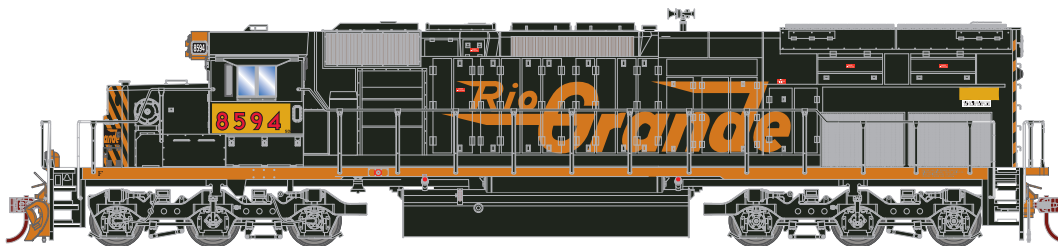




## Union Pacific ( Ex-DRGW)\*



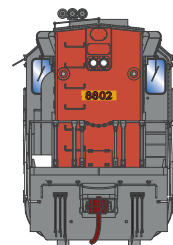
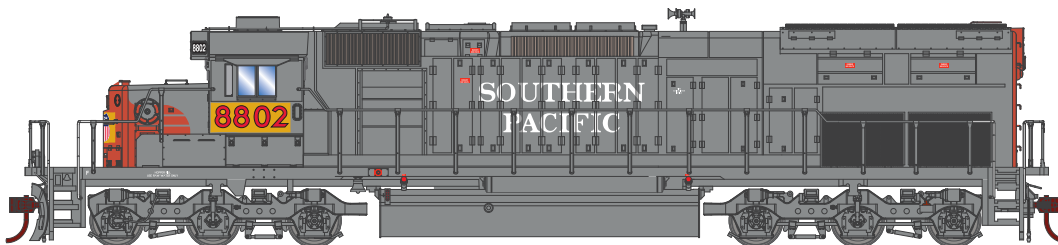
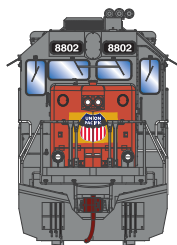
Era: Mid 2000s+

	<b>DCC Ready</b>	<b>with Sound</b>
UP #8594	ATH71743	ATH71843
UP #8599	ATH71744	ATH71844

- UP/DRGW FEATURES:**
- 88" nose with no class lights
  - Extended range dynamic brakes
  - Plated gyalight
  - Small EMD front plow
  - Small front anticlimber
  - Faded colors
  - Standard cab
  - Exhaust silencer
  - Hood-mounted Nathan 3-chime horn
  - FWD ditch lights
  - 4,000 gallon fuel tank

After the 1996 merger with SP, UP inherited both former SP and Rio Grande power. While waiting to be repainted or sold off, UP added a simple patch and new road number. Many of these units kept their faded colors for years.

## Union Pacific (Ex-SP)\*



Era: Mid 2000s+

	<b>DCC Ready</b>	<b>with Sound</b>
UP #8802	ATH71745	ATH71845
UP #8855	ATH71746	ATH71846

- UP/SP FEATURES:**
- Modified "L" Window cab
  - Removed SP light package
  - Large EMD front plow
  - Front large anticlimber
  - Exhaust silencer
  - Faded colors
  - 88" nose with no class lights
  - Hood-mounted Nathan 3-chime horn
  - FWD ditch lights
  - Extended range dynamic brakes
  - 4,500 gallon fuel tank

After the 1996 merger with SP, UP inherited both former SP and Rio Grande power. While waiting to be repainted or sold off, UP added a simple patch and new road number. Many of these units kept their faded colors for years.

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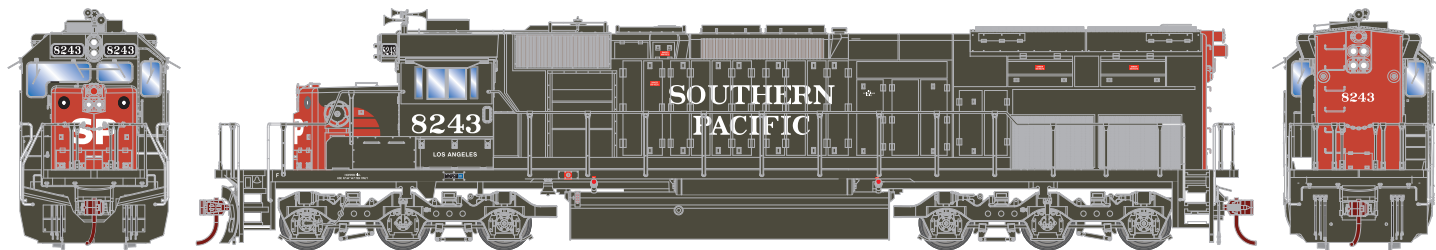
\* Union Pacific Licensed Product



