EMD SD38 Diesel Locomotive

HO

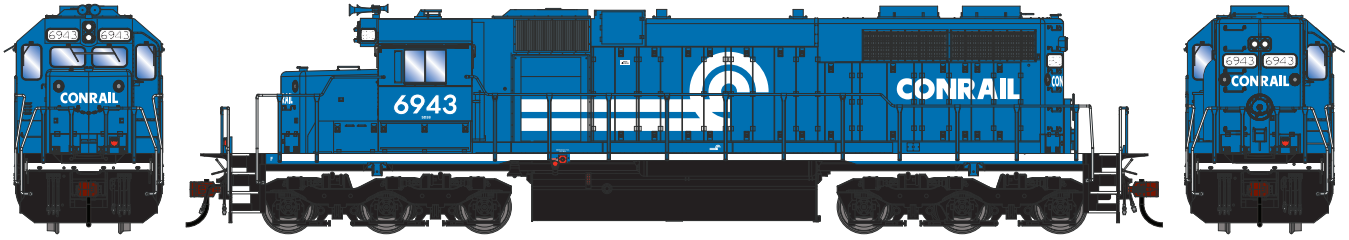
Orders Due: 12.31.26

ETA: APRIL 2028

Conrail



Era: Early 1990s+



Era: Early 1990s+

	without Sound	with Sound
SD38, CR #6937	ATH-3989	ATH-4004
SD38, CR #6943	ATH-3990	ATH-4005

CR FEATURES:

- Former PC units
- White frame stripe
- Leslie RS3L horn
- Sinclair antenna
- Standard MU stands
- Clasp-brake trucks

Conrail's SD38 fleet was inherited from Penn Central. Starting in the early 1990s, FRA-mandated reflective stripes were added to the frames.

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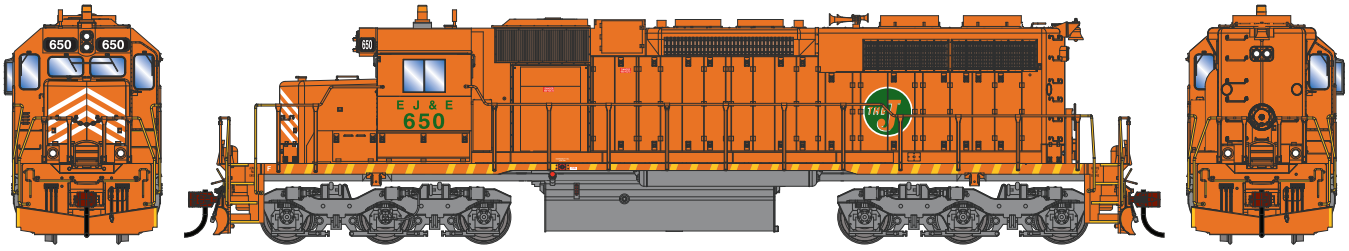
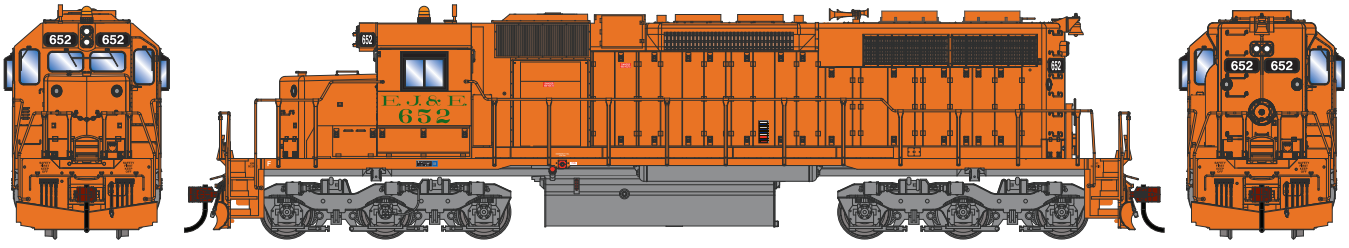
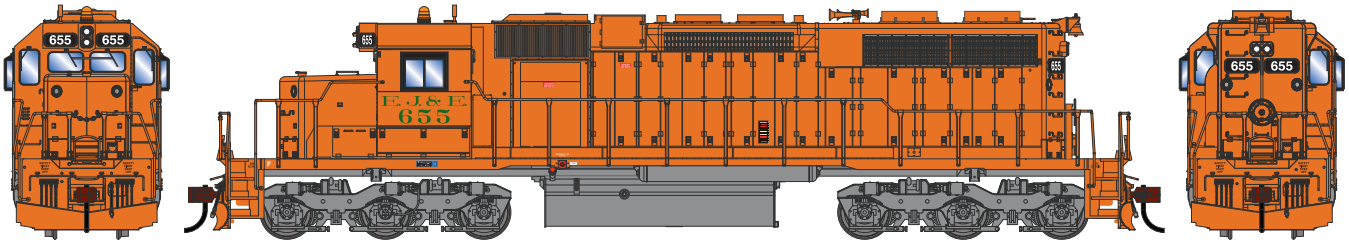
Elgin, Joliet and Eastern



