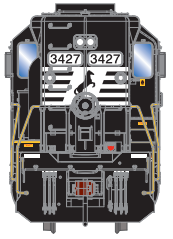
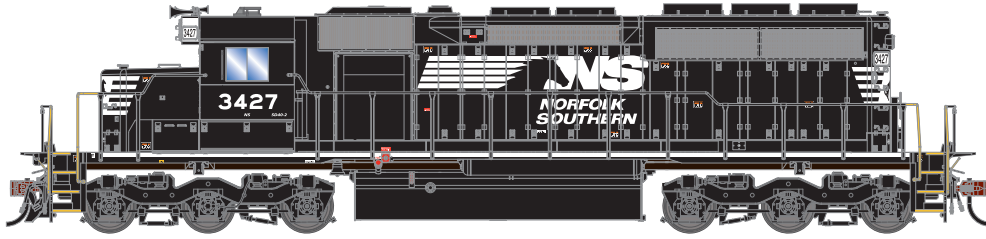




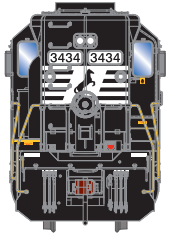
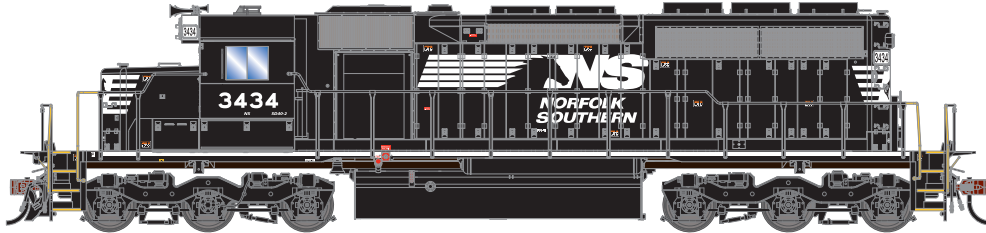
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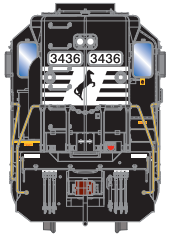
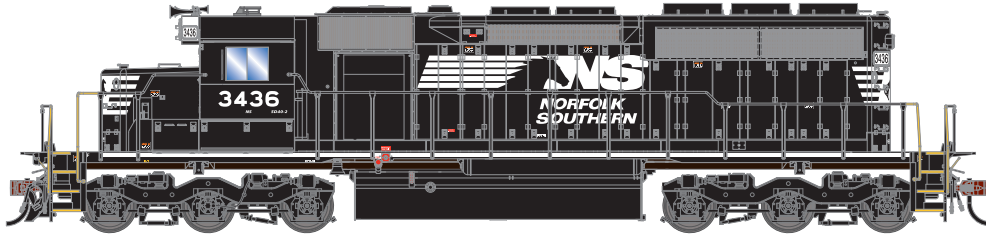
Norfolk Southern - "SD40-2R"



Era: Mid 2000s+



Era: Mid 2000s+



Era: Mid 2000s+

SD40, NS #3427
SD40, NS #3434
SD40, NS #3436

without Sound
ATH-3375
ATH-3389
ATH-3390

with Sound
ATH-3413
ATH-3414
ATH-3415

NS FEATURES:

- Nose brake or rear brake wheel
- Cab side vent
- RS3L horn
- Front snowplow
- Front ditch lights
- Extended-range dynamic brakes

With the split-up of Conrail, NS acquired several SD40 locomotives that had been rebuilt by Conrail.

Conrail so loved their SD40-2's that in 1993 they decided to rebuild 40 units to 'Dash 2' specifications. For this project Conrail chose 30 of their own units and purchased an additional 10 former-Kansas City Southern SD40's from PAC Rail leasing. Conrail placed these rebuilt SD40-2R's into the series CR 6960-6999 (Source: "EMD SD40-2R Prototype Information", <http://crrcyc.railfan.net/locos/emd/sd402r/sd402rproto.html>).

