: 4-stack exhaust  
3813: 2-stack exhaust

NS acquired 21 SD38s from the Conrail split and usually assigned them to yard and local service.

### Conrail



Era: Late-1970s+

SD38, CR #6925  
SD38, CR #6947

**without Sound**  
ATH-1435  
ATH-1436

**with Sound**  
ATH-1444  
ATH-1445

**CR FEATURES:**

- Sinclair antenna
- Leslie RS3L low-clearance horn on number board
- Front and rear MU hose holders

Conrail's SD38s came from the Penn Central, and numbered 35 units. While only having 2000 horsepower to the SD40's 3000, their starting tractive effort was identical. They were used mostly in hump and yard service, being fitted with hump speed control and slug connections.

**\$169.99 w/o SOUND | \$239.99 w/ Econami™ SOUND**

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## EMD SD38 Diesel Locomotive

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### GATX Locomotive Group



Era: 2014+

SD38, GMTX #3300  
without Sound ATH-1434

with Sound  
ATH-1443

#### GMTX FEATURES:

- Former NS unit with ownership markings patched out
- 4-stack exhaust
- Front and rear operating ditch lights

GMTX 3300 was built as PC 6939 and came under GMTX ownership in 2014. If your model RR is in need of some heavy-duty power for short- or long-term lease, this might be the loco for you.

### Cargill



Era: 2000s+

SD38, CRGX #602  
without Sound ATH-1428

with Sound  
ATH-1437

#### CRGX FEATURES:

- Ex- CR/PC
- Front and rear operating ditch lights
- K5LA horn on bracket
- 2-stack exhaust
- Front and rear snowplows
- Cab A/C

Many older locomotives find new lives as switchers at various rail-served industries. This unit is typical of what would be found at a larger facility. If your layout has a large grain elevator, ethanol processing center, or feed mill, this unit would fit right in.

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## EMD SD38 Diesel Locomotive

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### McCloud River Railroad



Era: Mid-1980s+

SD38, MR #36  
SD38, MR #37  
SD38, MR #38

#### without Sound

ATH-1429  
ATH-1430  
ATH-1431

#### with Sound

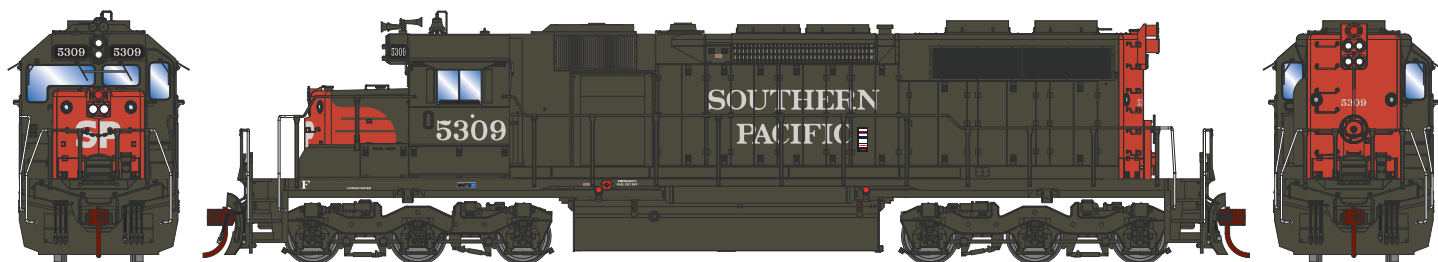
ATH-1438  
ATH-1439  
ATH-1440

#### MR FEATURES:

- Dual strobe beacons (Effect in DCC)
- Updated colors
- Rear walkway mounted brakes
- Modified pilot MU catches
- 3,200 gallon fuel tank
- Dynamic brakes
- Firecracker antenna

## EMD SD39 Diesel Locomotive

### Southern Pacific\*



Era: 1970s+

SD39, SP #5309  
SD39, SP #5313  
SD39, SP #5317

#### without Sound

ATH-1451  
ATH-1452  
ATH-1453

#### with Sound

ATH-1459  
ATH-1460  
ATH-1461

#### SP FEATURES:

- Front and rear SP light package w/ Gyalights (Effect in DCC)
- 3600 gallon fuel tank w/ dual fuel fillers
- FARR radiator grilles
- Front and rear large EMD plows
- Rear walkway mounted brakes
- L-style front window
- Large ballast boxes
- Dynamic brakes
- Cab roof mounted bell