Era: 2000s+



Era: 1960s+



Era: 1960s+

	without Sound	with Sound
SD38, EJE #650	ATH-3991	ATH-4007
SD38, EJE #652	ATH-3992	ATH-4008
SD38, EJE #655	ATH-3993	ATH-4009

EJE FEATURES:

- All-weather windows
- Strobe on cab roof (flash effect on DCC/sound version)

EJE preferred the SD38 for its heaviest transfer and unit coal trains around the Chicago area. One unit, the 650, received the famous "J" logo on its flanks and survived into the 2000s.

ROAD NUMBER SPECIFIC FEATURES:

- **#650** Ditch lights, anti-skid on nose, "J" logo (tiled on one side), intricate striping decoration, hood-mounted bell,
- **#652** Front and rear "weed cutter" plows, hood-mounted bell, standard MU stands
- **#655** Front and rear "weed cutter" plows, hood-mounted bell, standard MU stands

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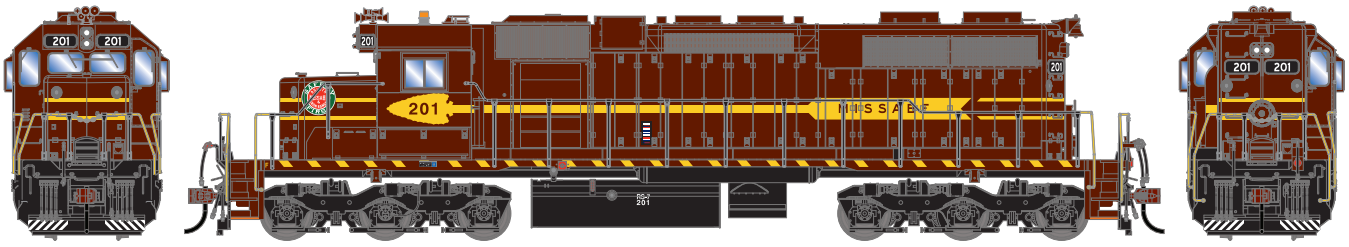
Duluth, Missabe and Iron Range



Era: Mid 1970s+



Era: Mid 1970s+



Era: Mid 1970s+

	without Sound	with Sound
SD38, DMRI #201	ATH-3994	ATH-4009
SD38, DMRI #204	ATH-3995	ATH-4010
SD38, DMRI #206	ATH-3996	ATH-4011

DMRI FEATURES:

- RS5T horn
- Cab-mounted beacon
- Unique underframe details
- Hood-mounted bell
- Sinclair antenna
- Anti-skid on cab and nose
- Extra air hoses

The DMIR prioritized tractive effort over raw horsepower for its ore trains; the SD38 was the perfect unit for them. DMIR SD38s were equipped with a variety of tools and spare parts on the underframe. They also had additional air lines for the air-dump mechanisms of the ore cars.