HO

# EMD SD40T-2 Diesel Locomotive

## Southern Pacific\*



Era: Early 1980s+

	<b>DCC Ready</b>	<b>with Sound</b>
SP #8243	ATH71747	ATH71847
SP #8262	ATH71748	ATH71848
SP #8281	ATH71749	ATH71849

### SP FEATURES:

- SP Front and Rear light package (Gyralight effect in DCC)
- "L" Window cab
- Cab-mounted Nathan 3-chime horn
- Extended range dynamic brakes
- Front large anticlimber
- 88" nose with class lights (non-operational)
- Large EMD front plow
- Exhaust silencer
- 4,500 gallon fuel tank

SP's Final order of SD40T-2's were #8230-8299, placed in 1978. These units came equipped with some of the standard SP features including the full front and rear SP light packages and L front cab window. Some stand-out features included extended range dynamic brakes and exhaust silencer. They eventually became part of the UP fleet and were sold off to other owners after UP no longer needed them.

## Burlington Northern



Era: Late 1970's (Alternate Era)

	<b>DCC Ready</b>	<b>with Sound</b>
BN #8200	ATH71750	ATH71850
BN #8217	ATH71751	ATH71851

### BN FEATURES:

- Standard cab
- Cab-mounted Leslie 3-chime horn
- Front large anticlimber
- 4,500 gallon fuel tank
- 88" nose with class lights (non-operational)
- Small EMD front plow
- Standard range dynamic brakes

Without a doubt, BN was very happy with the EMD SD40-2. The reliability and ease of maintenance made these locomotives a company favorite. BN's operating territory in the mountainous Pacific Northwest included routes with tunnels, including the 7.80-mile-long Cascade Tunnel. Consequently, it doesn't seem too far-fetched for BN to have possibly ordered SD40T-2's to work this territory. In an alternate timeline, BN tested SP's SD45T-2's and SD40T-2's, liked the results and ordered 20-units for use on former Great Northern and Northern Pacific trackage. We think that these Tunnel Motors look great in Cascade Green and black and are a fine addition to our Legendary Liveries series!

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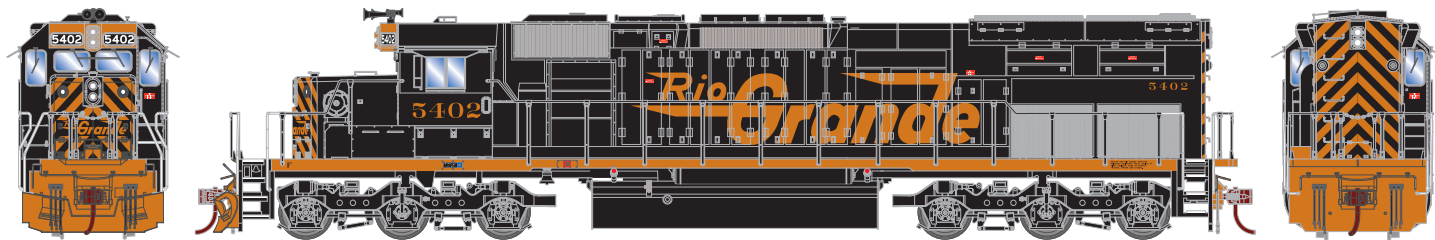


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## Rio Grande\*



Era: 1980s+

	<b>DCC Ready</b>	<b>with Sound</b>
DRGW #5402	ATH71752	ATH71852
DRGW #5407	ATH71753	ATH71853
DRGW #5410	ATH71754	ATH71854

### DRGW FEATURES:

- 88" nose with class lights (non-operational) and gyalight (Effect in DCC)
- Standard cab
- Small EMD front plow
- Extended range dynamic brakes
- 4,000 gallon fuel tank
- Cab-mounted Leslie 3-chime horn
- Front small anticlimber
- Exhaust silencer

During the late 1960's and early 1970's the Southern Pacific was looking for ways to solve the problem of their diesels overheating in their many tunnels and snow sheds. They determined that problem was caused by the locomotive's taking in their own hot exhaust gases while in the confines of the tunnels. The solution came from EMD's development team which relocated the radiator cooling intakes to the lower portion of the rear of the car body, creating what railfans dubbed the "Tunnel Motor." This modification allowed the locomotives to take in cooler air that was nearer to the tunnel floor and thus reducing overheating. The Rio Grande was experiencing the same issues and decided to get some Tunnel Motors of their own, ordering some 73 SD40T-2's in total in 5 separate orders. The last order, #5398-5413 were built in 1980. Features included a 4000 gal fuel tank, nose gyalights, and extended range dynamic brakes with exhaust silencer. The company wanted to order more of them but EMD convinced them to get their new SD50's instead.