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* Union Pacific Licensed Product

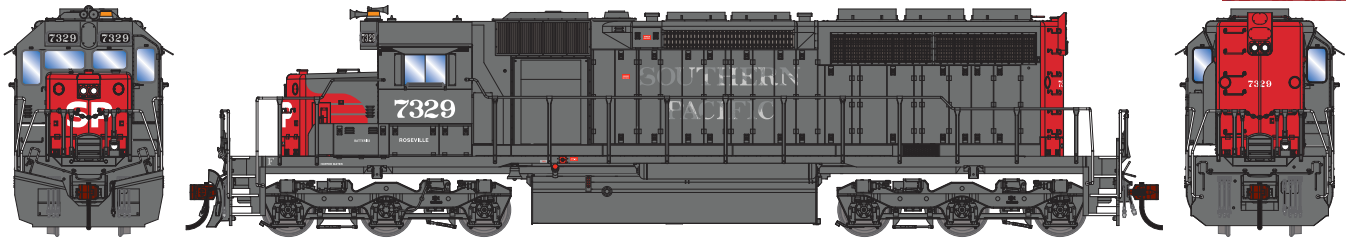
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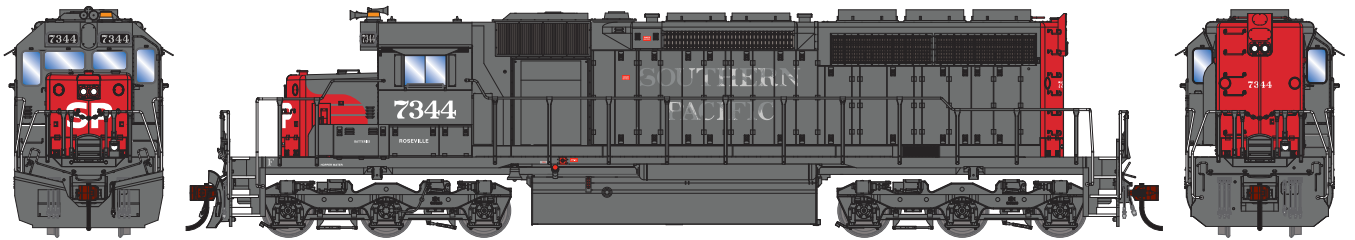
Southern Pacific* - "SD40R"



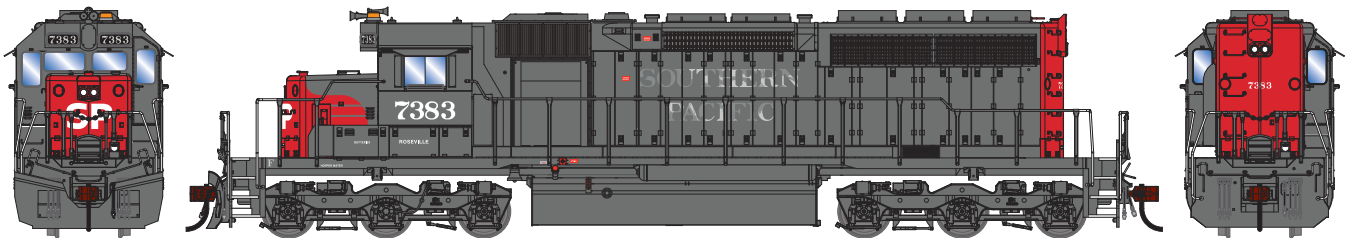
Era: 1982+



Era: 1990+



Era: 1990+



Era: 1990+

SD40, SP #7342
SD40, SP #7329
SD40, SP #7344
SD40, SP #7383

without Sound

ATH-3391
ATH-3392
ATH-3393
ATH-3394

with Sound

ATH-3416
ATH-3417
ATH-3418
ATH-3419

In 1981, SP instituted a GRIP rebuild of their SD40s, resulting in the SD40R. A workhorse locomotive for SP, they could be seen pulling freights all over the system.

#7342 was painted in a series of experimental schemes, featuring prominent usage of "Daylight" orange, the last of which is depicted on our model.

The SD40Rs remained in service into the 1990s. Deferred maintenance took its toll on the appearance of the units, as depicted by our other 3 offerings.