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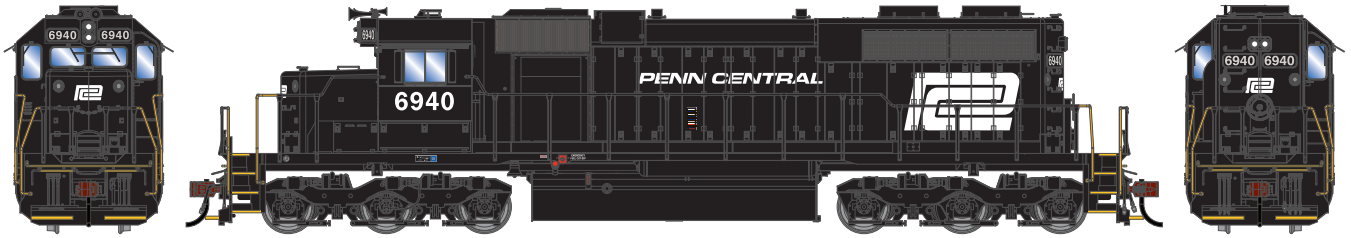
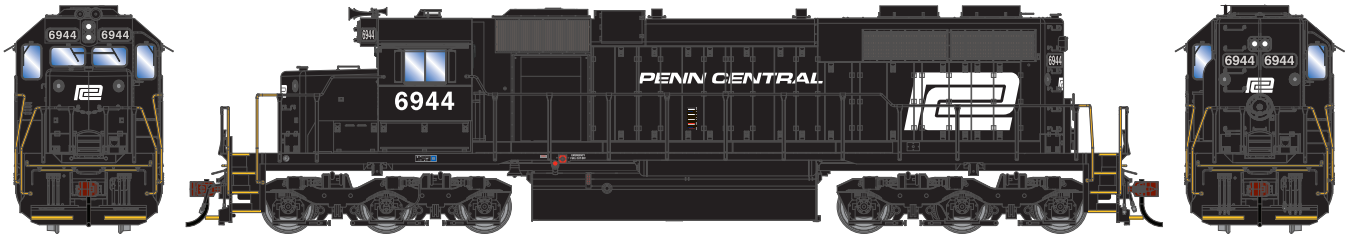
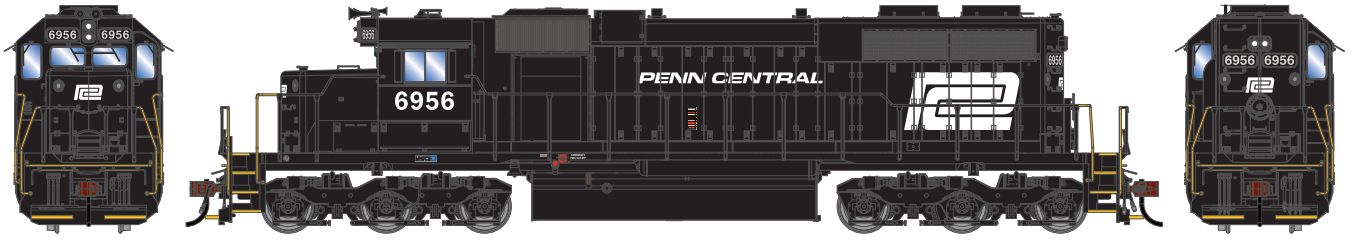
Penn Central



Era: 1970+



Era: 1970+



Era: 1970+

	without Sound	with Sound
SD38, PC #6940	ATH-3997	ATH-4012
SD38, PC #6944	ATH-3998	ATH-4013
SD38, PC #6956	ATH-3999	ATH-4014

PC FEATURES:

- Leslie RS3L horn
- Standard MU stands
- Footboards
- Sinclair antenna
- Clasp-brake trucks
- Pilot grabs

Penn Central's large SD38 fleet was mostly used in yard and transfer service. In 1976 they became the property of Conrail and continued in the same service.

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EMD SD38 Diesel Locomotive

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Atlantic and Great Western Railway



Era: 2000s+



Era: 2000s+

	without Sound	with Sound
SD38, AGW #4001	ATH-4000	ATH-4015
SD38, AGW #4013	ATH-4001	ATH-4016

AGW FEATURES:

- Details similar to EJE 650

The Atlantic & Great Western model railroad can be described as a modern interpretation inspired by the 1880 era A&GW Railway, whose prototype operated as a major east–west route linking the Northeast, Midwest and Gulf of Mexico. The model railroad captures that spirit by creating a busy, independent railroad with its own identity, bringing the character of a large railroad to life in miniature. You can see more of the A&GW on YouTube, Facebook and Instagram.