## Chicago, Fort Wayne and Eastern



Era: 2000s+

	<b>DCC Ready</b>	<b>with Sound</b>
CFE #3316	ATH71755	ATH71855

### CFE FEATURES:

- Modified "L" Window cab
- Removed SP light package
- Large EMD front plow
- Front large anticlimber
- 4,500 gallon fuel tank
- 88" nose with no class lights
- Hood-mounted Nathan 5-chime horn
- Front and Rear ditch lights
- Standard range dynamic brakes

The CFE is part of the large Genesee & Wyoming group which operates approximately 273 miles of track between Tolleston, Indiana and Crestline, Ohio. With a locomotive roster of mainly GP38-2's for power, they operate just one SD40T-2 from SP heritage.

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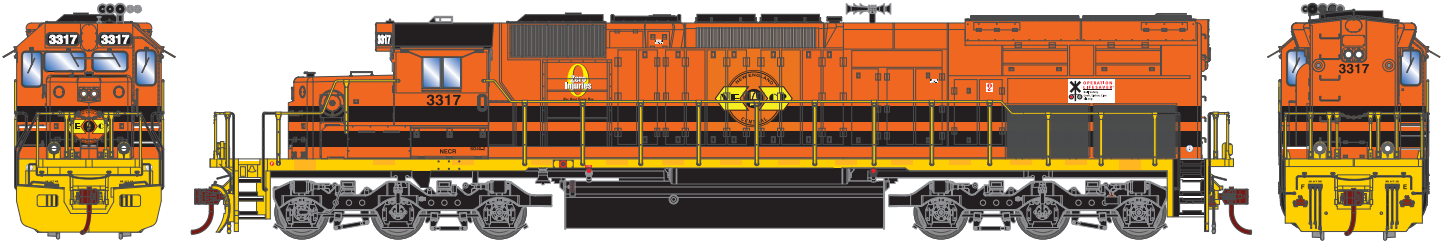


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## New England Central



Era: Mid 2000s+

NECR #3317    **DCC Ready**    **with Sound**  
ATH71756    ATH71856

### NECR FEATURES:

- Modified "L" Window cab
- Removed SP light package
- Large UP front plow
- Front large anticlimber
- Exhaust silencer
- 88" nose with no class lights
- Hood-mounted Nathan 5-chime horn
- Front and Rear ditch lights
- Extended range dynamic brakes
- 4,500 gallon fuel tank

The NECR began its startup in 1995 as a successor of the Central Vermont Railway. By 2012, the railroad was purchased by the Genesee and Wyoming group. They operate 366 miles of trackage between New London Connecticut and Alburgh Vermont. With a wide variety of EMD power on the roster, they too only operate one lone SD40T-2 of SP heritage.

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## All Road Names

### SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Econami sound
- 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 SD40T-2 is a 6-axle diesel-electric locomotive built by General Motors Electro-Motive Division having a 16-cylinder EMD 645E3 diesel engine producing 3,000 horsepower (2,240 kW). 312 SD40T-2s were built for North American railroads between April 1974 and July 1980. This locomotive and the SD45T-2 are popularly called tunnel motors, but EMD's term is SD40-2s with "cooling system modifications" because they were designed for better engine cooling in tunnels. The difference between this locomotive and its non-tunnel motor cousin, the SD40-2, are the radiator intakes and radiator fan grilles located at the rear of the locomotive. The radiator air intakes in this model were along the deck to allow more fresh, cooler air to enter and less hot exhaust fumes lingering around the tunnel's ceiling.

### SD40T-2 SERIES LOCOMOTIVE FEATURES:

- Fine scale handrails
- Photo-etched windshield wipers
- Separately applied air tanks
- LED Lighting
- HTC truck sideframes
- See-through cab windows
- Welded electrical cabinet air filter box
- All-wheel electrical pickup
- See-through dynamic brake fans
- "Mushroom" nose vent on right side
- Separately applied wire grab irons
- Rubber trainline and MU hoses with silver ends
- Late Dash-2 cab, front window arrangement per prototype
- See-through radiator grilles with new rear truck gearbox specific for the tunnel motor
- Speed recorder attached to appropriate axle per prototype
- McHenry® operating scale knuckle couplers
- All-wheel drive with precision gears for smooth and quiet operation
- 5-pole motor with flywheels and multi-link drivetrain for trouble-free operation
- Chassis accepts Genesis motor retro fit kit for an even higher performance motor
- DCC Ready 21-pin NEM Quick Plug™ technology
- Nickel plated, blackened machined wheels
- Wheels with RP25 contours operate on all popular brands of track
- Highly-detailed, injection molded body
- Minimum radius: 18" — Recommended radius: 22"



### LEGENDARY LIVERIES

What are Legendary Liveries? An Athearn exclusive, they are the ultimate answer to "What if?" Featuring some of the most popular railroad paint schemes of all time, these models are perfect for collecting, proto-freelancing, or just plain fun! Whether company proposed paint schemes, canceled locomotive orders, or alternate takes on history, Legendary Liveries are fun and unique additions to any roster. Enjoy these items, and answer the ultimate railroad question of: "What if?"



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- Faded base colors matched to the prototype
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