ROAD NUMBER SPECIFIC FEATURES:

- #7342 Unique Daylight paint, full light packages
- #7329 / #7344 / #7383 Faded paint colors, blanked front and rear gyalights, Prime beacon

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Union Pacific*



Era: 1985+

Era: 1985+

Era: 1985+

	without Sound	with Sound	UP FEATURES:
SD40, UP #3066	ATH-3395	ATH-3420	• RS3L horn
SD40, UP #3067	ATH-3396	ATH-3421	• Strobe on cab roof (flash effect on DCC/sound version)
SD40, UP #3070	ATH-3397	ATH-3422	• Plain pilots
			• Flexicoil low-brake trucks
			• FARR radiator grills

Union Pacific made many changes to the painting and lettering of its locomotives throughout the years. These changes were made for a variety of reasons: to decrease cost, facilitate locomotive identification, or increase safety.

A major change came in 1984, when the aluminum color that had been specified for locomotive trucks since 1953 was changed to Harbor Mist Grey. This was done because the cost to paint the entire merged MP locomotive fleet was deemed to be too high.

These SD40s are decked out with their grey trucks, white handrail verticals, and large cab numbers, making them ideal mid-1980s power.

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Wisconsin & Southern - "SD40M-2"



Era: Mid 2000s+



Era: Mid 2000s+



Era: Mid 2000s+

	without Sound
SD40, WSOR #4077	ATH-3398
SD40, WSOR #4078	ATH-3399
SD40, WSOR #4079	ATH-3400

with Sound
ATH-3423
ATH-3424
ATH-3425

WSOR FEATURES:

- RS3L horn
- Front and rear ditch lights
- Standard EMD plow
- Removed class lights
- Hood-side-mounted bell
- Special verbiage honoring Robert Hoesly on unit 4078

Wisconsin Southern is a Class II railroad operating in Illinois and Wisconsin over former CNW and MILW trackage. The roster included a variety of EMD units, including some rebuilt SD40 units of mixed heritage. The units originally wore 40XX numbers but were re-numbered into the 41XX-42XX series in 2015. They could be found in any type of service.

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Montana Rail Link



Era: Early 1990s+

Era: Early 1990s+

SD40, MRL #217
SD40, MRL #218

without Sound
ATH-3401
ATH-3402

with Sound
ATH-3426
ATH-3427

MRL FEATURES:

- Different horn types and beacon placement per road number
- Standard EMD plow or plain pilot per road number
- Prime Stratolight beacon (flash effect on DCC/sound version)
- Blanked upper headlights

MRL rostered several SD40s, some of C&S heritage as depicted by our models. Later in life, some were rebuilt and received new road numbers. They were most often used in multiple on heavy freights.

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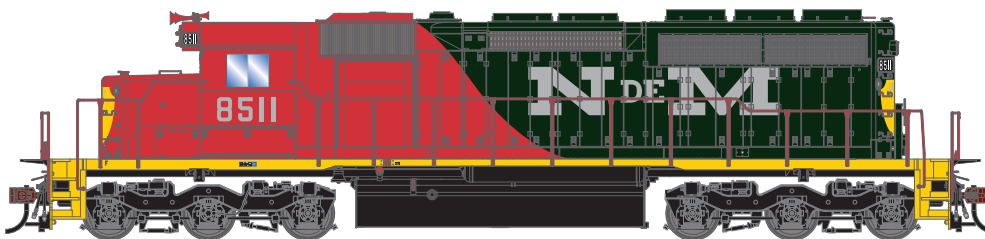
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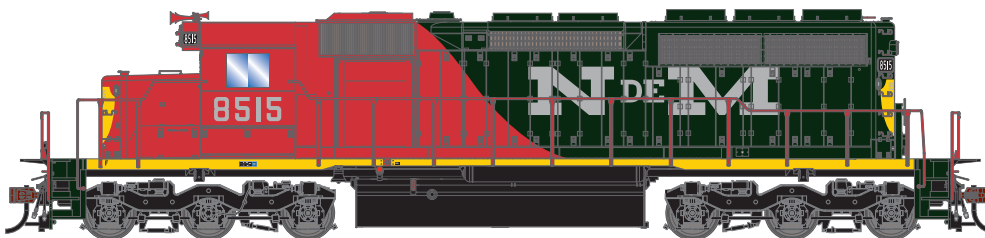
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Ferrocarriles Nacionales de México