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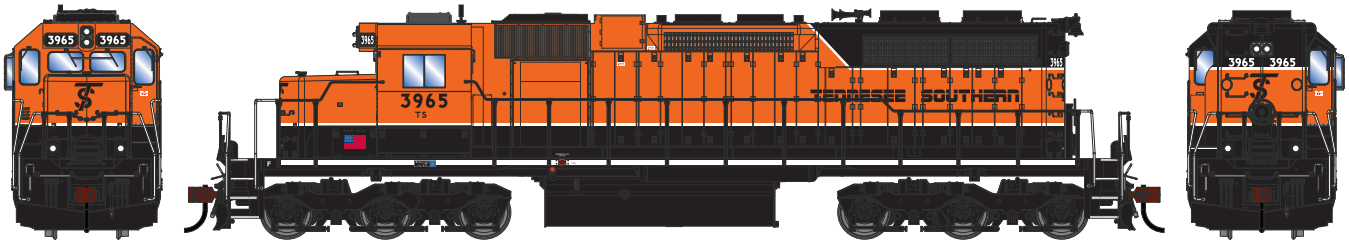
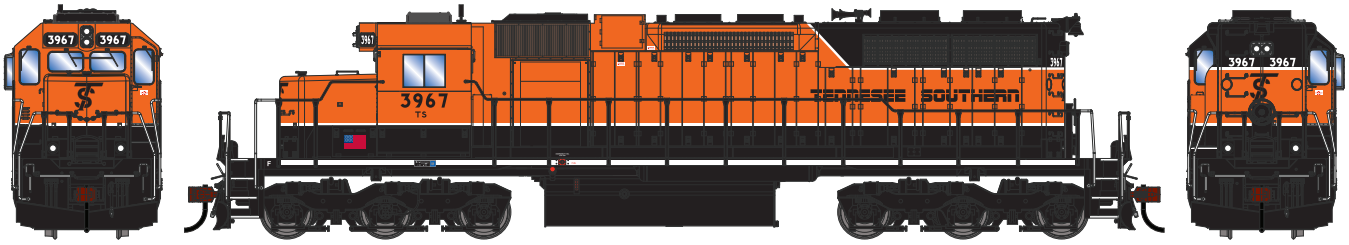
Tennessee Southern



Era: 2000s+



Era: 2000s+

	without Sound	with Sound
SD38, TS #3965	ATH-4002	ATH-4017
SD38, TS #3967	ATH-4003	ATH-4018

TS FEATURES:

- Details similar to EJE 650; no beacon

Born from the rich heritage of the Louisville & Nashville and Southern Railway, the North Carolina & Tennessee Southern Railway Company was formed, commonly known as the Tennessee Southern Railway, is a modern railroad with an unmistakably classic soul.

The railroad operates across 12 states, bringing together a diverse collection of short lines, regional carriers, and former independent railroads under one banner. This extensive network has established Tennessee Southern as a bridge route for many freelance and connecting railroads, keeping freight moving across the South.

You can see more of the TS on their Facebook page.

Small in size. Big in spirit. Tennessee Southern Railway. “The Iron Horse of the South.”

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EMD SD39 Diesel Locomotive

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* Union Pacific Licensed Product

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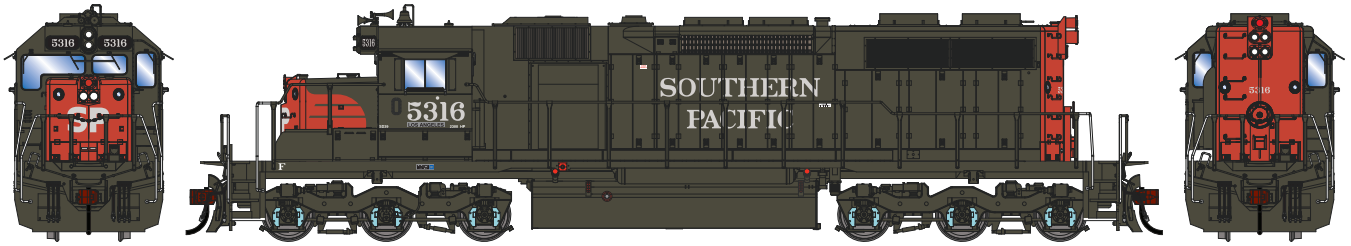
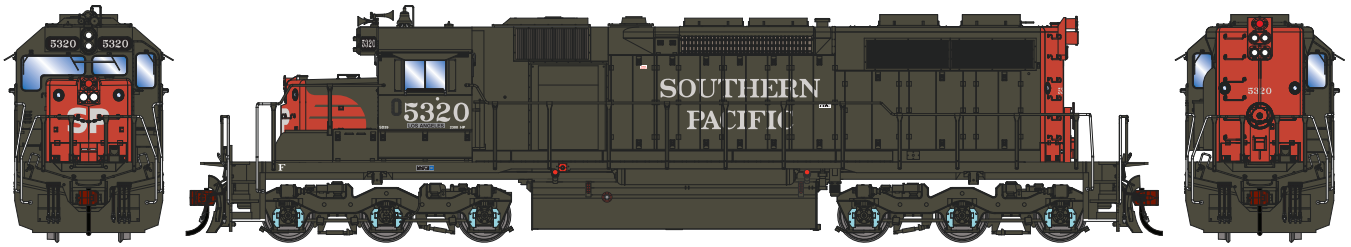
ETA: APRIL 2028