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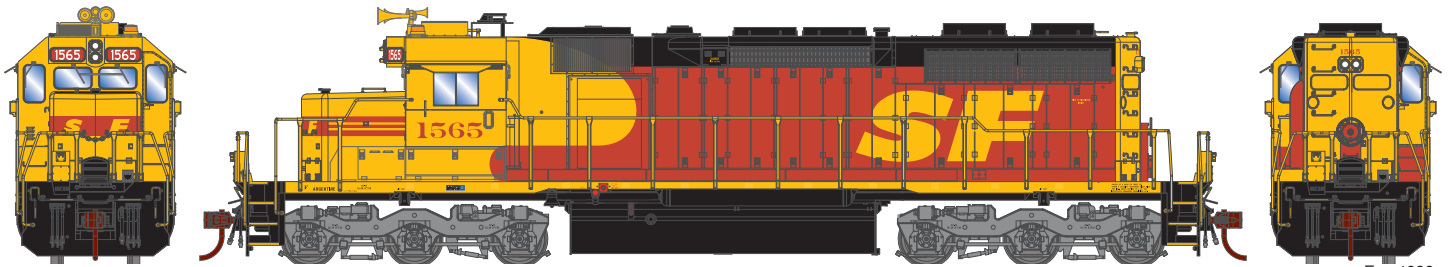
\* Union Pacific Licensed Product



## EMD SD39 Diesel Locomotive

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### Santa Fe



Era: 1966+

	without Sound	with Sound	ATSF FEATURES:
SD39, ATSF #1565	ATH-1446	ATH-1454	• Operating rooftop beacon (effect on DCC+sound version)
SD39, ATSF #1570	ATH-1447	ATH-1455	• Cab mounted A/C
SD39, ATSF #1573	ATH-1448	ATH-1456	• Leslie RS3L horn on bracket
			• Slug control boxes
			• Cab mounted antenna plane
			• No class lights

This group of ATSF SD39s were rebuilt and renumbered in San Bernardino, CA, in 1985-86. Many were painted into the red-and-yellow SPSF scheme at this time as well. Intended for yard service and as slug mothers, they often "escaped" and were found in helper service or even leading priority trains.

### Minneapolis Northfield & Southern



Era: 1966+

	without Sound	with Sound	MNS FEATURES:
SD39, MNS #40	ATH-1449	ATH-1457	• Chicken wire grilles
SD39, MNS #41	ATH-1450	ATH-1458	• Hancock whistle
			• Non-dynamic brakes
			• Firecracker antenna
			• 3200 gallon fuel tank
			• Modified pilot MU catches
			• Rear walkway mounted brakes

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## All Road Names

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard Econami Sound 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
- Excellent Slow speed control
- Effect lighting (if applicable) using 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

### PROTOTYPE SPECIFIC INFORMATION

The SD38 is a 6-axle diesel-electric locomotive built by General Motors Electro-Motive Division between May 1967 and October 1971. It had an EMD 645 16-cylinder engine generating 2,000 horsepower. The EMD SD38AC built by General Motors Electro-Motive Division between June and October 1971. It was basically an SD38 with an AR10 alternating current alternator instead of the SD38's normal direct current generator. It also produces 2,000 horsepower from a 16-cylinder EMD 645E roots blown prime mover. It came equipped with or without dynamic brakes. The SD38 and SD38AC have the same frame as the SD39, SD40 and SD45.

In 1966, EMD updated its locomotive catalog with entirely new models, all powered by the new 645 diesel engine. The SD39 had 2,300 hp from a turbocharged V12. The SD39 had the smallest prime mover of the SD locomotives in the EMD catalog. 54 were built for American railroads.

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### SD38/SD39 LOCOMOTIVE FEATURES:

- Fine scale handrails
- Separately-applied air tanks
- Brake wheel or ratchet brake nose per prototype
- Individually applied wire formed grab irons
- See-through cab windows
- Detailed fuel tank per prototype
- See-through dynamic brake and radiator fans
- Separately-applied detail parts
- DCC Ready 21-pin NEM plug
- Non-sound version features 21-pin NEM DCC plug
- LED Illuminated front and rear headlights, ditch lights, and beacons (where applicable to the prototype)
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- 5-pole motor with precision-machined flywheels and multi-link drive train for trouble free operation
- Heavy die-cast frame for greater traction and more pulling power
- McHenry® scale knuckle spring couplers
- Wheels with RP25 contours operate on all popular brands of track
- Fully-assembled and ready-to-run out of the box
- Painted and printed for realistic decoration
- Genesis motor retrofit kit ATHG63839 compatible
- Highly-detailed, injection-molded body
- Minimum radius: 18" — Recommended radius: 22"



### PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

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