Era: Late 1970s+



Era: Late 1970s+

	without Sound	with Sound	NdeM FEATURES:
SD40, NdeM #8511	ATH-3403	ATH-3428	• Different paint masking per road number
SD40, NdeM #8515	ATH-3404	ATH-3429	• RS3L horn
			• Footboards
			• Pilot grabs
			• Early cut levers

Ferrocarriles Nacionales de México was Mexico's state-owned railway from 1938 to 1998. The road owned a relatively large group of SD40s; units 8503-8521 were delivered in 1968. Paint and decoration varied on the units, with some having green stepwells, and some yellow. Both versions are on offer in this release.

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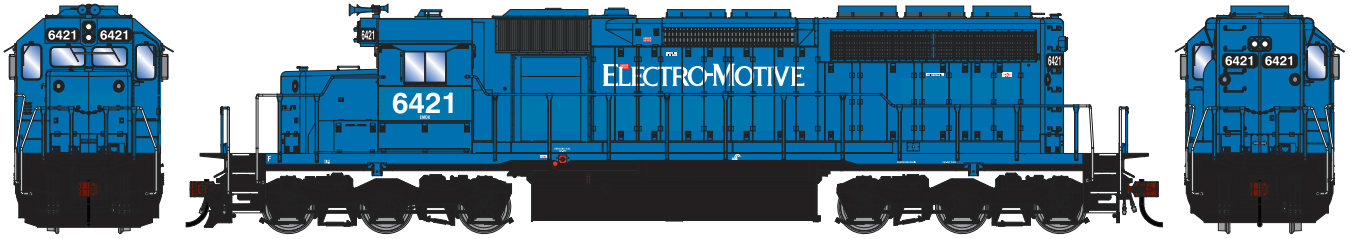
SD40 Diesel Locomotive

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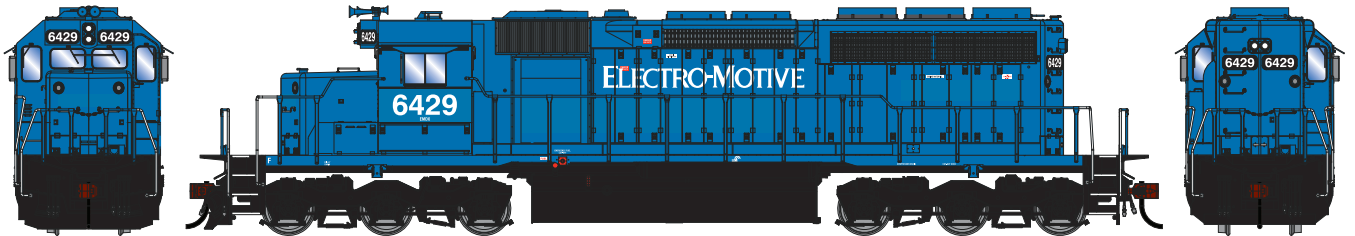
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EMDX Leasing



Era: 1990s+



Era: 1990s+

	without Sound	with Sound	EMDX FEATURES:
SD40, EMDX #6421	ATH-3405	ATH-3430	• Former Conrail units
SD40, EMDX #6429	ATH-3406	ATH-3431	• RS3L horn
			• EMD standard plow
			• Cab-side vent

EMDX leasing SD40s in the 64XX series came from a variety of sources, including Conrail. They were common lease power from the mid-1990s through the 2000s, and could be seen throughout the US from Washington to New York and anywhere in between.

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Chicago and North Western



Era: 1970s+



Era: 1970s+

	without Sound	with Sound	CNW FEATURES:
SD40, CNW #868	ATH-3408	ATH-3432	• RS3L horn
SD40, CNW #882	ATH-3409	ATH-3433	• Western-Cullen beacon (flash effect on DCC/sound version)
			• EMD standard plow
			• No dynamic brakes

CNW 867-896 were built in 1966 and were the only SD40 units bough new by the road. Typical CNW features included a rooftop beacon and lack of dynamic brakes, although these units did not feature the prominent gong bells on the nose. Some carried their as-delivered paint into the 1980s.