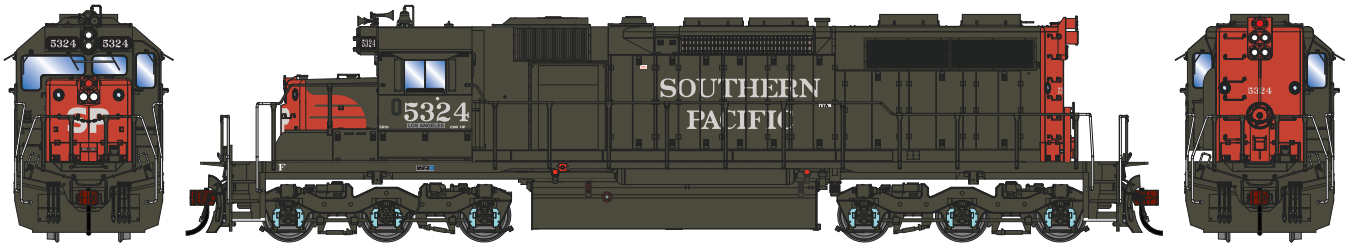
Southern Pacific*



Era: 1982+



Era: 1982+



Era: 1982+

	without Sound	with Sound
SD39, SP #5316	ATH-3967	ATH-3978
SD39, SP #5320	ATH-3968	ATH-3979
SD39, SP #5324	ATH-3969	ATH-3980

SP FEATURES:

- P3 Horn
- SP/UP style plow on front and rear pilots
- Flexicoil high-brake trucks
- FARR radiator grills

As Southern Pacific's SD39s approached and exceeded ten years of age, additional information was stenciled on their cabs, such as shop assignments. Originally assigned to lines in Texas, they commonly began to migrate west to the grades of Tehachapi, where their low-speed tractive effort was an asset.

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EMD SD39 Diesel Locomotive

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ETA: APRIL 2028

Santa Fe



Era: 1979+



Era: 1979+



Era: 1979+

	without Sound	with Sound
SD39, ATSF #4010	ATH-3970	ATH-3981
SD39, ATSF #4012	ATH-3971	ATH-3982
SD39, ATSF #4018	ATH-3972	ATH-3983

ATSF FEATURES:

- RS3L horn
- Stratolight beacon on cab roof (DCC info)
- Footboard pilots
- Flexicoil high-brake trucks
- Chicken Wire radiator grills

Introduced following an FRA study into grade crossing visibility, the ATSF Freight Bonnet scheme was introduced in 1972. All 20 of the road's SD39s were eventually repainted into this scheme. Earlier repaints, as depicted by our models, retained their low-mounted horns, and were not yet fitted with cab A/C.

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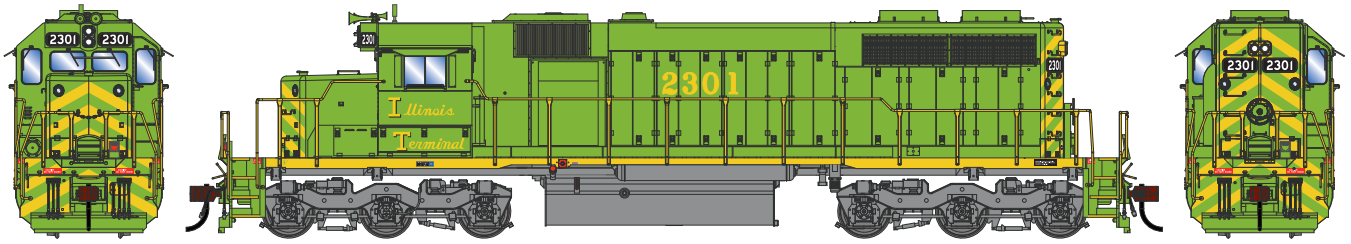
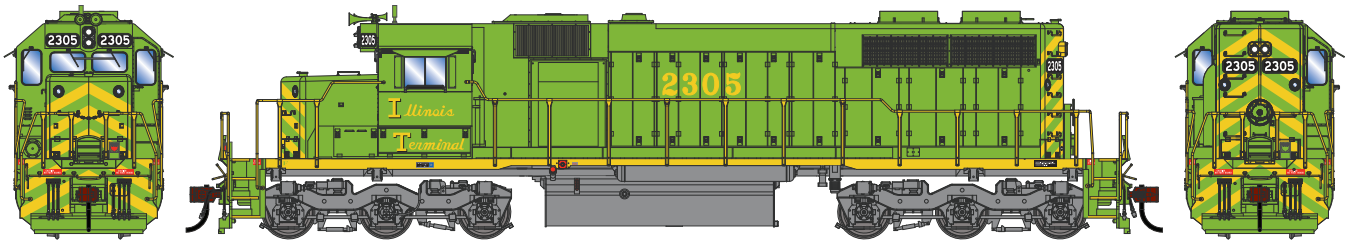
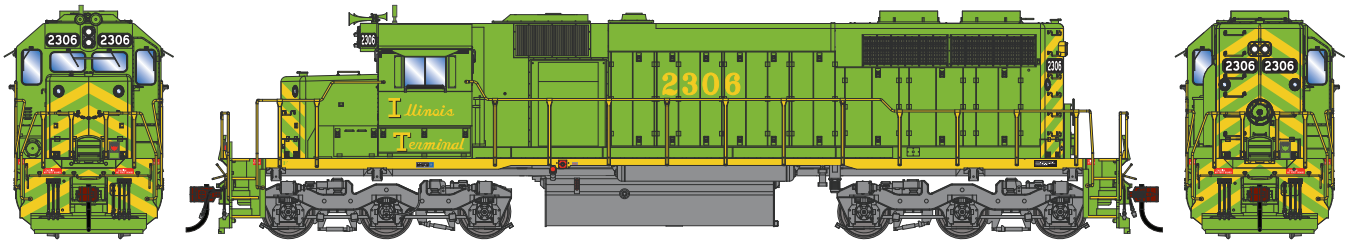
Illinois Terminal Company



Era: 1980+



Era: 1980+



Era: 1980+

	without Sound	with Sound
SD39, ITC #2301	ATH-3973	ATH-3984
SD39, ITC #2305	ATH-3974	ATH-3985
SD39, ITC #2306	ATH-3975	ATH-3986

ITC FEATURES:

- RS3L horn
- MU hose holder pilots
- Flexicoil high-brake trucks
- Chicken Wire radiator grills

The most-powerful units operated by the ITC, their 6 SD39 units were delivered in May 1969. They lasted until the 1981 NW merger, with some retaining their green and yellow livery for several more years.

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EMD SD39 Diesel Locomotive

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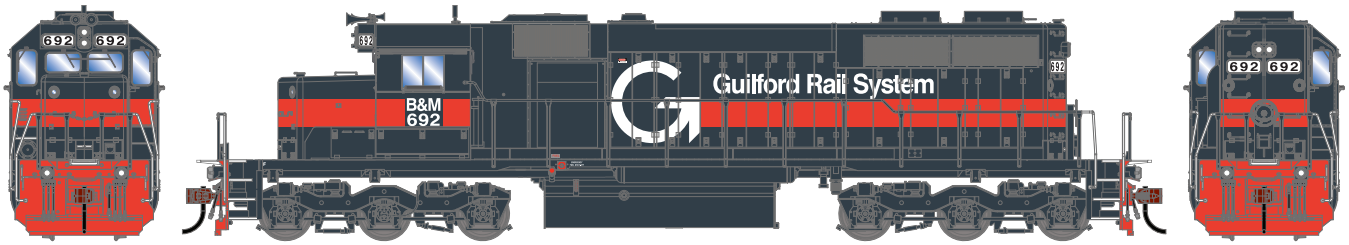
Guilford



Era: 1999+



Era: 1999+

	without Sound	with Sound
SD39, BM #690	ATH-3976	ATH-3987
SD39, BM #692	ATH-3977	ATH-3988

BM FEATURES:

- RS3L horn
- MU hose holder pilots
- Flexicoil high-brake trucks
- Chicken Wire radiator grills

Guilford acquired several former ITC SD39s and assigned them B&M sub lettering. They were used on heavy freights throughout the system, usually in multiple with the SD26s and/or SD45s.

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EMD SD38/SD39 Diesel Locomotive

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ETA: APRIL 2028

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"

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