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Pan Am Railways



Era: Mid 2000s+

Era: Mid 2000s+

	without Sound	with Sound
SD40, MEC #602	ATH-3410	ATH-3434
SD40, MEC #600	ATH-3411	ATH-3435

Pan Am Railways, formerly Guilford Transportation Industries, operates trains over former BM, MEC, and Portland Terminal Railway, among others. They operated several SD40 units of mixed heritage. They could be found working in multiple throughout the system with almost any other class.

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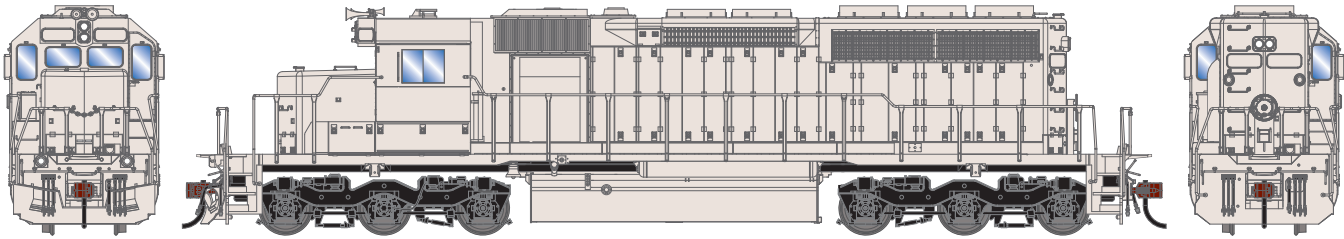
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Undecorated



Era: Mid 2000s+

	without Sound	with Sound	Undecorated FEATURES:
SD40, Undecorated	ATH-3412	ATH-3436	• Nose brake or rear brake wheel • Cab side vent • RS3L horn • Front snowplow • Front ditch lights • Extended-range dynamic brakes

Athearn has answered the call for more undecorated units with this SD40 offering. Perfect for customizing with aftermarket parts for a specific prototype, or use them for your freelance road or leasing service.

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All Road Names

SOUND-EQUIPPED MODELS ALSO FEATURE

- Onboard DCC decoder with SoundTraxx Econami sound
- Single cube speaker for optimal sound quality
- Sound units operate in both DC and DCC
- Engine, horn, and bell sounds work in DC
- Some functions are limited in DC
- All functions NMRA compatible in DCC mode
- Effect lighting (if applicable) using F5 and/or F6
- Excellent low-speed operation
- 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 in the box

PROTOTYPE AND BACKGROUND INFO:

In 1966, EMD updated its locomotive catalog with entirely new models, all powered by the new 645 diesel engine. The SD40 had 3,000 hp from a turbocharged V16. 856 examples of this locomotive model were built for American railroads, 330 were built for Canadian railroads, and 72 were built for Mexican railroads.

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SD40 LOCOMOTIVE FEATURES:

- Photo-etched stainless steel windshield wipers
- Fully assembled and ready-to-run
- Separately applied wire grab irons
- Separately applied air tanks
- Coupler cut levers
- Rubber MU hoses
- Fine scale handrails molded in engineering plastic
- Non-sound version features 21-pin NEM DCC plug
- See-through dynamic brake and radiator fans
- Curved radiator fan grab iron
- Exhaust stack
- Frame mounted bell (unless noted)
- Detailed 4,000 gallon fuel tank (unless different capacity is noted)
- Flexicoil-C trucks with high or low brake cylinders (per prototype)
- McHenry scale knuckle spring couplers
- See through cab windows
- Bi-directional LED lighting
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup
- 5-pole motor with flywheels and multi-link drivetrain for trouble-free operation
- Wheels with RP25 contours operate on all popular brands of track
- Window packaging for easy viewing
- Highly-detailed, injection molded body
- Painted and printed for realistic decoration
- Fully assembled and ready-to-run
- Minimum radius: 18"
- Recommended radius: 22"

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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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